

Planning Rationale
In Support of a
Minor Zoning By-law Amendment and Site Plan Control Application
1258 Marenger Street
City of Ottawa

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
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August 28, 2020

Novatech File: 120041
Ref: R-2090-091

August 28, 2020

City of Ottawa
Planning, Infrastructure, and Economic Development 4th Floor
110 Laurier Avenue West
Ottawa, ON
K1P 1J1

Attention: Shoma Murshid

Dear: Mrs. Murshid

Reference: 1258 Marenger Street
Minor Zoning By-law Amendment and Site Plan Control Application
Our File No.: 120041

This Planning Rationale has been prepared in support of an application for a Minor Zoning By-law Amendment and Site Plan Control application for the property located at 1258 Marenger Street in the City of Ottawa.

The site plan application proposes two buildings consisting of 12 stacked townhouse dwellings with access from Marenger Street. One building has eight units, and the other has four. Vehicular parking spaces are provided in a common parking area. An accessory structure contains the garbage storage, and bicycle parking.

The site is currently zoned Residential Fourth Density, Subzone Z, Exception 1244 (R4Z [1244]) in City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-Law Amendment is required to permit increased density, reduced landscape buffer, and reduced rear yard setback as proposed.

Should you have any questions regarding any aspects of this application, please do not hesitate to contact either Murray Chown or myself.

Sincerely,



NOVATECH

Taylor West, M.Sc. (Planning)
Planner

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APPENDIX A – Site Plan

1.0 INTRODUCTION

Novatech has been retained by Revelstoke Custom Homes and Design to prepare a Planning Rationale in support of Site Plan Control and Minor Zoning By-law Amendment applications for the development of 12 stacked townhouse dwellings located at 1258 Marenger Street. The development will have access from Marenger Street.

A Minor Zoning By-law Amendment is required to permit increased density, reduced landscape buffer, and reduced setbacks. This minor zoning amendment application is required due to limitations associated with size of the site. A Site Plan Control Application is submitted concurrently.

This Planning Rationale will demonstrate that the Site Plan and Minor Zoning By-Law Amendment applications are consistent with the Provincial Policy Statement and conform to the policies of the City of Ottawa's Official Plan.

2.0 SITE LOCATION AND CONTEXT

The Subject Site is located at 1258 Marenger Street in Orléans. The Subject Site is an interior lot located on Marenger Street. It has 29.7 metres of frontage on Marenger Street and a lot area of 1,415 square metres. The property is legally described as Part Lot 12 (park), Plan 162, in the former municipality of Gloucester.

The Subject Site is currently occupied by a detached dwelling. Surrounding land uses include a mix of low/medium density residential and assorted commercial uses. An aerial view of the subject property is shown on Figure 1.



Figure 1: Aerial View of Subject Site

The surrounding land uses are described as follows:

East: The subject site is bounded by Marenger Street on the east. There are overhead hydro lines located on the east side of the subject property. Across the road, there is a semi-detached dwelling (1265 and 1267 Marenger Street). To the south east, there is a pediatricist operating out of a low-rise commercial building.

South: The subject site is bounded on the south by a low-rise apartment dwelling (1921 St. Joseph Boulevard). This low rise apartment building has frontage on St. Joseph Boulevard and a 36-car parking lot between the subject property and the low-rise apartment dwelling.

West: The subject site is adjacent to the parking lot for a commercial building located to the west. This building contains a medical center, with a physiotherapist and pharmacy.

North: The subject site is adjacent to a semi-detached dwelling located immediately to the north. This dwelling is two storeys in height.

3.0 DEVELOPMENT PROPOSAL

The proposed development on the subject site is two buildings with eight stacked townhome dwellings in one, and four stacked townhome dwellings in the other. The development is located on Marenger Street. The two buildings containing the stacked townhouse dwellings are located on the south side of the lot, with parking spaces provided on the north side of the property. An accessory structure for garbage storage is located on the west side of the lot along with the bicycle storage. The site plan is shown in Figure 2.

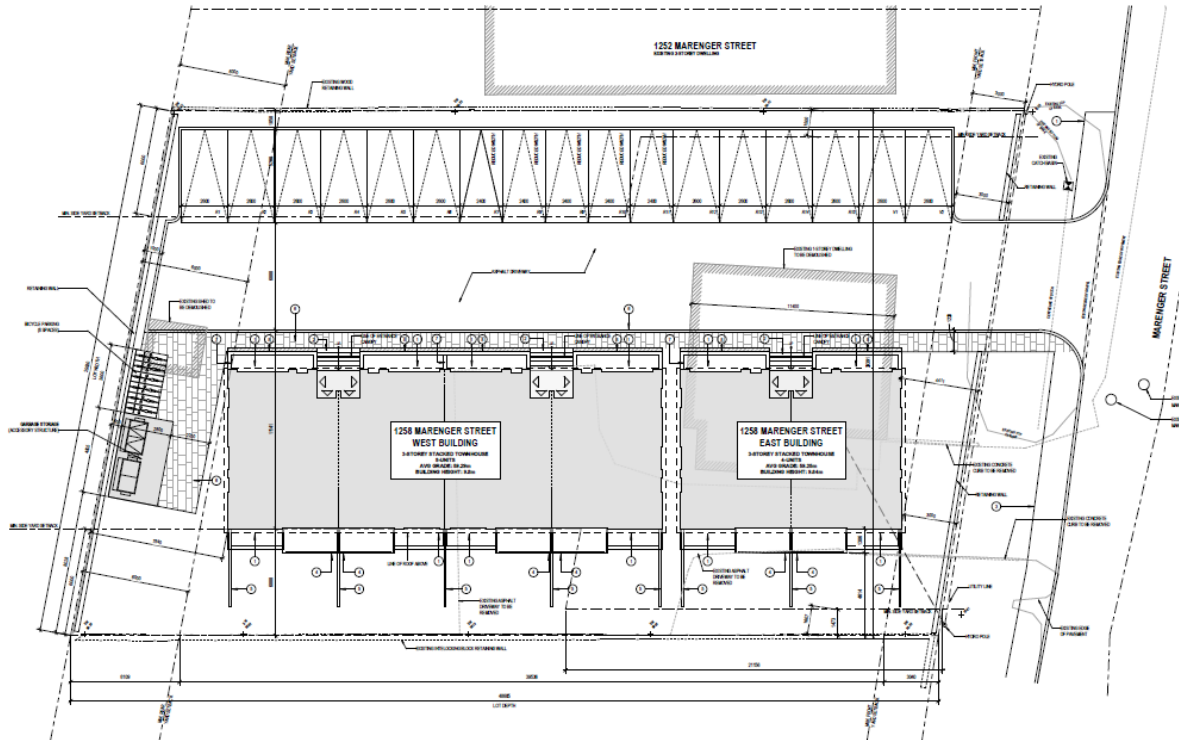


Figure 2: Site Plan

The development provides 15 resident spaces and two visitor spaces. The development provides six bicycle parking spaces to serve the residents. The residential parking spaces exceed the requirements of the Zoning By-law for residential uses. The visitor and bicycle parking spaces meet the Zoning By-law requirements.

Access to each of the stacked townhouse dwellings will be from the north. The upper stacked townhouse dwellings have a private balcony separated from the balcony for the adjacent unit by a privacy screen. The lower stacked townhouse dwelling has access to the yard.

The proposed buildings are comprised of a mixture of traditional brick and modern siding. The primary color tone of the development is natural brick, with darker modern accents. The front elevation of the development is shown on Figure 3.



Figure 3: Front Elevations

Landscape Plan and Pedestrian Connectivity

The site has been designed to provide a high-quality streetscape and pedestrian experience along the frontage on Marenger Street. The landscape design consists of clear stone between the buildings, at the front of the buildings, and at the rear of the buildings. An arrangement of vegetation is located on the eastern side of the eastern building, softening the appearance of the

development from Marenger Street. Trees are present on the eastern side of the parking lot, and to the south of the garbage storage.

Pedestrians will have access to a walkway along the front of the buildings. The Landscape Plan is shown on Figure 4.

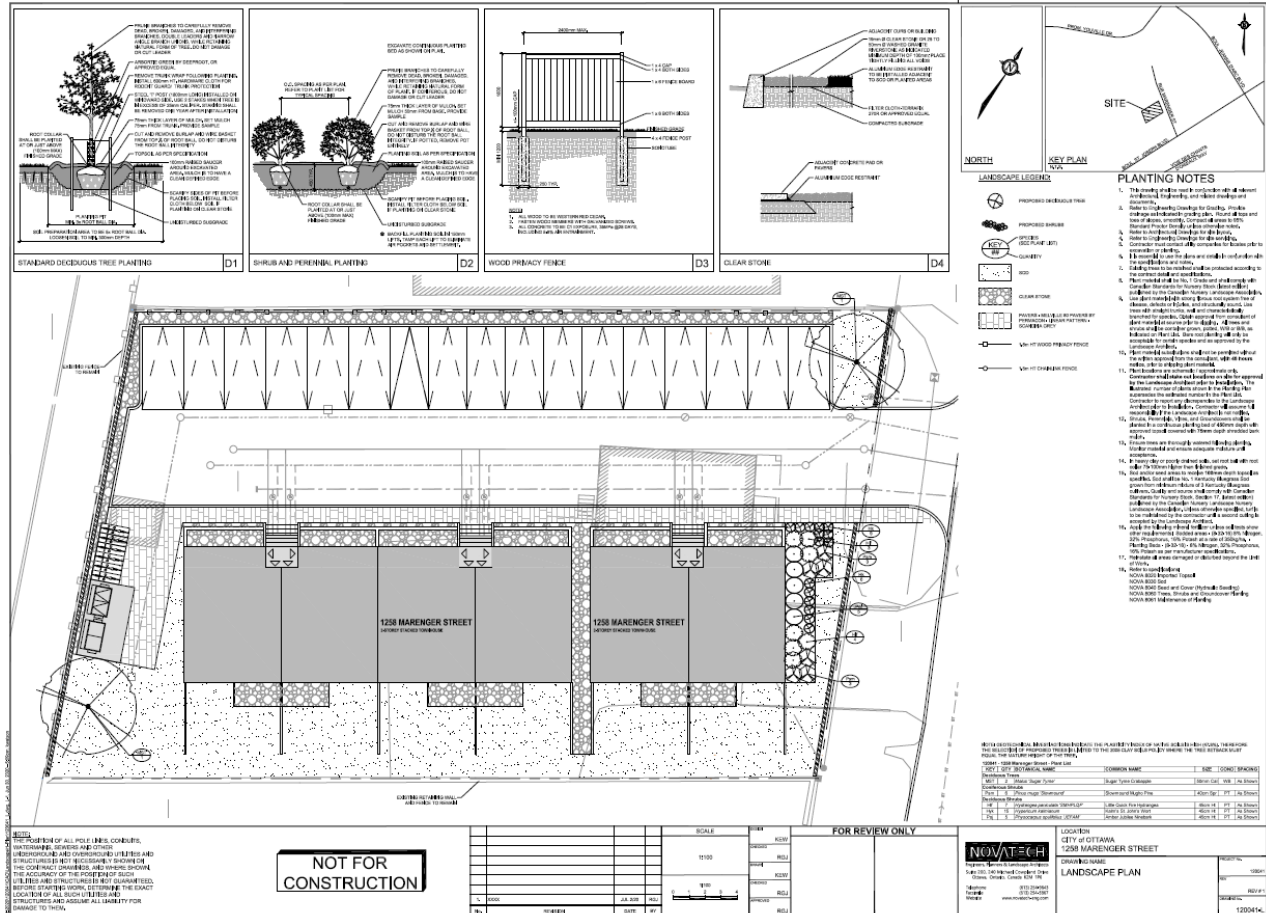


Figure 4: Landscape Plan

4.0 PLANNING AND REGULATORY FRAMEWORK

This Section of the Planning Rationale will demonstrate how the proposed development conforms to the applicable planning and regulatory framework.

4.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. Under Section 3 of the Planning Act, all decisions affecting planning matters shall be consistent with the PPS policy.

Section 1 of the PPS speaks to the building of strong and healthy communities within the province of Ontario. Section 1.1.1 sets out policies that aim to achieve the building of these healthy communities. The proposed development meets the following policies of Section 1.1.1:

- The proposed development promotes efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term (Policy 1.1.1 a);
- The proposed development accommodates an appropriate affordable, and market based range and mix of residential types to meet the long term needs of the City of Ottawa (Policy 1.1.1 b);
- The proposed development avoids land use patterns which may cause environmental or public health and safety concerns (Policy 1.1.1 c);
- The proposed development does not impede the efficient expansion of settlement areas as it is a redevelopment located within the City's urban area (Policy 1.1.1 d);
- The proposed development promotes growth management, transit supportive development, and intensification to achieve cost effective development, optimization of transit investment, minimization of servicing costs, and minimization of land consumption (Policy 1.1.1 e);

The proposed development is consistent with the policies of Section 1.1.1 of the PPS 2020.

Section 1.1.2 of the PPS speaks to providing sufficient land to “*accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years*” The proposed development provides residential uses in an urban area that is well serviced by existing transit services and various neighbourhood amenities. The intensification of the Subject Site helps achieve a density that supports the transit system and various amenities within the surrounding area.

Section 1.1.3 provides direction on Settlement Areas. Policy 1.1.3.2 speaks to how land use patterns within settlement areas should be developed. The proposed development meets the following policies of Section 1.1.3.2 “*Land use patterns within settlement area shall be based on:*

- The proposed development provides a density and mix of land use that:
 - efficiently uses land and resources (Policy 1.1.3.2 a);
 - is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion (Policy 1.1.3.2 b);

- ...promotes energy efficiency (Policy 1.1.3.2 c);
 - supports active transportation (Policy 1.1.3.2 e);
 - is transit-supportive, where transit is planned, exists or may be developed (Policy 1.1.3.2 f).
- The proposed development is an example of intensification and redevelopment, consistent with Section 1.1.3.3 (Policy 1.1.3.2 b).

Section 1.1.3.3 states that “*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.*” The proposed development will result in intensification that increases the supply and range of housing, and development that is transit supportive.

The proposed development is located in the General Urban Area which can be served by both existing and planned infrastructure and transit systems. The area is served by local bus routes that run along Jeanne D’Arc Boulevard South. Bus routes near the subject property are shown in Figure 5.

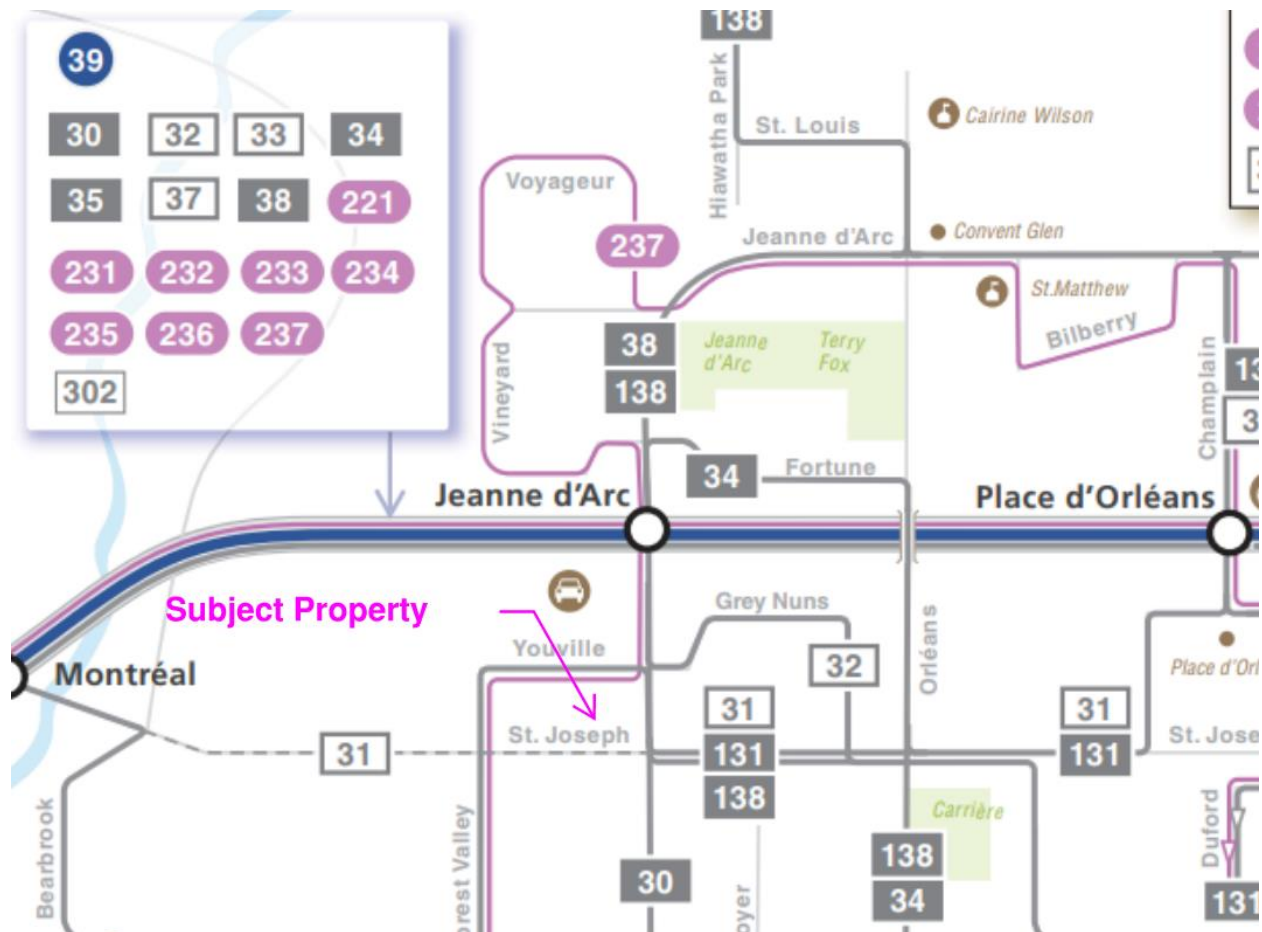


Figure 5: Bus Routes

The proposed development is located 649m away from the Jeanne D'arc Future LRT station. This station is being developed as part of the confederation Line Extension West. The development of this transit station allows the residents to access a major east to west light rail line once constructed. The proximity of the Subject Site to the proposed LRT station is shown on Figure 6.

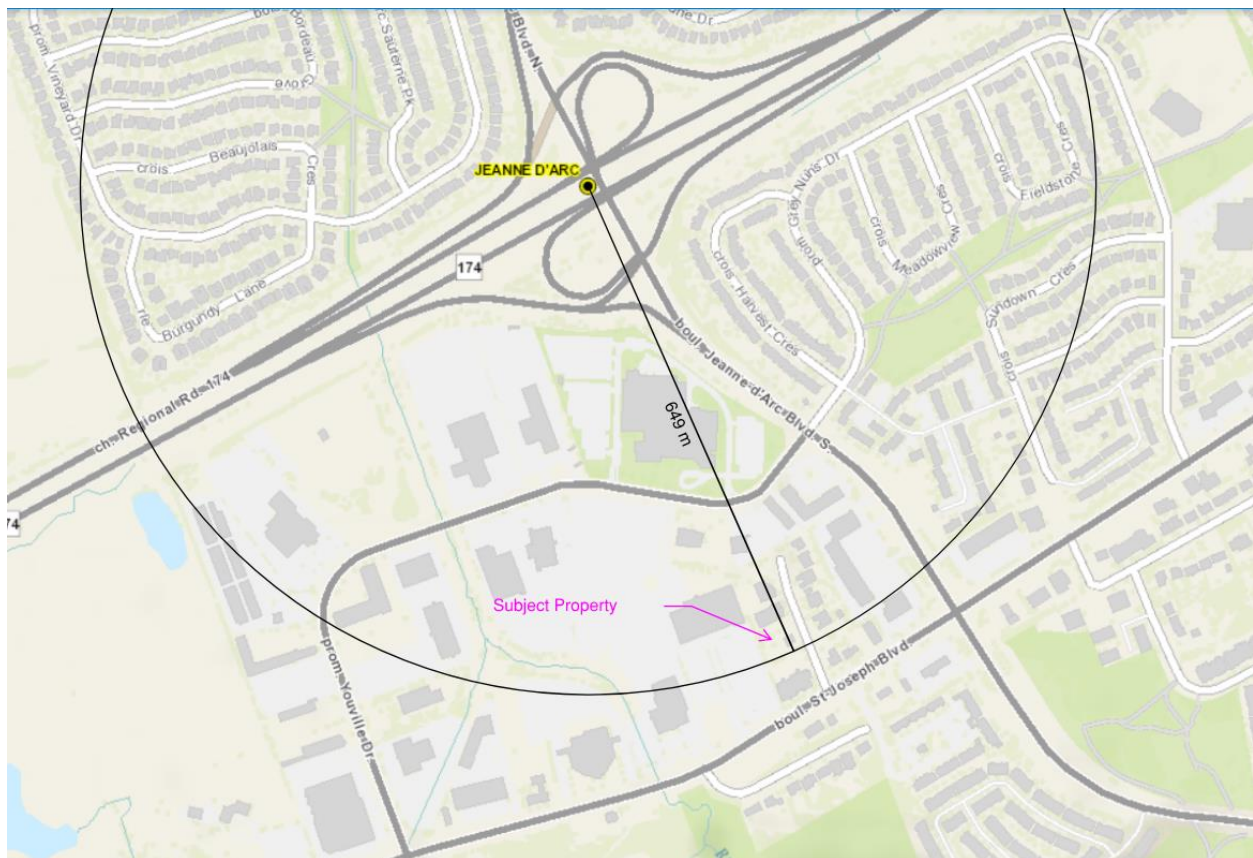


Figure 6: Proximity to Jeanne D'arc Future LRT Station

The surrounding neighbourhood features many neighbourhood amenities such as the Bob MacQuarrie Recreation Complex, Grey Nuns Park, and Convent Glen Elementary School.

The proposed development represents an efficient use of land located within a built-up settlement area in the City. The Subject Site benefits from existing infrastructure, existing and planned transit services and a variety of neighbourhood amenities. The Subject Site is well suited for intensification.

The proposed development is consistent with the policies of the Provincial Policy Statement.

4.2 CITY OF OTTAWA OFFICIAL PLAN

4.2.1 General Urban Area Designation

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa's Official Plan, as shown on Figure 7. The Official Plan identifies General Urban Areas as areas for growth:

"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. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office”

The proposed development represents an opportunity for higher density residential development within the General Urban Area. The location of the Subject Site allows the proposed development to take advantage of the existing services, facilities and greenspace within the surrounding area.

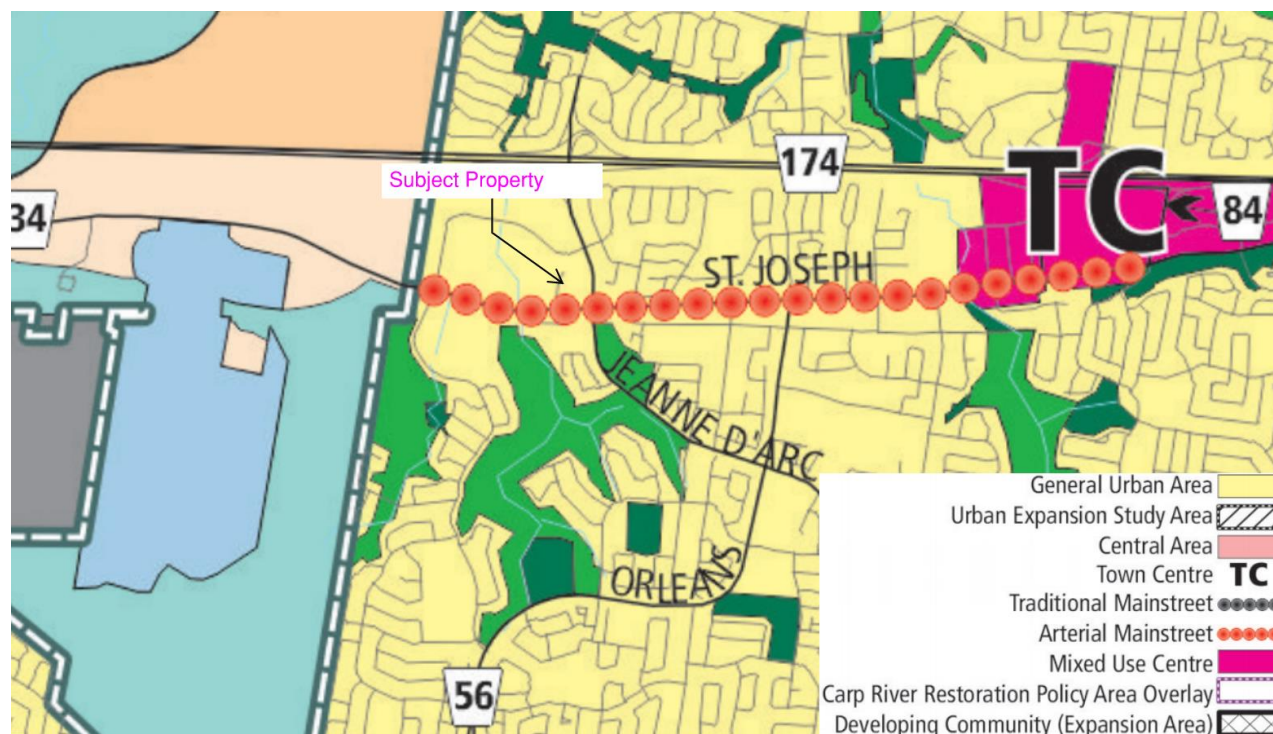


Figure 7: Excerpt from Official Plan Schedule B

Policy 1 of Section 3.6.1 states: “*General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*”

The proposed residential use is permitted in the General Urban Area designation.

Policy 2 of Section 3.6.1 states: “*The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*”

Policy 3 of Section 3.6.1 states: *“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.”*

The proposed development intensifies the site, while continuing to be a low-rise building. The proposed development is compatible with the existing context and the planned function of the area. There is no Secondary Plans in effect on the Subject Property.

Policy 5 of Section 3.6.1 states: *“The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing.”*

The proposed development is a form of ground oriented, residential intensification. The Official Plan supports these projects as long as the following is considered:

“When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
- b) 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; [Amendment #150, LPAT July 18, 2019]”*

The proposed development is in keeping with the intensification of Marenger Street and is compatible with the character of the area. The proposed development provides increased housing choices to contribute to a variety of housing options in the General Urban Area.

The proposed development introduces a higher density building on the Subject Site that meets the intention of the General Urban Area policies of the Official Plan.

4.2.2 Urban Design and Compatibility

Section 2.5.1 of the Official Plan provides policy direction on urban design and compatibility. *“Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinct character that will attract people and investment to the City.”*

Section 2.5.1 sets out a number of design objectives for new development. The proposed development responds the following design objectives:

- The proposed development will help to enhance the sense of community by creating a development with a distinct identity (Objective 1);
- The proposed development defines quality public and private spaces (Objective 2);
- The proposed development will have a safe and accessible design (Objective 3);
- The proposed development maintains the character of the area by utilizing architectural design that complements the surrounding development and neighbourhood (Objective 4);
- The proposed development promotes sustainability by utilizing existing infrastructure and adding a higher density to an area well served by transit, helping to reduce the carbon footprint (Objective 7).

This proposed development addresses the City of Ottawa Design Objectives.

4.2.3 Review of Development Applications

Section 4 of the Official Plan outlines policies that will be applied for the review of development applications. Section 4 provides policy direction for the different aspects of development review. The proposed development responds to the following relevant policies:

- Relating to Policy 4.1 (Site Specific Policies and Secondary Policy Plans), the Subject Property is not within an area regulated by a Secondary Plan. The Subject Site has a site specific zoning that will be discussed later in this report.
- Relating to Policy 4.3 (Walking, Cycling, Transit, Roads and Parking Lots), the Subject Site is located on Marenger Street and close to St. Joseph Boulevard. St. Joseph Boulevard is well serviced by pedestrian walkways and road infrastructure. St. Joseph Boulevard has a cycling spine route. There is ample transit nearby through bus routes, and the future LRT station at Jeanne D'arc as shown on Figure 5 and 6.
- Relating to Policy 4.4 (Water and Wastewater Servicing), the proposed development has access to existing water and wastewater services. A Serviceability Report was prepared in support of the proposed development. This report concludes that the existing municipal infrastructure has sufficient capacity to support the proposed development.
- Relating to Policy 4.6 (Cultural Heritage Resources), no heritage buildings or areas are located on or adjacent to the subject site.
- Relating to Policy 4.7 (Environmental Protection), a landscape plan was prepared for the subject site. The landscape provides a planting strategy that addresses the relationship between the development and Marenger Street and provides functional walkways.

- Relating to Policy 4.8 (Protection of Health and Safety), a Phase 1 Environmental Site Assessment (ESA) was prepared in support of the proposed development. The Phase 1 ESA indicates that no significant environmental related issues are identified on the Subject Site.

A Geotechnical Investigation was prepared in support of this application. The report concludes that from a geotechnical perspective, the subject site is considered suitable for the proposed development.

A Noise Study for the proposed development was prepared in support of this application. The noise study concludes that the impact of nearby traffic noise sources is not expected to exceed the requirements of the City of Ottawa the MECP provided the recommendations are adhered to.

The policies regarding Urban Design and Compatibility found in Section 4.11 of the Official Plan are discussed below.

Section 4.11 of the Official Plan addresses issues of compatible development. *“At the scale of neighbourhood or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climate conditions are prominent considerations when assessing the relationship between new and existing development.”*

Section 4.11 sets out policies to encourage high quality design throughout the City of Ottawa and to address issues of compatibility for infill development. Policies of Section 4.11 are grouped under the themes discussed below:

View – Depending on its location, the mass or height of new development may enhance or impact the view visible from public view points.

The proposed development has been designed to respect the views of buildings in the immediate area. The proposed development is located on a side street. The proposed development will be visible from St. Joseph Boulevard, but will not be a prominent building. The buildings are adjacent to parking lots on the west, and south. The view from these areas will not be affected. The orientation of the proposed development will minimize the impact on the residential buildings to the north.

Building Design – Good building design contributes to successful neighbourhood integration and compatibility of new development with the existing or planned character of its surroundings.

The buildings will incorporate a range of building materials to blend into the surrounding area while maintaining a unique identity. The design of the buildings is compatible with the character

of the neighbourhood with respect to colour, material, and architectural elements. The base of the buildings contains elements of stone, wood, and brick.

Massing and Scale – complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and compatibility of new development with the character of surrounding community.

The proposed low-rise buildings make effective use of the area of the lot and are an appropriate height for the area.

Outdoor Amenity Areas - private and communal areas of a property designed to accommodate a variety of leisure activities.

Outdoor amenity areas are provided in the form of private balconies with each of the upper units. The lower units have access to the back yard. There is screening to provide privacy between each of the units. The outdoor space shown on the landscape plan provides amenity area to the residents.

The proposed development conforms to the City of Ottawa Official Plan including the design and development review policies of Section 2.5.1 and Section 4.11. The proposed development confirms with City of Ottawa development goals and design objectives.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Site is zoned Residential Fourth Density Subzone Z, Exception 1244, (R4Z [1244]). Existing zoning of the subject site and surrounding area is shown on Figure 8. Exception 1244 imposes a maximum net density for residential units of 71 units per hectare.



Figure 8: Existing Zoning

The Subject Site is zoned as Residential Fourth Density Subzone Z under the City of Ottawa's Zoning By-law 2008-250. The development conforms to the intent and the permitted uses in the R4 Zone and generally meets the zone provisions. However, a Minor Zoning Amendment is required for relief from the maximum density permitted under exception 1244, relief from the required landscape buffer for the north west portion and the northern portion of the parking lot and relief from the rear yard setback. A summary of the proposed Zoning Bylaw Amendment is provided under Section 5.1 of this rationale.

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;*

The proposed development is a low-rise intensification project and conforms with the above provision.

2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*

The proposed development contributes to a wide range of housing types in the area.

3. *permit ancillary uses to the principal residential use to allow residents to work at home;*

The proposed development allows residents to work at home. The zoning permits home based businesses and home based daycares.

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: and*

The proposed development consists of a Planned Unit Development that is compatible with the existing land use patterns in the neighbourhood.

5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The Subject Property is zoned to promote efficient land use and compact form. The proposed development demonstrates these design approaches.

The proposed low-rise stacked townhouse dwellings are a permitted use in the R4Z Zone. The following table provides an overview of the performance standards set out in the existing R4Z [1244] Zone, and how the proposed development responds:

Table 1: R4Z[1244] Performance Standards

Zone Provisions	R4Z[1244]	R4Z[XXXX]
	Required	Provided
Minimum Lot Area	1400 m ²	1419 m ²
Minimum Lot Width	18 m	29.9 m
Front Yard Setback	3 m	3 m
Interior Side Yard Setback	South: 6 m	6 m
	North:	
	For the first 18 m: 1.5 m	19 m
	After 18 m: 7.5 m	19m m
Corner Side Yard	3 m	N/A
Rear Yard	7.5 m	6 m
Building Height	15m	10.4m

Maximum Net Residential Density	71 units / hectare	85 units / hectare
Min. Landscape Area around parking lot (>10<100 spaces)	1.5 m	0.58

In addition to the provisions of the Residential Fourth Zone Subzone Z, a planned unit development is also regulated by the provisions of Table 131 in Section 131 of the Zoning By-law.

Table 2: Planned Unit Development Performance Standards

Zone Provisions	R4Z[1244]	R4Z[XXXX]
	Required	Provided
Minimum Width of Private Way	6 m	6 m
Minimum setback for any wall of a residential use building to a private way	1.8 m	2.6 m
Minimum setback for any garage or carport entrance from a private way	5.2 m	N/A
Minimum separation area between buildings within a planned unit development	where the height of abutting buildings within the PUD is less than or equal to 14.5 metres: 1.2 m In all other circumstances: 3m	1.23 m

The proposed development generally conforms to the provisions of the Residential Fourth Density Zone. The areas that do not comply are discussed below:

An amendment is required for Section 162, 1, IX) to reduce the required rear yard setback from 7.5 m to 6 m. The 7.5 m requirement stems from long lot depth of the subject property. For a planned unit development with a lot depth shorter than 18 m, the rear yard setback would be 6 m. Relief is required to allow an efficient building design. The rear yard of the subject property abuts a parking lot, meaning that a slightly reduced rear yard setback will not interfere with privacy on the abutting lot. The required relief from the By-law will not impact the parking lot. The reduction of the required rear yard setback achieves a higher density on the subject property that is desirable and fits in with the surrounding area while having no impact on the rear neighbour.

An amendment is required for Section 110, 1, a, b, to permit a landscape buffer strip of 0.58 m around a portion of the westernmost parking spot, and 1.05m around the north edge of the parking

spaces whereas the By-law requires a buffer of 1.5m. A reduction in landscaped area will facilitate provision of the required parking spaces for this development. The required relief is shown on Figure 9.

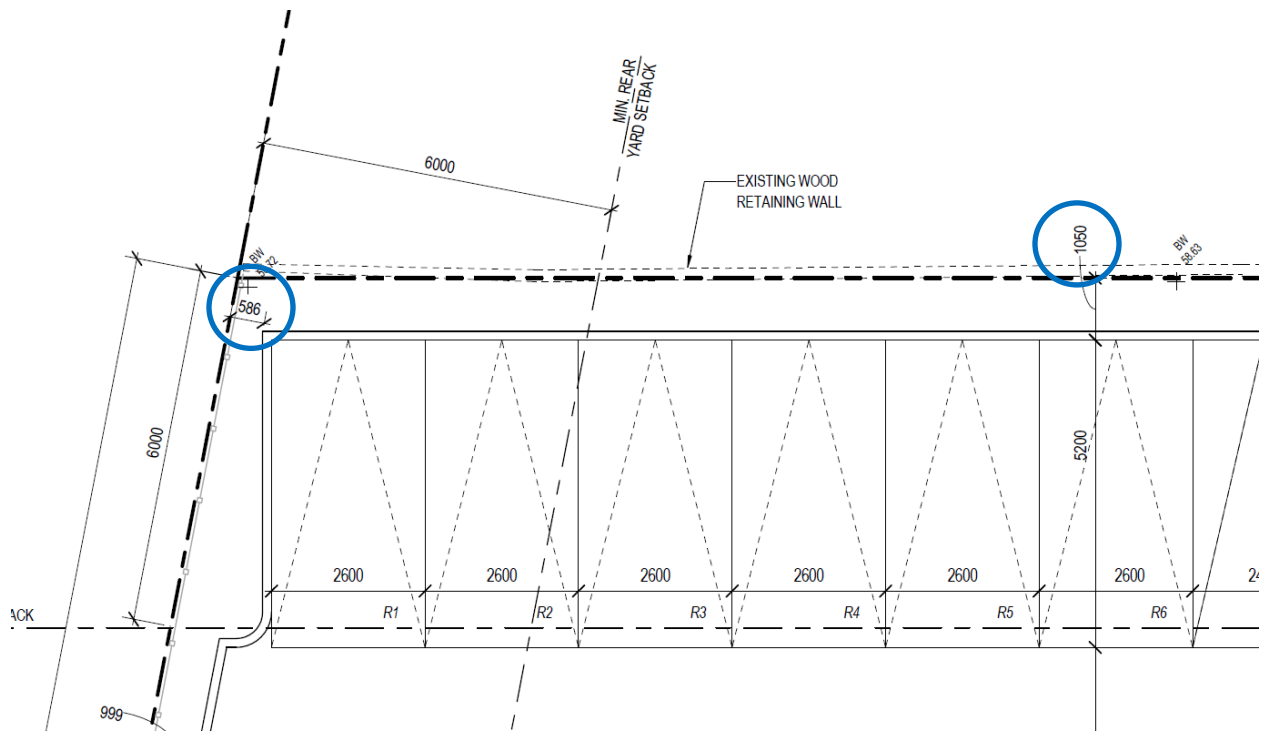


Figure 9: Required Relief For Landscape Buffer

An amendment is also required to exception 1244 to permit an increase in the maximum net residential density from 71 units per hectare, to 85 units per hectare. A limit of 71 units / hectare would permit development of 10 units on the subject property. A limit of 85 units / hectare would permit development of 12 units on the subject property. The area and lot width of the subject property exceeds the performance standards of the R4Z Zone. The subject property is sufficiently sized to accommodate 12 units.

The Subject Property is a prime area for intensification due to its proximity to transit/cycling infrastructure on St. Joseph Boulevard. The subject property is located 475m from the existing Jeanne D'arc transit station and 649m from the future Jeanne D'arc LRT station. The existing transit station is a major east-west bus route, and the planned LRT station is an east to west extension of the Confederation Line.

Directly to the south of the subject property is a residential building with 32 units (1921 St. Joseph Boulevard). This building has a residential net density of 123 units / hectare. The proposed development is less dense than the residential building to the south. If the proposed development had the density of the adjacent building, then the subject property would accommodate 17 units.

The request to amend the exception to permit a density of 85 units per hectare is compatible with the existing and planned character of the neighbourhood.

Amenity Area

Amenity area is regulated by Section 137 of the Zoning By-law. Amenity area is not required for stacked dwellings unless a building contains nine or more units. One building has eight units, and the other has four. Section 137 of the Zoning By-law does not apply to the proposed development.

Parking

Minimum Parking requirements are set out in Section 101 of the Zoning By-law. The Subject Site is located in Area C on Schedule 1A of the City of Ottawa's Zoning By-law. Minimum vehicular parking spaces requirements for the proposed development are identified as the By-law as follows:

Stacked Dwelling	1.2 per dwelling unit
	0.2 per dwelling unit (visitor)

Table 3: Required Parking and Visitor Parking

	<i>Required</i>	<i>Provided</i>
Residential Parking (1.2/unit)	14	15
Visitor parking (0.2/unit)	2	2
Total	16	17

The development exceeds the required parking as set out in the Zoning By-Law.

Bicycle Parking

Minimum bicycle parking space requirements for the proposed development are set out in Section 111 of the Zoning By-Law:

- Stacked 0.5 per dwelling unit

Based on the foregoing, a total of six bicycle parking spaces are required for the proposed development. A total of six bicycle parking spaces are provided to the south of the garbage storage structure. The proposed bicycle parking, as summarised in Table 4, meets the minimum requirement of the City's Zoning By-law.

Table 4: Required Bicycle Parking

	<i>Required</i>	<i>Provided</i>
<i>Residential (12 x 0.5/unit)</i>	6	6

A Minor Zoning Amendment is required to amend the rear yard setback of the building to 6 m. A Minor Zoning Amendment is required to permit a landscaped strip of 0.58m around the northwest corner of the parking lot and 1.05m along the northern edge of the parking lot. A Minor Zoning Amendment is required to permit an increased density of 85 units / hectare to allow for two additional units on the subject property. The required zoning amendments are consistent with the Provincial Policy Statement, conform with the Official Plan, and constitute good land use planning. The proposed development fits in with the existing and planned character of the neighbourhood and promotes intensification in a manner that respects the existing neighbourhood. A summary of the requested Zoning Amendment is provided below.

5.1 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The following exceptions are required from the provisions of the R4Z[1244] Zone.

R4Z[1244] Required Exceptions:

- Maximum net residential density: 85 units/hectare
- Minimum rear yard setback: 6 m
- Minimum width of a landscape buffer: 0.5m
-

6.0 CONCLUSION

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms to the City of Ottawa Official Plan. A Minor Zoning Amendment is required to provide a setback of 6m from the rear lot line, a reduced minimum landscape buffer width around a parking lot, and allow a residential net density of 85 units per hectare. The proposed design meets the intent of the by-law in achieving a high-quality development in the Residential Fourth Density Zone that is appropriate in the neighbourhood.

This planning rationale, along with the associated technical studies, supports the proposed development. The design of the Subject Site is compatible with existing and planned surrounding

uses and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good land use planning.

Prepared By:

A handwritten signature in black ink, appearing to read 'Taylor West', with a stylized, flowing script.

**Taylor West, M.Sc. (Plan)
Planner**

Reviewed By:

A handwritten signature in black ink, appearing to read 'Murray Chown', with a stylized, flowing script.

**Murray Chown, RPP, MCIP
Director | Planning & Development**

Appendix A: Site Plan

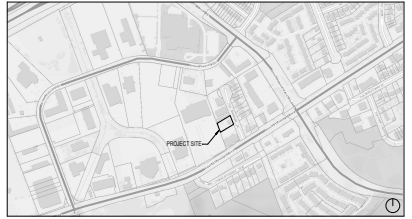
SITE & PROJECT STATISTICS			
GENERAL INFORMATION			
zoning	RAZ	parking calculation	bicycle parking calculation
Min. Lot Area	450m ²	Major Section 112	At per Table 112
Min. Building Height	15m	Parking Space Rate Area	Area C
Min. Front Yard	3m	Residential Units	12 units
Min. Rear Yard	1.5m	Required Parking	14 spaces
Min. Int. Side Yard	1.5m	12 spaces for 12 units - Table 107	Total Parking Provided:
PROJECT STATISTICS			
Lot Area	1,329.44m ²	Resident Parking Provided:	15 spaces
Building Height	9.5m	VISITOR PARKING CALCULATION	
Rear Building	9.64m	At per Section 112	
Front Yard	3m	Parking Space Rate Area	Area C
Rear Yard	6m	Required Visitor Parking	2 spaces
Int. Side Yard	6.0m at 21m	12 spaces for 12 units - Table 102	
Number of Proposed Units	12 units	Visitor Parking Provided:	2 spaces
Existing Units on Site	1 units	Total Parking Required:	16 spaces
Total Number of Units:	12 Units	Total Parking Provided:	17 spaces

TOPOGRAPHIC PLAN OF SURVEY OF
PART OF LOTS 12
REGISTERED PLAN 902
CITY OF OTTAWA
APPENDIX OUTRAC SURVEYING INC. 2019

SURVEY INFO
SCALE: NTS

SITE PLAN SYMBOLS LEGEND
BUILDING ENTRANCE
EXISTING ELEVATION
UTILITY POLE
BOARD FENCE
BICYCLE PARKING

- 1 WINDOW WELL
- 2 ENTRANCE STAIR
- 3 CONCRETE SIDEWALK
- 4 BALCONY
- 5 PRIVACY SCREEN
- 6 INTERLOCKING STONE
- 7 LANDSCAPE STONE RETAINING WALL
- 8 SOFT LANDSCAPING



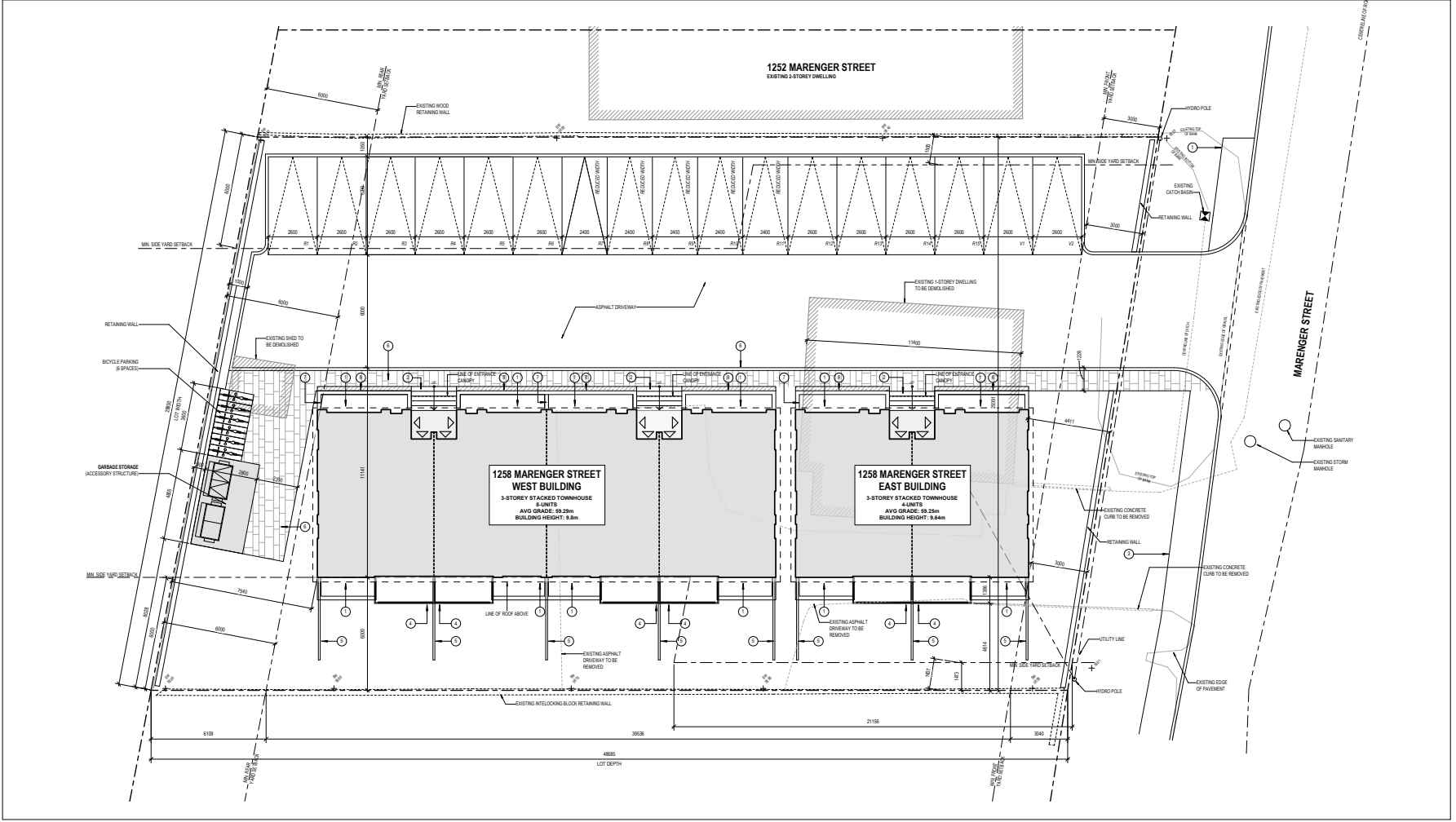
GENERAL ARCHITECTURAL NOTES:
1. This drawing is the property of the Architect and it may not be reproduced or used without the express consent of the Architect.
2. Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain instructions prior to commencing work.
3. Upon review in writing, the Architect will provide written graphic clarification or supplementary information regarding the intent of the Contract Documents.
4. The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manual and the Structural, Mechanical and Electrical Drawings.
5. Provisions of approved or Standard Mechanical or Electrical devices, fittings and materials are indicated on the Architectural Drawings. Location, sizes, and the mechanical drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located are to be located as directed by the Architect.
6. These documents are not to be used for construction unless specifically noted for each purpose.

3 ZONING
SCALE: 1:1

SYMBOLS LEGEND
SCALE: NTS

KEYNOTE LEGEND
SCALE: 1:1

2 LOCATION PLAN
SCALE: 1:1



1 SITE PLAN DRAFTING
SCALE: 1:100

3 ISSUED FOR SITE PLAN CONTROL 20-08-28
2 ISSUED FOR COORDINATION 20-09-28
1 ISSUED FOR COORDINATION 20-02-26

ISSUE RECORD



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PROJ. SCALE DRAWN REVIEWED
1929 NOTED SB RMK

SITE PLAN

SP-01