

FOTENN

24-30 PRETORIA AVE. ZONING BY-LAW AMENDMENT + SITE PLAN CONTROL



July 18, 2019

Planning Rationale

Zoning By-law Amendment
+ Site Plan Control



Prepared for:

JB Holdings Inc.
107 Pretoria Avenue
Ottawa ON K1S 1W8

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

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1.0 INTRODUCTION

Fotenn Consultants Inc., on behalf of JB Holdings, is pleased to submit this Planning Rationale as part of a Zoning By-law Amendment and Site Plan Control application for the lands municipally known as 24-30 Pretoria Avenue (“the site”) in the Capital Ward of the City of Ottawa.

The site is located on the south side of Pretoria Avenue, on adjacent interior lots. The street block is bound by Metcalfe Street to the west and Queen Elizabeth Driveway to the east. The properties are legally described as Plan 53786, Lots 1, 2, and 3; Registered Plan 4R-2310 Parts 1 and 2.

The combined properties are rectangular in shape, possessing a total frontage of 35.8 metres onto Pretoria Avenue and a depth of 30.5 metres, resulting in an overall area of 1,092 m². 28 and 30 Pretoria Avenue are occupied by 2.5 storey, pre-war single detached dwellings. A large, mature tree is situated in the front yard of the 28 Pretoria Avenue lot. 24-26 Pretoria Avenue is occupied by a semi-detached 2-storey dwelling.

1.1 Development Proposal

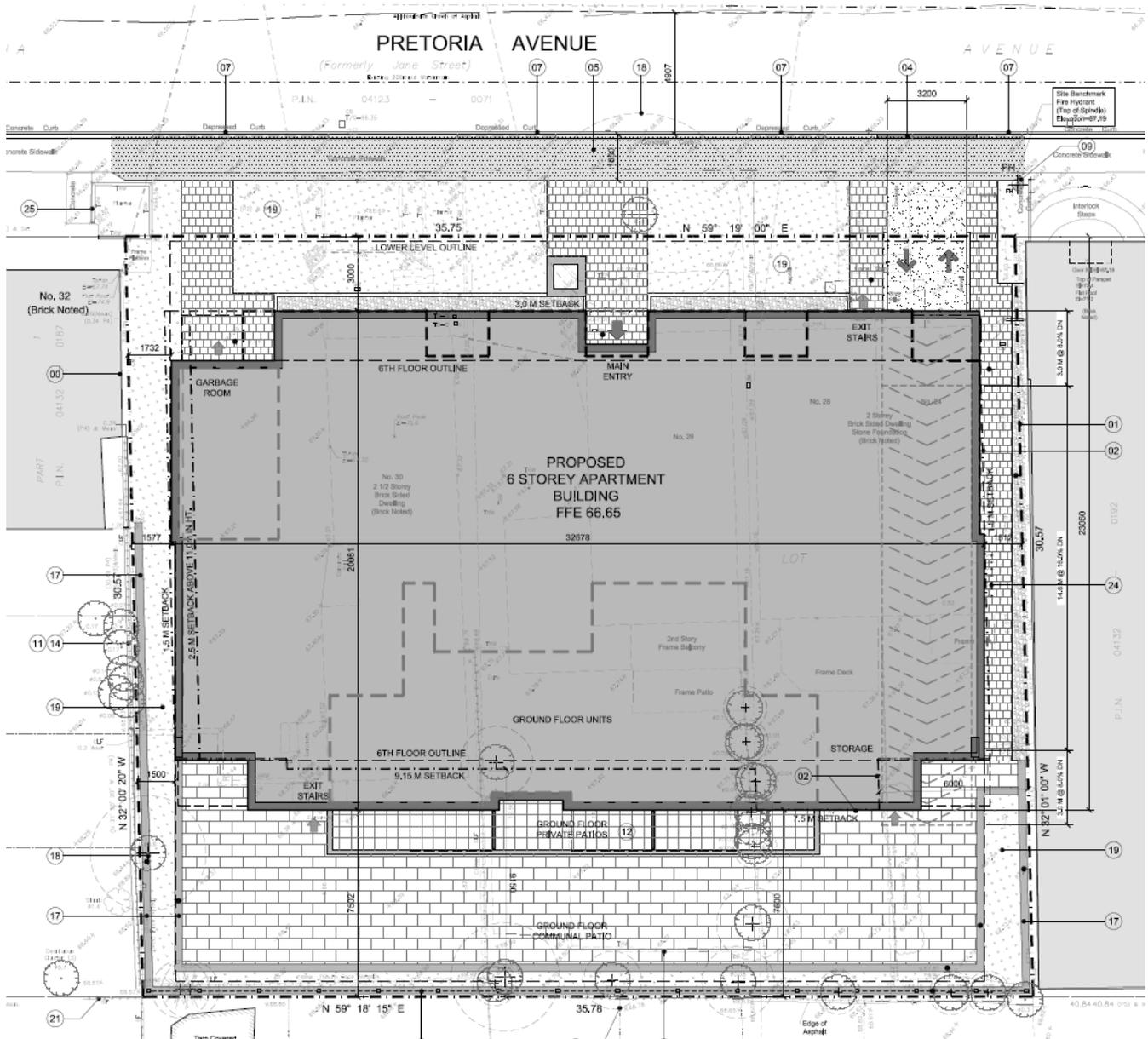


Figure 1: Site Plan

The applicant is proposing a 49 unit, 6-storey (18 metre) mid-rise apartment building with below-grade parking accessed from a two-way ramp at the eastern side of the structure. Bicycle parking is also included.

The building will include four (4) 2-bedroom units, 40 1-bedroom units, and five (5) studio units. The development will incorporate at-grade internal communal amenity areas in addition to private balconies for all units. A large communal patio amenity area is included in the rear yard. The proposal incorporates bicycle parking, vehicular parking, and refuse storage in a manner where they can all be screened from the public realm, resulting in an appropriate and effective streetfront presence.

Compatible and attractive urban design is achieved through the combination of stepbacks, articulation in building form, and use of alternating but complimentary building materials. The inclusion of balconies on the north and south frontages of the building provide opportunities for natural surveillance and animation of the streetscape.

In particular, the 6th storey is stepped back from both the front and rear property lines by an additional 2 metres, creating total setbacks of 5 metres to the front property line and 9.5 metres to the rear property line.

The building design is primarily outlined through the Design Brief prepared by Roderick Lahey Architect alongside this submission. In summary, the following design principles are prioritized:

- / The horizontal mass is broken down by building elements on the facade that correspond to internal functions. The distinctive vertical recess running off-centre of the front facade achieves this break.
- / A play of volume is achieved by using elements such as open balconies, punched windows and variation in materials and colour.
- / As noted above, the building steps back at the 6th storey to emphasise these volume treatments.
- / More than 75% of the building facade is covered by window openings and/or balconies to provide improved visual porosity and lighten the impact of the building's mass.
- / Balconies on the building's corners act as a functional way to soften the building edges and contribute to a transition.
- / The massing creates visual interest on a street consisting of eclectic building forms and blank walls. The building form does not dominate its neighbours; thereby ensuring compatibility with both present and future surrounding built form.



Figure 2: Perspective Rendering; Looking South



Figure 3: Perspective Rendering; Looking North

Vehicular site access is proposed by way of a garage door fronting onto Pretoria Avenue located at the easterly extent of the front lot line. A secondary access is proposed at the westerly extent. The purpose of this is to provide access to the enclosed refuse area. The translucent finish for the doors allow them to coordinate with the glazing at the front of the building and avoids potential impacts to the streetscape which could arise from a blank garage door or lack thereof. It is recessed from the front building wall to further mitigate its impact.

1.2 Development Applications

In order to proceed with the development as envisioned, two planning applications will be required. The first application is for a Major Zoning By-law Amendment. The site is currently split-zoned Residential Fourth Density Zone – R4 (west) and Residential Fifth Density Zone – R5 (east). The proposed rezoning application will place the entire site under one zone, Residential Fifth Density Zone – R5, to permit the desired mid-rise apartment building use and associated performance standards.

The applicant is also proceeding concurrently with a Site Plan Control application to approve the detailed design and function of the proposed development.

1.3 Supporting Studies, Reports, and Plans

In addition to this Planning Rationale, supporting studies, reports and plans provided under separate cover form part of this Zoning By-law Amendment and Site Plan Control submission. These include: A civil engineering design package; geotechnical study; noise and vibration study; architectural drawing package; landscape plan; survey plan; phase I environmental site assessment, and tree conservation report.

These studies, reports, and plans support the proposed development.



Figure 6: 3D mapping of Site Context (Google Earth)

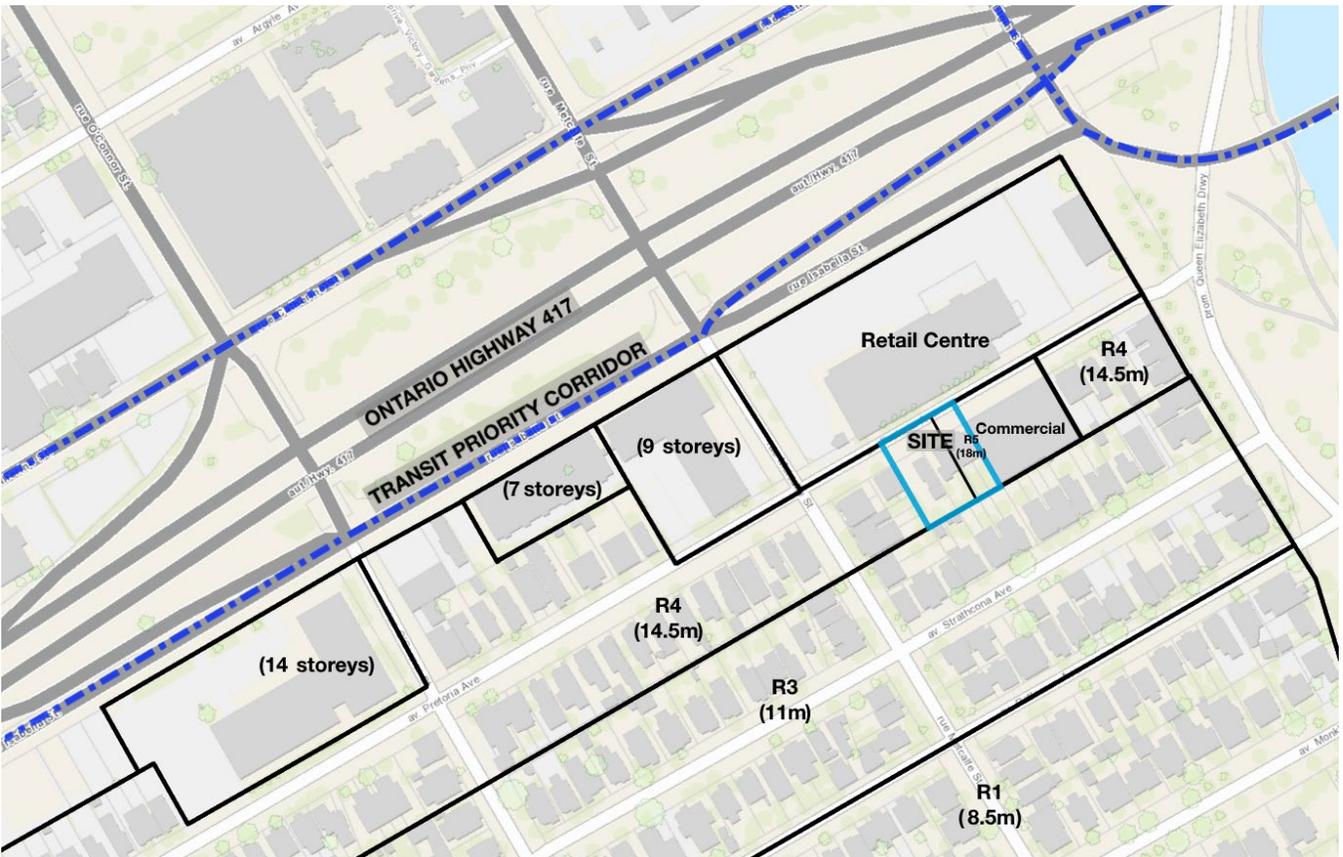


Figure 7: Zoning and Height Context

The site represents an edge condition and a therefore a transitional area between distinct land use and density distributions. The surrounding land uses are as follows:

North: North of Pretoria Avenue is a ground-oriented retail block including a Loblaws, LCBO, and TD bank. This site is zoned under the General Mixed Use – GM parent zoning and its large parcel size, location on a Transit Priority Corridor, and the surrounding land use/transportation context make it a prime candidate for future high-density development and intensification. Further north is the Ontario Highway 417 and the Catherine Street Corridor.

East: Immediately east of the site is a 1-storey retail plaza. It is zoned under the Local Commercial – LC parent zoning. This property is notable for being built to the extent of all existing property lines. Accordingly, there is presently no rear yard area. Further east is the Queen Elizabeth Driveway and the Rideau Canal.

South: South of the site is the established Glebe neighbourhood; comprised primarily of pre-war dwellings distributed over a diversity of housing typologies. Lots are typically based on standard gridiron layouts with approximately 30 metre deep lots (100 feet). The properties are generally zoned under the Residential Third Density – R3 parent zone, Subzone P. The purpose of this zone is to allow a mix of residential building forms ranging from detached to townhouse and three-unit dwellings.

West: West of the site is also occupied by established residential development. Northwest of the site includes numerous recent examples of higher density apartment uses ranging from seven (7) storeys to nine (9) storeys. Going west, the majority of the properties fronting onto Pretoria Avenue are zoned Residential Fourth Density – R4 parent zone, Subzone S. Properties in this zone have as-of-right development rights for up to 14.5 metres in height.

In this manner, the area south of the site is expected to remain to be low-rise residential uses with local traffic circulation whereas the northerly area coordinates with the Highway 417 adjacency to provide higher density uses and more prominent commercial uses.

2.1 Transportation Network

The site fronts onto a local road. Pretoria Avenue is a westbound one-way street with an 18.4m (60ft) right-of-way. The nearest arterial roads are Isabella Street (one block north) and Bank Street (two blocks west) (Figure 7). The site has close access to the Ontario 417 highway.

The site is also situated within 250 metres of the Catherine Street/Isabella Street Transit Priority Corridor (Figure 8). This results in exceptional transit connectivity for the site. Increased site density can be supported by the future rapid transit capacity, including Lees Station; a 1.4km walk, which is expected to be formally opened as a core Rapid Transit Station in the City's Confederation Line Light Rail Transit in advance of project approval. OC Transpo Local Route #56 includes a westbound stop directly in front of the site, with the eastbound stop being a block south on Strathcona Street. The #56 route continues west to Tunney's Pasture station and east to Hurdman Station.

The site is located in close proximity to both on- and off-road routes within the City's Primary Urban Cycling Network (Figure 9). These routes feed into the remainder of the City's cycling network. This cycling infrastructure will help offset the necessity for motor vehicle usage and thereby contribute to a stronger non-vehicular modal distribution associated with the density proposed for the site.



Figure 8: Schedule E of the Official Plan, Urban Road Network

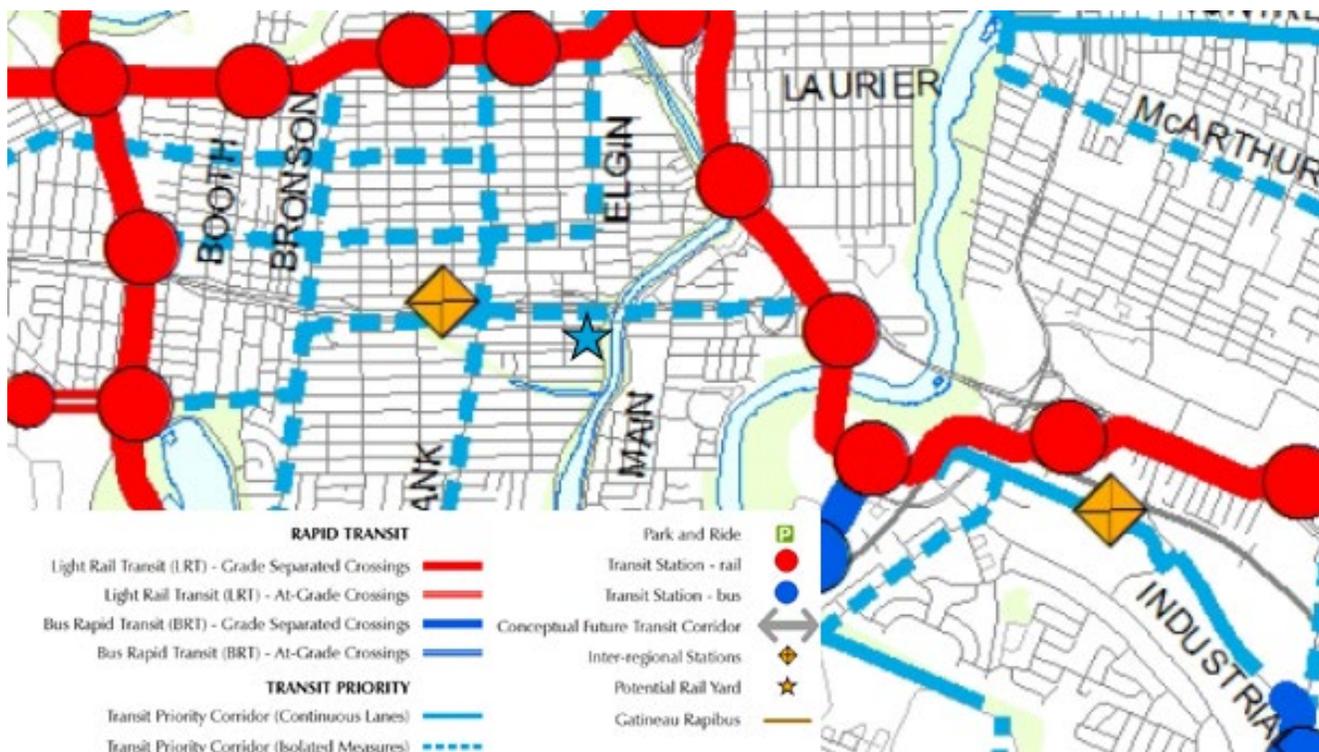


Figure 9: Schedule D of the Official Plan, Rapid Transit Network



Figure 10: Schedule C of the Official Plan, Primary Cycling Network

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

“Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The proposal is efficient in that it makes use of underutilized land which is serviced, on an efficient transportation network, and in an area suitable for greater density.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposal will introduce desirable apartment dwelling units in an area where lower density typologies saturate the mix of housing typologies. Increasing the density of people near established commercial uses contributes to their long-term viability.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

This proposed development does not create environmental or public health and safety concerns. It is appropriately setback where necessary to ensure traffic visibility. It is located within an area that is intended to grow to support active transportation, which will in turn improve public health. It will be designed in coordination with the Ontario Building Code.

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

The proposed development is appropriately sized for the parcel of land. It does not leave excess vacant area that can be perceived as creating a sense of empty space. It will provide density in a well-suited area.

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

The redevelopment of this site provides an opportunity to incorporate modern accessibility requirements into a prime location. The building will meet the accessibility requirements set out by the City and Province where applicable.

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposal does not trigger any climate or biological concerns.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

The proposed development intensifies an existing urban site with increased residential uses, contributing to a compact, mixed-use community and increasing the housing options within the neighbourhood. The proposed density of development efficiently uses land and resources within the City's urban area and will support active transportation and transit.

The proposed development will also efficiently use the existing and planned transit infrastructure along Isabella/Catherine Street (300 metre walking distance) and Bank Street (500 metre walking distance). Both roads are Transit Priority Corridors in the City of Ottawa and planned improvements to these corridors will provide priority transit service in short proximity of the site.

3.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. A major Official Plan Amendment, No. 150, affects the subject lands and has recently been adopted and incorporated into the Official Plan document aside from select ongoing site-specific appeals. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to this proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) discussed below and 2.5 (Building Liveable Communities), discussed in the Design Brief prepared by Roderick Lahey Architect.

The proposed development intensifies an under-utilized site within the City's urban area. The compact form of the development will encourage active transportation and transit use. The increase in neighbourhood residents will benefit the existing retail and commercial uses along Pretoria Avenue, Bank Street, and Isabella Street/Catherine Street.

3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a site, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above.

Policies 11 and 12 of this Section 2.2.2 provide further direction on how intensification is to occur:

11. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. Low-rise intensification will be the predominant form of intensification in the General Urban Area.
12. The distribution of appropriate building heights will be determined by:
 - a. The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
 - b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

The City's Official Plan contains policies for the General Urban Area to permit greater building heights where the site is within proximity of an identified Transit Priority Corridor. The surrounding context of planned and existing density in proximity to the site includes buildings of seven (7) to nine (9) storeys fronting onto Isabella Street, and in the case of Villagia in the Glebe (480 Metcalfe St.), continuing to the north side of Pretoria Avenue. This context supports the consideration of greater height on lands on the

south side of Pretoria Avenue. The proposed “missing middle” typology provides a transition from the upper-mid-rise building forms to the low-rise character identified further south of the site.

The additional height and density proposed for the site is in conformity with the intent of the Official Plan policies on managing growth within the City.

3.2.3 General Urban Area Designation (Section 3.6.1)

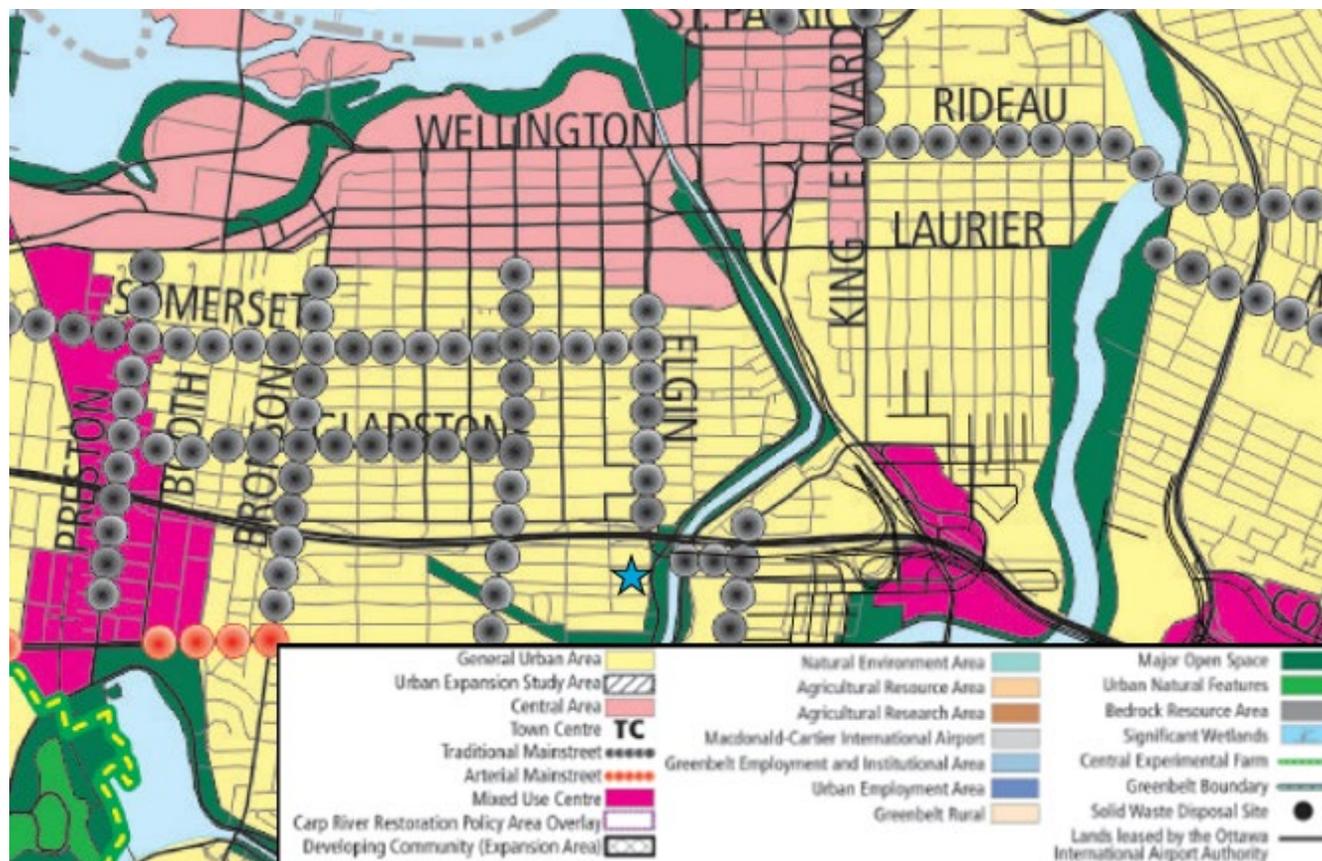


Figure 11: Schedule B of the Official Plan

The site is designated General Urban Area in the Official Plan. This 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. The aspiration is for development in General Urban Areas to contribute to the establishment of complete communities.

Policy 1 notes that the General Urban Area designation permits housing and retail uses, among an array of other uses which contribute to complete communities. This supports the proposed development.

Policy 2 notes that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Conformity with these sections is discussed in detail within the Design Brief prepared by Roderick Lahey Architect. Generally, its adherence is demonstrated in that it introduces a contemporary design which creates visual interest and contributes to the existing building fabric; maintains a strong street edge with improved streetscape and building frontage; establishes an attractive and comfortable pedestrian environment

that reduces the number of driveway accesses interrupting the sidewalk while maintaining a sense of scale that relates to the street and transitions to lower density buildings in the area.

Policy 3 states that building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

Policy 4 adds that, Notwithstanding Policy 3, new taller buildings may be considered for sites that:

- a. front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. on a Transit Priority Corridor on Schedule D of this Plan.
- b. are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

The site context reflects Policy 4b. The zoning on the eastern portion of the site, and within the surrounding area, permit building heights greater than four (4) storeys. The site is also in very close proximity to the Isabella Street and Bank Street Transit Priority Corridors. The adjacent northerly commercial site also benefits from Policy 4a and redevelopment of that site is likely to be of a higher density and built form if redeveloped in the future.

3.2.4 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa's communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building. The Design Brief prepared by Roderick Lahey Architect outlines the ways in which this site meets these aspirations.

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



Figure 12: City of Ottawa Zoning By-law

The site is currently split-zoned. 28-30 Pretoria Avenue is zoned Residential Fourth Density, Subzone S denoted as R4S. 24-26 Pretoria Avenue is zoned Residential Fifth Density, Subzone C, Urban Exception 87, Maximum Height 18m denoted as R5C[87] H(18).

The R4S zoning (28-30 Pretoria) is intended to permit residential uses ranging from detached dwellings to low-rise apartment building forms. The R4S zoning supports heights up to 14.5 metres. As a result, a rezoning to a Residential, Fifth Density (R5) zone present on the eastern portion of the site is proposed. The 24-26 Pretoria Ave. site is subject to the R5C zoning, providing a context for the adequacy of this subzone within the immediate context. The table below compares the existing zoning and the proposed development:

Zoning		
Provision	R5C Requirements	Proposal
Sub-Zone	C	C [xxxx]
Dwelling Type	Mid-high rise Apartment Dwelling	Mid-high rise Apartment Dwelling
Min. Lot Width	22.5m	35.8m
Min. Lot Area	675m ²	1,092m ²
Max. Building Height	Per zoning map or schedule – 18m	18m

Min. Front Yard Setback	3m	3m	
Min. Rear Yard Setback	7.5 m	7.5m	
Min. Interior Side Yard Setback	West Int. Yard: Abutting R4: 7.5m	West Int. Yard: 1.5m until 21m from front lot line; where it is 6m	
	East Int. Yard: Within 21m of front lot line: 1.5m Further than 21m of front lot line: 6m	East Int. Yard: 1.5m until 21m from front lot line; where it is 6m	
Landscaping	30% of the lot is required to be landscaped.	41.5%	
Amenity Area (Section 137)			
Amenity Area Type	Required Amenity Area (m²)	Amenity Area Location	Provided Amenity Area (m²)
Communal	147 m ² (50% of total required)	Interior Communal Amenity	168.6 m ²
		Exterior Communal Amenity	174 m ²
		Total	342.6 m ²
Private	147 m ²	Private Balconies and Decks	279.3 m ²
Total	294 (6m ² /dwelling unit)		621.9 m²
Parking, Queuing, and Loading (Part 4, Sec. 100-114)			
Parking Type	Required	Provided	
Residential	Area X on Schedule 1A: No parking is required for the first 12 units of an apartment building. After which, 0.5 spaces are required per dwelling unit: $(49-12) \times 0.5 = 18.5^*$ *10% reduction for locating all parking underground (Sec.101[6c]): 17 spaces	14 spaces	
Visitor	Section 102 notes that after the first 12 units, visitor parking shall be required for residential uses at a rate of 0.1 per dwelling unit. $(49-12) \times 0.1 = 3.7$ (4 spaces)	4 spaces	
Maximum	Section 103 establishes a maximum parking space limit of 1.75 per dwelling unit (combined total of resident and visitor). $49 \times 1.75 = 85.75$ (86 spaces)	18 spaces	
Bicycle Parking	25 (0.5/unit)	25 spaces	
Aisle and Driveway Provisions	Required	Provided	
Access Driveway	Section 107(1)(a)(iii): In the case of an apartment dwelling, mid-rise, max. width for double traffic lane leading to less than 20 parking spaces: 3.6m	3.2m	
Access Aisle	Section 107(1)(c)(ii): In the case of a parking garage, an aisle serving parking spaces angled 56-90 degrees must be at least 6m wide	6m	

/ **Urban Exception 87**

The 24-26 Pretoria Avenue site is subject to Urban Exception 87. It includes provisions for permitting a car wash and/or gas bar on the site, however the site is seemingly unsuitable for such a use. The exception is from prior to the 2008 Zoning By-law consolidation and therefore the original basis for this exception is unknown.

It is suggested that the newly proposed exception replace the current exception, thereby omitting any present as-of-right capacity of being considered for a car wash or gas bar.

3.3.1 Discussion of Zoning By-law Amendment

As noted throughout this report, a Zoning By-law Amendment to rezone the entire site to the existing R5C on the eastern portion of the site will be required to facilitate the development as proposed. The rationale, and discussion of specific variances is summarized in the following points:

/ **Building Height**

The proposed building height is greater than currently permitted in the by-law for the existing R4S zone on the western portion of the site, but is in keeping with the policy direction of the Official Plan's Growth Management and General Urban Area policies. It represents suitable, thoughtful development that is compatible with the surrounding area and contributes to a transition between the stable residential area to the south and the higher density lands slated for intensification in closer proximity to the Ontario 417 Highway.

/ **West Interior Side Yard**

The westerly interior side yard is deficient in meeting the R5C zoning requirements. The proposed side yard is 1.5 metres whereas the requirements for the westerly interior yard are 7.5 metres due to the adjacency to a Residential Fourth Density (R4) zone. The impact of by-law adherence would reduce the urban design merits and overall compatibility of the proposal. A 7.5 metre separation would have the impact of breaking up the consistency of the streetscape. It is worthy of noting that in the existing R4S designation, a side yard setback of 2.5m is permitted for a building of 14.5m within the first 21m of the lot line. Increasing the required interior side yard setback by 5 metres (to the required 7.5m) for an additional 3.5 metres in height is not congruent. The proposed development can successfully transition to adjacent properties by adhering to the base R5C interior side yard setbacks in place of the special setbacks for abutting an R4 zone.

The primary challenge with the interior side yard zoning requirement is that its broad nature does not allow it to have a positive impact in this context. The zoning by-law anticipates the worst-case situation, which would be a Residential First Density (R1) single-detached dwelling abutting an R5 mid-rise apartment dwelling of nine (9) storeys (27-30 metres). While in such a case this setback may be suitable, the present context is a 6-storey (18 metre) apartment dwelling being adjacent to a 2.5 storey low-rise apartment dwelling. There are no windows on the side of the adjacent building and minimal windowing on the proposed structure which would result in overlook.

The rear yard of the building at 485-489 Metcalfe Street abuts the property line. The rear wall of this building is located a maximum of approximately 16 metres and minimum of approximately 12 metres from the shared lot line. The rear yard setback of 7.5 metres and 6th storey setback of 9.5 metres substantially mitigate any shadowing or privacy impacts. Mature trees in the rear yard of the existing building provide further transition between the proposed building and the existing building.

/ **Parking Supply**

The proposal includes a total of 14 residential parking spaces whereas the zoning by-law requires a minimum of 17 residential parking spaces. This reduction in parking spaces is appropriate given the strong

transportation network including transit, walkable streets, and cycling infrastructure. It both reflects good planning principles and community sentiment to intensify lands in the urban core without introducing a high volume of additional vehicles to the existing road network. The proposal also draws upon the following factors which reduce the need for vehicle ownership:

- / There are twelve (12) Vrtucar pick-up locations within a 750 metre radius of the site.
- / The site is within close proximity to the downtown employment core and within walking distance of many community amenities and resources.
- / The unit distribution includes 82% 1-bedroom units and 10% studio units, which are formats that are typically favoured for couples or bachelors where vehicle ownership may not be necessary in the manner it is for a family.
- / The proposal meets visitor parking supply.

Accordingly, the proposed number of parking spaces is considered suitable.

The discussion of impacts and design response are further addressed in the following Design Brief prepared by Roderick Lahey Architect.

The proposed Site Plan Control and Zoning By-law Amendment applications represent good planning and are in the public interest. Specifically, they are supported by the following:

- / The proposed development meets the policies established in the 2014 Provincial Policy Statement (PPS).
- / The proposed developments meets the policies in the City of Ottawa Official Plan (2003, as amended).
- / The proposed development meets the performance standards established in the Comprehensive Zoning By-law (2008-250) aside from the previously noted provisions being handled through an application for Zoning By-law Amendment. The rezoning can be supported with consideration to the PPS and City of Ottawa of Official Plan.
- / The associated technical studies confirm that the proposed development is functional.

Regards,



Carl Furney, MCIP RPP AICP
Associate Director, Planning and Development



Scott Alain, M.Pl
Planner

APPENDIX A – PROPOSED ZONING BY-LAW AMENDMENT

The site is currently zoned R4S. The following is an inventory of revised zoning provisions in order to bring the proposal into compliance.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 2018-XX)	RC5 H(18) [XXXX]	None	None	<ul style="list-style-type: none"> <li data-bbox="1105 527 1468 583">/ The maximum building height shall be 18 metres. <li data-bbox="1105 590 1468 709">/ Residential parking shall be provided at a rate of 0.375 spaces per unit, less the first 12 units. <li data-bbox="1105 716 1468 898">/ The interior side yard setback for a yard abutting an R4 zone should be 1.5m until 21m from front lot line; where it should be 6m.