

841-855(A) Grenon Avenue

PLANNING RATIONALE  
IN SUPPORT OF  
ZONING BY-LAW AMENDMENT AND  
SITE PLAN CONTROL APPLICATIONS

**Prepared by:**

**NOVATECH**

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January 31, 2019

Novatech File: 118242  
Ref: R-2019-034



January 31, 2019

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Laurel McCreight, Planner II,  
Planning, Infrastructure and Economic Development**

Dear Ms. McCreight,

**Reference: 841-855(A) Grenon Avenue  
Zoning By-law Amendment and Site Plan Control Applications  
Our File No.: 118242**

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The following Planning Rationale has been prepared in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the redevelopment of the properties located at 841-855(A) Grenon Avenue. The proposal entails demolishing the existing detached dwelling on site and constructing a four-storey apartment dwelling, with surface as well as underground parking.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish appropriate zoning standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

**NOVATECH**

Danna See-Har, M.PL.  
Planner

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## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a low-rise apartment dwelling at 841-855(A) Grenon Avenue (the "Subject Site"), in the City of Ottawa. The proposal entails rezoning the site from Residential First Density, Subzone O (R1O) and Residential Third Density, Subzone A (R3A) to Residential Fourth Density, Subzone M (R4M) with site-specific exceptions.

The zoning amendment will seek relief to permit:

- A reduced rear yard setback,
- A reduced interior side yard setback,
- Reduced interior side yard setbacks for accessory buildings;
- A reduced landscaped buffer and aisle width for a parking lot;
- An increased driveway width for a parking lot; and
- Reduced visitor and residential parking.

It is proposed that these provisions will be included in a site-specific exception to the requested R4M zone.

This Planning Rationale will demonstrate that the proposed development and zoning amendment are:

- Consistent with the Provincial Policy Statement;
- Conform to the City of Ottawa Official Plan; and
- Establish appropriate zoning standards for the Subject Site.



Figure 1: Existing Zoning of Subject Site



**West:** Detached dwellings exist to the west of the Subject Site. Further west is Marlene Catterall Park. This Park provides several amenities, including, parking, the Michele Heights Community Centre, play structures, wading pool, outdoor rink, basketball courts and baseball diamond.

### 1.4 Transportation Network

The Subject Site is located on Grenon Avenue. Grenon Avenue is identified as a Local Road on Schedule E of the City of Ottawa Official Plan.



Figure 3. Urban Road Network, Schedule E of the Official Plan

Annex 1 – Road Classifications and Rights-of-Way states that, “local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances”. Grenon Avenue functions as a local road for the Subject Site and supports two driveway accesses to visitor parking and an underground parking garage.

The Subject Site is located within an 850m radius of the Pinecrest BRT and future LRT station, within a 1350m radius of the Bayshore BRT and future LRT station, and within a 1650m radius of the Lincoln Fields BRT and future LRT station (Figure 4). Bus routes 97 and 85 are located at the intersections of Richmond/Grenon and Carling/Grenon, respectively.

The Subject Site is adjacent to Arterial Roads Carling Avenue and Richmond Road. These roads accommodate several modes of transportation, including walking, cycling, public transit and driving.



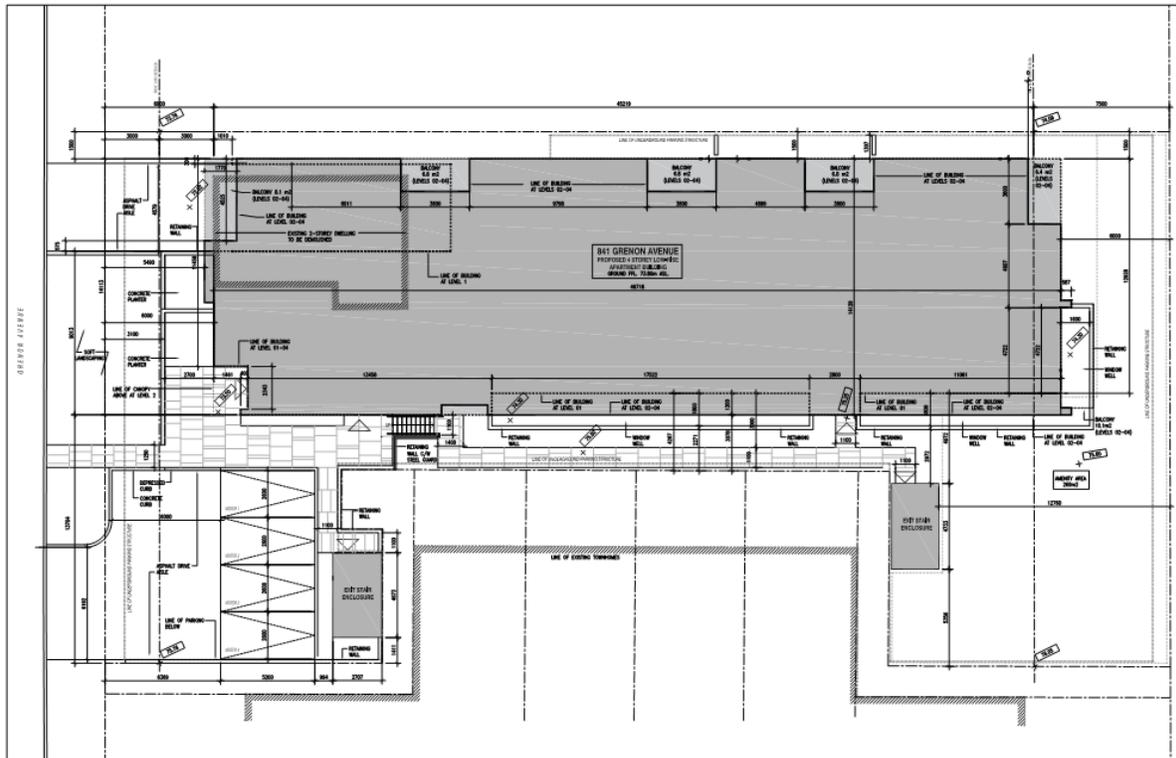
Figure 4. Proximity to Transit Network

## 2.0 DEVELOPMENT PROPOSAL

The proposed development is a four-storey apartment dwelling, with a total of 34 residential units. The rental units will range in size, from bachelor to two-bedrooms. The proposed slab-style building has an east to west orientation. The west, north and east elevations contain ample glazing and balconies and are dominated by active and habitable spaces that will animate the building and contribute to a more vibrant community. The building treatment along the south elevation differs from the west, north and east elevations. To have regard for the townhouse development to the south of the Subject Site, this south facing building elevation contains a substantial reduction in glazing, with moderately sized windows and no balconies.

With regard to communal amenity area, an at-grade rear yard amenity area of 268m<sup>2</sup> is proposed to meet the leisure needs of residents. Pedestrian pathways link this rear yard amenity area as well as the principal entrance of the building to the street. These proposed pathways also ensure that the existing right-of-way in favour of the townhomes along the shared southerly interior lot line of the site, is maintained and enhanced.

Surface and underground parking is proposed on site. The surface parking lot will contain four (4) visitor parking spaces. The underground parking garage will contain thirty-three (33) parking spaces for residents. The visitor parking and underground garage will have separate accesses from Grenon Avenue. Seventeen (17) bicycle parking spaces will be provided within the parking garage. Tenant storage space is also provided in the garage.



**SITE PLAN**  
 SP01 SCALE: 1/320

Figure 5. Site Plan, Project1 Studio

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. This section will discuss relevant policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

The proposed low-rise apartment dwelling and rezoning of the Subject Site support an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also supports a cost-effective development pattern by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states that, “settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted”. Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
  4. support active transportation;
  5. are transit-supportive, where transit is planned, exists or may be developed; and
  6. are freight-supportive.

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site will have access to cycling and bus routes along Carling Avenue and Richmond Road. The Subject Site is within 850m of the Pinecrest BRT and future LRT station, 1350m of the Bayshore BRT and future LRT station, and 1650m of the Lincoln Fields BRT and future LRT station.

The proposal represents appropriate intensification and is consistent with the Provincial Policy Statement.

### **3.2 City of Ottawa Official Plan**

The Subject Site is a designated General Urban Area on Schedule B of the City of Ottawa Official Plan (OP).

#### **3.2.1 Managing Growth Within the Urban Area**

The Official Plan encourages intensification within the urban area. Section 2.2.2 of the Official Plan speaks to the promotion of intensification as a strategy to manage growth in a sustainable way and states that, “intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city.”

Section 2.2 states that “in all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit... Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs”.

Section 2.2.2 also states that “Within lands designated General Urban Area, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations. The scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit”.

The proposed development and rezoning support the intensification of the Subject Site and a cost-effective land use pattern for the provisions of city services and infrastructure. The proposed four-storey, low-rise apartment dwelling is consistent with the scale of development along the east side of Grenon Avenue. The proposal along with the range of detached to mid-high rise apartments in this community establish a pattern of transit-oriented development and will help to support the transit priority corridor along Richmond Road as well as the proposed LRT Stations at Bayshore, Pinecrest and Lincoln Fields.

### 3.2.2 General Urban Area

The purpose of the General Urban Area is to permit “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” in order to develop complete, sustainable communities (Section 3.6.1).

Policy 1 of Section 3.6.1 states that:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

Policy 5 of Section 3.6.1 speaks to intensification in the General Urban Area and states that:

5. *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 low-rise apartment building meets the purpose of the General Urban Area. The development will contribute to providing a full range of housing types, tenures and densities in the neighbourhood and help to meet the needs of all ages, incomes and life circumstances.

The range of housing types and built form in this part of the city contribute to an eclectic community character. The proposal has been designed to fit in and complement the existing residential pattern and function of the area. The east to west orientation of the building moderates the mass and scale of the development, resulting in an attractive streetscape. The proposed building façade along Grenon will be similar in scale to the townhome development north of the Subject Site.

With regard to Section 2.5.1 and Section 4.11 of the OP, the design and compatibility of the proposed development will be further discussed in the following sections of this Rationale.

### 3.2.3 Review of Development Applications

Section 4 of the Official Plan outlines policies related to review of development applications, to ensure that new development meets the objectives of the Official Plan. The following section

demonstrates how the proposed redevelopment of the Subject Site conforms to the policies in Section 4.1 through 4.11 of the Official Plan.

Relating to Section 4.1 (*Site-Specific Policies and Secondary Policy Plans*), the Subject Site is not subject to any Site-Specific Policies or a Secondary Policy Plan in Volume 2 of the Official Plan.

Relating to Section 4.2 (*Adjacent to Land-Use Designations*), the Subject Site is not adjacent to any areas of natural or scientific interest.

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance to transit, shops and services along Carling Avenue. Both Carling Avenue and Richmond Road are identified as On-road Cycling Routes on Schedule C *Primary Urban Cycling Network* of the Official Plan. Richmond Road is also identified as a Transit Priority Corridor on Schedule D *Rapid Transit and Transit Priority Network* of the Official Plan. In accordance with the policies of Section 4.3 of the Official Plan, a Transportation Impact Assessment Screening Form was submitted in support of the site plan application. The TIA Screening Form confirmed that no additional traffic analyses were required.

Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by municipal water and wastewater services. A Servicing and Stormwater Management Report (dated January 21, 2019) has been prepared by Kollaard Associates, for the Subject Site. The Report indicates that the proposed sanitary and water services will be connected via existing infrastructure within Grenon Avenue. A booster pump will be needed within the building to ensure sufficient water pressure on the upper floors. With regard to stormwater management, uncontrolled runoff directed to the adjacent parkland will be reduced during post development condition to less than forty (40) percent of the current flow directed to the park. Quantity control of stormwater in excess of the allowable release rate will be provided through roof top storage as well as parking deck storage. The Servicing and Stormwater Management Report demonstrates that the existing water and wastewater infrastructure services along Grenon can accommodate the proposed development on the Subject Site.

Relating to Section 4.5 (*Housing*), the proposal for the Subject Site includes thirty-four (34) new residential rental units, introducing a range of bachelor, one-bedroom and two-bedroom units to the area.

Relating to Section 4.6 (*Cultural Heritage Resources*), there are no cultural heritage resources on or in proximity to the Subject Site.

Relating to Section 4.7 (*Environmental Protection*), there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Tree Conservation Report and Landscape Plan (dated January 25, 2019) have been prepared by CSW (Figure 6). According to the Tree Conservation Plan, many existing trees in and around the Subject Site are proposed to be removed to accommodate the underground parking garage. To mitigate the loss of trees, the Plant List on the Landscape Plan indicates a substantial planting of nine (9) deciduous and eight (8) coniferous trees. Proposed species are suitable for the local climate while being generally low maintenance. All City trees affected by the proposed development will be replaced.

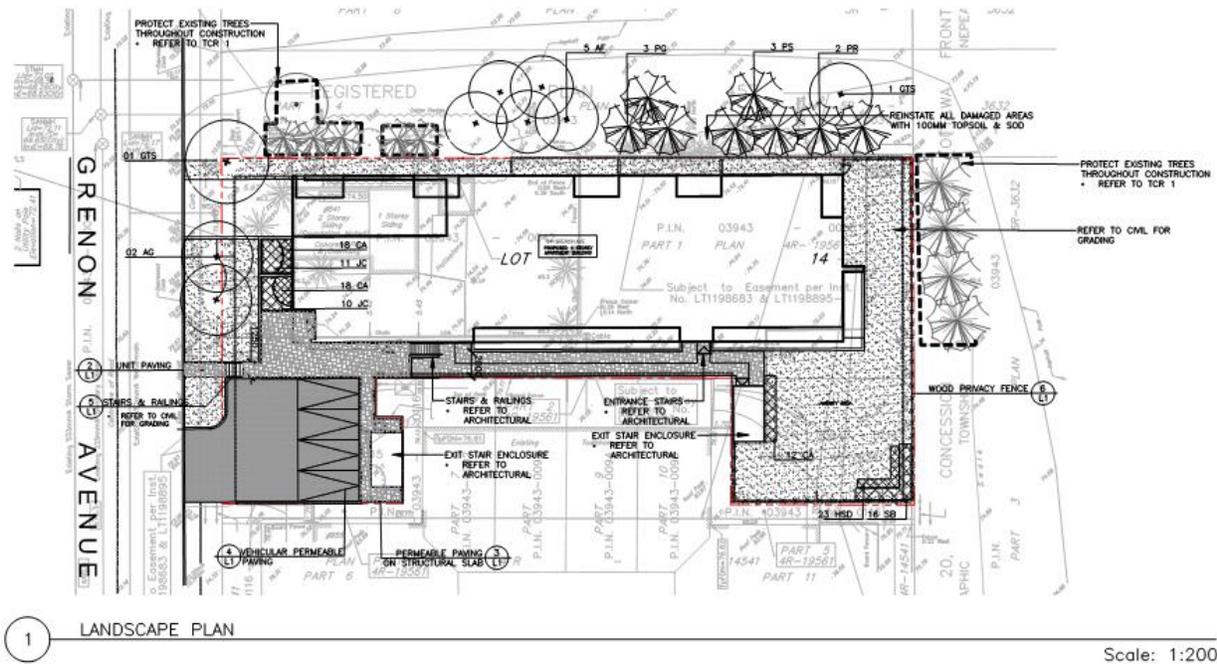


Figure 6. Landscape Plan, CSW

Additionally, in keeping with Section 4.7.3 an Erosion and Sediment Control Plan (dated January 25, 2019) has been prepared by Kollaard Associates.

Relating to Section 4.8 (*Protection of Health and Safety*), the Subject Site is not affected by constraints identified on Schedule K *Environmental Constraints* of the Official Plan, such as flood plains, wellhead protection or unstable soils. In keeping with Section 4.8.3 and 4.8.4 of the Official Plan, Geotechnical Investigation (dated January 15, 2019) was completed by Kollaard Associates and a Phase I Environmental Site Assessment (ESA) (dated January 14, 2019) was completed by Exp, for the Subject Site.

The Geotechnical Investigation indicates that the subsurface conditions encountered at the boreholes are topsoil, grey brown silty clay with a trace of gravel and organics, followed by yellow brown silty sand. Groundwater was observed at about 6.3m and 6.9m below the existing ground surface. With regard to the building foundation, the report suggests that the building be founded either directly on the underlying sand or on engineered fill placed on underlying sand. Depending on bearing pressures, conventional strip footings with a maximum width of 2m or conventional pad footings with a maximum length and width of 3m are proposed.

The Phase I ESA indicated that no areas of potential environmental concern were identified, and that a Phase II ESA is not required.

In keeping with Section 4.8.7 of the Official Plan, Gradient Wind prepared a Stationary Noise Assessment (dated January 18, 2019). The Assessment indicates that based on design assumptions outlined in Section 2.1 of the report, noise levels at points of reception are expected to fall below the noise criteria of the City of Ottawa Environmental Noise Control Guidelines. The proposed development is expected to be compatible with existing noise sensitive land uses.

Relating to Section 4.9 (*Energy Conservation Through Design*), the landscape plan for the proposed development includes areas of permeable and landscaped surfaces to reduce heat retention.

Relating to Section 4.10 (*Greenspace Requirements*), as there is insufficient land for park development, the City may require payment-in-lieu of parkland dedication.

Relating to Section 4.11 (*Urban Design and Compatibility*) the following outlines compatibility criteria of the proposed development. There are no Secondary Plans or Community Design Plans that apply to the proposed development.

- Traffic: No adverse effects on traffic resulting from the construction of the proposed low-rise apartment dwelling are anticipated.
- Vehicular access: Given the irregular grades on site, two separate vehicular accesses are proposed off of Grenon Avenue. The southerly driveway provides access to a surface parking lot containing four (4) visitor spaces. The northerly driveway provides access to the underground parking garage containing thirty-three (33) spaces for residents. Along the Grenon frontage, the Subject Site is abutting a park to the north and the rear yards of a townhouse complex to the south. The proposed accesses will not result in headlight glare and loss of privacy for adjacent properties.
- Parking requirements: The proposal is in line with City directives to minimize car dependency and encourage transit use. The proposed development provides a total of 37 parking spaces on site. The Subject Site is close to transit along Carling Avenue and Richmond Road. Relief being sought for visitor and residential parking spaces will be further discussed in Section 3.3 of this rationale.
- Outdoor amenity areas: Amenity area requirements for the proposed development have been met. Soft landscaping is proposed for the amenity area in the rear yard. As the underground parking garage extends to property lines, trees are proposed to be planted along the perimeter of the Subject Site. These trees will contribute to the urban forest and provide screening and shade for residents.
- Loading areas, service areas, outdoor storage: No outdoor storage is proposed. A garbage room with independent exterior access is proposed on the ground floor. The pedestrian pathway and surface parking lot will act as a pathway to move waste from the garbage room to the street for collection.
- Lighting: A photometric plan will be prepared in support of this proposal to ensure that light spill over or glare is appropriately mitigated.
- Noise and air quality: A stationary noise study was prepared and indicated that the proposed development is compatible with existing noise sensitive land uses.
- Sunlight: The east to west orientation and proposed height (11.3m) of the building should minimize shadowing on the residential properties north and south of the Subject Site.
- Supporting neighbourhood services: The proposed low-rise apartment dwelling is adequately serviced and supports neighbourhood functions as it is located near parks, schools, mixed commercial uses and transit.

### **3.2.4 Design and Compatibility**

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

*1) To enhance the sense of community by creating and maintain places with their own distinct identity.*

The proposed development will contribute to views for individuals travelling on Grenon Avenue. The materiality, color and glazing along the front building facade has been designed to provide visual interest. The space between the building and the street will be enhanced with landscaping and planters. A large residential lobby at the entrance of the building will provide further animation along the street.

*2) To define quality public and private spaces through development.*

The principal entranceway and at-grade glazing of the proposed low-rise apartment dwelling create an inviting street-oriented building form which clearly defines the private and public realm. The concrete planters in the front yard of the development create an attractive landscape that reinforces this boundary. To further enhance the streetscape, three trees are proposed between the building and the street.

A quality outdoor rear yard amenity area as well as private balconies are proposed to meet the leisure needs of residents.

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

Vehicular access to the Subject Site will be from Grenon Avenue. Visitor parking for residents will be located at-grade. Residential parking will be located below grade within a parking garage. Bicycle parking will be safely located within the parking garage.

The Subject Site has been designed with several well-defined, pedestrian pathways which link the main, rear and parking garage entrances of the building. The existing right-of-way in favour of the townhomes to the south has been maintained. The east side of Grenon Avenue does not have a sidewalk, however, a pedestrian pathway does connect the building to the street.

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

The proposed development has been designed as a slab building with an east to west orientation. The orientation of the building moderates the perceived mass and scale of the development along the street. The proposed building façade along Grenon activates the street and will be similar in scale to the townhome development north of the Subject Site. The proposed low-rise apartment building fits in with the eclectic residential uses along this stretch of Grenon Avenue.

*5) 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 development will feature residential units that range in size and number of bedrooms to appeal to a variety of potential owners. The design of the building is also adaptable

to the changing needs of its occupants by meeting building code standards for universal accessibility.

6) *To understand and respect natural processes and features in development design.*

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. An understanding of the local climate is reflected in the choice of species identified for planting. The proposed trees and plantings will create an attractive natural environment while remaining low maintenance. No significant or sensitive environment features or resources have been identified on or adjacent to the Subject Site.

7) *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The Subject Site is currently occupied by a detached dwelling. The proposed development is an appropriate higher density residential development, which efficiently utilizes energy and land. Given the proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of transportation.

The proposed development and zoning amendment conform to the City of Ottawa Official Plan.

### **3.3 Zoning By-law 2008-250**

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential First Density, Subzone O (R1O) and Residential Third Density, Subzone A (R3A) to Residential Fourth Density, Subzone M (R4M) with site-specific exceptions to permit the construction of a low-rise apartment dwelling.

The purpose of the Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.*

The proposal supports a development that will contribute to the mix of residential building forms ranging from detached to high-rise apartment dwellings in the neighbourhood. The proposed low-rise apartment dwelling is compatible with the existing residential character of the neighbourhood. The proposed four-storey, apartment dwelling is permitted within the Residential Fourth Density (R4) Zone. With the exception of interior yard and rear yard setbacks as well as provisions related to parking requirements, the proposed development has been designed in

accordance with the zoning provisions of the R4M Zone as well as other applicable provisions in Zoning By-law 2008-250.

Table 1 summarizes relevant zoning performance standards for the site, and the standards provided by the proposed development. Red text identifies areas of non-compliance.

Table 1. Zoning Review Summary

Zoning By-law 2008-250: R4M – Residential Fourth Density, Subzone M		
841, 845 and 855(A) Grenon Avenue – Proposed Low-rise Apartment Dwelling (34 residential units)		
Performance Standard	Required	Provided
<b>Residential Fourth Density Zone Requirements (Sections 161-162)</b>		
Min. Lot Area	540 m <sup>2</sup>	1400 m <sup>2</sup>
Min. Lot Width	18 m	29.3 m
Min. Front Yard Setback	3 m	6 m
Min. Interior Yard Setback	Within 21m of front lot line: 2.5 m Beyond 21m: 6 m Abutting an R3 zone: 3 m	1.5 m 1.5 m 3 m
Min. Rear Yard Setback	7.5 m	6 m
Max. Building Height	14.5 m	11.3 m
Min. Landscaped Area	30% of lot area	38% of lot area
<b>Accessory Structures (Section 55)</b>		
Min. Interior Yard Setback	In Interior Side Yard: 1.5 m	0 m
<b>Permitted Projections (Section 65)</b>		
Balcony (rear yard)	2 m, but no closer than 1 m from any lot line	1.8 m, 4.2 m from rear lot line
<b>Amenity Area (Section 137)</b>		
Min. Amenity Area	6 m <sup>2</sup> / d.u.: 198 m <sup>2</sup> ▪ Communal: 99 m <sup>2</sup>	418 m <sup>2</sup> ▪ Communal: 268 m <sup>2</sup>
<b>Parking Provisions (Area C) (Sections 101-111)</b>		
Min. Residential Parking	1.2 per d.u.: 41 spaces	33 spaces
Min. Visitor Parking	0.2 per d.u.: 7 spaces	4 spaces
Min. Bicycle Parking	0.5 per d.u.: 17 spaces	17 spaces
Parking Lot	Max. Driveway width: 3.6 m Min. Aisle width: 6.7 m	6.1 m 6.0 m
Parking Garage	Max. Driveway width: 6.7 m Min. Aisle width: 6.0 m	5.1 m 6.0 m
Landscaped Buffer of a Parking Lot	Abutting a street: 3 m Not abutting a street: none	0.4 m None

The proposed four-storey, residential development requires relief from the standard R4M interior side yard and rear yard setbacks. Reduction in building setbacks are proposed for the yards abutting Judge Park. The north façade of the building along the northerly interior side yard is animated by large windows and balconies. This elevation will support activity and “eyes on the park”, providing a safe and interactive environment for residents and the community. The reduction in rear yard setback will still provide adequate space to meet landscaping and amenity area requirements on site. As there are no neighbouring residential lots adjacent to the northerly interior yard and the easterly rear yard, concerns related to privacy and overlook are not

applicable. The requested relief from setback provisions support a desirable form of development and will have no negative impacts on the surrounding area.

Relief from the minimum interior side yard setback for accessory structures is required for the stair enclosures providing access to and from the underground parking garage. The location of these stairs is determined by the layout of the underground parking garage. Relief from the minimum interior yard setback for these structures supports a functional design for the parking garage. The exit stair enclosures will not contain any windows and will be occasionally used by residents to solely enter and exit the parking garage. Both enclosures are located in interior yards that abut access easements for the adjacent townhomes to the south. These 1.7m wide easements as well as the board fence that wraps around the townhome development will provide sufficient buffer to mitigate impacts resulting from the reduced interior side yard setbacks.

Relief is also being sought for driveway, aisle and landscape buffer widths for the surface parking lot on site. The proposed parking lot accommodates four (4) visitor parking spaces. The driveway width provides easy access to parking spaces and the reduced drive aisles at 6m is consistent with aisle widths permitted as-of-right within parking garages. The proposed reduction in landscaping along a 3m portion of the front lot line ensures that the proposed parking lot remains functional. For security as well as accessibility, surface parking for visitors as opposed to underground parking is preferred.

With regard to residential and visitor parking requirements, relief will be sought to permit a reduction in total parking space requirements from forty-seven (47) spaces to thirty-seven (37) spaces. The Subject Site is located within Area C (suburban), just west of Pinecrest Road which defines the boundary of the Inner Urban Area (Area B) on Schedule 1A of Zoning By-law 2008-250 (Figure 7).

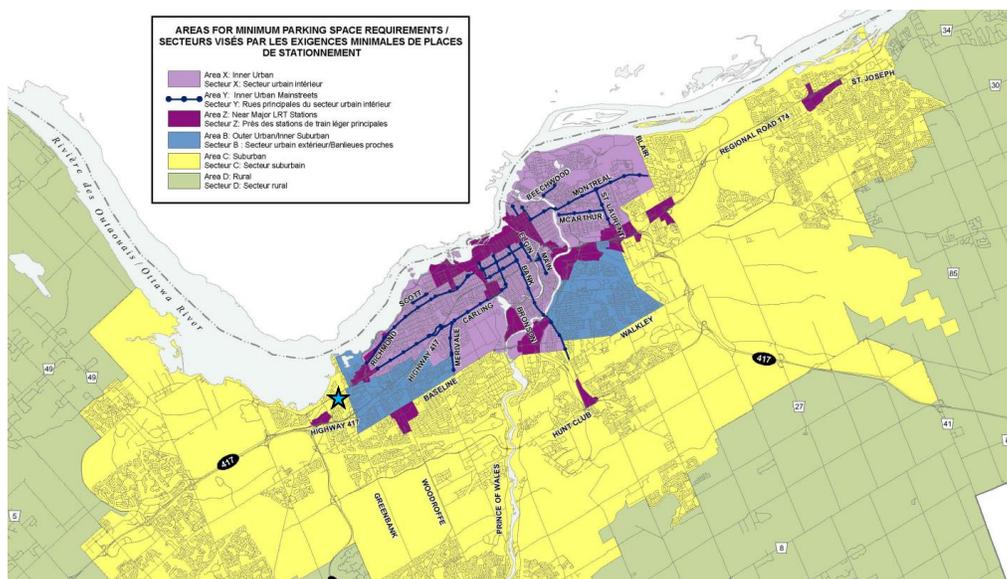


Figure 7. Schedule 1A of Zoning By-law 2008-250

In Area C, residential and visitor parking requirements for a 34-unit apartment dwelling total forty-seven (47) spaces. In Area B, residential and visitor parking requirements for a 34-unit apartment dwelling total twenty-two (22) spaces. The proposed development located along the outer edge of the inner urban area and in close proximity to transit along Carling Avenue and Richmond Road, provides a total of thirty-seven (37) parking spaces on site. A residential parking rate of

0.97 spaces per unit is proposed. Future tenants will be advised that on-site parking for more than one vehicle is not available. This will discourage individuals with more than one vehicle from renting a unit in the proposed development.

Regarding on-street parking adjacent to the Subject Site, parking is permitted along the west side of Grenon Avenue. As Grenon is a local road with a ROW of 20m and a width of 11m, there should be no adverse impacts from the utilization of on-street parking. Additionally, the Subject Site is in close proximity to cycling and bus routes along Carling Avenue and Richmond Road. As a designated transit priority corridor, transit along Richmond Road will improve over time. The requested relief from parking rates is in line with City directives to minimize car dependency and promote increased usage of walking, cycling and transit.

Except as noted above, the proposed Site Plan and Zoning By-law Amendment are in accordance with the provisions of the City of Ottawa Zoning By-law 2008-250 and are appropriate for the development of the Subject Site.

#### **4.0 CONCLUSION**

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential First Density, Subzone O (R1O) and Residential Third Density, Subzone A (R3A) to Residential Fourth Density, Subzone M (R4M) with site-specific exceptions. This rezoning will facilitate the construction of a four-storey, low-rise apartment dwelling containing thirty-four (34) units.

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The proposal conforms to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal also contributes to providing a full range of housing types and densities in the surrounding area and helps to meet the needs of all ages, incomes and life circumstances.

The proposal establishes appropriate zoning standards for the Subject Site as the Residential Fourth Density Zone supports a mix of residential building forms ranging from detached to low rise apartment dwellings in areas designated as General Urban Area in the Official Plan.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

#### **NOVATECH**

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