



## 1010 Byron Avenue

Planning Rationale  
Zoning By-law Amendment and Site Plan Control  
June 4, 2020



Prepared for Concorde Properties

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

June 2020

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# 1.0

## Introduction

Fotenn Planning + Design is pleased to submit this Planning Rationale in support of Site Plan Control and Minor Zoning By-law Amendment applications for the lands municipally known as 1010 Byron Avenue (“the subject property”) in the Carlingwood neighbourhood of the City of Ottawa.

### 1.1 Site Context and Surrounding Area

#### 1.1.1 Subject Property

The subject property is located in the Carlingwood neighbourhood of Ottawa, west of the downtown, and is known municipally as 1010 Byron Avenue. The subject property is part of a Planned Unit Development (PUD). PUDs are defined in the Zoning By-law as two (2) or more residential use buildings on the same lot. The current PUD consists of five (5) low-rise apartment buildings, each containing six (6) dwelling units, and six (6) parcels. Given that all the parcels are under the same ownership, the lands are considered one “lot” per the definition in the Zoning By-law.

Currently, five (5) of the land parcels accommodate individual low-rise apartment buildings. These parcels are known municipally as 1012 Byron Avenue; 117 and 121 Lockhart Avenue; and 2123 and 2129 Honeywell Avenue. The subject property currently consists of elements that are shared between all PUD residents, including two (2) single-storey, above-ground parking garages and a surface parking lot.

The PUD lands have a total area of 4,432.9 square metres and frontages of 38.3 metres along Byron Avenue to the north, 73.53 metres along Lockhart Avenue to the west, and 67.1 metres along Honeywell Avenue to the south.

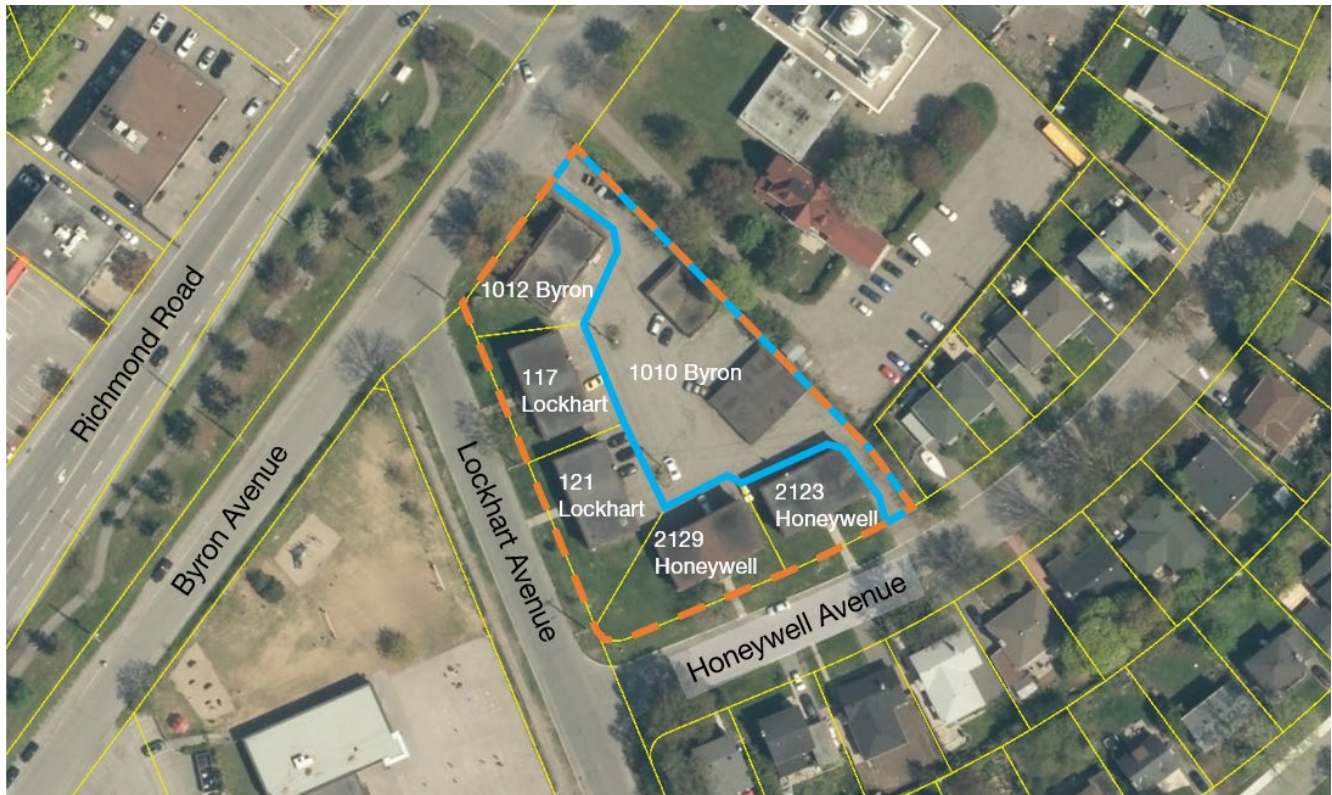


Figure 1: Aerial View of the Subject Property (Outlined in Blue) and Abutting Parcels within the PUD (PUD lands Outlined in Orange)





Figure 2: Photos of the PUD Lands

### 1.1.2 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property:

**North:** North of the PUD, across Byron Avenue, is Byron Linear Park. Further north is Richmond Road, an east-west Traditional Mainstreet with a mix of uses and building heights. The north side of Richmond Road in this area is characterized by a range of retail and residential uses in various built forms. Further north is a low-rise residential neighbourhood abutting the Sir John A. Macdonald Parkway which runs along the Ottawa River.

**South:** South of the PUD is Honeywell Avenue, a local residential street. Further south is a predominantly low-rise residential neighbourhood consisting primarily of detached dwellings.

**East:** To the immediate east of the PUD is a Ukrainian Orthodox Cathedral and an attached banquet and convention hall. Further east is a residential neighbourhood consisting primarily of low-rise (less than four (4) storeys) housing forms. The future Cleary Light Rail Transit (LRT) Station is located approximately 250 metres to the east within the Byron Linear Park.

**West:** To the west of the PUD, across Lockhart Avenue (a local street), are Our Lady of Fatima English School, Our Lady of Fatima Catholic Parish, and Woodroffe Park. Further west is a predominantly low-rise residential neighbourhood consisting primarily of detached and semi-detached dwellings. The future New Orchard LRT Station is located less than 600 metres to the west within the Byron Linear Park.



Figure 3: Aerial View of the PUD Lands (Outlined in Blue) and Surrounding Area

### 1.1.3 Road Network

Schedule E of the City of Ottawa's Official Plan (Figure 4) designates Richmond Road as an Arterial Road and Byron Avenue as a Collector Road.



Figure 4: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan (PUD Lands in Blue)



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. Richmond Road is a two (2) lane east-west roadway, with dedicated turn and merge lanes at its intersection with Woodroffe Avenue, another Arterial Road, slightly to the west of the subject property.

Collector Roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do arterials. 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. Byron Avenue is a two (2) lane east-west roadway. A pathway along Byron Linear Park provides pedestrian connectivity along the Richmond Road and Byron Avenue corridors.

The subject property is also in close proximity to the Sir John A. Macdonald Parkway, a designated Federally Owned Road to the north which provides vehicular access to and from the downtown core.

#### 1.1.4 Rapid Transit Network

As per Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (Figure 5), the subject property is in close proximity to the planned Stage 2 extension of the Confederation O-Train Line.

As previously noted, the subject property is in proximity to both the New Orchard (approximately 550 metres to the west) and Cleary (approximately 250 metres to the east) Stations, both of which are planned to be built as part of the Stage 2 LRT extension of the east-west Confederation Line.



Figure 5: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (PUD Lands in Blue)

### 1.1.5 Cycling Network

As per Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 6), the subject property is in close proximity to a designated east-west Cross-Town Bikeway.

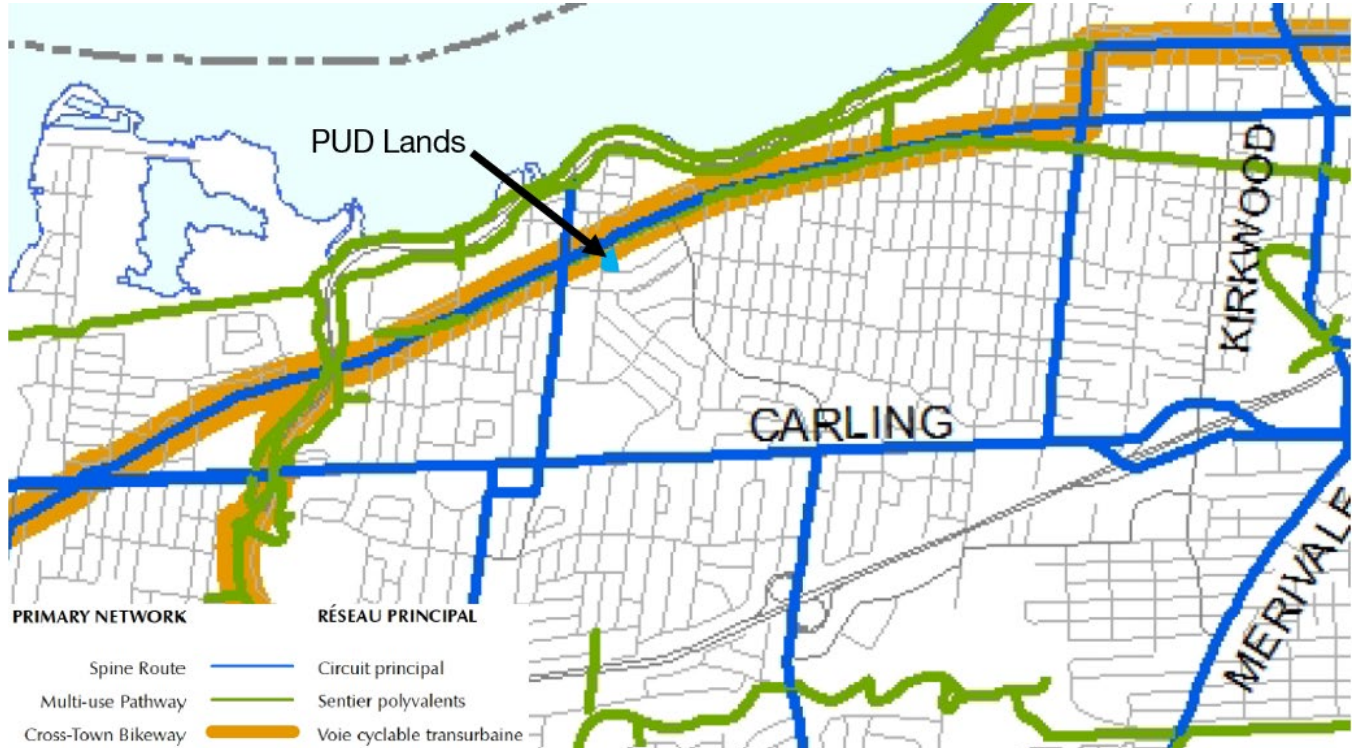


Figure 6: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (PUD Lands in Blue)

Cross-Town Bikeways provide continuous connectivity over long distances for cycling across the city. Cross-Town Bikeways will include both on-road and off-road facilities that will provide a consistently high level of comfort for their entire length and be the main priority of the cycling network for maintenance.

Multi-use pathways running along the Sir John A. Macdonald Parkway to the north, along the Ottawa River, are also located in close proximity to the subject property.

## Proposed Development

The applicant intends to demolish the two (2) existing garages at the rear of the PUD and to redevelop the subject property with a three (3) storey, 13-unit low-rise apartment building. The ground floor would contain one (1) dwelling unit, as well as amenity/common space including a lobby, storage and laundry areas, a garbage and recycling room, and an indoor bicycle parking room all serving the new building. The ground floor area is smaller than the second and third storeys in order to provide ten (10) new vehicle parking spaces, sheltered under the upper storeys. The second and third storeys each contain six (6) dwelling units. The building will be 10.2 metres in height.

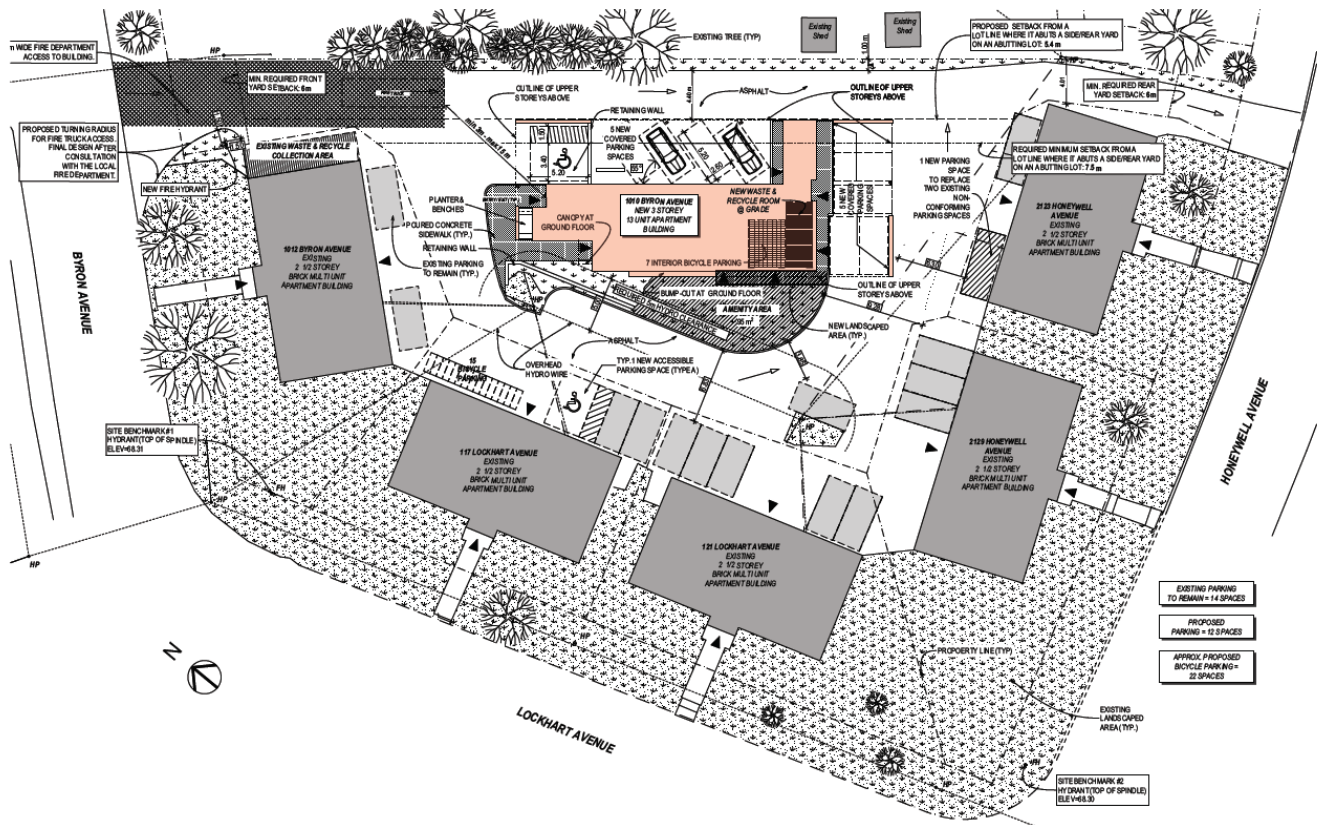


Figure 7: Excerpt from the Site Plan of the Proposed Development

The proposed development is set back 5.4 metres from the lot line of the abutting church property at 1000 Byron, but otherwise complies with all setback and PUD building separation distance provisions.

Whereas no landscaped area currently exists on the interior of the PUD, the new building will include proposed soft and hard landscaped areas on the west side of the building. These spaces will serve as amenity space for residents of the new building and the PUD.

Vehicular access to the PUD is provided via an existing one-way driveway from Byron Avenue, whereas vehicular egress is provided via Honeywell Avenue, to the south.

A sheltered, accessible parking area under the northeast corner of the proposed development's upper storeys can be reached from the vehicular access to the PUD. A one-way drive aisle between the proposed development and the lot line to the east provides access to four (4) sheltered, angled, surface parking spaces under the proposed development's upper storeys. A separate one-way driveway runs between the proposed



development and the PUD's existing buildings, providing access to both existing surface parking areas and to five (5) additional sheltered surface parking spaces located under the southern end of the proposed development's upper storeys. The PUD's existing surface parking areas are proposed to be slightly reconfigured and to include a new accessible parking space. After development, a total of 26 vehicle parking spaces are proposed to be provided on the PUD lands.

A total of 22 bicycle parking spaces are proposed to be provided on the PUD lands, including 15 in the common surface parking area, and seven (7) on the ground floor of the proposed development, in the above-noted bicycle parking room.



Figure 8: Rendering of the Proposed Development (Looking West, from the Abutting Property at 1000 Byron Avenue)

## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy 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” policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

Policy 1.1.3.1 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) 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;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to Policy 1.1.3.3 of the PPS, planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;



- c) 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;
- d) promoting densities for new housing which 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) 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.

Policy 1.6.7.4 of the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1(b) of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

**The proposed development is consistent with the policies of the PPS, as it is a compact, transit-supportive intensification project that efficiently uses land and resources and available infrastructure and public service facilities in a built-up area of the City.**

## 3.2 City of Ottawa Official Plan

### 3.2.1 Managing Intensification Within the Urban Area (Section 2.2.2)

The Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form.

Policy 3 of Section 2.2.2 of the City of Ottawa Official Plan states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South.

Although the subject property is not located within a designated target area for intensification, Policy 22 of Section 2.2.2 of the City of Ottawa Official Plan notes that the City also supports compatible intensification within the urban boundary, including areas designated General Urban Area.

According to Policy 23 of Section 2.2.2 of the City of Ottawa Official Plan, the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

**The proposed development conforms with Policies 22 and 23 of Section 2.2.2 of the City of Ottawa Official Plan. The subject property is located in proximity to rapid transit within the General Urban Area,**

in proximity to rapid transit stations. The proposed development's low-rise built form represents a modest intensification that is compatible with the existing character of the surrounding area.

### 3.2.2 General Urban Area Designation

The subject property is designated General Urban Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (Figure 9).

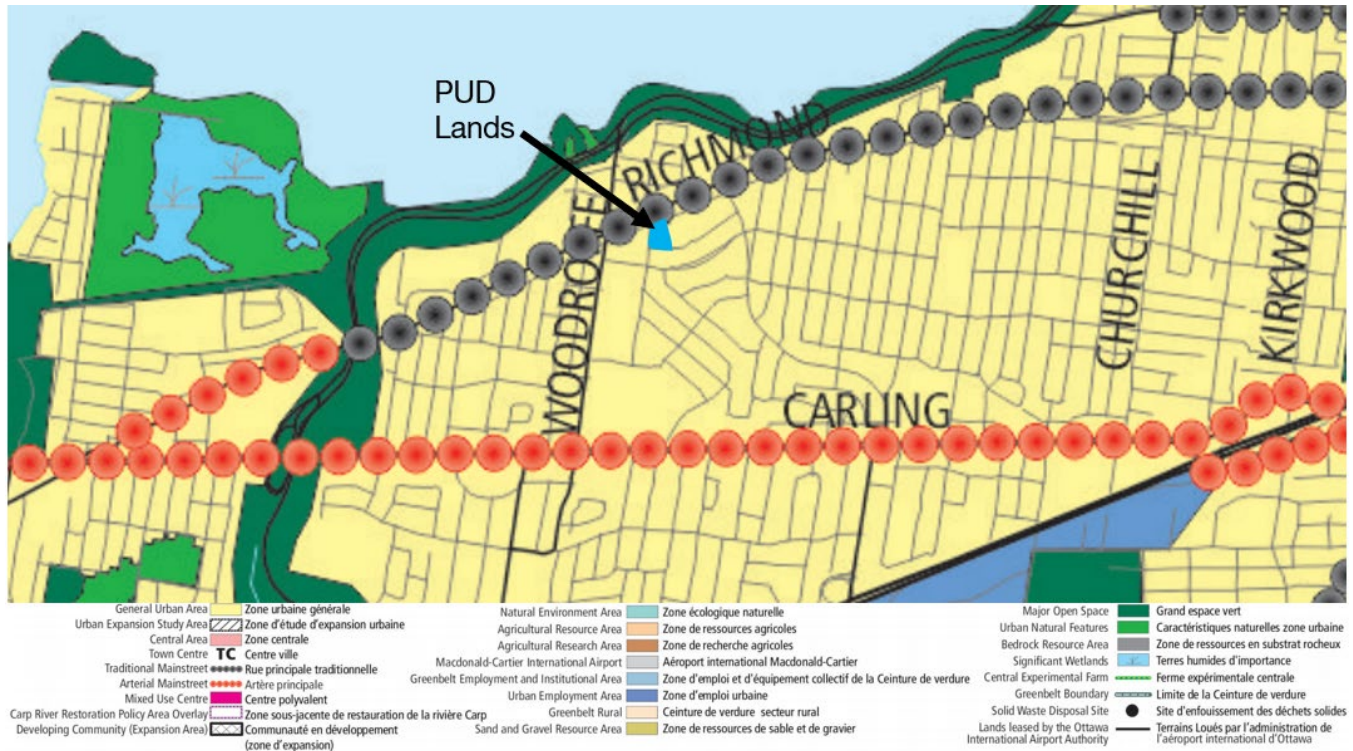


Figure 9: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (Subject Property in Blue)

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. The building height in the General Urban Area is intended to be predominantly low-rise (under four (4) storeys).

Policy 2 of Section 3.6.1 states that development applications will be evaluated in accordance with Sections 2.5.1 and 4.11. These sections are discussed in greater detail below.

Policy 5 of Section 3.6.1 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

- / Assess the compatibility of the new development as it relates to the existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / 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.

**The proposed development conforms to the Official Plan policies for the General Urban Area designation by proposing an intensification of the subject property in a low-rise built form that is compatible with the existing community character and that contributes to a full range and choice of**



housing types in the neighbourhood. The proposed three (3) storey apartment building is compatible with the character of the surrounding community where several buildings of a similar built form already exist and is appropriate given the proximity to future rapid transit stations. The subject property's proximity to a wide mix of uses and services, particularly along Richmond Road, contributes to the creation of a complete community.

### 3.2.3 Designing Ottawa (Section 2.5.1)

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wishes to influence the built environment. The proposed development meets these objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity  
**The proposed development will enhance the community of the PUD, replacing the existing garage and asphalt surface area with a new building and landscaped area.**
2. To define quality public and private spaces through development  
**The proposed development will include a new soft landscaped area that will double as a private amenity area for the PUD residents.**
3. To create places that are safe, accessible and are easy to get to, and move through  
**The proposed development will benefit from “eyes on the street” provided by surrounding buildings within the existing PUD. In particular, the proposed communal amenity area is in a visible location with good sightlines from the surrounding buildings and parking lot. Additionally, the proposed development features windows of dwelling units on all four (4) sides, adding to onsite security. The proposed development includes two (2) new accessible parking spaces and a barrier-free entrance to its ground floor unit.**
4. To ensure that new development respects the character of existing areas  
**The proposed development’s massing and scale are respectful of the low-rise character of the other buildings within the PUD and of the residential neighbourhood to the south and east. The proposed development’s exterior materiality large consists of a brick colour that will complement the existing buildings within the PUD.**
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 low-rise apartment building contributes to the variety of housing choices that are located in the Carlingwood community.**
6. To understand and respect natural processes and features in development design  
**The proposed development will have no negative impact on nearby natural processes or features.**
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment  
**The proposed development represents an intensification of the subject property in proximity to rapid transit and active transportation opportunities.**

### 3.2.4 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. This Planning Rationale, particularly the following sections, addresses the requirement for a Design Brief. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Compatibility Criteria	Proposed Development
<b>Views</b>	The proposed low-rise development will have no impact on significant views.
<b>Building Design</b>	<p>The proposed low-rise apartment building is similar in character to the adjacent buildings within the PUD. In particular, the proposed development's largely rectangular footprint is similar to the other buildings within the PUD. The proposed development also uses a brick colour that is prevalent on the other buildings within the PUD.</p> <p>The proposed development provides windows on all sides, including on the elevation that is adjacent to the proposed outdoor communal amenity area. The proposed building's main entrance faces the vehicular entrance to the subject property, off Byron Avenue.</p> <p>The proposed development's rooftop mechanical equipment is screened from public view.</p>
<b>Massing and Scale</b>	The proposed development's low-rise scale is appropriate for the character of the surrounding area.
<b>Outdoor Amenity Areas</b>	<p>The proposed development will include an outdoor communal amenity area that is internal to the PUD and adjacent to the proposed building. Plantings along a portion of the amenity area's perimeter will help provide some separation from the surrounding parking lot.</p> <p>The proposed development has no undue adverse impacts on nearby private amenity spaces.</p>

### 3.3 New City of Ottawa Official Plan

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon (from 2021 to 2046). In December 2019, a staff report outlining a detailed set of Preliminary Policy Directions for the new Official Plan was released. The proposed development meets the following Preliminary Policy Directions:

#### Growth Management

- / By 2046, achieve a majority of new residential units by intensification in the urban area and serviced villages.

**The proposed development represents an intensification of the subject property in the City's urban area.**

#### Housing

- / Encourage denser, walkable 15-minute neighbourhoods to help reduce or eliminate car dependency and promote social and physical health and sustainable neighbourhoods.

**The proposed development will intensify the subject property, which is in close proximity to several services that are accessible by foot.**

### 3.4 Cleary and New Orchard Site-Specific Policies

#### 3.4.1 Land Use Policies

The Cleary and New Orchard Area-Specific Policies provide the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Cleary and New Orchard stations. The area is bounded by the Ottawa River to the north, the properties adjacent to Byron Avenue to the south; Cleary Avenue to the east and the Sir John A MacDonald Parkway to the west. This area includes parts of the



following existing mature residential neighbourhoods: Ambleside, Woodroffe North, Woodpark and Carlingwood.

The subject property is designated Mid-Rise Park Frame in Schedule A – Planning Area and Land Use of the Site-Specific Policies (Figure 10). The Site-Specific Policies state that redevelopment of the mid-rise properties will generally be buildings of up to five (5) storeys, provided that an adequate setback along any lot line abutting a low-density residential zone is provided, generally in the range of 7.5 metres or greater.

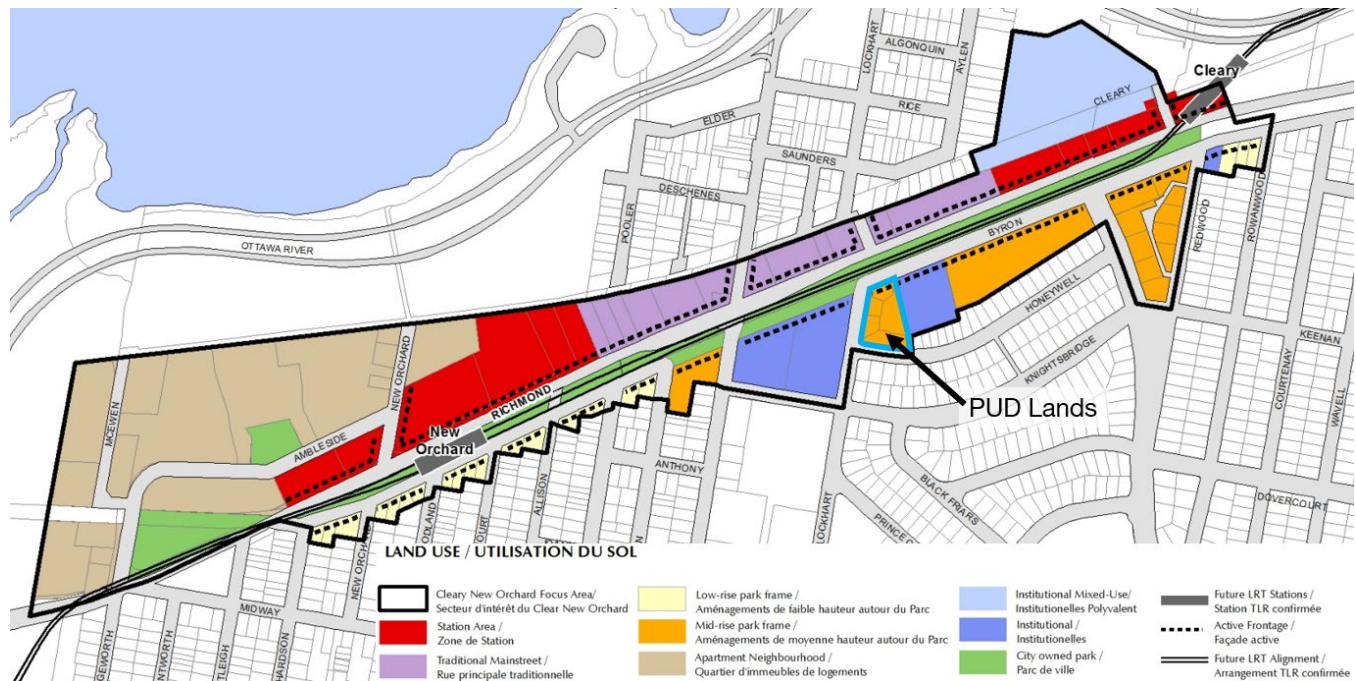


Figure 10: Excerpt from Schedule A – Planning Area and Land Use of the Cleary and New Orchard Site Specific Policies (PUD Lands Outlined in Blue)

The Mid-Rise Park Frame designation permits a variety of residential uses, including detached, semi-detached dwellings, town houses, stacked townhouses, duplexes, triplexes and low and mid-rise apartments.

**The proposed development conforms to the Cleary and New Orchard Site-Specific Land Use Policies as it proposes a low-rise apartment within the interior of an existing PUD site, intensifying the property with additional residential units and supporting the future rapid transit stations in the area.**

### 3.4.2 Built Form

The subject property is also designated as having an “Active Frontage” along Byron Avenue on Schedule A – Planning Area and Land Use of the Site-Specific Policies. The proposed development is located on the interior of the PUD lands and has no impact on the frontage onto Byron Avenue.

## 3.5 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.

Many of the City's Urban Design Guidelines for Low-Rise Infill Housing apply to infill fronting onto the street. However, the proposed development meets the intent of some of the above-noted guidelines with a design that:

- / Complements other buildings on the subject property in terms of scale and materiality;
- / Is of a low-rise scale that is respectful of the character of the surrounding area;
- / Contributes to the safety and enjoyment of the new amenity area by offering living spaces that face it;
- / Provides appropriate separation distances between existing buildings and the new infill block to ensure appropriate light, views, and privacy; and,
- / Provides parking that is interior to the subject property, away from the abutting rights-of-way.

### 3.6 Urban Design Guidelines for Transit-Oriented Development

The purpose of the City of Ottawa's Urban Design Guidelines for Transit-Oriented Development is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations (i.e. Zoning By-law, Private Approach By-law, Signs By-Law). Enhanced cycling facilities and cycling infrastructure should be considered within a 1500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

**The proposed development meets several of the City's Urban Design Guidelines for Transit-Oriented Development, including intensifying a site located within 600 metres of rapid transit stations; providing a transition in built form between surrounding low-lying neighbourhoods and taller building forms that are or will be located closer to rapid transit stations; and providing indoor bicycle parking spaces.**

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

The subject property is zoned "Residential Fourth Density Subzone N" (R4N) in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 11), a zone which permits low-rise apartment buildings and Planned Unit Developments (PUD).



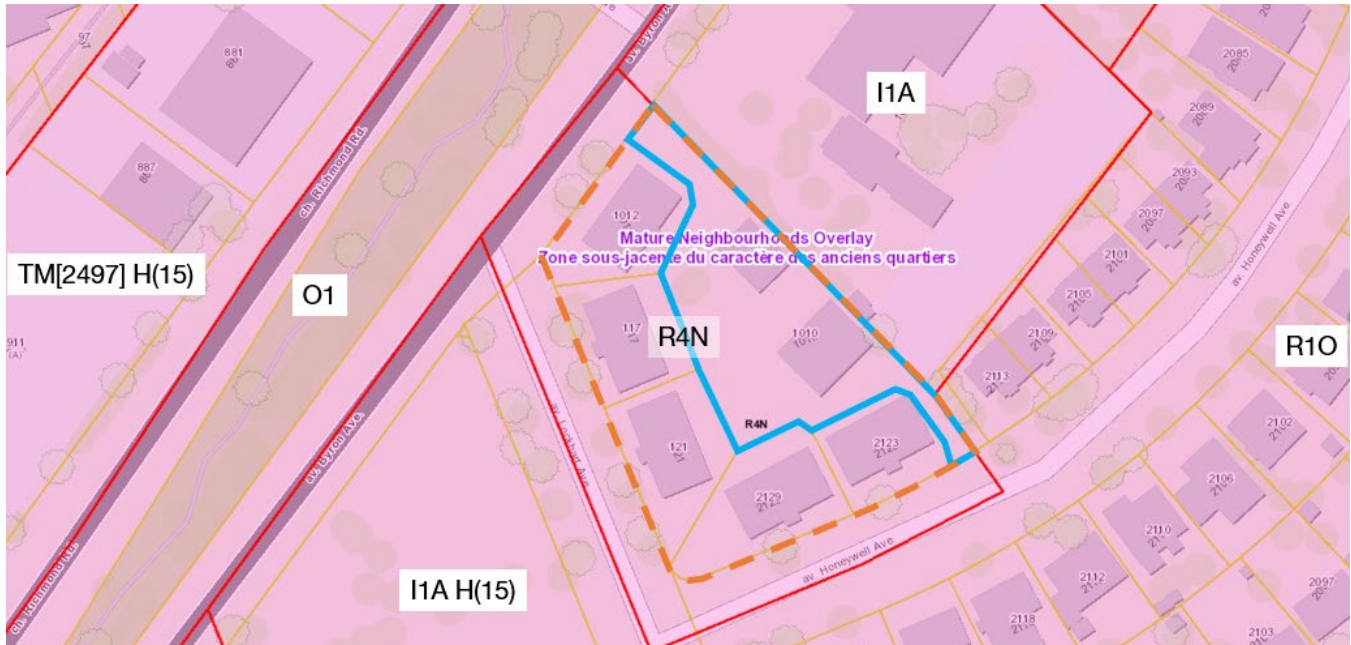


Figure 11: Zoning Map of the Subject Property and Surrounding Area (Subject Property Outlined in Blue and PUD Lands Outlined in Orange)

The following table summarizes the proposed development's compliance with the R4N zoning mechanisms. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
<b>Minimum Lot Area</b>	1,400 m <sup>2</sup>	4,432.9 m <sup>2</sup>	✓
<b>Minimum Separation Area Between Buildings Within a PUD</b>	Where the height of abutting buildings within the PUD is less than or equal to 14.5 metres: <b>1.2 m</b>	> 1.2 m	✓
<b>Minimum Setback from a Lot Line Where It Abuts a Side Yard on an Abutting Lot</b>	An amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 18 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres: <b>7.5 m</b>	5.4 m	X
<b>Minimum Setback from a Lot Line Where It Abuts a Rear Yard on an Abutting Lot</b>	An amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres: <b>7.5 m</b>	5.4 m	X

Zoning Mechanism	Required	Provided	Compliance
<b>Maximum Building Height</b>	11 m	10.61 m to roof deck 10.98 m to top of parapet	✓
<b>Amenity Area</b>	<b>Total:</b> 6 m <sup>2</sup> per dwelling unit (13 units): 78 m <sup>2</sup>  <b>Communal Area:</b> 50% of the required total amenity area: 39 m <sup>2</sup>  <b>Layout:</b> At least one amenity area must be a minimum of 54 m <sup>2</sup>	95 m <sup>2</sup> outdoor communal amenity area located at grade	✓
<b>Minimum Landscaped Area</b>	30% of lot area (1,329.9 m <sup>2</sup> )	Existing soft area: 1,167.6 m <sup>2</sup> Existing hard area: 50 m <sup>2</sup>  New soft area: 132 m <sup>2</sup> New hard area: 42 m <sup>2</sup>  <b>Total landscaped area:</b> 31.4% of lot area (1,391.6 m <sup>2</sup> )	✓
<b>Minimum Required Vehicle Parking Spaces (Area X)</b>	<b>Resident</b> (0.5 parking spaces per dwelling unit after the first 12 dwelling units): 16 spaces  <b>Visitor</b> (0.1 parking spaces per dwelling unit after the first 12 dwelling units): 3 spaces  <b>Total:</b> 19 spaces	<b>Total:</b> 26 spaces	✓
<b>Parking Space Dimensions</b>	Minimum length: 5.2 m Minimum width: 2.6 m	Minimum length: 5.2 m Minimum width: 2.6 m	✓
<b>Minimum Driveway Width</b>	Single traffic lane: 3 m	> 3 m	✓
<b>Minimum Width of an Aisle Providing Access to a Parking Space</b>	0-40 degree angle of parking: 3.5 m 41-55 degree angle of parking: 4.3 m 71-90 degree angle of parking: 6.7 m	0-40 degrees: 3.78 m 41-55 degrees: 4.45 m 71-90 degrees: 6.8 m	✓
<b>Minimum Required Bicycle Parking</b>	0.5 per dwelling unit (43 units): 22 spaces	22 spaces	✓
<b>Bicycle Parking Aisle Width</b>	A bicycle parking space must have access from an aisle having a minimum width of 1.5 m	1.5 m	✓

### 3.7.1 Requested Amendments

In order to proceed with the proposed development, relief is required from the minimum setback from a lot line within the where it abuts a side yard or a rear yard on an abutting lot.

Table 162B(1)(a) of the Zoning By-law states that buildings in a PUD must be located so that they are set back an amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres, which translates to a required 7.5 setback for the proposed apartment building where it abuts the rear yard of the abutting lot.

Similarly, Table 162B(1)(b) of the Zoning By-law states that buildings in a PUD must be located so that they are set back an amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 18 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres. Given that the proposed development is located more than 18 metres from the street, the setback from a lot line where it abuts the side yard of the abutting lot is 7.5 metres.

In cases where the proposed development is adjacent to either the side yard or the rear yard of the abutting lot, the proposed minimum setback from the lot line is 5.4 metres, a reduction of 2.1 metres from the requirement of 7.5 metres.

**It is our opinion that the reduced setback will permit the intensification of the subject property without any adverse impacts on the abutting church property to the east. The provisions of the Zoning By-law anticipate residential development on the abutting properties where a reduced setback may result in concerns over privacy and overlook. The proposed development abuts a driveway and surface parking lot, while the church and abutting residence are located approximately 20 metres from the shared property line. The proposed development also includes a setback of 5.4 metres which provides adequate separation from the adjacent property and all outdoor amenity areas are located on the west side of the building, away from the reduced setback. Finally, the shared property line is landscaped with a number of large trees which will screen the proposed building from the adjacent property.**



## Conclusion

It is our professional opinion that the proposed development represents good planning and is in the public interest, for the following reasons:

- / The proposed development is consistent with the policies of the Provincial Policy Statement, proposing an intensification of lands within the built up area that efficiently use land and resources and available infrastructure and public service facilities.
- / The proposed development conforms to the City of Ottawa Official Plan policies for the General Urban Area designation by proposing the intensification of the subject property with a low-rise residential apartment building that will contribute to a full range and choice of housing types in the surrounding area. The proposed building will also provide opportunities for people to live in a complete community, in proximity to existing services and amenities, and within 600 metres of two (2) future rapid transit stations and existing cycling infrastructure, providing viable, efficient and safe active transportation alternatives;
- / The proposed development conforms with the design objectives and compatibility criteria outlined in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposed development meets the intent and purpose of the City of Ottawa's Preliminary Policy Directions relating to Growth Management and Housing for the new Official Plan;
- / The proposed development conforms to the Cleary and New Orchard Site-Specific Policies as the proposed the low-rise apartment use is permitted in the Mid-Rise Park Frame designation.
- / The proposed development meets the intent and purpose of several of the City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing and Transit-Oriented Development; and,
- / The proposed development complies with the majority of the applicable provisions of the City of Ottawa Zoning By-law (2008-250). The proposed amendments are reasonable and continue to maintain the intent and purpose of the Zoning By-law.

Sincerely,



Nico Church, M.Pl.  
Planner



Paul Black, MCIP RPP  
Senior Planner