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# 280 Herzberg Road, Ottawa

## Planning Rationale

280 Herzberg Road

PLANNING RATIONALE  
IN SUPPORT OF  
SITE PLAN CONTROL AND MINOR ZONING  
AMENDMENT APPLICATIONS

**Prepared By:**

**NOVATECH**

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April 24, 2017

Novatech  
File: 114037  
Ref: R-2017-034

April 24, 2017

City of Ottawa  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Planning and Growth Management  
Ottawa, ON  
K1P 1J1

**Attention: Mary Dickinson, Planner II, Planning and Growth Management Department**

Dear Ms. Dickinson:

**Reference: 280 Herzberg Road  
Applications for Site Plan Control and Minor Zoning Amendment  
Our File No.: 114037**

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The attached planning rationale has been prepared in support of a minor zoning amendment application and a site plan control application for the proposed development located at 280 Herzberg Road (the "Subject Site").

The proposed development is a four-storey, low-rise apartment dwelling with 32 units. The proposed parking garage will be partially above grade, accessed by a two-way driveway on the eastern side of the building, fronting on Herzberg Road. Private patio terraces for residents living on the ground floor are being proposed atop the exposed roof of the parking structure. A passenger drop-off will be located to the south of the building along Herzberg Road.

The purpose of the minor zoning by-law amendment is to extend the boundary of the R5C[1866]H(25) zone to reflect the addition of the triangular parcel to the Subject Site and to amend urban exception 1866.

Based on the findings of this rationale, the proposed minor zoning by-law amendment and site plan control application are consistent with the Provincial Policy Statement, conform to the City of Ottawa Official Plan and are in accordance with the general intent of the City of Ottawa Zoning By-law 2008-250.

Please feel free to contact myself or Murray Chown with any questions or comments.

Yours truly,

**NOVATECH**



Danna See-Har, M.PL.  
Planner

**1.0 EXECUTIVE SUMMARY ..... 1**

**2.0 INTRODUCTION ..... 2**

    2.1 Purpose .....2

    2.2 Proposal .....4

**3.0 CONTEXT ..... 5**

    3.1 Site Description .....5

    3.2 Surrounding Uses .....5

    3.3 Transportation Network .....6

**4.0 POLICY AND REGULATORY FRAMEWORK ..... 8**

    4.1 Provincial Policy Statement (2014)..... 8

    4.2 City of Ottawa Official Plan, as amended by OPA 150 (2013) ..... 8

        4.2.1 *Managing Intensification Within the Urban Area* .....9

        4.2.2 *Enterprise Area*.....9

        4.2.3 *Official Plan Amendment 180 – Employment Area Review* .....10

        4.2.4 *Review of Development Application -Supporting Studies and Plans* ..10

        4.2.5 *Design Objectives*.....11

    4.3 City of Ottawa Zoning By-law 2008-250, as amended .....13

**5.0 CONCLUSION .....17**

**Figures**

Figure 1: Land Addition to Subject Site .....2

Figure 2: Zoning of the Subject Site .....3

Figure 3: Proposed Development.....4

Figure 4: Site Plan .....5

Figure 5: Urban Road Network, Schedule E of the Official Plan .....7

Figure 6: Schedule E5 of OPA 180 .....10

Figure 7: Image of Retaining Wall .....15

Figure 8: Available On-Street Parking .....15

## 1.0 EXECUTIVE SUMMARY

This planning rationale has been prepared in support of a minor zoning amendment application and a site plan control application for the proposed low-rise apartment dwelling located at 280 Herzberg Road (the “Subject Site”).

The Subject Site is a corner through lot located in the Kanata North ward of the City of Ottawa, east of Terry Fox Drive and northwest of Herzberg Road. The proposed development is a four-storey, 32 unit, low-rise apartment dwelling with a parking garage partially above grade. The proposed parking garage contains a total of 39 automobile and 14 bicycle parking spaces and will be accessed by a two-way driveway on the eastern side of the building, fronting on Herzberg Road. Private patio terraces for residents living on the ground floor are being proposed atop the exposed roof of the parking structure. All units on upper storeys have access to private balconies.

The minor zoning amendment proposes to extend the limit of the R5C zone to reflect the addition of a triangular parcel to the existing property. This westerly triangular portion of the lot is to be rezoned from Business Park Industrial, Subzone 6, Exception 1549 (IP6[1549]) to Residential Fifth Density, Subzone C, Exception 1866, with a height limit of 25 metres (R5C[1866]H(25)).

In addition, the zoning amendment will seek relief:

- (1) to permit a 0.0 metre setback for any part of a parking garage, up to a height of 1.5 metres,
- (2) to permit projections into required yards and reduced setbacks from property lines for proposed patios,
- (3) to permit a reduced number of visitor parking spaces, and
- (4) to permit a reduced communal amenity space area.

It is proposed that these four provisions will be added to Exception 1866.

This proposal is consistent with the Provincial Policy Statement by supporting a mix of uses through the integration of an appropriate higher density residential use within an employment area. The proposed low-rise apartment dwelling also utilizes a vacant lot within the urban boundary and promotes the efficient use of land, infrastructure, municipal services, public facilities and active as well as public transportation.

The proposal conforms to the City of Ottawa Official Plan by promoting intensification within the urban boundary, providing an opportunity to balance housing and employment in the area, and supporting public transit servicing along Terry Fox Drive. The proposed development successfully integrates a compatible higher density form of housing within the Enterprise Area without detracting from its employment potential and meets the City’s design objectives.

The proposal is in accordance with the general intent of the City of Ottawa Zoning By-law 2008-250 as the purpose of the Residential Fifth Density zone is to “*allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area; and to regulate development in a manner that is compatible with existing land use patterns*”. Given the addition of the triangular parcel of land to the Subject Site, extending the zoning boundary to reflect this addition would correct the zoning anomaly and facilitate the development of the Subject Site.

The proposed development and minor zoning by-law amendment are appropriate and desirable, and represent good land-use planning.

## 2.0 INTRODUCTION

### 2.1 Purpose

Novatech has prepared this planning rationale in support of a minor zoning amendment application and a site plan control application for the proposed low-rise apartment dwelling located at 280 Herzberg Road (the "Subject Site").

In July 2014, the Committee of Adjustment granted consent for a triangular vacant parcel at 300 Terry Fox Drive to be conveyed to the abutting landowner to the south-east, known municipally as 280 Herzberg Road (Figure 1). This parcel addition to the Subject Site is zoned Business Park Industrial, Subzone 6, Exception 1549 (IP6[1549]). The remainder of the Subject Site is zoned Residential Fifth Density, Subzone C, Exception 1866, with a height limit of 25 metres (R5C[1866]H(25)).

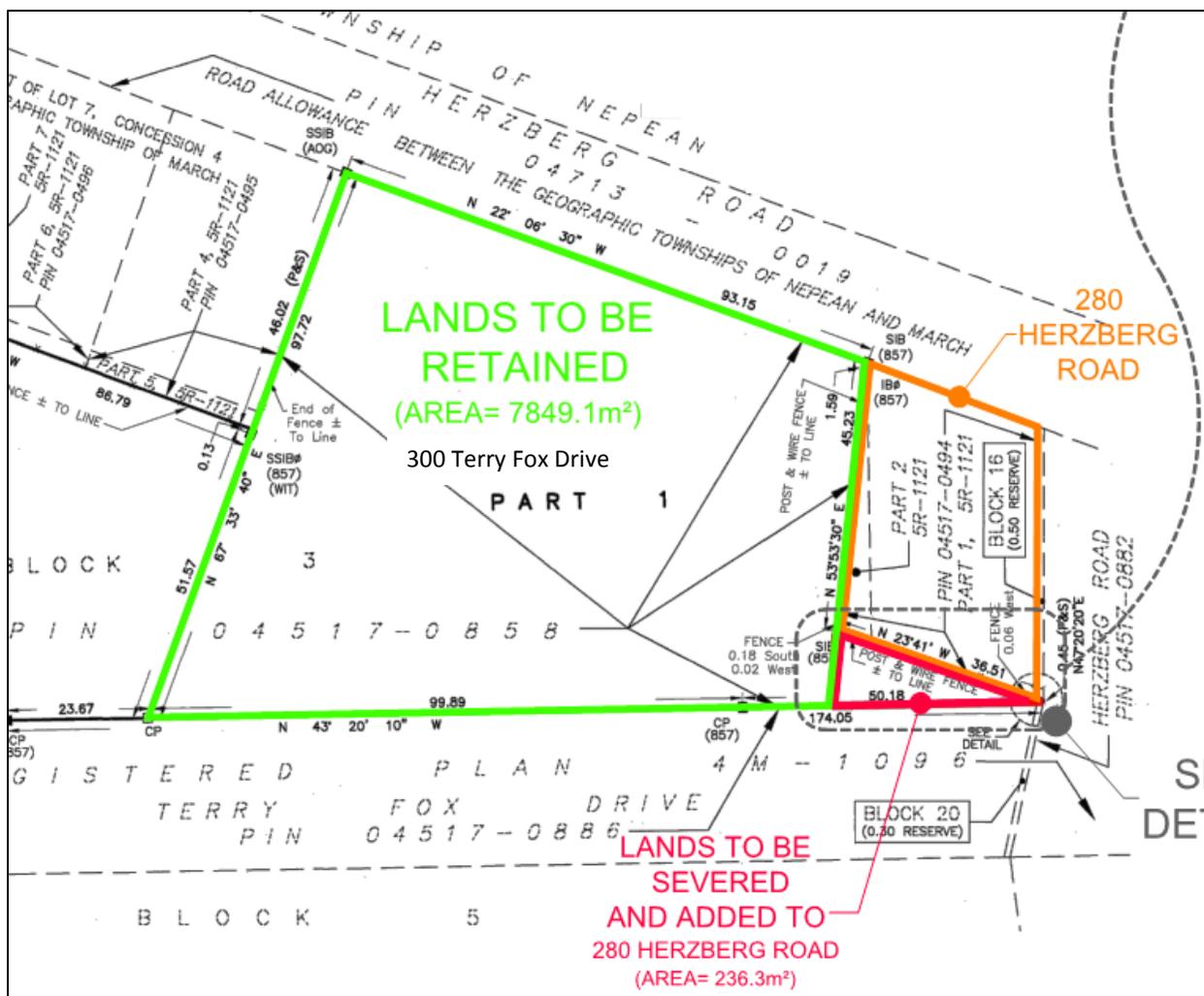


Figure 1: Land Addition to Subject Site

The minor zoning amendment proposes to extend the limit of the R5C zone to reflect the addition of the triangular parcel to the existing property. Rezoning this western portion of the lot from Business Park Industrial, Subzone 6, Exception 1549 (IP6[1549]) to Residential Fifth Density, Subzone C, Exception 1866, with a height limit of 25 metres (R5C[1866]H(25)) will facilitate the

development of a low-rise apartment dwelling and result in a property that is regulated by only one zone.



Figure 2: Zoning of Subject Site

In addition, the zoning amendment will seek relief:

- (1) to permit a 0.0 metre setback for any part of a parking garage, up to a height of 1.5 metres,
- (2) to permit projections into required yards and reduced setbacks from property lines for proposed patios,
- (3) to permit a reduced number of visitor parking spaces, and
- (4) to permit a reduced communal amenity space area.

It is proposed that these four provisions will be added to Exception 1866.

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

- Be consistent with the Provincial Policy Statement
- Conform to the City of Ottawa Official Plan
- Be in accordance with the general intent of the City of Ottawa Zoning By-law 2008-250

## 2.2 Proposal

The proposed development is a four-storey, low-rise apartment dwelling with 32 units. The average floor area of each storey is 905 m<sup>2</sup>. The floor area for the parking garage is 1423 m<sup>2</sup>. This proposed parking garage will be partially above grade. The parking structure will be accessed by a two-way driveway on the eastern side of the building, fronting on Herzberg Road. A total of 39 parking spaces, including 2 visitor parking spaces are provided in the parking structure. On street parking spaces are available on Herzberg Rd (south). Fourteen interior and two exterior bicycle parking spaces will be provided for the proposed development.

Private patio terraces for residents living on the ground floor are being proposed atop the exposed roof of the parking structure. A passenger drop-off will be located to the south of the building along Herzberg Road.



*Figure 3: Proposed Development*

### 3.0 CONTEXT

#### 3.1 Site Description

The Subject Site is municipally known as 280 Herzberg Rd and is legally described as Part of Lot 7, Concession 4, in the Geographic Township of March, now City of Ottawa, being Parts 1 and 2 of Reference Plan 5R-1121, and Part of Block 3 of Registered Plan 4M-1096, City of Ottawa, being Part 1 of Reference Plan 4R-28213. The Site is located in the Kanata North ward of the City of Ottawa, east of Terry Fox Drive and northwest of Herzberg Road. The Subject Site is a corner through lot with 35.99m of frontage on Terry Fox Drive, 76.84m of frontage on Herzberg Road and a total area of 1698.8m<sup>2</sup>. The Site is currently vacant with the easterly portion of the site zoned Residential Fifth Density, Subzone C, Exception 1866 with a height limit of 25 metres (R5C[1866]H(25)), and the westerly portion zoned Business Park Industrial, Subzone 6, Exception 1549 (IP6[1549]) in the City of Ottawa Zoning By-law 2008-250.

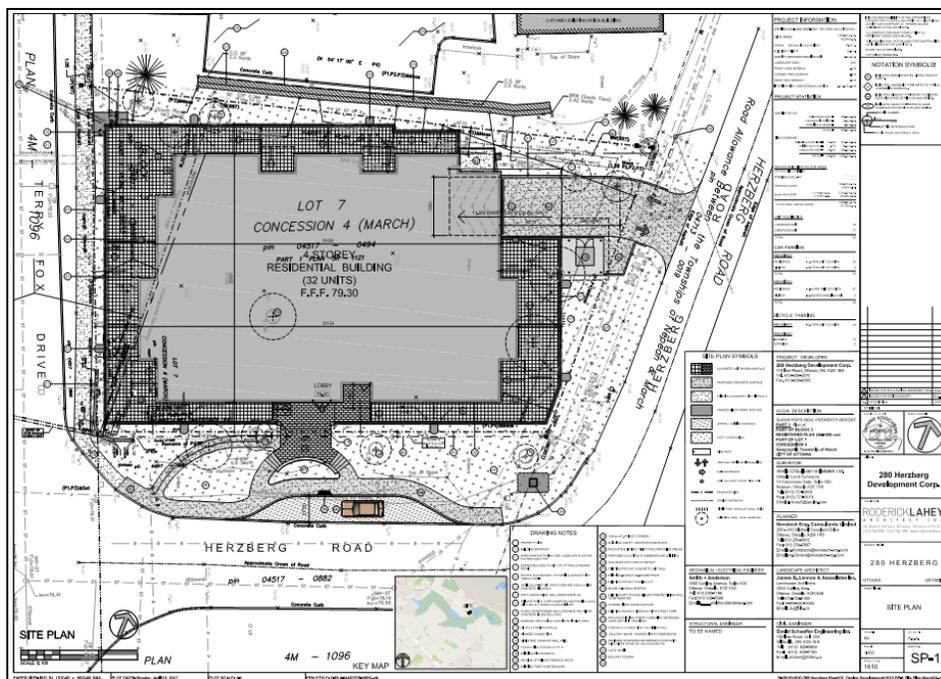


Figure 4: Site Plan

#### 3.2 Surrounding Uses

**North:** North of the Subject Site are two condominium office buildings with an associated outdoor parking lot containing approximately 120 spaces.



**South and East:** The Marshes Golf Club, an 18-hole golf course is located to the south and east of the site. Further south is 'Marshes Village', a residential development comprised of semi-detached and townhouse dwellings.



**West:** A vacant lot exists to the west of the Site. Further west, beyond the vacant lot, is the Marshes Golf course.



### 3.3 Transportation Network

The Subject Site is located at the intersection of Terry Fox Drive and Herzberg Road. Terry Fox Drive is identified as an Existing Major Collector on Schedule E of the City of Ottawa Official Plan (Figure 5). Annex 1 – Road Classifications and Rights-of-Way states that:

*In general, a major collector is a roadway that acts as a connection between an arterial road and collector roads. 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.*

Terry Fox Drive is a Major Collector road that accommodates several modes of transportation. These modes include walking, cycling, public transit and driving. Sidewalks, bicycle paths and OC Transpo bus stops are all present along Terry Fox Drive.

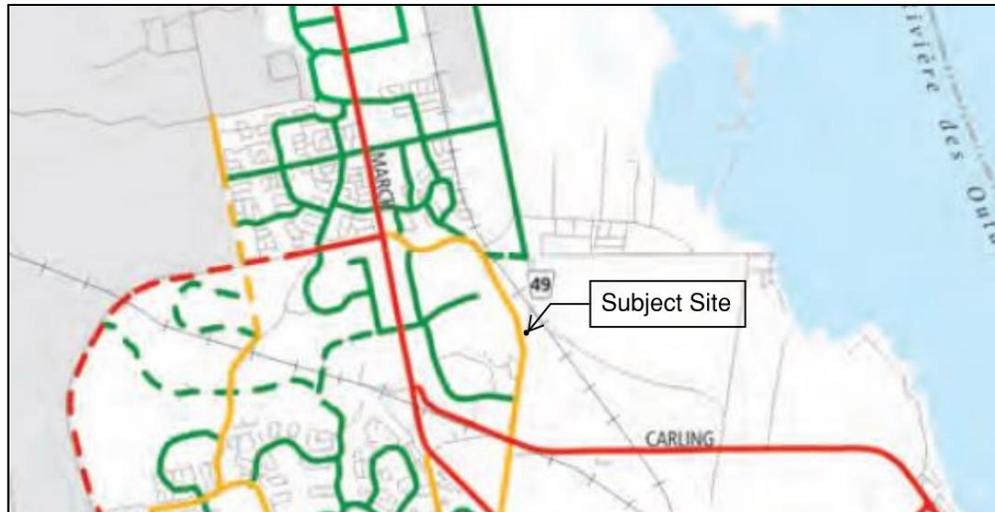


Figure 5: Urban Road Network, Schedule E of the Official Plan

The section of Herzberg Rd abutting the site to the south and east, is identified as a Local Road. Annex 1 – Road Classifications and Rights-of-Way states that, “local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances”. Access to the proposed parking garage, the passenger drop-off as well as pedestrian access to the proposed development are along Herzberg Road.

## 4.0 POLICY AND REGULATORY FRAMEWORK

### 4.1 Provincial Policy Statement (2014)

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

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

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

The proposed development supports a mix of uses by integrating an appropriate higher density residential use within an employment area. The proposal also promotes cost-effective development patterns as the Site is located on an underutilized lot within the urban boundary, which minimizes land consumption and municipal servicing costs.

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

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

The PPS defines settlement areas as “urban areas and rural settlement areas within municipalities”. The proposed low-rise apartment dwelling is within a settlement area and promotes the efficient use of land, infrastructure, municipal services, public facilities and active as well as public transportation. It also contributes to the range of housing options in the area. The Subject Site is currently vacant and the proposal supports an opportunity for intensification. The proposed development at 280 Herzberg Road is consistent with the Provincial Policy Statement.

### 4.2 City of Ottawa Official Plan, As Amended By OPA 150 (2013)

The Subject Site is designated ‘Enterprise Area’ on Schedule B of the City of Ottawa Official Plan (OP).

#### **4.2.1. Managing Intensification Within the Urban Area**

Section 2.2.2 states that the OP, “*supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use*”. More specifically, Policy 19 of Section 2.2.2 addresses intensification outside of target areas and states that:

*Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design and compatibility policies of Section 4.11 are met.*

Policy 27 of Section 2.2.2 – ‘Employment’ states that, “in all urban communities outside the Central Area, opportunities will be sought to balance housing and employment opportunities”.

The proposed higher density residential development promotes intensification within the urban boundary, provides an opportunity to balance housing and employment in the neighbouring area, and supports public transit servicing along Terry Fox Drive. In addition, the proposal will make use of an underdeveloped lot by supporting a compatible form of housing that is consistent with the scale and height of surrounding uses.

#### **4.2.2. Enterprise Area**

Section 3.6.5 – ‘Employment Area and Enterprise Area’ states that:

*Enterprise Areas are areas of employment that may accommodate the integration of housing without detracting from the objectives outlined above. They must still provide opportunity for a concentration of employment but, by increasing the employment densities, may also be able to support medium and high density housing.*

Policy 1 of Section 3.6.5 states that Enterprise Areas, “*are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt boundary*”.

Policy 4 states that, “*the maximum building height permitted in an Employment Area and Enterprise Area is a low-rise building up to 4 storeys. Greater building heights may be permitted by a secondary plan, existing zoning or near a rapid transit station or transit priority corridor.*”

Lastly, Policy 5 states that, “*Enterprise Areas are intended to be Employment Areas that are characterized by the presence of a high proportion of office uses developed at higher densities and that potentially offers a positive environment for the integration of some housing without detracting from the area’s employment potential*”.

As the Site is located on the periphery of an Enterprise Area, the proposal successfully integrates a higher density form of housing within the Enterprise Area without detracting from its employment potential. The proposed low-rise apartment dwelling supports the balance of appropriate housing and jobs, which is especially desired in a community outside of the Greenbelt boundary.

### 4.2.3 Official Plan Amendment 180 - Employment Lands Review

The City of Ottawa reviewed its strategy on the required amount and location of employment lands within the City boundary and released the Ottawa Employment Land Review Final Report in October 2016. Official Plan Amendment 180 (OPA 180) implements the recommendations of this final report. OPA 180 modifies the policies of the existing Official Plan as amended by OPA 150. OPA 180 was adopted by council on January 25, 2017. The Ministry of Municipal Affairs and Housing is expected to release its decision on OPA 180 in late spring 2017.

With regard to the Subject Site, OPA 180 removes the Enterprise Area designation in the Official Plan. The Subject Site is proposed to be re-designated from 'Enterprise Area' to 'Urban Employment Area' (Schedule E5) and is subject to a site-specific policy (Figure 6).

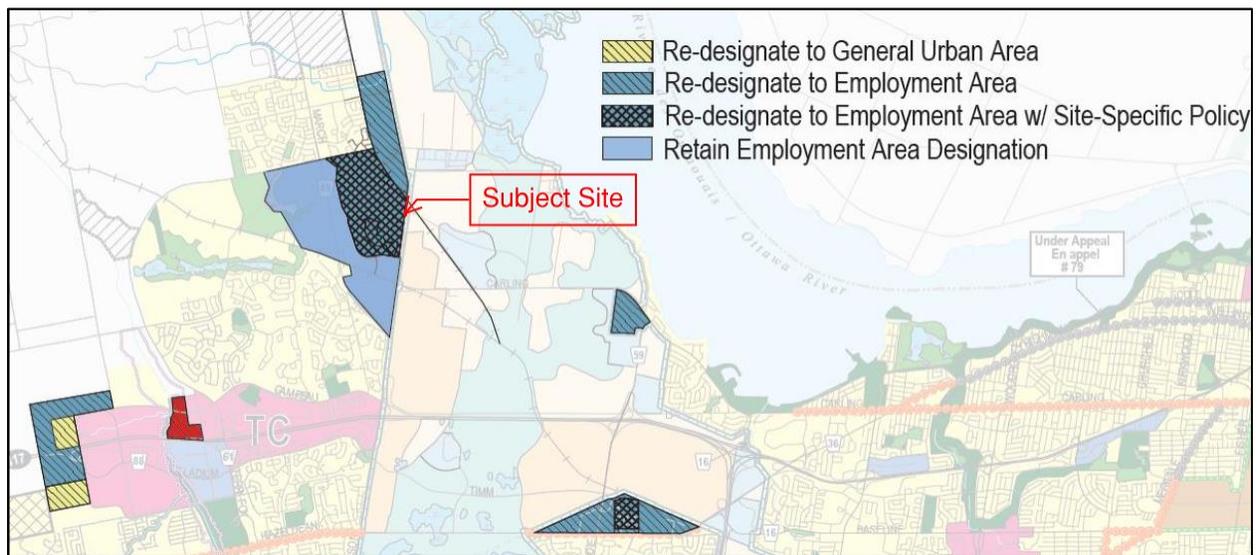


Figure 6: Schedule E5 of OPA 180

This site-specific policy is Policy 9 of Section 3.6.5 in OPA 180 and states that:

*Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, the lands bounded by Legget Drive on the west and south, Herzberg Road and the rail line on the east, and the properties fronting onto the north side of Terry Fox Drive on the north in addition to the permitted uses in Policy 2 above, residential uses may be permitted by an amendment to the Zoning By-law.*

The proposed low-rise apartment dwelling and minor zoning amendment conform to both the City of Ottawa Official Plan and OPA 180.

### 4.2.4 Review of Development Applications - Supporting Studies and Plans

Section 4 of the City of Ottawa Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans are identified through the pre-application consultation at the beginning of the design and review process.

The following studies and plans were identified as relevant and have been prepared in support of

the proposed development. Detailed and technical information can be obtained by reviewing the respective document.

#### Relating to Section 4.4 – Water and Wastewater Servicing

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Functional Servicing and Storm Water Management Report as well as a Site Servicing and Grading Plan have been prepared by DSEL, dated March 29, 2017, for the Subject Site. The report and plan conform to the relevant policies in Section 4.4.1 of the Official Plan.

#### Relating to Section 4.7 – Environmental Protection

Section 4.7.2 states that applications affecting vegetation cover on site will be supported by a Tree Conservation Report and a Landscape Plan. In support of the proposed development, a combined Tree Conservation Report and Landscape Plan has been prepared by James B. Lennox and Associates Inc., dated March 23, 2017. The report and plan conform to the relevant policies in Section 4.7.2 of the Official Plan.

Section 4.7.3 states that protecting stream corridors and the surface water environment serves to preserve and enhance the environmental quality of watercourses and reduces risks from natural hazards associated with watercourses, such as flooding and unstable slopes. More specifically, an erosion and sediment control plan addresses measures to maintain vegetative cover along the slope during and after construction and shows how erosion on the site will be minimized during construction through the application of established standards and procedures (Section 4.7.3). In support of the proposed development, an Erosion and Sediment Control Plan has been prepared by DSEL, dated March 29, 2017. The plan conforms to the relevant policies in Section 4.7.3 of the Official Plan.

#### Relating to Section 4.8 – Protection of Health and Safety

Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed development, a geotechnical study has been prepared by exp Services Inc., dated June 8, 2012. The study conforms to the relevant policies in Section 4.8.3 of the Official Plan.

Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing arterial roadway. A Road Traffic and Stationary Noise Impact Study has been prepared by GHD, dated March 23, 2017, for the Subject Site. The study was prepared consistent with MOECC NPC 300, and the City's Environmental Noise Control Guidelines.

#### **4.2.5 Design Objectives**

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

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

The proposed building is located on a corner lot and will contribute to views for individuals travelling on Terry Fox Drive. Its architectural gestures and materials as well as contrasting colours provide visual interest and will contribute to the character of the surrounding area. The space between the building face and the street has been enhanced with an abundance of shrubs and perennials.

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

The proposed development's scale and location on a corner through lot creates a continuous street-oriented building form. The parking garage which extends beyond the building to the lot lines and is partially above grade, clearly defines the private and public realms. Additionally, the proposed landscaping of the three yards abutting Herzberg Road and Terry Fox Drive creates an attractive streetscape that reinforces this boundary.

Each proposed unit within the building will have access to quality private outdoor amenity space. Units on the ground floor will have access to a large private patio atop the parking structure and units on the upper floors will have access to private balconies. These outdoor spaces are active spaces and enable views from the building to enhance the natural surveillance of the neighbourhood. Within the proposed building, adjacent to the lobby, 37.1 m<sup>2</sup> of communal amenity space will be provided.

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

Vehicular access to the parking structure will be to the east of the building along Herzberg Road. This access from Herzberg Road is preferable, as the road ends at a cul-de-sac and has low-volumes of traffic. For visitors and residents that are travelling as passengers in a vehicle, the passenger drop-off to the south of the building will allow for safe and easy access to the building from the public road.

Clear and continuous pedestrian circulation, separate from vehicular movement is being proposed. Barrier-free walkways connect the public sidewalk along Herzberg Road to the building's lobby. Balconies, private patios and large windows maximize 'eyes on the street' and provide safety for individuals passing through these spaces.

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

As the Subject Site abuts the Kanata North Enterprise Area, which contains large buildings for commercial and industrial uses, the massing, scale and shape of the proposed four-storey, low-rise apartment dwelling is consistent with developed lands in the area.

Given its residential use, efforts have been made to create a sense of human scale for the proposed development. The use of architectural detailing, such as a cornice line above the third floor and the use of different materials and colours, such as charcoal and light grey metal siding, stone and E.I.F.S, provide visual interest for the first three floors of the building.

*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 apartment dwelling is in keeping with the low-rise built form of the surrounding neighbourhood, while providing a residential use in an area dominated by employment uses. Further south of the Subject Site is the 'Marshes Village', a residential development comprised of

semi-detached and town house dwellings. North of the site, beyond the two condominium office buildings, exists three single detached homes. The proposed development will diversify the housing options in the surrounding area by providing a higher density housing form with smaller units. The design of the building is adaptable to the changing needs of its occupants by ensuring universal accessibility.

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

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. An understanding of the local climate is reflected in the choice of species identified for planting. These proposed shrubs and perennials will create an attractive urban natural environment that can be successfully maintained. No significant or sensitive environment features or resources have been identified on or adjacent to the Subject Site.

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

The Subject Site is currently a vacant, underutilized lot within the urban area of the City of Ottawa. The proposed development is a higher density residential development, which efficiently utilizes energy and land. Given the location of the Site, the presence of bicycle paths, sidewalks and bus routes along Terry Fox Drive promote alternative modes of active and public transportation. Sixteen bicycle parking spaces will be located on the Subject Site.

#### **4.3 City of Ottawa Zoning By-law 2008-250, As Amended**

The Subject Site is divided into two zones. The easterly portion of the Site is zoned Residential Fifth Density, Subzone C, Exception 1866 with a height limit of 25 metres (R5C[1866]H(25)), and the westerly triangular portion is zoned Business Park Industrial, Subzone 6, Exception 1549 (IP6[1549]) in the City of Ottawa Zoning By-law 2008-250. A minor zoning amendment is proposed to rezone the westerly triangular portion to R5C[1866]H(25). Given the history of the site and the addition of the triangular parcel of land, extending the zoning boundary to reflect the addition of this vacant triangular parcel would correct this zoning anomaly and would facilitate with the development of the land.

The purpose of the Residential Fifth Density Zone is to:

- *allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
- *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
- *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.*

The proposed development is a low-rise apartment dwelling, which is a permitted use within the R5 Zone. With the exception of the parking garage structure, patio projections, visitor parking spaces and amenity area, the proposed development has been designed in accordance with the zoning provisions of the R5 zone with respect to, but not limited to, lot width, lot area, yard setbacks, height and landscaped area.

A zoning chart has been prepared for the proposed development. This chart excludes the parking garage structure setbacks.

Zoning By-law 2008-250: R5C- Residential Fifth Density Exception 1866, Height limit 25m		
<b>280 Herzberg Road – Proposed Low-Rise Apartment Building</b> (Excl. Garage Structure Setbacks)		
Performance Standard	By-law Requirement	Provided
<b>Residential Fifth Density Zone Requirements (Sections 163-164)</b>		
Min. Lot Width	18 m	25 m
Min. Lot Area	540 m <sup>2</sup>	1698.8 m <sup>2</sup> (Irregular)
Min. Front Yard Setback	3 m	5.6 m
Min. Corner Side Yard Setback	3 m	3 m
Min. Interior Side Yard Setback	2.5 m - for any part of a building located within 21 m from the front lot line, where the building wall is greater than 11 m in height  3 m - for any part of a building located further than 21 m from the front lot line	2.78 m  3 m
Min. Rear Yard Setback	3 m	4.28 m
Max. Building Height	25 m	14.5 m
Min. Landscaped area	30% of lot area	40.9%
<b>Amenity Area (Section 137)</b>		
Min. Amenity Area	Total (6 m <sup>2</sup> x 32 d.u.) = 192 m <sup>2</sup>  Communal (50% of total) = 93 m <sup>2</sup> <ul style="list-style-type: none"> <li>Aggregated into areas up to 54m<sup>2</sup>, and where more than one aggregated area is provided, at least one must be a minimum of 54 m<sup>2</sup></li> </ul>	568 m <sup>2</sup>  <b>37.1 m<sup>2</sup></b>
<b>Parking Provisions (Sections 110-114)</b>		
Residential Parking	32	37
Visitor Parking	6	<b>2</b>
Bicycle Parking	16	16

To address the parking garage that extends close to the property line, and projects above grade, the application for a minor zoning amendment will include a provision to permit a 0.0 metre setback for any part of the parking garage, up to a height of 1.5 metres. In addition, as private patios are proposed atop of the structure, relief is also being sought for the extent of projections into required yards and setbacks from property lines for the patios.

The proposed development is on a corner through lot which abuts a major collector road. The roof top of the parking structure provides the opportunity for amenity space that is removed from the street, safe and private. In addition, the only developed land adjacent to the Site, is the property to the north. A retaining wall exists along the shared lot line of these two properties as

the existing grade of the property to the north is substantially higher than the Subject Site. The grade at the top of the parking garage (79.20) will not be higher than the property to the north. The partially above grade parking garage should not produce any adverse effects on neighbouring properties. The 4-storeys of residential use above the parking garage structure respect the setback requirements in the R5C Zone.



Figure 7: Image of Retaining Wall

The proposed development requires relief from provisions of the Zoning By-law for communal amenity space. A communal amenity area of 37.1 m<sup>2</sup> is being proposed on the ground floor of the building and will function as a gym. Alternative amenity space has been provided to all residents in the building in the form of 568 m<sup>2</sup> of outdoor private amenity space. Every unit within the proposed low-rise apartment dwelling will contain an outdoor amenity space, such as a balcony or a private patio. These private amenity areas will be utilized frequently and will provide adequate space for residents living in the building.

The proposed development requires relief from provisions of the Zoning By-law for visitor parking. The visitor parking required for the proposed building is six spaces. Two underground parking spaces will be provided on site. Adequate on-street parking spaces are available on Herzberg Rd (south) for visitor parking (Figure 8). On-street parking can be accommodated without any modifications to Herzberg Road. For security as well as convenience purposes the on-street spaces will provide parking for visitors without having to enter the parking garage. As Herzberg Rd is a local road that is not heavily travelled, there should be no adverse impacts from the utilization of available on-street parking for visitor parking.

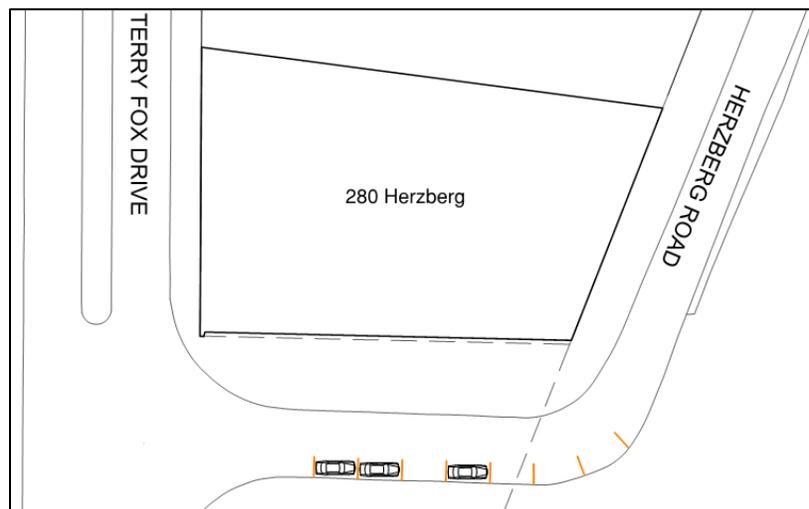


Figure 8: Available On-Street Parking

The massing, design, and scale of the proposed residential development is compatible with the surrounding uses as well as the character of the neighbourhood. Except as noted above, the proposed Site Plan and Minor Zoning Amendment are in accordance with the general intent of the City of Ottawa Zoning By-law 2008-250.

## 5.0 CONCLUSION

This planning rationale demonstrates that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and is in accordance with the general intent of the City of Ottawa Zoning By-law 2008-250.

The proposed minor zoning by-law amendment to extend the R5C[1866]H(25) zone boundary and to amend urban exception 1866, will allow for the efficient development of the Subject Site.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

## NOVATECH

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