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# 3437 Innes Road

## Planning Rationale

Engineering excellence.

Planning progress.

Liveable landscapes.

3437 Innes Road

PLANNING RATIONALE  
IN SUPPORT OF  
A ZONING BY-LAW AMENDMENT

**Prepared by:**

**NOVATECH**

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Ottawa, Ontario  
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April 19, 2021

Novatech File: 117077  
Ref: R-2021-051

April 19, 2021

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Jeff McEwen, Manager Development Review - East,  
Planning, Infrastructure and Economic Development**

Dear Mr. McEwen,

**Reference: 3437 Innes Road  
Zoning By-law Amendment  
Our File No.: 117077**

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The following Planning Rationale has been prepared in support of a Zoning By-law Amendment to facilitate the redevelopment of the property located at 3437 Innes Road. The proposal entails rezoning the Subject Property from a Residential First Density, Subzone WW to a Local Commercial Exception 2521 to be consistent with the zoning of the property municipally known as 3443 Innes Road. It is anticipated that 3437 Innes Road will be developed together with 3443 Innes Road.

Based on the findings of this Planning Rationale, the proposed rezoning application is consistent with the Provincial Policy Statement, conforms to the policies of the City of Ottawa Official Plan and establishes appropriate zoning standards for the Subject Property.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

**NOVATECH**



Taylor West, M.Sc. (Plan)  
Planner

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## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of a Zoning By-law Amendment application to rezone of the property located at 3437 Innes Road (the “Subject Property”), in the City of Ottawa. The proposal rezones the Site from Residential First Density, Subzone WW (R1WW) to a Local Commercial (LC) zone with site-specific exceptions to permit a six-storey, mixed-use building with commercial uses at grade and residential units above. The Local Commercial zone being sought for 3437 Innes Road would be an extension of the current site specific zoning of 3443 Innes Road (LC[2521]).

Exception 2521 includes the following provisions:

- Maximum height for a mixed use building, containing dwelling units, is 19.4 metres, or 6 storeys, whichever is lesser.
- The minimum required communal amenity area is 86.6m<sup>2</sup>.
- minimum landscaped buffer where located abutting a residential, commercial or institutional zone from an interior side lot line: 1.5 m
- minimum landscaped buffer where located abutting a residential, commercial, or institutional zone from a rear lot line: 1 m
- minimum landscaped buffer for a parking lot: 1 m

This Planning Rationale will demonstrate that the proposed zoning amendment:

- Is consistent with the Provincial Policy Statement;
- Conforms to the City of Ottawa Official Plan;
- Establishes appropriate zoning standards for the Subject Property; and
- Supports good planning and appropriate built form.

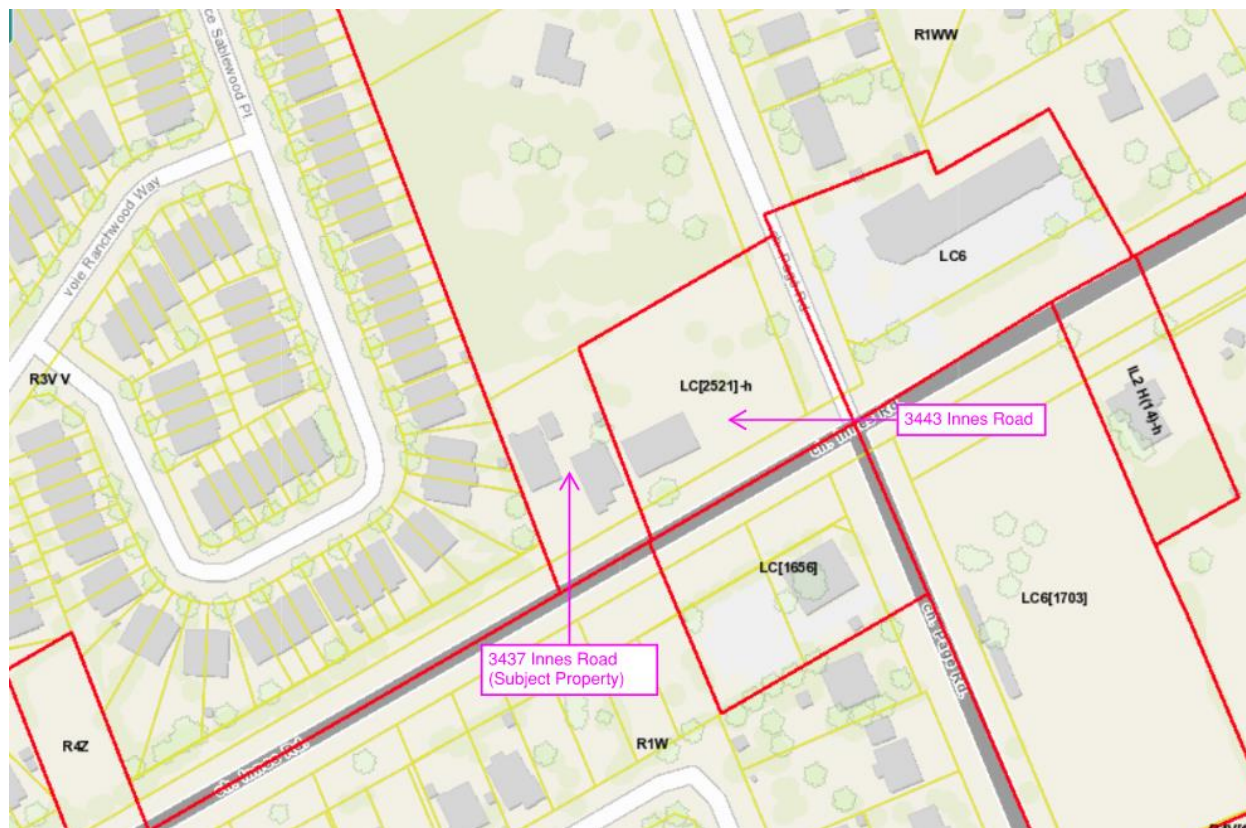


Figure 1: Existing Zoning of Subject Property and 3443 Innes

## 1.2 Site Description and Location

The Subject Property is located in the Innes ward of the City of Ottawa, near the corner of Pagé Road and Innes Road (Figure 2). The land is municipally known as 3437 Innes Road. The Subject Property is an interior lot with approximately 1818 square meters in size, and approximately 33 metres of frontage on Innes Road.

The Subject Property is legally described as Part of Lot 6, Concession 2 (Ottawa Front), as in GL67501, Geographic Township of Gloucester.

A 1.5m road widening is required along the Innes Road frontage to protect a right-of-way of 18.75m from the centreline of the road, in accordance with the right-of-way protection required by Annex 1 of the Official Plan. Primary Hydro transmission lines also run parallel to the Innes Road frontage, approximately 5.6m from the Innes Road lot line.

The Subject Property is currently occupied by a single detached dwelling and is zoned Residential First Density, Subzone WW (R1WW) in the City of Ottawa Zoning By-law 2008-250.





Figure 2. View of the Subject Property

### 1.3 Surrounding Uses

**North:** A detached dwelling on a 10,115m<sup>2</sup> lot abuts the Subject Property to the north. Further north exists a range of low-rise residential dwellings, consisting of single detached and townhouse dwellings. Approximately 250 metres north of the Subject Property, at the end of Pagé Road, is Roy Park. This park contains several amenities including a soccer field, a baseball diamond, volleyball and basketball courts, an outdoor rink during winter months, a splash pad, playground equipment and a gazebo.

**East:** Directly to the east of the Subject Property is 3443 Innes Road. 3443 Innes currently has a detached dwelling on the site, but is zoned to permit a mid-rise mixed use building. Across Pagé Road to the east exists a gas station and one storey commercial plaza containing several commercial uses (Figure 3). This property is zoned Local Commercial, Subzone 6 (LC6). Further east on the north side of Innes Road is a mix of vacant lots, single detached homes and office uses. Further east on the south side of Innes Road exists large parcels of vacant land and light industrial uses.



Figure 3. Commercial Plaza at 3469 Innes Road

**South:** To the south of the Subject Property, on the southeast corner of Innes and Pagé Road, exists a four-storey Retirement Residence (Figure 4). On the southwest corner of Innes and Pagé Road is a dentist office. The remaining lots to the south of the Subject Property are occupied by single detached dwellings.



Figure 4. Southeast and southwest corner of Innes Road and Pagé Road

**West:** To the west of the Subject Property exists a residential neighbourhood consisting of semi-detached and townhouse dwellings.

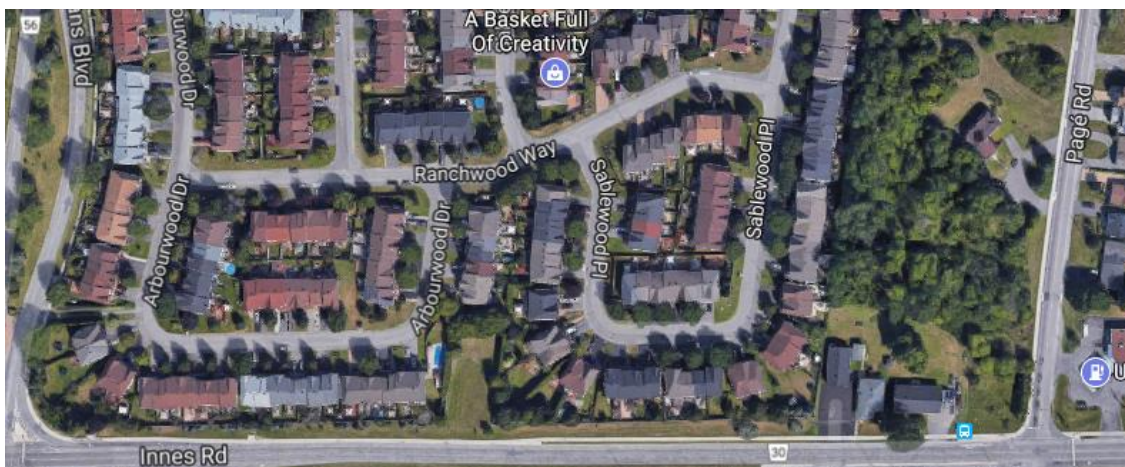


Figure 5. Aerial image of residential subdivision west of Subject Property



## 1.4 Transportation Network

The Subject Property is located on the northern side of Innes Road. Innes Road is identified as an Arterial Road on Schedule E of the City of Ottawa Official Plan (Figure 6). Annex 1 – Road Classifications and Rights-of-Way states that:

*Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters. In parts of the urban area and villages additional roadside features include: street furniture, pedestrian-scale lighting, and trees and other landscaping.*

Innes Road is an Arterial Road that accommodates several modes of transportation. These modes include walking, cycling, public transit and driving. Sidewalks, an on-road cycling route and bus stop are all present along Innes Road adjacent to the Subject Property.

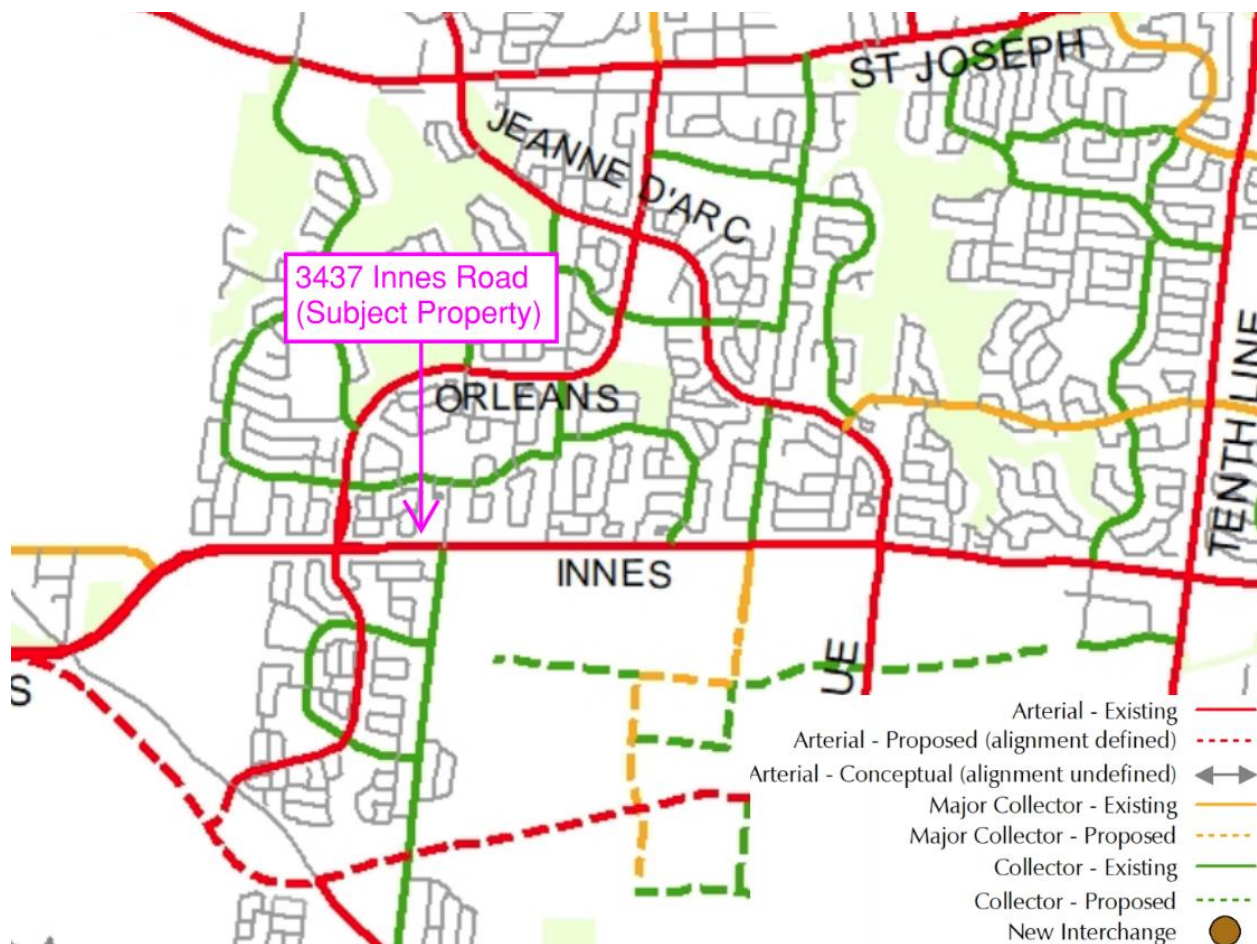


Figure 6. Urban Road Network, Schedule E of the Official Plan

Pagé Road abuts 3443 Innes Road. North of Innes Road, Pagé Road is identified as a Local Road. South of Innes Road, Pagé Road is identified as a Collector 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”. Pagé Road functions as a local road and provides a potential access to both 3443 Innes Road and the Subject Property.

Innes Road is a transit priority corridor (isolated measures) on the City of Ottawa Rapid Transit Network (Schedule D of the Official Plan). There is a bus stop in front of the Subject Property that provides access to the 25 bus route. The 25 bus route runs approximately every 25 mins to the La Cite campus in Orleans, and the Blair Road LRT Station. The Blair Road LRT Station provides convenient transfers between buses and light rail. The Blair Road Station is the easternmost LRT station, providing light rail service to downtown and Tunney’s Pasture. Development of the Subject Property will be supported by convenient transit service.



Figure 7. OC Transpo Bus Routes

## 2.0 PROPOSAL

The proposal rezones the Subject Property from Residential First Density, Subzone WW (R1WW) to a Local Commercial (LC) zone with site-specific exceptions to permit a six-storey, mixed-use building with commercial uses at grade and residential units above. The Local Commercial zone being sought for 3437 Innes Road is an extension of the current zoning of 3443 Innes Road (LC[2521]).

A preliminary Site Plan has been prepared to demonstrate the maximum permitted buildable area (see Figure 8).

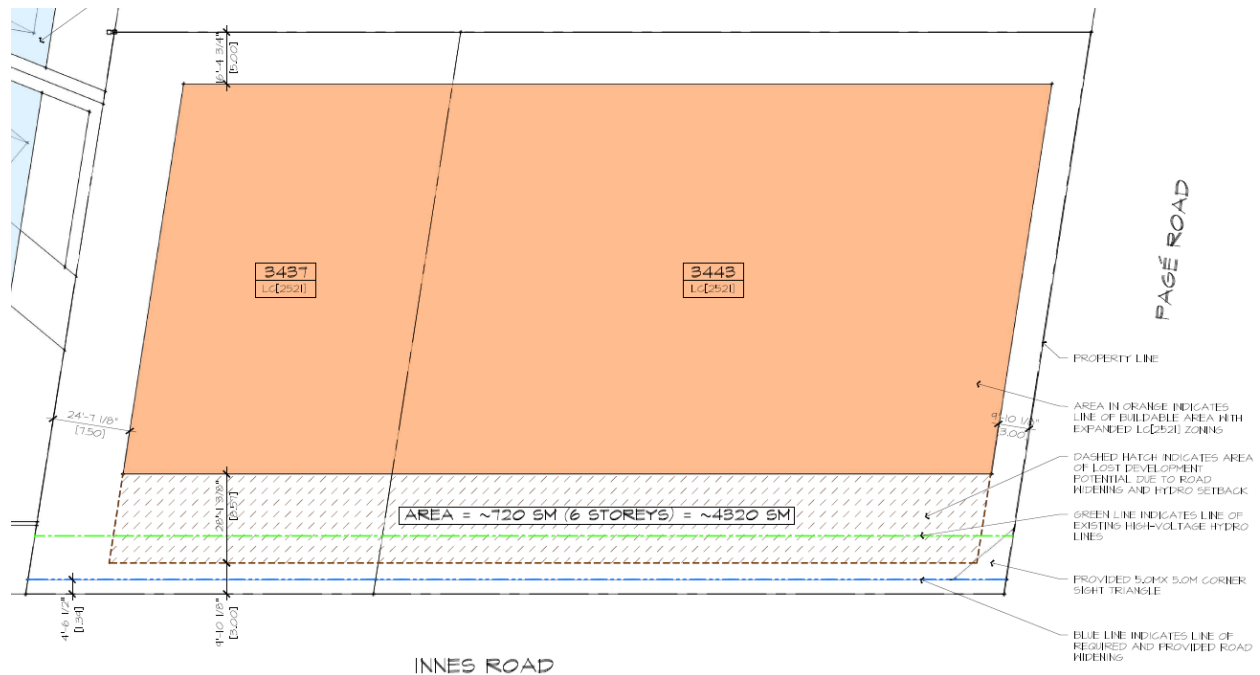


Figure 8. Site Plan

Figure 8 shows the maximum building footprint for the Subject Property and 3443 Innes Road under the proposed zoning accounting for a road widening on Innes Road and requiring setbacks from overhead hydro lines along Innes Road. This rezoning application does not provide a detailed design of the building at this time. It is anticipated that a detailed design of the building will be produced at the time of a subsequent Site Plan Control application.

The purpose of this application is to rezone the Subject Property to allow for a mid-rise mixed use building, and create a more efficient total buildable footprint for the properties at 3437 and 3443 Innes Road.

Although a detailed design has not been prepared, assumptions on the total number of units and commercial gross floor area have been provided by Monstrous Design Architecture. The assumptions are for the development of both 3443 and 3437 Innes Road. It can be assumed that there will be approximately 120 residential units. It can be assumed that the ground floor will provide roughly 30,000 gross square feet in commercial space.

It is anticipated that parking will be located below grade. The subsequent Site Plan Control application may include surface parking for the commercial uses.

The following table describes the existing performance standards of the LC[2521] zone that applies to 3443 Innes Road, and the performance standards proposed for the combined properties.

	Max Height	Northern Setback	Northern Landscape Buffer Requirement	Eastern Setback (Pagé Road)	Southern Setback (Innes Road)	Western Setback	Western Landscape Buffer Requirement
3443 Innes	19.4m	5m	1.5m	3m	3m	7.5m	1m
3443 and 3437 Innes	19.4m	5m	1.5m	3m	3m	7.5m for floors 1-4 10.5m for floor 5 13.5m for floor 6	1m

The performance standards for 3443 Innes Road are proposed to be extended to 3437 Innes Road as shown on Figures 9 and 10.

The maximum permitted height for 3443 Innes Road is 19.4m. The requested maximum permitted height for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required northern setback for 3443 Innes Road is 5.0m. The requested northern yard setback for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required eastern setback for 3443 Innes Road is 3.0m. The requested eastern yard setback for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required southern setback for 3443 Innes Road is 3.0m. The requested southern yard setback for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required western yard setback for 3443 Innes Road is 7.5m. At the time of the zoning application at 3443 Innes Road, the abutting property immediate to the west was a detached dwelling. Development at 3443 Innes Road would abut the required interior side yard of the existing detached dwelling.

The requested minimum required western yard setback at 3437 Innes Road is 7.5m. The requested western yard setback for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road. The abutting properties to the west are low-rise townhouses. The property at 3437 Innes Road abuts the rear yard of the townhouses. The required rear yard setback of the townhouses is 6m. There will be a total separation of 13.5m between a development permitted by the proposed zoning and the existing townhomes.

The minimum required northern landscape buffer for 3443 Innes Road is 1.5m. The requested northern landscape buffer for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required western landscape buffer for 3443 Innes Road is 1m. The requested western landscape buffer for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

The minimum required western landscape buffer for a parking lot for 3443 Innes Road is 1m. The requested minimum landscape buffer for a parking lot for 3437 Innes Road is identical to the approved zoning at 3443 Innes Road.

Figure 9 shows the current performance standards that apply to 3443 and 3437 Innes Road. Figure 10 shows the performance standards proposed for the combined properties.



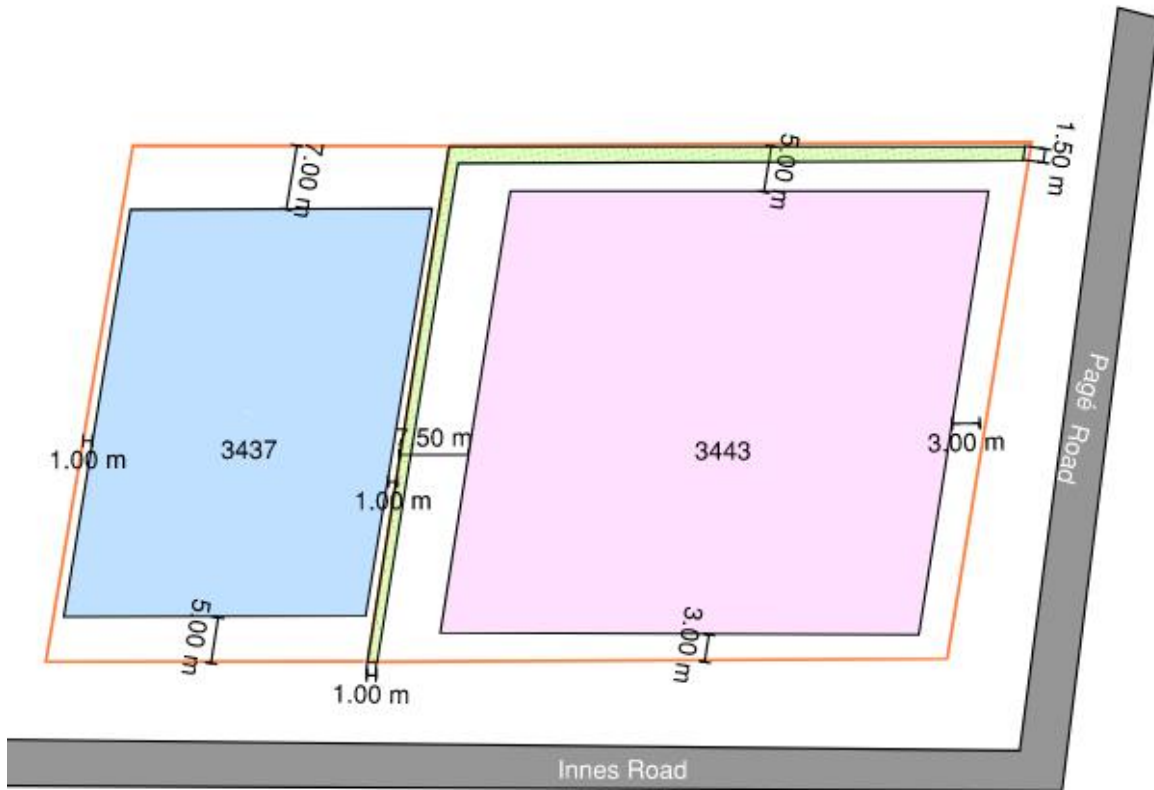


Figure 9. Illustration of Existing Zoning Performance Standards

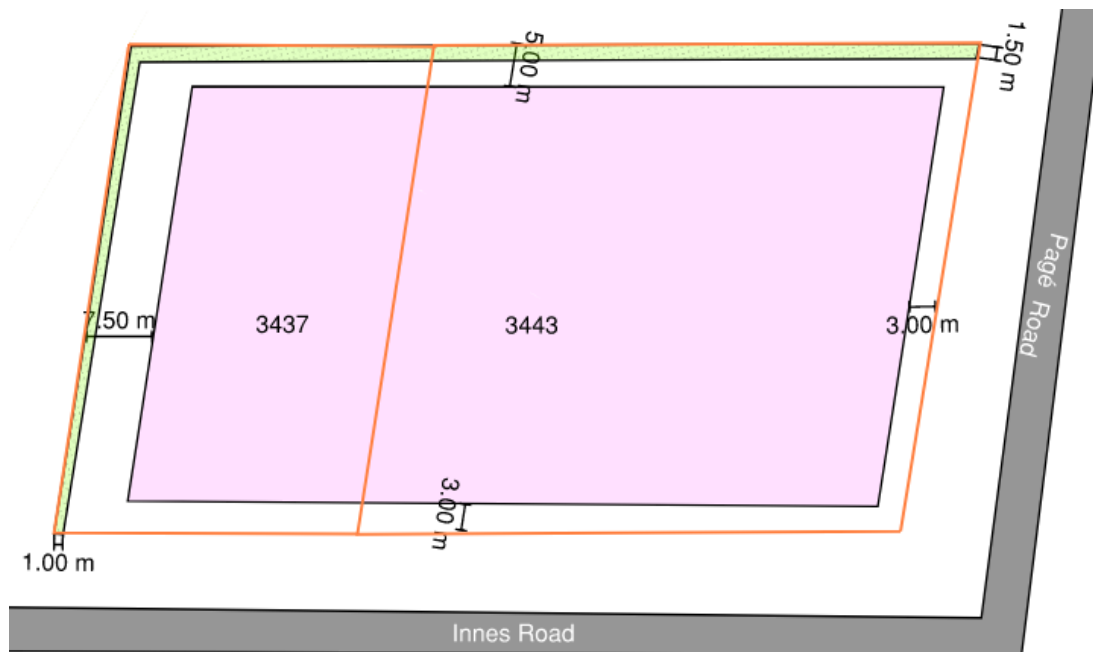
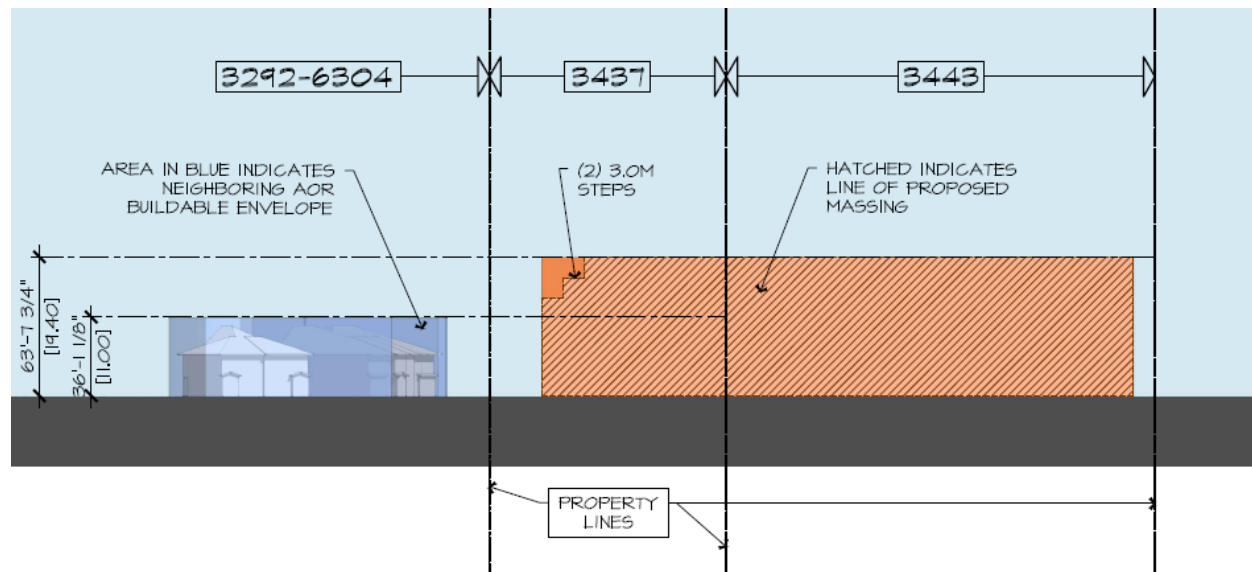


Figure 10. Illustration of Proposed Zoning Performance Standards

The only difference between the performance standards for the western setback at 3443 Innes Road and the proposed zoning at 3437 Innes Road is the proposed stepback of the fifth and sixth floors on the western side of any future development.

The fifth storey is proposed to be stepped a further 3 meters from the western side yard setback, and the sixth storey is proposed to be stepped another 3 meters. This stepped approach mitigates any impact on the adjacent low-rise townhouses. The stepbacks are shown on Figure 11.



## ELEVATION - PROPOSED - 3443 & 3437 INNES RD.

SCALE: 1:1000

Figure 11. Proposed Elevation – From Innes Road

The hatched orange area represents the massing permitted by the proposed zoning. The area in blue represents the as-of-right buildable envelope for the adjacent townhouses. The townhouses are zoned Residential Third Density Subzone VV (R3VV). The maximum permitted height of the townhouses is 11m. The maximum permitted height of a mixed use mid-rise building zoned LC[2521] is 19.4m (or 6 storeys). It is proposed to limit the western side of the fourth floor to a height of 13.4m. It is proposed to limit the western side of the fifth floor to a height of 16.4m. The difference between the proposed height of the western side of the fourth floor and the maximum permitted height of the townhouses to the west is 2.4m, or one storey.

The Zoning By-law does not typically require height transitions between mid-rise buildings in Local Commercial zones, and Residential zones. The Zoning By-law does regulate height transitions between mid-rise buildings in Traditional Mainstreet zones and Residential Zones.

The minimum required rear yard setback for a building abutting a Residential Zone in a Traditional Mainstreet zone is 7.5m. The minimum required setback for a building abutting the Residential Zone to the west in the proposed Local Commercial Zone is 7.5m. The minimum required rear yard setback for a mid-rise building abutting a Residential Zone in a Traditional Mainstreet Zone and the minimum required setback to the Residential Zone to the west and the proposed Local Commercial Zone is identical.

The maximum building height for a mid-rise building in a Traditional Mainstreet Zone is 20 meters, but not more than 6 storeys. The maximum building height in the proposed Local Commercial Zone is 19.4m but no more than 6 storeys. The maximum permitted height for a mid-rise building abutting a Residential Zone in a Traditional Mainstreet Zone and the proposed Local Commercial Zone is nearly identical.

Given the similarities between a permitted mid-rise building abutting a Residential zone in a Traditional Mainstreet and the future development permitted by the proposed Local Commercial Zone, it would be appropriate to apply similar height transition provisions from the Traditional Mainstreet Zone to the proposed Local Commercial Zone.

Within a Traditional Mainstreet Zone, the height transition between a mid-rise building and Residential zone is based on a 45 degree angular plane. This angle is measured 7.5m from the rear lot line, at a height of 15m (or after the fourth storey). The illustration of this height transition is shown in Figure 12.

### *Illustration of TM Zone Building Envelope*

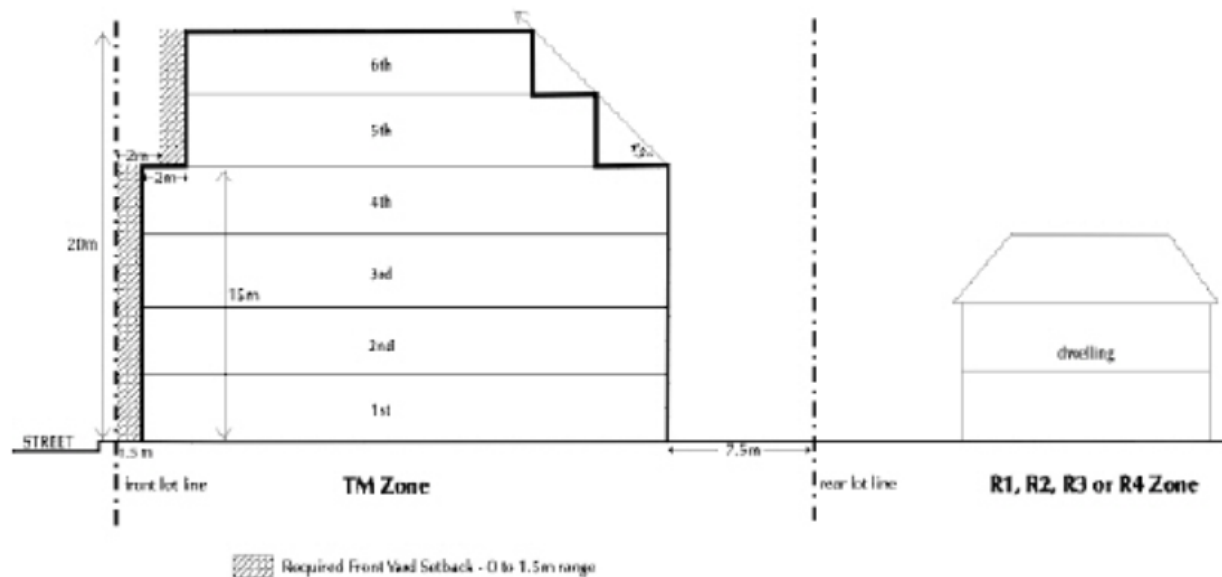


Figure 12. Illustration of Traditional Mainstreet Height Transition Provision

The angle between each floor after the fourth floor cannot exceed 45 degrees.

The following figure illustrates the proposed height transition provisions proposed on the Subject Property.

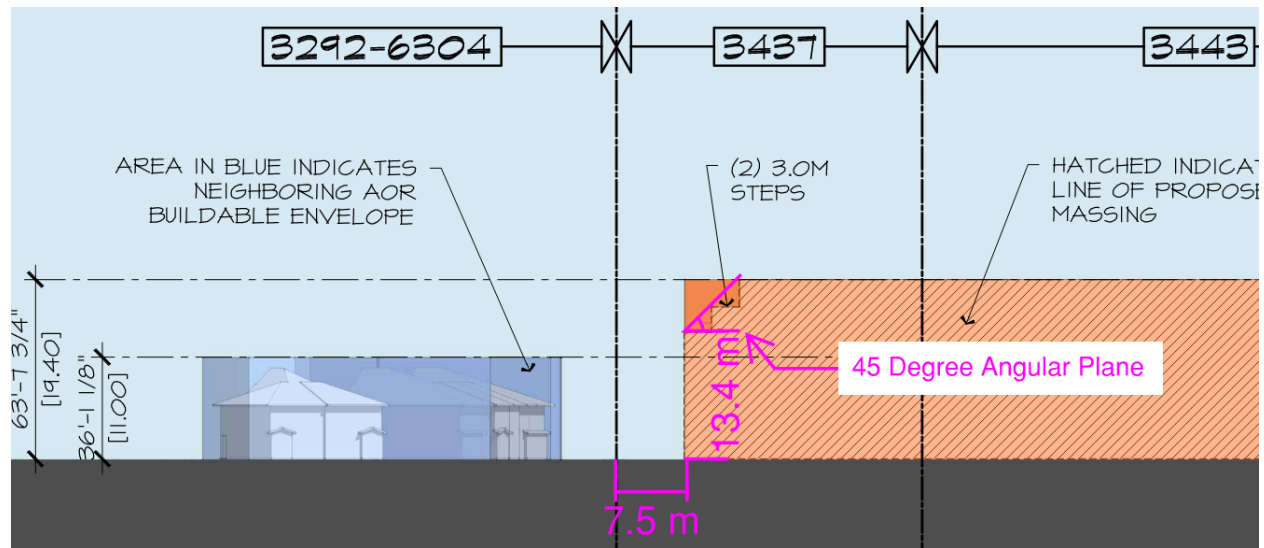


Figure 13. Illustration of Traditional Mainstreet Height Transition Provision on Proposed Zoning

The 45 degree angular plane was measured at 7.5 from the property line abutting a residential lot. This is nearly identical to how the 45 degree angular plane is measured in Traditional Mainstreet Zones. The 45 degree angle was measured after the fourth storey. The angular plane is measured at a height of 15m in the Traditional Mainstreet Zone. The angular plane is measured at a height of 13.4m in the proposed zone and does not exceed 45 degrees.

A 45 degree angular plane between the Residential Zone to the west and a mid-rise building on the Subject Property is appropriate. It would be appropriate to apply a height transition provision to the proposed zoning similar to the Traditional Mainstreet Zone. The proposed height transition between the maximum permitted building envelope of the abutting R3VV zones and the Subject Property is appropriate. The setbacks on the western side of a building permitted by the proposed zoning reduce potential visual impacts.

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1st, 2020. This section will 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

*e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective*

*development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed zoning supports an appropriate mix of residential, employment and commercial uses to meet the long term needs of residents in the neighbourhood. The proposed zoning also promotes cost-effective development patterns by redeveloping an underutilized lot within the urban boundary, minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states:

*Settlement areas shall be the focus of growth and development*

The proposed zoning supports growth and development within a settlement area.

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:*

*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). support active transportation;*

*f) are transit-supportive, where transit is planned, exists or may be developed; and*

*g) are freight-supportive.*

The Subject Property is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Property will have access to cycling routes and transit along Innes Road.

Intensification of the Subject Property efficiently uses land resources. There is a bus stop in front of the Subject Property, providing transit to La Cite in Orleans and the Blair Road LRT Station. The 25 bus route provides consistent service to the Blair Road LRT Station. The Blair Road LRT Station provides convenient light rail services to downtown, and Tunney's Pasture. Development of the Subject Property is transit supportive.

The proposed zoning meets the criteria of policy 1.1.3.2.

Section 1.1.3.3 states that planning authorities shall identify appropriate areas for intensification due to proximity to transit:

*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 Subject Property has access to transit along Innes Road. There is a bus stop directly in front of the Subject Property that provides access to the 25 bus route. Innes Road is a transit priority corridor (isolated measures) on the City of Ottawa Rapid Transit Network (Schedule D of the Official Plan).

**The proposed rezoning supports intensification within a settlement area in the City of Ottawa and is consistent with the Provincial Policy Statement.**

### **3.2 City of Ottawa Official Plan (2003)**

The Subject Property is designated General Urban Area on Schedule B of the City of Ottawa Official Plan (OP).

#### **3.2.1 Managing Growth Within the Urban Area**

Section 2.2.2 of the Official Plan speaks to the promotion of intensification as a strategy to manage growth in a sustainable way.

*This 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.*

The proposed rezoning supports intensification of the Subject Property, providing a cost-effective pattern for efficient use of existing services, infrastructure and transit. A medium density, mixed-use development on the Subject Property and 3443 Innes would accommodate additional jobs and housing options in an area that is well served by transit.

Policy 22 of Section 2.2.2 details the policy on intensification outside of target areas.

*The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1...*

The City of Ottawa encourages intensification of lands designated General Urban Area, subject to the policies of Section 3.6.1.

#### **3.2.2 General Urban Area**

The Subject Property is designated General Urban Area in the City of Ottawa Official Plan Schedule B. Section 3.6.1 describes the General Urban Area as:

*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 General Urban Area promotes a range and choice of housing types, along with conveniently located retail and service uses. The General Urban Area permits mid-rise buildings along Transit Priority Corridors. The rezoning of the Subject Property would permit additional housing choices and convenient commercial uses in a mid-rise building, along a transit priority corridor.

*...Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.*

The Official Plan promotes intensification within the General Urban Area in a manner that compliments the desirable characteristics of a neighbourhood.

Policy 1 of Section 3.6.1 states that:

1. *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.*

A mixed-use building permitted by the proposed zoning with commercial at grade and residential units above is permitted in the General Urban Area designation. The proposed zoning contributes to the range of housing types and densities in the surrounding area and helps to meet the needs of all ages, incomes and life circumstances.

The proposal combines residential uses with conveniently located commercial uses at grade. Policy 8 of Section 3.6.1 speaks to commercial uses in the General Urban Area and states that:

8. *Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:*
  - a) *Are compatible and complement surrounding land uses;*
  - b) *Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;*
  - c) *Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;*

- d) Are situated to take advantage of pedestrian and cycling patterns;
- e) Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed Local Commercial Zone and subsequent mixed-use development will provide a variety of appropriately sized, conveniently located commercial uses to meet the needs of nearby residential areas. Sidewalks, an on-road cycling route and a bus stop are all located adjacent to the Subject Property. The Subject Property is accessible from both Innes Road and Pagé Road.

The design and compatibility of the proposed zoning will be further discussed in Section 3.2.4 of this Rationale.

### **3.2.3 Review of Development Applications**

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 were identified through a pre-application consultation meeting with the City on May 7<sup>th</sup>, 2020.

Required studies and plans were identified as relevant and have been prepared in support of the proposed mixed-use development. Detailed and technical information can be obtained by reviewing the respective documents.

#### **Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots**

Section 4.3 states that the City will utilize transportation studies to assess the adequacy of the transportation network to meet the needs of a development permitted by the proposed zoning. A Transportation Impact Assessment Report was prepared by Novatech, dated December 19, 2017, for the rezoning of 3443 Innes Road. It is anticipated that an updated Transportation Impact Assessment will be required for a future Site Plan Control Application on the Subject Property.

#### **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 Serviceability Brief was prepared for the Subject Property prepared by Novatech, dated April 16, 2021. The Brief concludes that the existing municipal watermain, sanitary sewer and storm sewer systems should have enough capacity to service the proposed development. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and the Rideau Valley Conservation Authority (RVCA). Further details will need to be provided as part of the Site Plan Control application. The Brief conforms to the relevant policies in Section 4.4.1 of the Official Plan.

#### **Relating to Section 4.7 – Environmental Protection**

A Tree Conservation Report and Landscape Plan were prepared by Novatech, dated December 15, 2017 for the rezoning of 3443 Innes Road. It is anticipated that a revised Tree Conservation Report and Landscape Plan will be required for a subsequent Site Plan Control Application on the Subject Property.

Section 4.7.3 states that an erosion and sediment control plan will address measures to maintain vegetative cover during and after construction and show how erosion on the site will be minimized during construction through the application of established standards and procedures (Section 4.7.3). An Erosion and Sediment Control Plan was prepared by McIntosh Perry, dated October 27, 2017 in support of the rezoning at 3443 Innes Road. It is anticipated that a revised Erosion and Sediment Control Plan will be required for a subsequent Site Plan Control Application on the Subject Property.

#### 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. A Geotechnical Study was prepared by Morey Associates Ltd., dated June 26, 2017 for the rezoning at 3443 Innes Road. It is anticipated that a revised Geotechnical Study will be required for a subsequent Site Plan Control Application on the Subject Property.

Section 4.8.4 states that the identification of potentially contaminated sites is important in the planning application review process and that the City will utilize available information to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site. A Phase I ESA was prepared by Morey Associates Ltd., dated June 26, 2017, for the rezoning at 3443 Innes Road. A Phase 1 ESA was prepared by Patterson Group for 3437 Innes Road for the proposed rezoning. The Phase 1 ESA recommends that prior to any major renovations or demolition activities a designated substance survey be prepared for 3437 Innes Road.

Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 meters of an existing arterial roadway. A Noise Impact Assessment Report was prepared by Novatech, dated December 19, 2017, for the rezoning of 3443 Innes Road. It is anticipated that a revised Noise Study will be required for a subsequent Site Plan Control Application on the Subject Property.

### **3.2.4 Design and Compatibility**

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 Official Plan describes the appropriate approach to new development as:

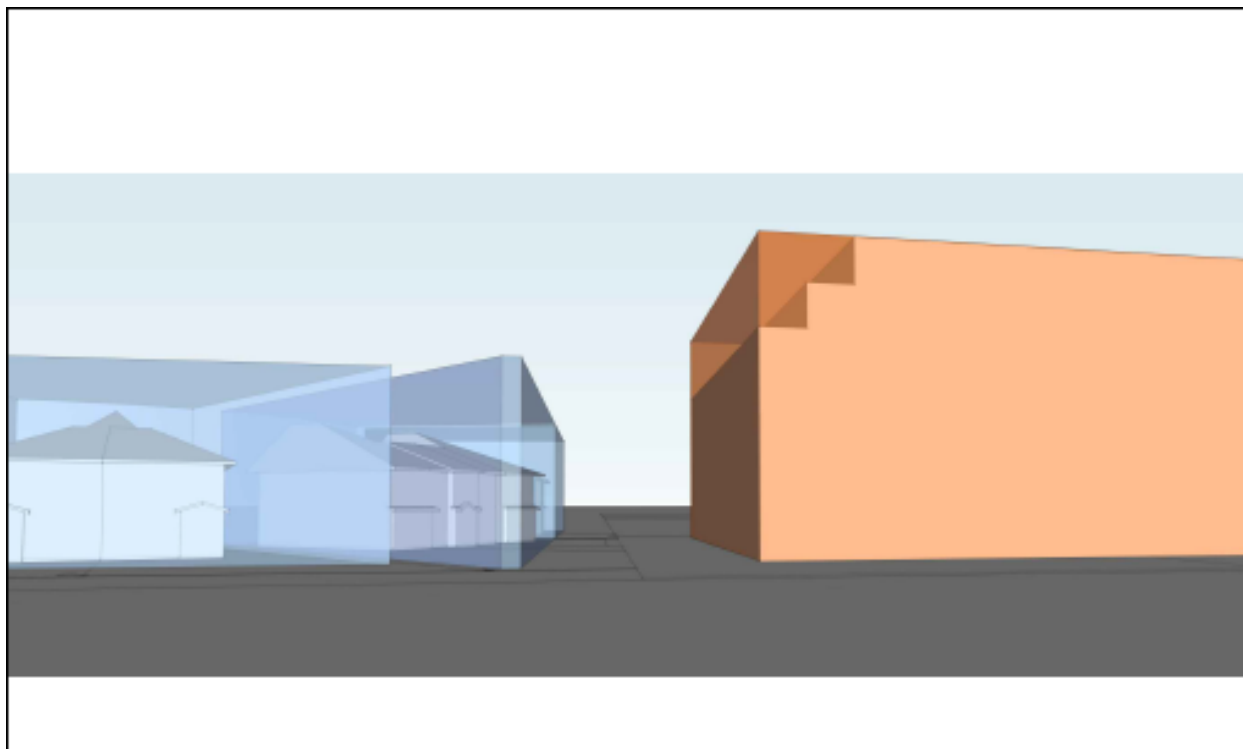
*Introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community's established characteristics. Development of large areas of undeveloped land or redevelopment of brownfield sites provides opportunity to create new communities. This Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.*

The Official Plan states that new development should be compatible with respect to the form and function of the existing neighbourhood. The Official Plan describes “compatibility” in the following section.

*In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It 'fits well' within its physical context and 'works well' with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being 'the same as' the existing development...*

The proposal will extend the zoning for mid-rise mixed use building permitted at 3443 Innes Road to include the Subject Property. The zoning permits commercial uses which are complementary to the neighborhood and will ensure convenient and easy access to goods and services. Development of the Subject Property will be subject to a subsequent Site Plan Control application.

The massing of the development permitted by the proposed zoning is respectful of the adjacent townhomes to the west. The proposed zoning would require a 3m setback on both the fifth and sixth storeys. This 3m setback is consistent with the Zoning By-law's Traditional Mainstreet provisions for developing mid-rise buildings adjacent to Residential zones. The proposed zoning is consistent with the transition provisions for Traditional Mainstreet zones. Figure 14 shows the perspective of the western side of the building from Innes Road.



## **PERSPECTIVE - CORNER SIDE - BLOW-UP**

SCALE: N.T.S.

Figure 14. Perspective of Stepback



The blue outline represents the as-of-right rear yard setback, and maximum permitted height for the adjacent townhouses. The orange outlines represents the proposed zoning. The permitted development will not cause undue adverse impacts on the adjacent properties.

### 3.3 Zoning By-law 2008-250

The Zoning By-law Amendment is proposed to rezone the Subject Property from Residential First Density, Subzone WW (R1WW) to Local Commercial (LC) zone to facilitate with the construction of a six-storey, mixed-use building with commercial uses at grade and residential units above.

The purpose of the Local Commercial Zone is to:

1. *allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;*
2. *restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;*
3. *provide an opportunity to accommodate residential or mixed uses development; and*
4. *impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.*

The requested zoning amendment will accommodate a mixed-use development with a variety of convenience and service uses grouped together to meet the needs of the surrounding residential areas. The permitted mixed-use development with commercial uses at grade and residential units above is consistent with the purpose of the Local Commercial (LC) zone. It is proposed to rezone the Subject Property to extend the LC[2521] zone on 3443 Innes Road. The purpose of rezoning the Subject Property would be facilitate the development of the combined properties at 3437 and 3443 Innes Road.

The proposed zoning will extend exception 2521 to the standard Local Commercial (LC) to permit a maximum building height of 19.15m. A height of 19.15 meters is consistent with the maximum permitted height of 3443 Innes Road. The proposed height is in keeping with the intent of increased density along arterial roads. The proposed zoning will require a stepback of 3m for the fifth and sixth storeys on the western side of the building. These stepbacks mitigate any potential impact of the proposed building height on the adjacent townhouses.

A site specific zoning exception should be included to require stepbacks on the western side of a development permitted by the proposed zoning. The zoning exception should read as follows:

*no part of a building adjacent to the western property lines may project above a 45 degree angular plane measured at a height of 13.4 metres from a point 7.5 metres from the western lot line, projecting upwards towards the eastern lot line*

This site specific exception will enforce a 3m stepback on both the fifth storey, and the sixth storey.

The proposed zoning will extend exception 2521 to the standard Local Commercial (LC) to permit a landscaped area of 1.0m abutting the west lot line and 1.5m abutting the north lot line. This exception is consistent with the site specific provisions for 3443 Innes Road. The intent of this exception would be to apply the zoning provision of 3443 Innes Road to the Subject Property. A detailed design of a parking lot will be provided as part of a subsequent site plan application.

The proposed zoning will extend exception 2521 to the standard Local Commercial (LC) to require a minimum northern yard setback of 5m.

The proposed zoning will extend exception 2521 to the standard Local Commercial (LC) to require a minimum western yard setback of 7.5m.

The proposed zoning will extend exception 2521 to the standard Local Commercial (LC) to permit a landscape buffer around a parking lot of 1m.

Exception 2521 requires a communal amenity area of 86.6m<sup>2</sup>. The 86.6m<sup>2</sup> of amenity space is required for a lot with an area of approximately 3,298m<sup>2</sup>. The required amenity area for 3443 Innes Road is 2.6% of the total lot area. It is appropriate to apply the same ratio of lot area to amenity area to 3437 Innes.

3437 Innes Road has an area of approximately 1,818m<sup>2</sup>. Applying the 2.6% ratio for amenity area would result in an amenity area requirement of 47.3m<sup>2</sup>. 3443 Innes Road will have a communal amenity area requirement of 86.6m<sup>2</sup>, 3437 Innes Road will have a communal amenity area requirement of 47.3m<sup>2</sup>, and a development permitted by the proposed zoning will have a total communal amenity area requirement of 133.9m<sup>2</sup>. The site specific exception should require a total communal amenity area for both properties of 135m<sup>2</sup> (rounded up).

## 4.0 CONCLUSION

The Zoning By-law Amendment proposes to rezone the Subject Property from Residential First Density, Subzone WW (R1WW) to Local Commercial (LC) zone. This rezoning will expand the existing zoning on 3443 Innes Road. The Zoning By-law Amendment will facilitate the construction of a six-storey, mixed-use building with commercial uses at grade and residential units above.

The requested zoning amendment is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential, employment and commercial uses to meet the long-term needs of residents in the neighbourhood. The requested zoning amendment also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The requested zoning amendment conforms to the City of Ottawa Official Plan by supporting the intensification of the Subject Property in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal contributes to the range of housing types and densities in the surrounding area and provides a variety of appropriately sized, conveniently located commercial uses. The proposed zoning amendment will facilitate a development that will contribute to a more vibrant and accessible community. The proposed setbacks on the western portion of the building will provide an appropriate transition between the existing townhouses to the west of the Subject Property, and the subsequent development.

The requested zoning amendment establishes an appropriate zone for the Subject Property as the Local Commercial Zone supports a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Area.

The proposed Zoning By-law Amendment is desirable and represents good land-use planning.

Yours truly,

**NOVATECH**

Prepared By:

A handwritten signature in black ink, appearing to read 'Taylor West'.

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