



Rationale supporting a
Site Plan Application
for

2487 Innes Road
Ottawa, Ontario

Prepared For:	10163074 CANADA INC.
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Submitted To:	City of Ottawa
Date:	June 19, 2020

The Submission

This Planning Rationale has been prepared for 10163074 CANADA INC., the owner of 2487 Innes Road, in support of a site plan application.

The legal description of the site is:

PT LT 15, CON 20F, AS IN GL55372 EXCEPT N589170, N374111 &
GL65762; GLOUCESTER



The Project

The intent of the application is to obtain a site plan agreement for a Thirty-three (33) unit low rise apartment building with 45 vehicle parking spots and 15 bicycle parking spaces.

Site Context and the Surrounding Area

The site has 39 metres of frontage along Innes Road in the community of Blackburn Hamlet.

To the east of the site is a townhouse complex which fronts onto Pennington Lane with the rear yards abutting the site.

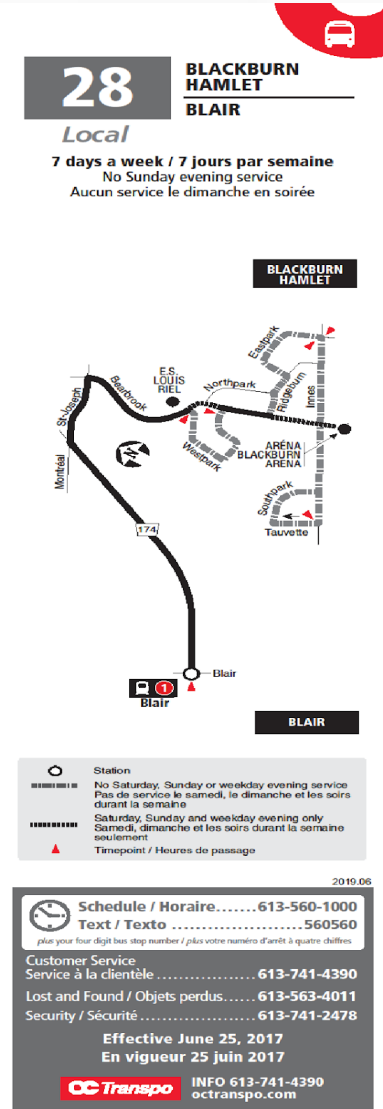
To the west of the site are 3 single family homes on the east side of Gravelle Crescent. The first 2 houses share the same AM11 zoning as the subject site and the 3rd house is zoned R2N.

To the north of the site are 2 single family houses located on Gravelle Crescent which are zoned R2N.

To the south of the site across Innes Road is the rear yards of a 6-unit townhouse row on Scotland Private. The site faces the privacy fencing of the complex.

The site is served by OC Transpo routes 25 and 28

Site Context and
the Surrounding Area



Site Context and the Surrounding Area



Aerial view of 2487 Innes Road



The house at 2487 Innes Road

Site Context and the Surrounding Area



The view to the south and the rear yards of 6-unit townhouse row on Scotland Private.



The western and rear property boundary – note hedge at rear to be maintained.

Site Context and the Surrounding Area



Site Context and the Surrounding Area



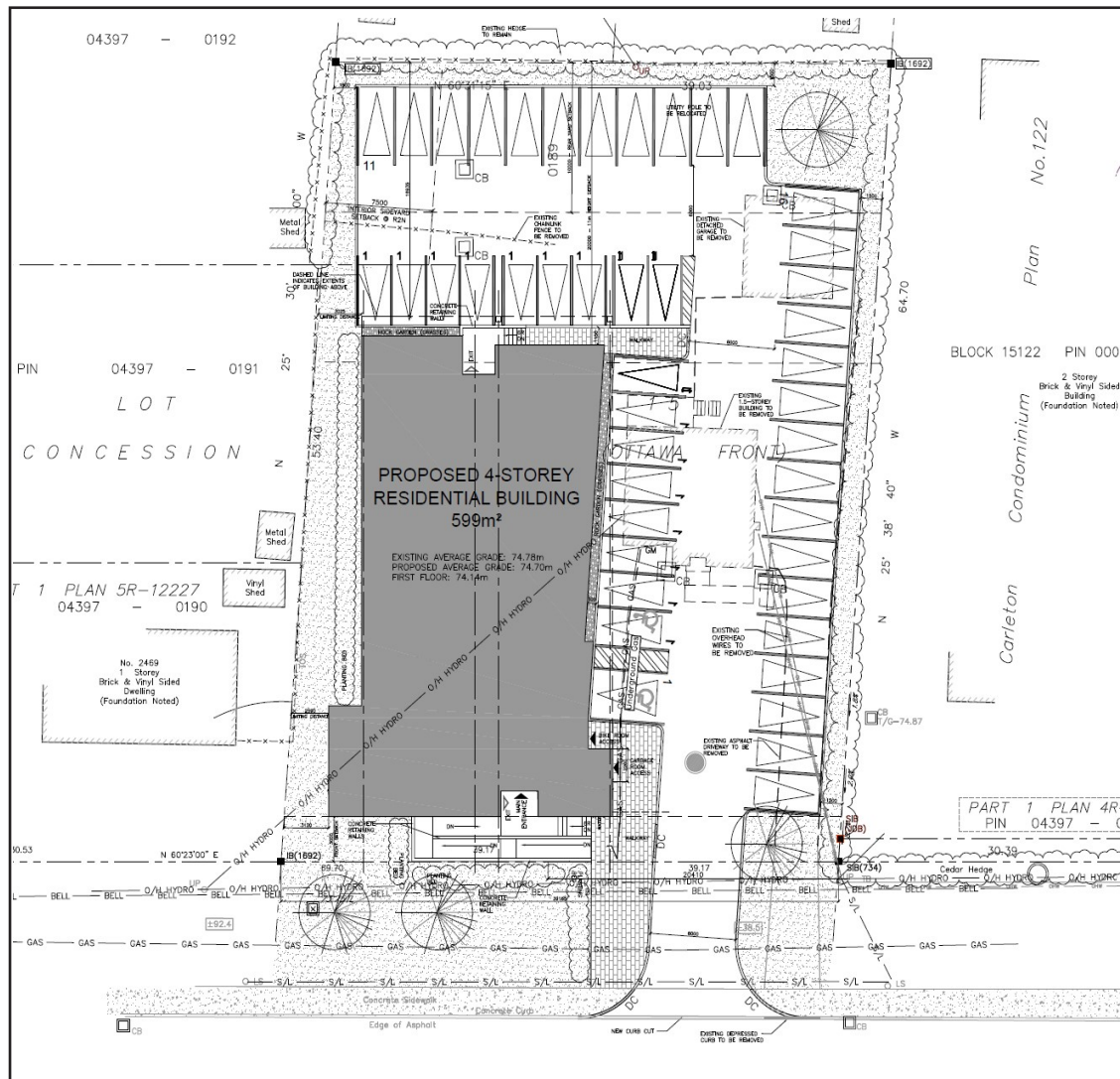
The eastern property line and rear yards of the townhouse complex which fronts onto Pennington Lane – note hedge to be retained.

The Proposed Development

The applicant intends to demolish the existing residential building and construct a four (4) storey, thirty-three (33) unit, low rise apartment building. The building will house eight (8) two (2) bedroom dwelling units and twenty-five (25) one (1) bedroom dwelling units. Seventeen (17) indoor secure bicycle parking will be provided (5 wall mounted and 12 floor mounted).

The proposed building is set back three (3) metres from the property line and access to the front door is provided by a short flight of stairs and a six (6) metre ramp. Access to secure bicycle parking and the waste and recycling room are provide thru seperate doors located at the south east corner of the proposed building.

Parking is provided along the east and rear of the building and meets the parking ration of 1.2 spaces per dwelling unit and .2 visitor spaces per dwelling unit.



Proposed Site Plan

The Proposed Development



South Elevation



North Elevation

The Proposed Development



East Elevation



West Elevation

Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on Provincial interest related to land use planning. The PPS advocates focusing growth and development within urban and rural settlement areas while supporting the viability of rural areas. It encourages efficient development patterns that optimize the use of land, resources, and public investment in infrastructure.

Section 1.3 speaks to Settlement Areas.

Specifically, the PPS expects that land use patterns within Settlement Areas shall be based on a density and mix of land uses that efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities, and avoid the need for their unjustified and/or uneconomical infrastructure expansion.

PPS policy in section 1.3 mandates Planning Authorities identify sites that are appropriate for transit-supportive development and can accommodate a significant supply and range of housing options through intensification and redevelopment.

It also mandates the Planning Authority develop standards to facilitate intensification, redevelopment, and compact form. The PPS expects new development will take place in designated growth areas and should occur adjacent to the existing built-up area and will have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The development proposed at 2487 Innes Road represents a residential type that will add land use diversity in this area. There are single and townhouse dwellings in the area. This proposal will introduce a low-rise apartment building to the neighbourhood.

The development is considered an intensification of the current uses, is utilizing existing services efficiently, and thereby is consistent with the policies of the PPS.

Official Plan Designation

The property is designated General Urban Area in the Official Plan. A full range of housing types is permitted in the designation to ensure the needs of all ages and circumstances are met. Low-rise residential apartment buildings are a permitted use in this designation

Section 2.2.2 outlines the definition and the policies related to residential intensification.

This proposal qualifies as intensification as defined in this section. The site is in an area of moderate traffic volumes with good public transit and community amenities are close by. The site is well suited for intensification.

Section 4.11

In addition to conforming to the intensification policies, the project must conform to 4.11 of the Official Plan.

Introducing new development into an existing land use pattern requires a sensitive approach and a respect for the area's existing character. The Official Plan speaks to mitigating any conflicts between the two to ensure compatibility while at the same time recognizing change, if properly done, can come to an area without undue adverse effect.

The criteria in Section 4.11 allow for an objective evaluation of the compatibility of infill development. The following is an evaluation with respect to 2487 Innes Road.

Criteria	Conformity
Traffic	The proposed low-rise apartment building will have parking accessed by a single 6 metre driveway. The traffic generated by the proposed units is of low impact and does not exceed the City of Ottawa 2017 TIA Guidelines.
Vehicular Access	A single 6 metres access will be provided
Parking Requirements	A total of 45 parking spaces will be provided on site.
Outdoor Amenity Areas	Each unit will have a balcony or the ability to access a Juliet balcony.
Loading Areas, Service areas and Outdoor Storage	Garbage and bicycle areas are provided in the interior of the building and will not affect adjacent properties.
Lighting	The City standards for lighting will be met with no impacts anticipated for adjacent properties.
Noise and Air Quality	There are no anticipated impacts from noise and air quality from the proposed development.
Sunlight and Microclimate	There are no adverse impacts regarding these issues although opportunity will exist during site plan review to ensure this is the case.
Supporting Neighbourhood Services	The development is well serviced by neighbourhood services. Grocery and other neighbourhood amenities are located a short 500 metre walk from the subject site.

New City of Ottawa Official Plan

City Council is currently in the process of replacing the existing Official Plan with a new Official Plan which reflects Ottawa's current reality. In late 2019, Council approved a set of policy directions. The proposed development meets the following policy directions:

Growth

Achieve, by the end of the Plan's planning period, more growth by intensification than by greenfield development. This growth will provide for complete communities and a variety of affordable housing options.

The proposed low-rise apartment building is an intensification of the property within the current urban area and the introduction of a low-rise rental apartment building provides more housing options for the local community.

Housing

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

The 33 units proposed for the low rise apartment building are within 500 metres of the 3 elementary schools, a major park with a full size community pool, a grocery store, public library branch and other community amenities all which are accessible on foot or by bicycle.

Urban Design Guidelines for Low-Rise Infill Housing (2012)

The City of Ottawa have provided a series of design guidelines for infill housing to help fulfill the design strategies as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The proposed development addresses the following guidelines:

- ✓ The proposed low-rise apartment building contributes to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, and key internal uses at street level.
- ✓ The front entrance introduces decorative paving on streets and the design features accessible walkways, from private entrances to public sidewalks.
- ✓ The proposed building faces and animates the public streets.

The proposed low-rise apartment building meets the intent of the design guidelines and the massing and scale are appropriate to the community and in keeping with the zoning on the site.

City of Ottawa Zoning Bylaw 2008 - 250

The site is currently zoned AM11 (708) under the City's Comprehensive Zoning Bylaw. The AM11 is a subzone of the Arterial Mainstreet zone specifically allocated to the Innes Road (Blackburn Hamlet) area.

A low-rise apartment building is a permitted use in the AM11 zone and the exception 708 relates to the performance standards for minimum lot width for a townhouse dwelling which is set at 5 metres. Exception 708 does not apply to the proposed low-rise apartment building.

The following table summarizes how the proposed development's meets the AM11 performance standards. Areas requiring adjustment are noted with an "X".

AM11 (708)

Performance Standard	Required	Provided	Meets
Minimum Lot Area	No minimum		✓
Minimum Lot Width	No minimum		✓
Minimum Front Yard Setback	3m - 50% of frontage along front lot line - must be occupied by building walls located within 3m of the lot line	3m 50%	✓
Minimum Interior Side Yard Setback	Abutting AM11 - no minimum Abutting R2N - Section 186 (11)(h) (i) 3.0m for first 20 meters back from street (ii) 7.5m beyond 20 meters back from street	No Min Building does not abut R2N	✓
Minimum Rear Yard Setback	10m	10m	✓
Maximum Height	11m in any area up to and including 20m from a property line abutting an R1, R2 or R3 residential zone.	12.56m	✗
	20m in any area over 20m and up to and including 30m from a property line abutting a R1, R2, R3 residential zone.	14.6m	✓
Vehicle Parking	Table 101 - R11 Dwelling low-rise apartment 1.2 per dwelling unit (33 x 1.2) = 39.6	39 spaces	✓
Visitor Parking	Table 102 Apartment dwelling, low-rise 0.2 per dwelling unit (33 x 0.2) = 6.6	6 spaces	✓
Amenity Space	N/A	N/A	✓
Bicycle Parking Spaces	0.5 per dwelling unit = 17	17 indoor spaces	✓
Ground Floor Ceiling Height Section 186 (11)(f)	the minimum height for the first storey of any building greater than 11 metres in height is 4.5 metres	From existing average grade - 1.8m	✗
Required Glazing - Section 186 (11)(l)	a minimum of 50% of the surface area of the ground floor façade facing a public street must be comprised of transparent glazing and customer or resident entrance access doors,	20%	✗

The proposed development meets most of the performance standards of the AM11 zone with three (3) exceptions. An application seeking variances to the AM11 zone will be made to the Committee of Adjustment or the site plan will be revised to meet all the requirements of the AM11 zone.

In advance of this submission, pre-consultation meetings were held with Development Review staff on Friday, 6 September 2019. Evode Rwagasore, provided a Plan Identification List for the site plan application and the results are reflected in this document.

Mr. Rwagasore also confirmed that the appropriate application would be “Complex - Manager Approval, Public Consultation”.

Included as part of the approvals process is an overview of the public consultation process to ensure the development process is transparent and informative for residents in the community, and the larger public.

Before filing the site plan application, a copy of the proposed plan was provided to the Ward Councillor to introduce the project, receive feedback, and obtain the appropriate contacts for the wider community consultation.

After the filing of the necessary development applications the following public consultation is planned:

- An email to the local community association outlining the project.
- Distribution of a notice to the surrounding properties outlining the project.

Conclusion

Based on a thorough review and understanding of the proposed development and the applicable policy, it is my opinion that the development represents good planning and is in the public interest for the following reasons:

The proposed development will increase the density along a collector road of an established community. Increasing the number of units more efficiently uses the subject property taking advantage of existing infrastructure.

The proposal meets the intent of the PPS and the City's Official Plan with respect to intensification. The preliminary plan has been respectful of the site's relationship to its neighbours to the west, and on either side of it and the proposal represents good urban planning and development.

The proposal respects, in large measure, the existing zoning requiring only minor adjustments.

As a result, in my opinion, the proposed development achieves the objectives of good planning principles and is in the public interest.

Peter Hume

Peter Hume
H.P. Urban Inc.