

FOTENN

1305
SUMMERVILLE



March 20, 2019

Planning Rationale

Site Plan Control



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1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for Concorde Management/Development, is pleased to submit the enclosed Planning Rationale in support of a Site Plan Control application for the lands municipally known as 1305 Summerville Avenue (“the subject property”) in the Carlington neighbourhood of the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.1 Site Context and Surrounding Area

1.1.1 Subject Property

The subject property is located on the north side of Summerville Avenue, a local street in the Carlington neighbourhood of the City of Ottawa, and is municipally known as 1305 Summerville Avenue. The subject property has a total area of approximately 2,638 square metres with a frontage of 64 metres along Summerville Avenue.

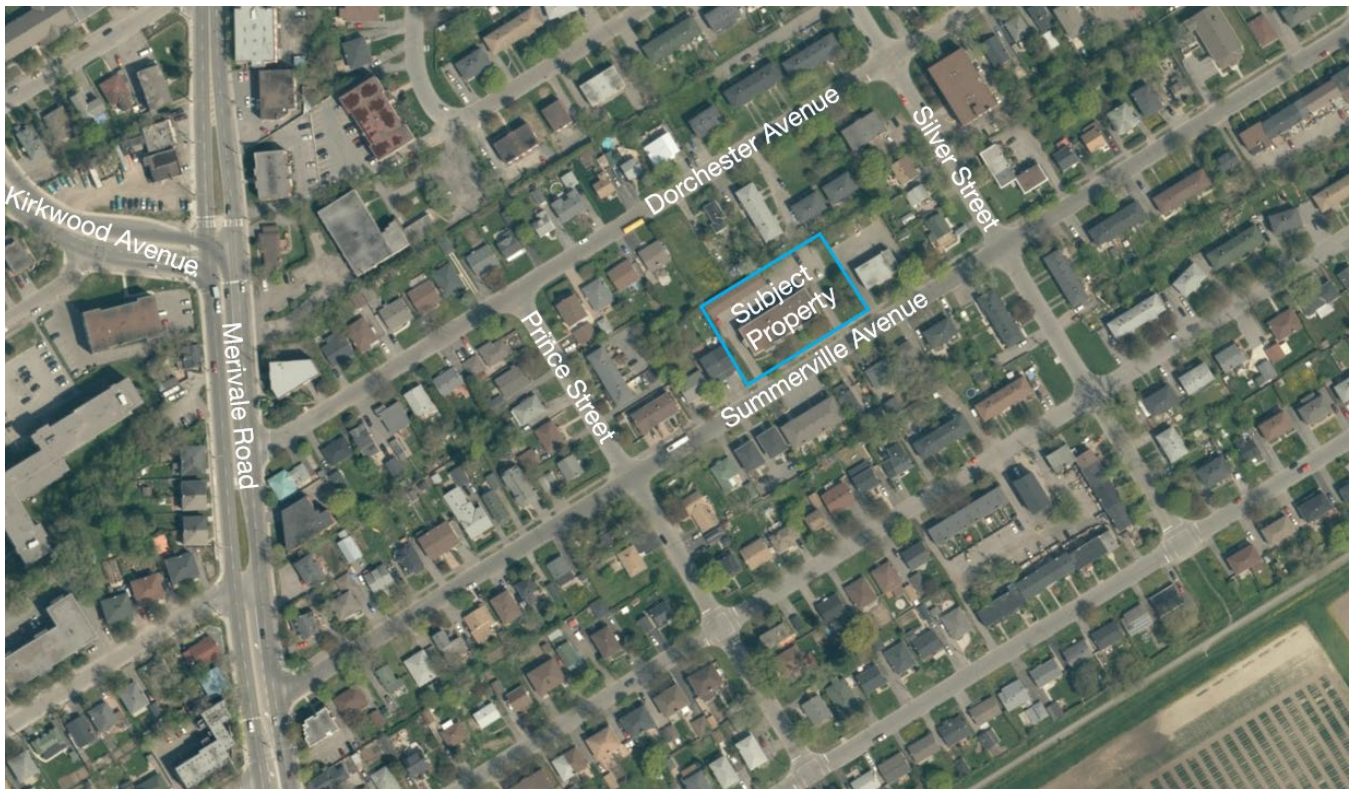


Figure 1: Aerial photo of the subject property (outlined in blue) and surrounding area

The subject property is currently occupied by a low-rise apartment building that was constructed around 1965. Associated surface parking and a garage structure are located at the rear of the building.



Figure 2: Google Streetview image of the subject property; the existing low-rise apartment building is in the west portion of the image

1.1.2 Surrounding Area

The subject property is located in Carlington, a predominantly low-rise residential neighbourhood. The following provides a brief description of the uses adjacent to the subject property:

NORTH

To the north of the subject property are residentially zoned lots fronting on Dorchester Avenue, with low-rise dwellings; one of the lots (1316 Dorchester Avenue) is currently vacant. Further north is a low-rise residential neighbourhood consisting of a mix of dwelling types, including detached dwellings, townhouses, and apartment buildings.



Figure 3: View to the north of the subject property

SOUTH

Immediately to the south of the subject property is Summerville Avenue, a local east-west street, on the other side of which are residential buildings including detached dwellings, semi-detached dwellings, and townhouses. Further south is a low-rise residential neighbourhood, beyond which is the Experimental Farm, located just over 200 metres from the subject property.



Figure 4: View to the south of the subject property

EAST

Immediately to the east of the subject property is a property municipally known as 1291 Summerville Avenue, on which is located another three (3) storey low-rise apartment building. Further east is a low-rise residential neighbourhood consisting of detached dwellings, semi-detached dwellings, townhouses, and low-rise apartment buildings.



Figure 5: View to the east of the subject property



Figure 6: View of the abutting property known municipally as 1291 Summerville

WEST

To the west of the subject property is a low-rise residential neighbourhood with a mix of dwelling types ranging from detached dwellings to low-rise apartment buildings. Further west, approximately 250 metres from the subject property, is Merivale Road, a busy arterial road with a mix of residential, commercial, institutional, and office uses.



Figure 7: View to the west of the subject property

1.1.3 Transportation Network

Road Network

As per Schedule E of the City of Ottawa Official Plan (Figure 8), the subject property is located in close proximity to three (3) arterial roads:

- / Merivale Road (approximately 200 metres to the west);
- / Kirkwood Avenue (approximately 230 metres to the northwest); and
- / Fisher Avenue (approximately 700 metres to the east).

Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. In particular, the 417 Highway is located approximately one (1) kilometre to the north.

The subject property is also located in proximity to Shillington Avenue (an east-west collector road approximately 275 metres to the north). Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians.

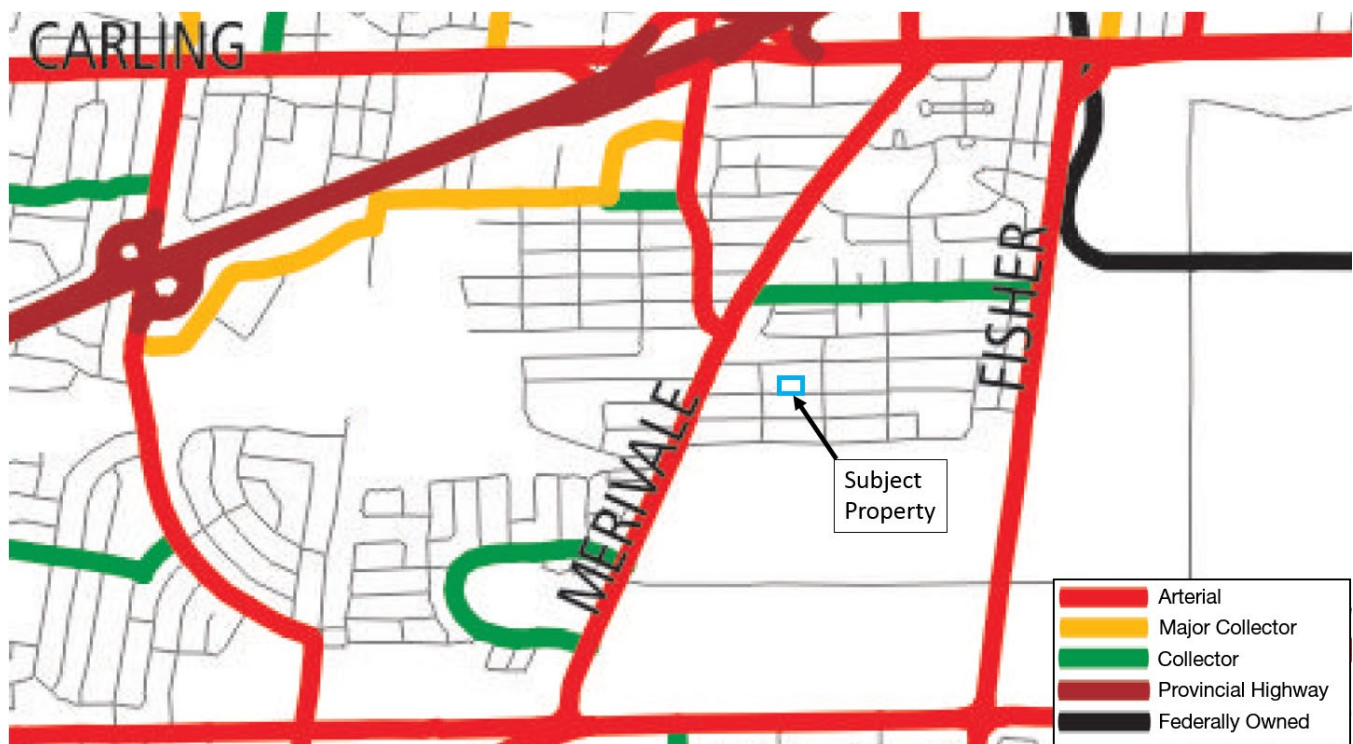


Figure 8: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan (subject property outlined in light blue)

Rapid Transit

As per Schedule D: Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (Figure 9), the subject property is located in proximity to planned transit priority measures. As per the City's 2013 Transportation Master Plan, these include transit signal priority and queue jump lanes at select intersections along Merivale Road, and transit signal priority at select intersections along Fisher Avenue.

The subject property is also located approximately one (1) kilometre away from planned at-grade rapid transit improvements along Baseline Road (to the south) and Carling Avenue (to the north).

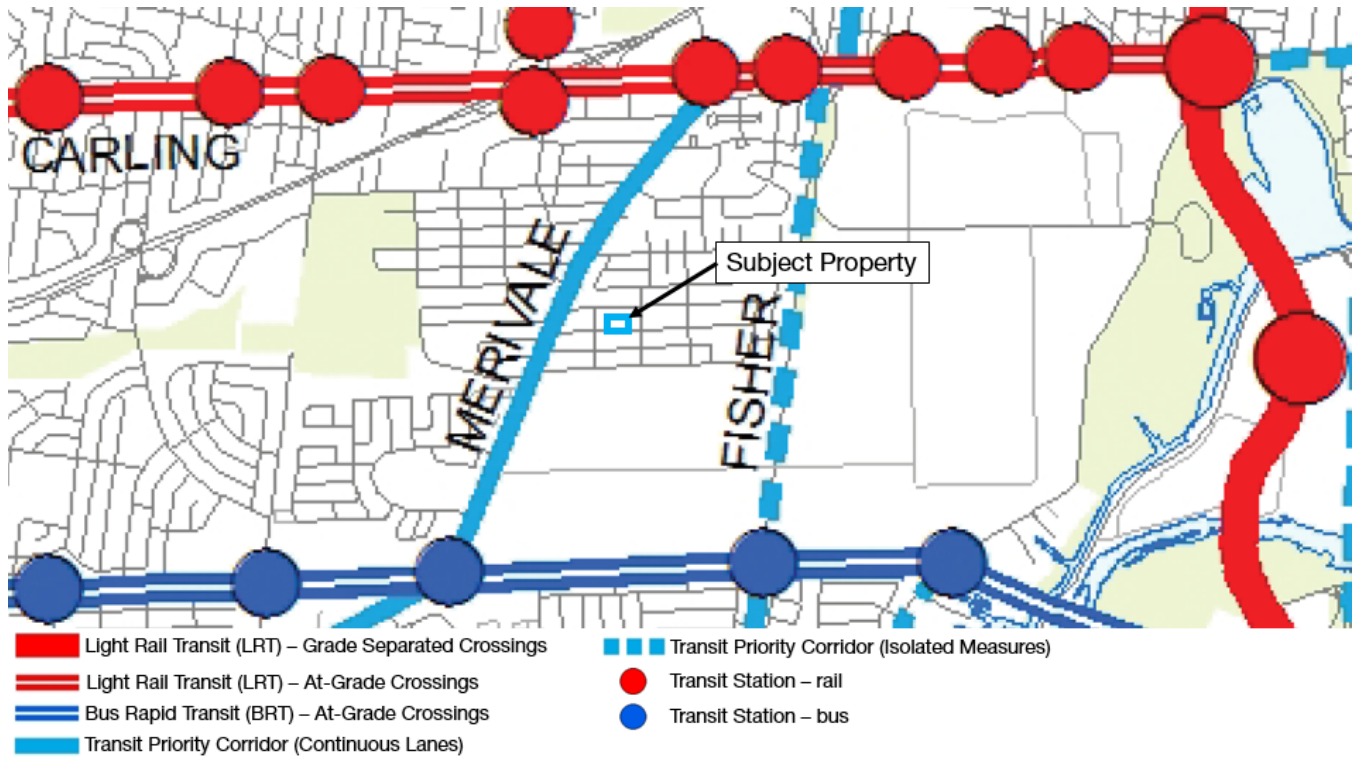


Figure 9: Excerpt from Schedule D – Rapid Transit and Transit Priority of the City of Ottawa Official Plan (subject property outlined in light blue)

Cycling

As per Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 10), the subject property is located in close proximity to several on- and off-road cycling routes. In particular, the subject property is located near the Experimental Farm Pathway, an east-west multi-use pathway that goes as far west as Woodroffe Avenue (where it connects to other pathways).

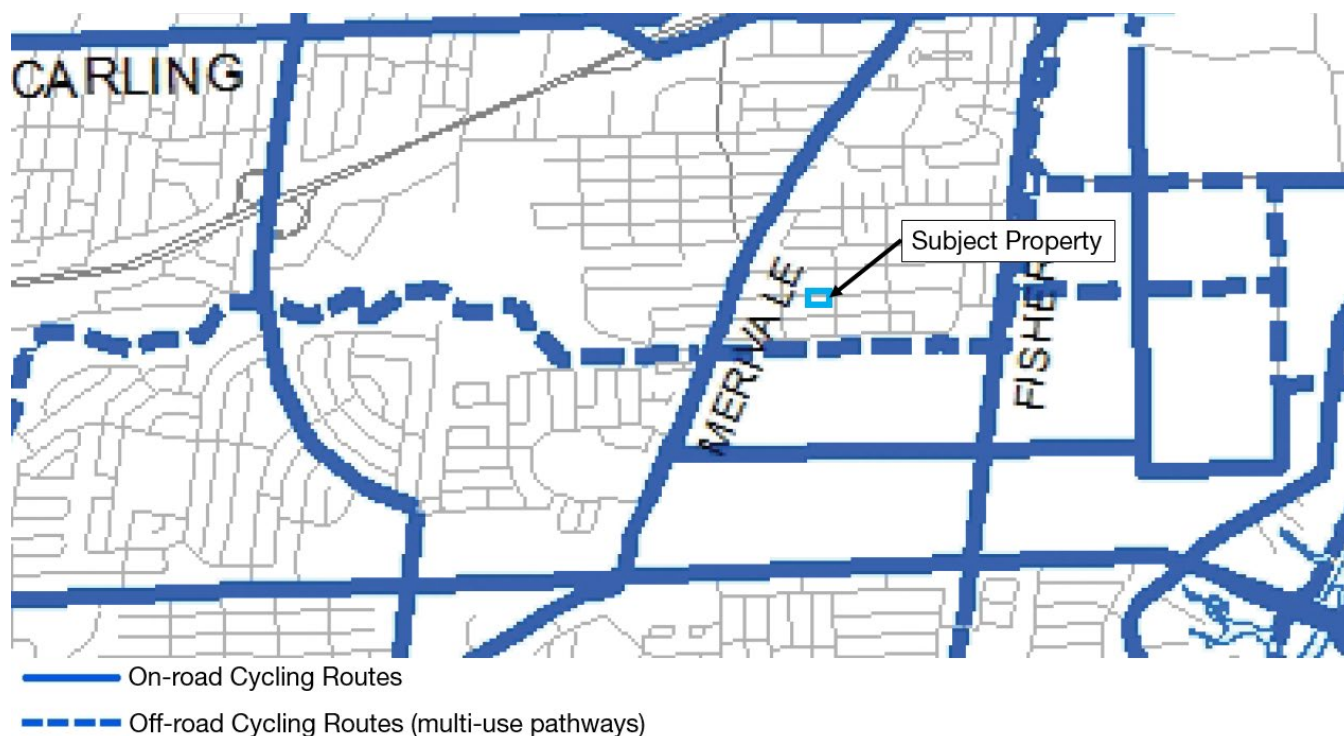


Figure 10: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (subject property outlined in light blue)

2.0 PROPOSED DEVELOPMENT

The proposed development is for the construction of an infill, three (3) storey low-rise apartment building, located to the east of the existing apartment building on the subject property. The building is proposed to contain eighteen (18) new dwelling units consisting of a mix of one (1) and two (2) bedroom units. This proposal will contribute to increasing residential densities and broadening housing options in the Carlington area.

In order to facilitate the proposed development, the proponent intends to apply for Consent to sever the subject property into two (2) parcels. The existing building will be located on one parcel, while the proposed development will be located on the other parcel.

2.1 Materiality

The cladding of the proposed building consists of a variety of materials including brick, fibre cement panels, and glass. The colours and materials are broken up in order to reduce the perceived massing of the building. The facades include large windows and are punctuated by recessed balconies in both the front and back of the building.

2.2 Parking and Access

A total of five (5) vehicle parking spaces are proposed to be provided as part of the development, four (4) of which are for residents and the last of which is for visitors. The five (5) spaces are located at the back of the subject property, where similar parking areas for the adjacent buildings are located. Access to the parking spaces will be provided via an existing drive aisle to the west of the proposed development, which will be shared with the existing apartment building on the property. The proposed development will also include twelve (12) bicycle parking spaces, which are planned to be located in the lower level.

Access to the building is provided primarily via a 1.7 metre wide walkway consisting of interlocking stone pavers. An additional 1.5 metre wide walkway providing access to the building's lower level is proposed to be constructed along the eastern edge of the building. The ramp will provide access to a barrier-free suite, building services including bicycle parking and garbage storage.

2.3 Amenity Areas and Landscaping

Communal amenity space is proposed to be located in the rear yard, to the northeast of the proposed development. Private amenity spaces will be provided to some dwelling units in the form of recessed balconies. The recessed balconies on the third floor will also help provide more views and sunlight into the rear yard amenity area.

The proposed development will include soft landscaping in two (2) locations. The front yard will include soft landscaping as well as a depressed terrace providing private amenity space to ground floor units; and the rear yard, at-grade, communal amenity space will provide additional landscaping opportunities.

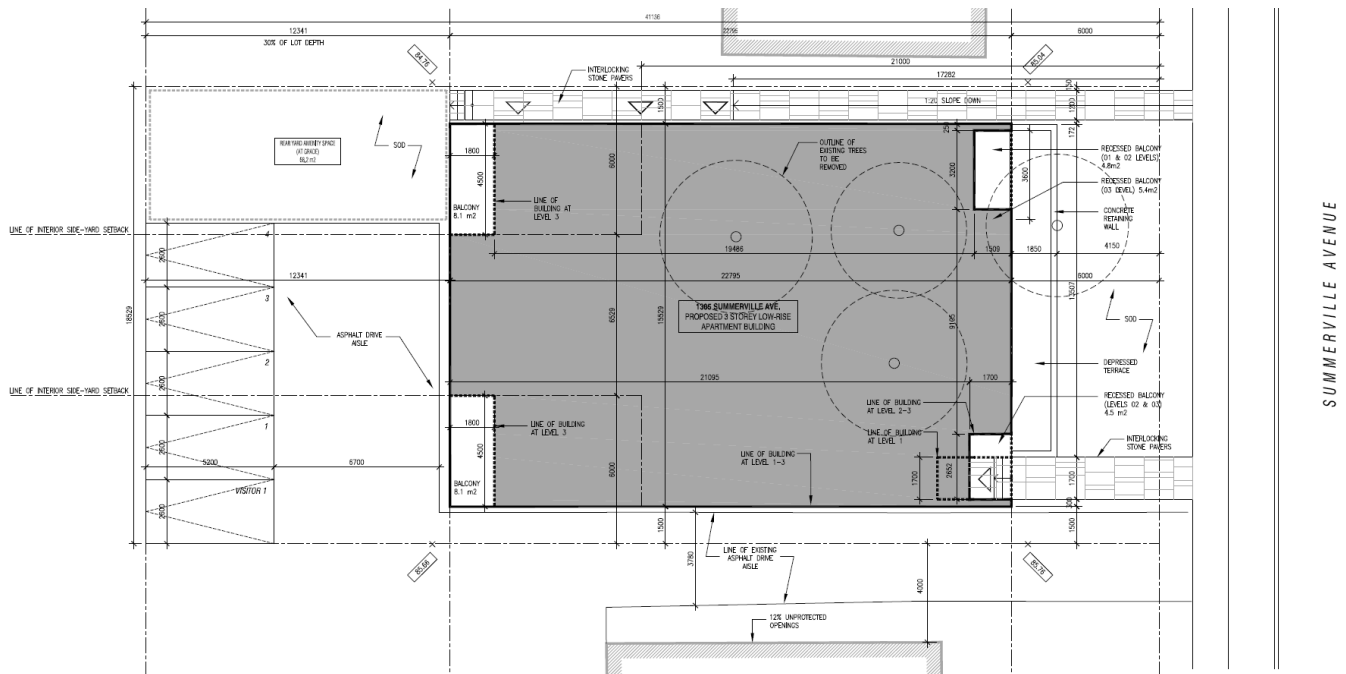


Figure 11: Site Plan drawing of the proposed development



Figure 12: North elevation drawing of the proposed development



Figure 13: East elevation drawing of the proposed development

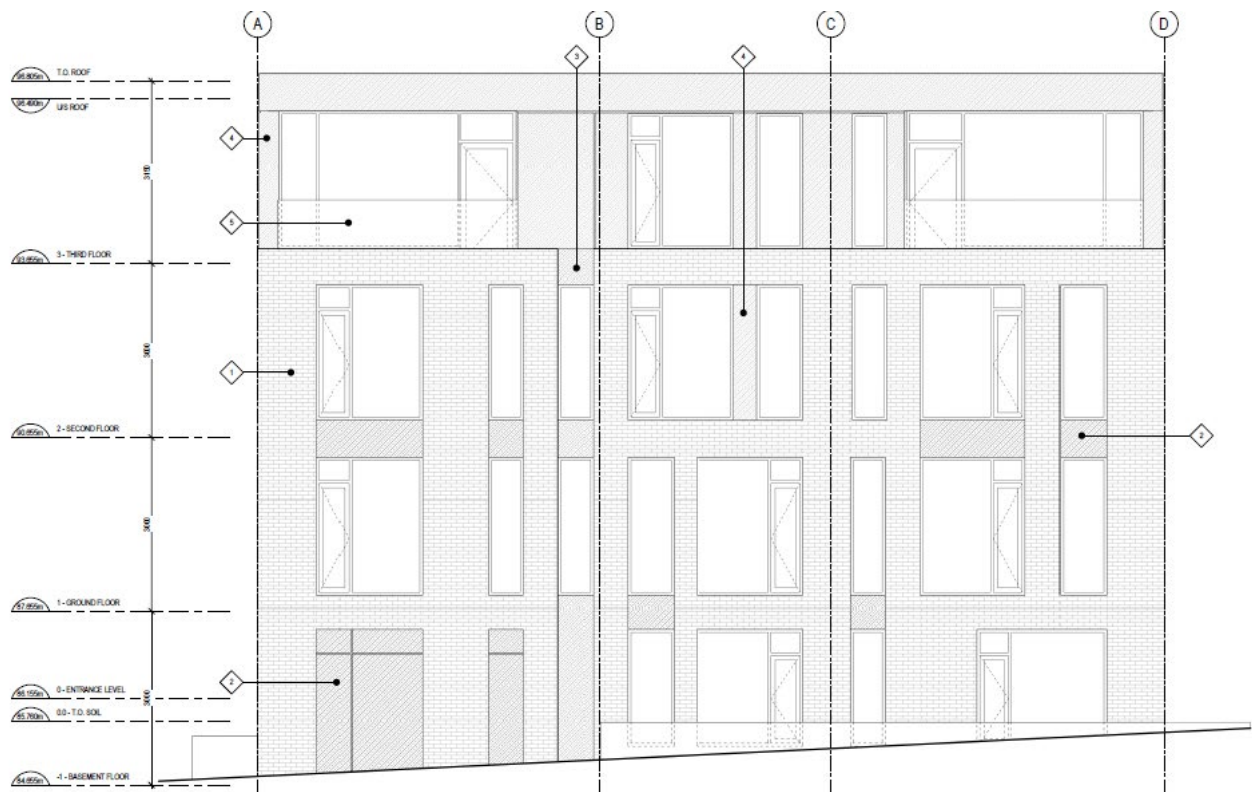


Figure 14: South elevation drawing of the proposed development



Figure 15: West elevation drawing of the proposed development



Figure 16: Rendering of the proposed development



Figure 17: Rendering of the proposed development



project1
studio

Figure 18: Rendering of the proposed development

POLICY & REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st 2005, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters 'shall be consistent with' such policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities and to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed infill development meets the policies of the PPS as it is an intensification of the subject property, which is located in a built-up area of the City where services and infrastructure are readily available. The proposed development efficiently uses land, resources, and the available infrastructure and public service facilities.

3.2 City of Ottawa Official Plan

3.2.1 General Urban Area Designation (Section 3.6.1)

As shown in Figure 19 below, the subject property is designated General Urban Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan.

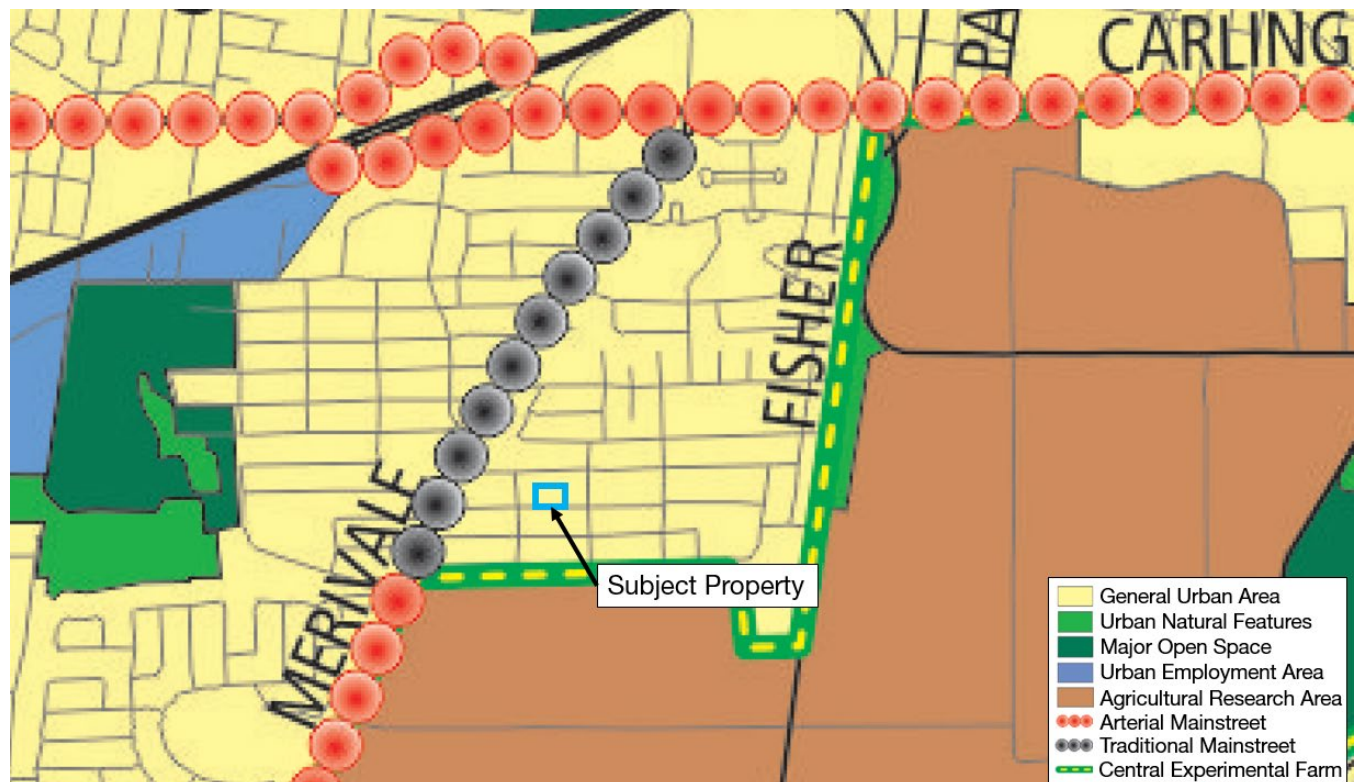


Figure 19: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (subject property outlined in light blue)

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. Low-rise apartment buildings are a permitted use in this designation.

The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

Policy 5 of Section 3.6.1 of the Official Plan states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d) Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

The proposed development conforms to the Official Plan policies for the General Urban Area designation by proposing an intensification of the subject property through a permitted form of infill that will contribute to a full range and choice of housing types in the Carlington neighbourhood. The three (3) storey low-rise apartment building is consistent with the character of the community where a similar built form presently exists. The proximity of the proposed development to the existing service commercial uses along Merivale Road also contributes to the creation of a complete community – where residents can meet most of their daily needs close to their homes.

3.2.2 Urban Design and Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan contains objectives and principles for urban design and compatibility. The proposed development meets these objectives and associated principles as follows:

/ **To enhance the sense of community by creating and maintaining places with their own distinct identity.**

In proposing a low-rise built form that is similar in size and materiality to adjacent developments, the proposed development reflects a thorough and sensitive understanding of place, context and setting, and appreciates local identity in patterns of development in the Carlington neighbourhood.

/ **To define quality public and private spaces through development.**

The proposed development contributes to a greater continuity of street frontages, as it will be constructed on a currently vacant part of the subject property.

/ **To create places that are safe, accessible and are easy to get to, and move through.**

The proposed development will enhance security by providing additional “eyes on the street.” Several dwelling units are oriented towards the rear of the building, offering a sense of security to the proposed rear yard amenity area. A proposed ramp leading to a barrier-free suite and building services also improves the proposed development’s accessibility.

/ **To ensure that new development respects the character of existing areas.**

The proposed three (3) storey apartment building is of a similar height (three (3) storeys, low-rise), shape, and mass to abutting buildings to the east and west. Its proposed brick materiality is also commonly found on nearby buildings. The proposed development will thus be integrated in a way that complements and enlivens the surroundings in a manner that is respectful of the neighbourhood's existing character.

/ **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The proposed infill development will help the subject property achieve a more compact urban form, which will add to the diversity of housing options in the community.

3.2.3 Urban Design and Compatibility (Section 4.11, Policy 2)

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of development applications. The proposed development meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
Traffic	A Transportation Impact Assessment (TIA) screening form was completed and submitted to development review staff, who confirmed that the proposed development, with only five (5) parking spaces, does not meet any triggers; as such, no further transportation impact study is required.
Vehicular Access	<p>Vehicular access to and from the proposed development will be provided via an existing drive aisle connecting Summerville Avenue to the parking area at the rear of the subject property.</p> <p>In refraining from constructing a new access, the proposal avoids adding a new pedestrian conflict and maximizes the opportunity for a landscaped front yard area.</p>
Parking Requirements	The proposed development's provision of four (4) resident parking spaces and one (1) visitor parking spaces exceeds the required parking under the Zoning By-law.
Outdoor Amenity Areas	The proposed development is located on an existing outdoor amenity area for the current apartment building on the subject property. An at-grade communal amenity area will be provided at the back to serve the needs of future residents, in addition to private balconies.
Loading Areas, Service Areas and Outdoor Storage	No loading, services areas, or outdoor storage are proposed as part of the development.

Compatibility Criteria	Proposed Development
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	The proposed development is not anticipated to have adverse noise or air quality impacts on adjacent uses.
Sunlight	At only three (3) storeys, no significant sunlight impacts are anticipated as a result of the proposed development. Recessed balconies on the third floor of the building will help to provide more views and sunlight to the proposed rear yard communal amenity space.
Microclimate	No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is located in close proximity to a variety of existing services and amenities, including parks, schools, leisure areas, and service commercial uses along Merivale Road.

3.2.4 Intensification inside stable, low-rise neighbourhoods (Section 4.11, Policy 14)

Policy 14 of Section 4.11 of the Official Plan addresses intensification inside stable, low-rise neighbourhoods and states that where development is proposed that requires an amendment or variance to the Zoning By-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following measures:

- Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area; and
- The need to provide a transition between areas of different development intensity and scale as set out in Policy 12 of this Section.

The proposed infill development represents an intensification of a property inside a stable, low-rise neighbourhood, and will require Minor Variances for reduced interior side yard setbacks from both the east and west lot lines. As such, Section 4.14 applies to the proposed development.

The subject property is zoned Residential Fourth Density Subzone N (R4N). According to Table 162A of the City of Ottawa Comprehensive Zoning By-law, the minimum required interior side yard setback for any part of a building located further than 21 metres from a front lot line is six (6) metres, whereas the proposed development features 1.5 metre wide setbacks that extend further than 21 metres from the front lot line (up to approximately 28.8 metres from the front lot line).

The subject property is located adjacent to a mix of residential uses, including R4N, Residential First Density Subzone O (R1O), and Residential Second Density Subzone G (R2G). The minimum total interior side yard setback for lots zoned R1O is 1.2 to 1.8 metres, and for lots zoned R2G it ranges from 1.2 to 1.8 metres depending on dwelling type. Although denser uses such as low-rise apartment buildings are not permitted in R1O and R2G zones, the surrounding established pattern nonetheless often features relatively narrow side yard setbacks.

The proposed development contributes to the diversity of dwelling types which presently exist within the Carlington neighbourhood, and is compatible with the surrounding land uses which vary from detached dwellings to low-rise apartment buildings. The proposed development is also consistent with Sections 2.5.1 and 4.11 of the Official Plan, which help evaluate the urban design and compatibility of development applications. Lastly, the proposed development is consistent with Section 4.14 of the Official Plan by proposing an intensification of the subject property inside a stable, low-rise neighbourhood in a way that is respectful of adjacent properties and general patterns in the immediate residential area. The proposed development is thus consistent with the policies of the City's Official Plan.

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs (MMAH) in April 2014. Several appeals of OPA 150 are currently before the Local Planning Appeal Tribunal (LPAT) with portions having been approved.

OPA 150 does not propose any changes that impact the proposed development. The subject property retains its General Urban Area designation and continues to satisfy the criteria for urban design and compatibility of Sections 2.5.1 and 4.11, as described above.

Compatibility Criteria	Proposed Development
Views	The proposed development will not adversely impact any protected views.
Building Design	The proposed building design complements the existing buildings to the east and west by using similar colours and materials. The building's main entrance, as well as many windows, are oriented toward the front lot line.
Massing and Scale	<p>The proposed three (3) storey building is similar in massing and scale to the adjacent three (3) storey apartment buildings.</p> <p>The proposed development is generally in keeping with the City's Urban Design Guidelines for Low-rise Infill Housing.</p> <p>The proposed development features shorter front, interior side, and rear yard setbacks than the adjacent low-rise apartment buildings. However, the proposed front and rear yard setbacks comply with the Zoning By-law, and similarly narrow side yard setbacks are present in both the Zoning By-law and the surrounding area.</p>
Outdoor Amenity Areas	The proposed development will include a rear yard communal amenity space at the rear of the building, as well as private balconies for several units. The proposed amenity areas meet the requirements of the Zoning By-law.

3.4 Urban Design Guidelines for Low-rise Infill Housing (2012)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for infill housing to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The proposed development meets the intent and purpose of several of the City's Transit-Oriented Development Guidelines, including:

2.0 Streetscapes

- / Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level. (2.1)
- / Design accessible walkways, from private entrances to public sidewalks. (2.6)

3.0 Landscape

- / Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character. (3.1)

4.0 Building Design (Built Form)

4.1 Siting

- / Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street. (4.1.1)
- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. (4.1.2)
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes. (4.1.4)
- / In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots. (4.1.5)
- / Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them. (4.1.6)
- / Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy. (4.1.8)
- / Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks. (4.1.9)
- / Respect the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades. (4.1.10)

4.2 Mass/Height

- / Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes. (4.2.1)

4.3 Architectural Style and Facades

- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties. (4.3.1)
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:
 - o Materials, patterns and colours used in wall treatments
 - o Cornice lines, form of the roofline and chimney details
 - o Size, shape, placement and number of doors and windows
 - o The pattern and location of projections, recesses, front porches, stoops, and balconies (4.3.2)
- / Provide primary building entrances that are inviting and visible from the street by:
 - o Using quality and eye-catching materials and features at the entry

- Adding architectural elements such as porches which promote street-oriented interaction
 - Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance
 - Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. (4.3.3)
- / Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape. (4.3.5)
- / Use the past to inform approaches to design; reinterpret local vernacular in a contemporary way. (4.3.7)

5.0 Parking and Garages

- / In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking areas, when these parking solutions are in keeping with the neighbourhood character. (5.4)
- / In neighbourhoods with open rear public lanes and on corner lots, provide parking in the rear with access from the lane or flanking street. (5.5)
- / Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible. (5.8)

Given the above, the proposed development is generally in keeping with the City's Urban Design Guidelines for Low-rise Infill Housing.

3.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

As shown in Figure 21 below, the subject property is designated Residential Fourth Density, Subzone N ("R4N") in the City of Ottawa Zoning By-law (2008-250). The proposed low-rise apartment dwelling is a permitted use in the R4N zone.



Figure 21: Zoning map of the subject property (outlined in light blue) and surrounding area

The following table summarizes the proposed development's compliance with the existing R4N zoning. Areas of non-compliance are noted with an 'X'. The performance standards below refer to the portion of the subject property on which the proposed development will be built once it has been severed from the portion of the subject property on which the existing building is located.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	540 m ²	762.2 m ²	✓
Minimum Lot Width	18 m	18.5 m	✓
Minimum Front Yard Setback	6 m	6 m	✓
Minimum Interior Side Yard Setback	Building height equal to or less than 11 m: 1.5 m Building higher than 11 m: 2.5 m In all other cases: 6 m	1.5 m east and west side yard setbacks, including further than 21 m from front lot line (up until 28.8 m from front lot line)	✗
Minimum Rear Yard Setback	Distance equal to 30% of lot depth, which must comprise at least 25% of the lot area: 12.3 m	12.3 m	✓
Maximum Building Height	11 m	11 m	✓
Minimum Landscaped Area	30% of lot area	(approx.) 26.8% of lot area	✗
Amenity Area	Total Required Amenity Area (6m ² /unit): 108 m²	Total: 108.4 m²	✓
	Minimum Required Communal Amenity Area (½ of required total): 54 m²	Communal: 68.2 m²	✓
Minimum Landscaped Area in a Parking Lot	15%	34.5%	✓
Minimum Width of Landscaped Buffer Around a Parking Lot	For a parking lot containing 10 or fewer spaces, not abutting a street: No buffer required	Minimum buffer: 0 m	✓
Minimum Required Vehicle Parking	Resident: 0.5/unit after the first 12 units: 3	Resident: 4	✓
	Visitor: 0.1/unit after the first 12 units: 1	Visitor: 1	
	Total: 4	Total: 5	

Zoning Mechanism	Required	Provided	Compliance
Parking Space Dimensions	Minimum Length: 5.2 m Minimum Width: 2.6 m	Length: 5.2 m Width: 2.6 m	✓
Driveway Width	Maximum permitted width for a double traffic lane that leads to less than 20 parking spaces: 3.6 m	3.8 m (pre-existing)	✗ (non-complying right)
Minimum Aisle Width	6.7 m	6.7 m	✓
Minimum Required Bicycle Parking	0.5/dwelling unit: 9	12	✓

The proposed development meets the majority of the applicable zoning provisions which apply to the subject property, with three (3) exceptions (one of which is a currently existing situation). A Minor Variance application will be submitted along with the required Consent application after receiving technical circulation comments to address these performance standards, and any others which may arise through the comments.

It is our professional opinion that the proposed Site Plan application represents good planning and is in the public interest, due to the following:

- / The development proposal is consistent with the policies of the Provincial Policy Statement. More specifically, the proposal achieves intensification through an infill development that will efficiently use land and infrastructure in a settlement area;
- / The proposed development conforms to the Official Plan policies for the General Urban Area designation, which supports infill development and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city;
- / The proposed development meets the intent and purpose of the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility; and
- / The proposed development is generally in keeping with the City's Urban Design Guidelines for Low-rise Infill Housing;
- / The proposed development meets the intent of the Zoning By-law and the majority of the provisions applicable to the subject property. A future Minor Variance application will address performance standards that require a variance.

Sincerely,



Nico Church, M.Pl.
Planner



Brian Casagrande, MCIP RPP
Partner