

Planning Rationale

2, 4, 10, 12 Spruce Street



MINOR ZONING BY-LAW AMENDMENT

JD | PLANNING

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SECTION 1: INTRODUCTION

1.1 Overview

JD Planning has been retained by Krista Libman (the 'Agent') on behalf of Adrian Gatrill (the 'Owner') to prepare a Planning Rationale Report in support of an application for a Minor Zoning By-law Amendment with respect to a reduction in required parking space length at the properties municipally known as 2, 4, 10 and 12 Spruce Street, in Ottawa. The properties are comprised of four municipal addresses that are each part of a contiguous block of six existing freehold townhouse dwellings. The properties at 2, 4, 10 and 12 Spruce Street each contain one parking space in the rear yard and the intent of the Minor Zoning By-law Amendment is to regularize the length of the four non-complying parking spaces under the zoning. There is no new development proposed with this application, and there are no proposed site changes to the existing rear yard parking configuration. The following is a Planning Rationale in support of the proposed minor rezoning.

1.2 Subject Site

The site is in Ottawa's Centretown West neighbourhood in Ward 14 – Somerset which is generally located north of Highway 417, east of the Trillium Rail Corridor, south of Albert Street, and west of Bronson Avenue. The neighbourhood is characterized by a mix of predominantly low-rise residential and commercial uses, including restaurants and shops focused along Somerset Street, Booth Street, Gladstone Avenue, and Preston Street. Centretown West encompasses the communities locally known as Chinatown and Little Italy. There are also some institutional and light industrial uses within the area, including City Centre which is located along the west boundary of the neighbourhood. Figure 1 shows the sites and property lines.



Figure 1. Subject sites showing property lines and surrounding context (GeoOttawa, 2019)

The subject site is located within a block of existing townhouses located at the corner of Spruce Street to the north and Booth Street to the east. The row of townhouses in its entirety consists of six municipal addresses: 2, 4, 6, 8, 10, and 12 Spruce Street. There is a laneway access from Spruce Street along the interior side yard of the most westerly unit at 12 Spruce Street, which leads to the south side of each of the properties. The rear laneway is also directly accessed from Booth Street. There are existing rights-of-way in place in favour of all units to traverse the laneway in both directions, however the rear portion of the interior unit at 8 Spruce has been closed off with a garden, with the other interior unit (6 Spruce) intending to establish a garden in the future. These two interior properties are excluded from this application. Formal applications to recognize the changes that have been implemented over time to the mutual rights-of-way will be submitted to the Land Registry Office following implementation of the requested Zoning By-law Amendment.

The subject site for the purposes of this Zoning By-law Amendment consists of four separate properties and municipal addresses: 2, 4, 10 and 12 Spruce Street. The intent is to formalize the non-complying lengths of the existing individual parking spaces (four spaces total) in the rear yards of these properties under the zoning by-law. There is no proposed development or site changes with this application. The respective site statistics are set out below, and the property is subject to the following legal description:

→ Plan 5R6304, Lot 81, West Booth Street 8, Part Lot 85, South Spruce Street, Registered Plan 13

Table 1. Site statistics

2 Spruce Street		4 Spruce Street		10 Spruce Street		12 Spruce Street	
Parts	6 & 14	Parts	5 & 13	Parts	2 & 10	Parts	1, 7, 8 & 9
Area	102.766 m ²	Area	98.064 m ²	Area	99.795 m ²	Area	156.973 m ²
Frontage	5.223 m	Frontage	4.895 m	Frontage	4.834 m	Frontage	5.266 m
Depth	20.115 m	Depth	20.117 m	Depth	20.119 m	Depth	20.118 m

An extract of the existing Plan of Survey is presented in Figure 2 and Figure 3 below.

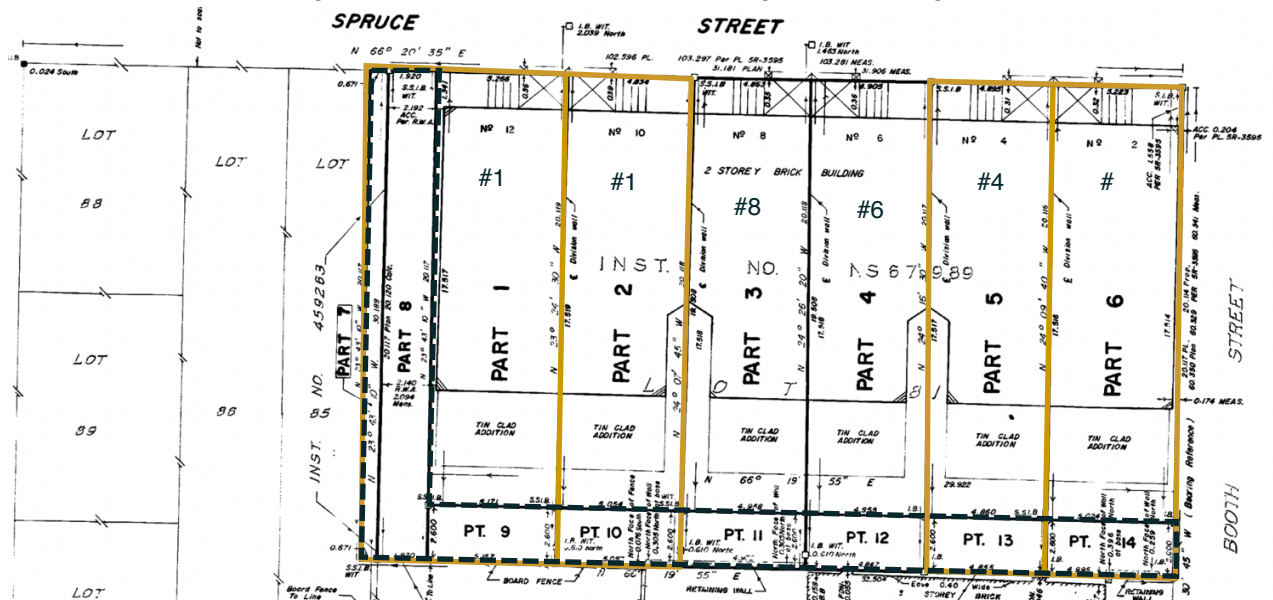


Figure 2. Extract of Plan 5R-6305 showing property lines in gold and lane in hatched blue (1982)



Image 2. Subject site looking south from Spruce Street



Image 3. Subject site looking southwest from corner of Booth Street and Spruce Street

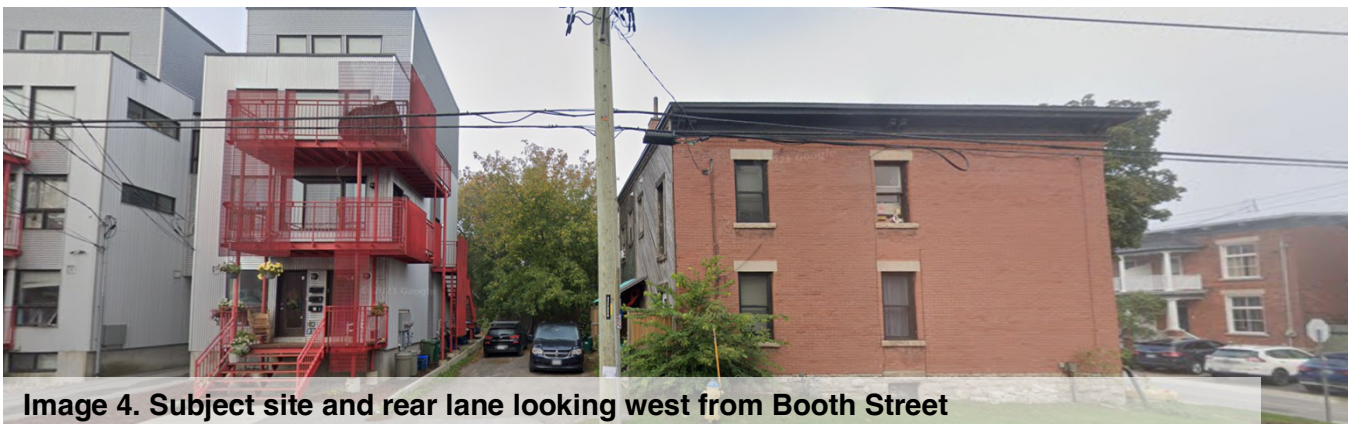


Image 4. Subject site and rear lane looking west from Booth Street

1.3 Surrounding Context

The immediately surrounding area north of Somerset Street West is characterized by predominantly low-rise residential single-detached and multi-unit buildings in a variety of sizes, ages and styles. There are also some low-rise apartment type uses south of Somerset Street West. Somerset Street West is characterized by various low-rise commercial and retail uses including restaurants, bars and shops. Booth Street also contains some retail and commercial uses.

1.3.1 Transit & Transportation Network

The site is located at the corner of the west side of Booth Street and north side of Spruce Street. Spruce Street travels east-west from Booth Street to the east and City Centre Avenue to the west. To the south is Somerset Street West which connects to Queen Elizabeth Driveway and the Rideau Canal to the east. The Somerset footbridge crosses the Rideau Canal and connects to the University of Ottawa and Somerset Street East. Booth Street to the east is a north-south major collector that connects from Eddy Street in Gatineau and the Chaudière Bridge to the north, and Carling Avenue to the south.

1.3.2 Surrounding Context

More specifically, the site is located on the south side of Spruce Street and the following building types and land uses surround the properties:

- **North** Two-storey semi-detached and townhouse dwellings
- **South** Four-storey triplex buildings; Somerset Street West commercial/retail uses
- **East** Booth Street; Two-storey single-detached residential dwellings
- **West** Two-and-a-half storey townhouse dwellings

1.3.3 Streetscape Character & Nearby Parking Configurations

This block of Spruce Street bounded by Booth Street to the east and Rochester Street to the west is a two-way, east-west local road with a 30 km/hour speed limit and permits 3-hour on-street parking on the south side of the street. The built form of this block contains a mix of single-detached, duplex, and townhouse dwellings. Most of the properties along the north side of Spruce Street contain side yard or front yard parking spaces, with some rear lane parking. Along the south side of the street, some of the dwellings contain no parking, whereas other properties contain laneways leading to parking in the rear yard, or interior side yard parking. The front yard conditions of the properties vary given the locations of parking, landscaping conditions, and grade change of the south side of the street. The existing lane and corner side yard accesses for the subject site are typical for the surrounding context.





Image 7. Nearby properties looking south from Booth Street



Image 8. Nearby properties looking east from Spruce Street



Image 9. Nearby properties looking west from Spruce Street

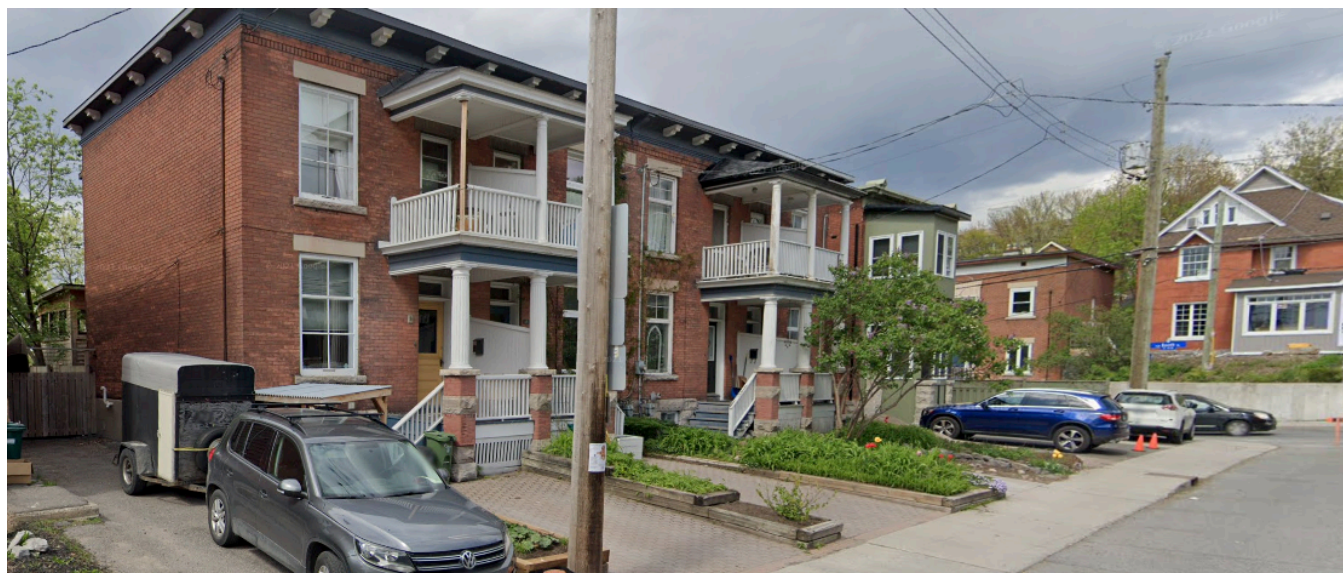


Image 10. Parking configuration at nearby properties looking northeast from Spruce Street

SECTION 2: EXISTING DEVELOPMENT & PARKING

The subject sites presently contain four parking spaces in the respective rear yards of the existing two-storey freehold townhouse dwellings. For the purposes of this rezoning application, four of the six townhouse units require regularization of the existing non-complying parking space length: 4, 6, 10 and 12 Spruce Street. These units contain one parking space in their respective rear yards that are accessed by mutual rights-of-way over the common laneway along the westerly interior side yard, leading to parking spaces for 10 and 12 Spruce Street, and a second direct access from Booth Street leading to parking spaces for 2 and 4 Spruce Street, through mutual rights-of-way. The sites contain existing rights-of-way for all six of the units to traverse the length of the rear lot lines in both directions; however, the interior unit at 8 Spruce Street has installed a garden in the rear yard, and the unit at 6 Spruce Street will establish a similar garden in the future. Units 6 and 8 Spruce Street do not provide any parking and therefore are not the subject of the rezoning application. The existing parking sizes to be formalized are as follows, all of which are in the rear yards of the townhouses and parallel to the rear lot line:

Table 2. Parking space sizes and accesses

Unit – Spruce Street	Length	Width	Access
	Parking Space		
#2 (Parts 6 & 14)	4.80 m	2.6 m	Directly from Booth
#4 (Parts 5 & 13)	4.80 m	2.6 m	From Booth via ROW over Part 13
#10 (Parts 2 & 10)	4.80 m	2.6 m	From Spruce via shared laneway & ROW over Part 9
#12 (Parts 1 & 9)	4.80 m	2.6 m	From Spruce via shared laneway
Laneway			
Laneway (Parts 7 & 8)	~ 20.12 m	~ 2.83 m	Directly from Spruce

As noted, formal applications will be submitted to the Land Registry Office by the solicitors for the Owner to recognize changes that have been implemented over time to the mutual rights-of-way/easements, following implementation of the requested Zoning By-law Amendment. The general configuration of the existing parking, easements and accesses are presented in Figure 4 below, for reference purposes.

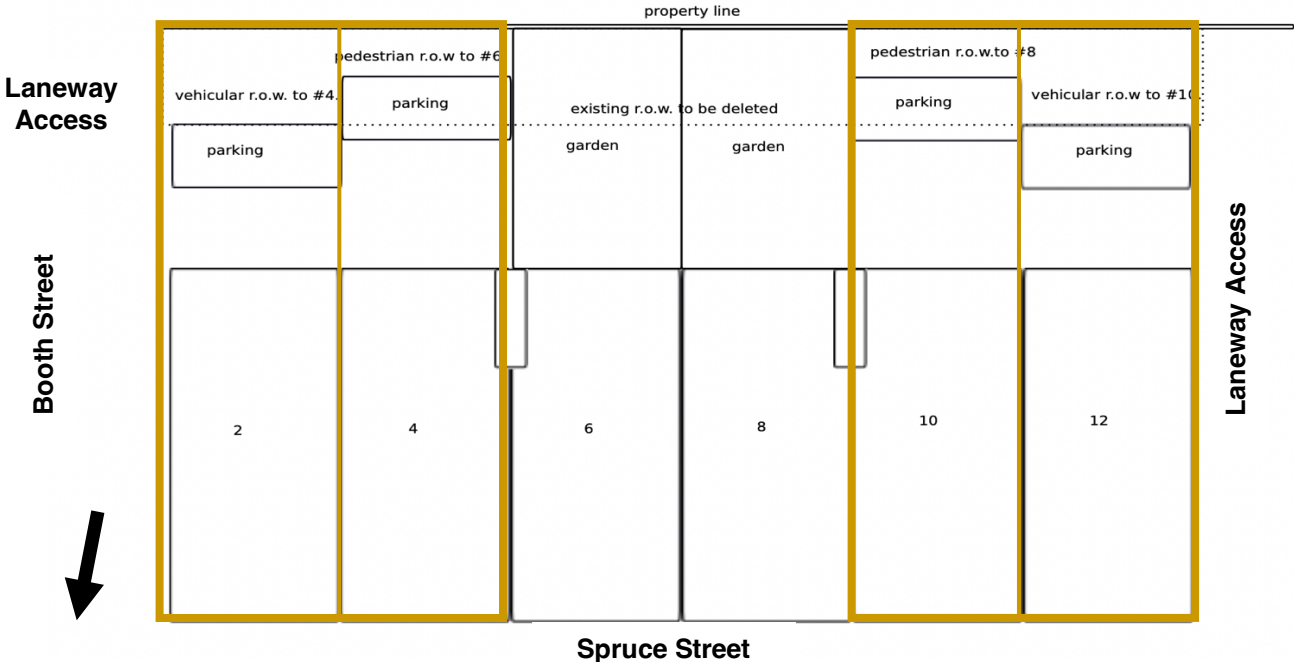


Figure 4. Existing parking and ROW conditions (note: sketch is approximate for information purposes and not to scale)

SECTION 3: POLICY CONTEXT

3.1 Provincial Policy Statement

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed rezoning to regularize the existing non-complying parking situation complies with the applicable policies of the PPS, as demonstrated below.

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

- a) *“promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- 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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs”...*

Section 1.1.3.2 of the PPS states that *“land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or economic expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency...*

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

→ In the above PPS policies, there is a significant emphasis on efficient development that is safe, respects the natural environment, uses available infrastructure, and provides for the needs of the community in both the short- and long-term. The subject site is comprised of four two-storey townhouse dwellings that are part of a block of six freehold townhouse units. For many years, the properties have functioned successfully with non-complying parking conditions in the rear yard. Each unit is served by one parking space, and pedestrian and vehicular rights-of-way cross the rear yards. There is a shared laneway along the interior side yard of the most westerly unit, accessed from Spruce Street. This lane services municipal addresses 10 and 12 Spruce Street. A second access to the rear yard parking is from Booth Street, adjacent to the rear yard of the most easterly unit, servicing

municipal addresses 2 and 4 Booth Street. The parking configurations, though undersized by today’s zoning standards, function adequately for the properties and allow for appropriate supply of one modestly sized parking space per unit on the property. The existing rights-of-way also allow for pedestrian movement in the rear lane through the rear yards, while providing direct pedestrian access to the street. The existing parking spaces are not formally required under the Zoning By-law; however, they are permitted and appropriate for this context. The rear yards provide safe and accessible private spaces, and the continued provision of parking in the rear yards of the dwellings is compatible and appropriate for the surrounding streetscape. Rear yard parking in the laneway allows for the urban design focus to remain on the front wall of the building and the front accesses from the streetscape, while still allowing provision of one parking space for the residents of these units. There is only one existing curb cut on Spruce Street and Booth Street respectively for the shared accesses, as opposed to a configuration which provides four separate driveways for each unit. This improves the streetscape character as well as pedestrian flow and access along the street. The parking spaces are accessed by existing shared lanes from municipally owned and maintained roads and are an efficient use of infrastructure and resources. Overall, the proposed regularization of the existing non-complying parking space lengths is appropriate and desirable within the City’s urban area and meets the intent of the Provincial Policy Statement.

3.2 Official Plan (Current)

The City’s existing Official Plan (OP) guides growth and development throughout the City of Ottawa. The City of Ottawa’s New Official Plan was adopted by Council on November 24th, 2021 (By-law 2021-386) however is presently before the Ministry of Municipal Affairs and Housing for review and approval. In accordance with the Official Plan transition policies approved by Ottawa City Council (October 27, 2021), the proposed rezoning application was evaluated under the policies contained within the existing Official Plan (2003 consolidation), as well as the Council approved new Official Plan (2021). The site is designated General Urban Area in the City of Ottawa’s existing Official Plan, as shown in the below extract of Schedule B – Urban Policy Area. The General Urban Area designation permits a wide range and choice of housing types to meet the needs of all ages and incomes, while supporting a range of uses to develop complete and sustainable communities.

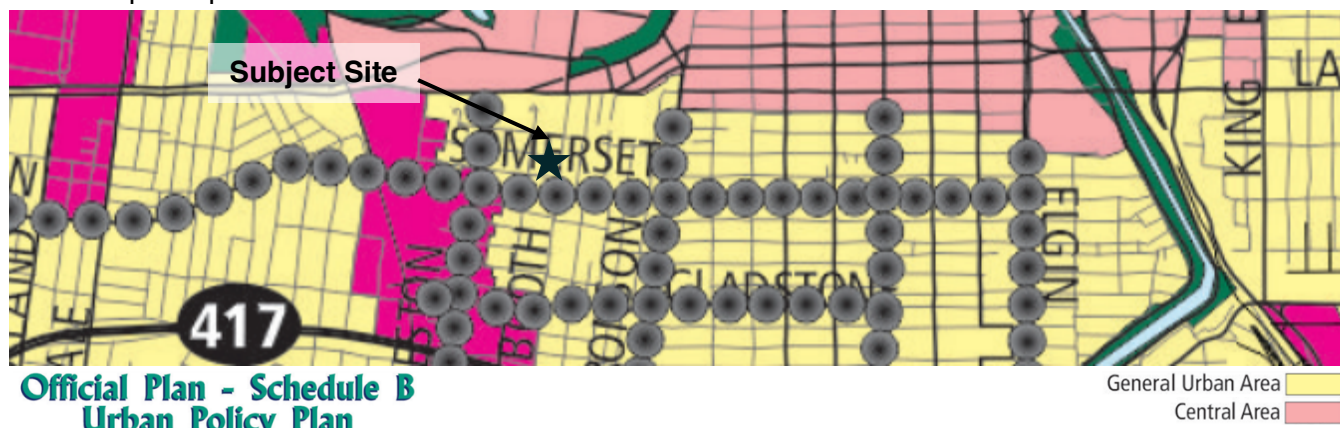


Figure 5. Extract of existing Official Plan - Schedule B Urban Policy Plan

Section 2.1 Patterns of Growth supports policies for building liveable communities and sets out the following applicable strategic directions:

- *Attention to urban design will help create attractive communities where buildings, open space, and transportation work well together.*
- *The design of the city, the maintenance of greenspace and the high quality of life will enhance the attractiveness of the city of business development.*

Section 2.2 Managing Growth states that “[l]ands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community”.

→ As shown within the Google Streetview imagery of the surrounding context presented in this report, the neighbouring properties provide front yard parking or rear yard parking like the existing configuration at the subject sites. By ensuring parking is concealed within the rear yard, the focus of the front facades of the building are on the front porches, trees, and landscaping, as opposed to vehicles. The parking and existing buildings fit well within the surrounding community character. Booth Street is a Major Collector road providing vehicular connections to Gatineau and Highway 417/Carling Avenue, which are important vehicular routes in the City.

Section 3.6.1 General Urban Area permits a broad scale of uses, and the zoning by-law allows uses “that provide for the local, every day needs of the residents” within neighbourhoods. Per the General Urban Area designation, “[u]ses that also serve wider parts of the city will be located at the edges of neighbourhoods on roads where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily met and impacts controlled”.

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.*

Section 4.3 Walking, Cycling, Transit, Roads and Parking Lots requires that “parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.

→ Accessed from an interior side yard and corner side yard lane to the rear yard, the existing parking spaces are screened from the street and do not disrupt the existing patterns of built form.

Further, development applications within the City are to be reviewed based on the policies set out in the compatibility sections of the Official Plan: Section 2.5.1 and Section 4.11.

Section 2.5.1 Urban Design and Compatibility sets out criteria for compatible development, which enhances an established community through good design and innovation, and “fits well” within its physical context and “works well” with the existing and planned function of the neighbourhood. Per

Section 2.5.1: “[t]he Design Objectives of this Plan are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases; these objectives include:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity;
2. To define quality public and private spaces through development;
3. To create places that are safe, accessible and are easy to get to, and move through;
4. To ensure that new development respects the character of existing areas;
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. [OMB decision #2649, September 21, 2006];
6. To understand and respect natural processes and features in development design;
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”

Section 4.11 Urban Design and Compatibility states that, “[a]t the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop... It is recognized that because land use designations such as General Urban Area, Mainstreets and Employment Area contain broad use permissions, it will be necessary for the zoning by-law to establish more specific permitted use lists and development regulations within areas and on individual sites in a manner that achieves compatibility among proximate uses and built forms.”

“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.”

- The Official Plan emphasizes a need for context appropriate and efficient development within the urban area and encourages a range and mix of uses to serve the community. The compatibility criteria outlined in Section 2.5.1 and Section 4.11 of the Official Plan are used to evaluate the compatibility of development proposals, based on land uses and built form and their sensitivity to the context of the surrounding neighbourhood. Section 4.11, Urban Design and Compatibility sets out the policies and the criteria for assessing compatibility of development.
- Parking accessory to residential dwellings in the General Urban Area is a permitted use within the existing Official Plan as well as the Zoning By-law policies, though parking is not required for the subject site under the zoning provisions. The uses permitted within the General Urban Area

designation are intended to provide for the local everyday needs of the residents. The proposed single parking space per dwelling unit in these townhouses allows the residents to continue having one vehicle for their use, and the reduced size continues to function well for an average-sized car. Parking is intended to be screened from the street with landscape features, and the existing parking location is effectively screened from the streetscape within the rear yards of the existing townhouses. The parking does not negatively impact the adjacent properties to the rear or side and allows for the provision of otherwise permitted parking spaces to serve the existing and future residents of the dwellings. Within immediate proximity of Booth Street, the site is within practical commuting distance to Gatineau and Highway 417 and is an appropriate location to provide a modest number of parking spaces. However, by providing only one small space for each of the four units, there is excellent opportunity for residents of the units to choose active transportation or transit options and does not hinder the focus on sustainable transportation alternatives. Finally, the existing streetscape is characterized by low-rise dwellings, most of which either provide front yard parking, interior side yard parking, or parking in rear yards via side yard lanes. Therefore, the continued provision of these concealed parking spaces via shared lanes and the reduction of the space length meets the compatibility criteria of the Official Plan in that they fit and work well within this context of the Urban Area.

3.3 New Official Plan (Under Review)

As previously noted, the City of Ottawa’s New Official Plan was adopted by Council on November 24th, 2021 (By-law 2021-386) however is presently before the Ministry of Municipal Affairs and Housing for review and approval. In accordance with the Official Plan transition policies approved by Ottawa City Council (October 27, 2021), the proposed rezoning application was evaluated under the policies contained within the existing Official Plan (2003 consolidation), as well as the Council approved new Official Plan (2021). The subject site is designated Neighbourhood with the Evolving Neighbourhood Overlay, and adjacent to the Booth Street Corridor – Minor, in the Downtown Core Transect Policy Area.

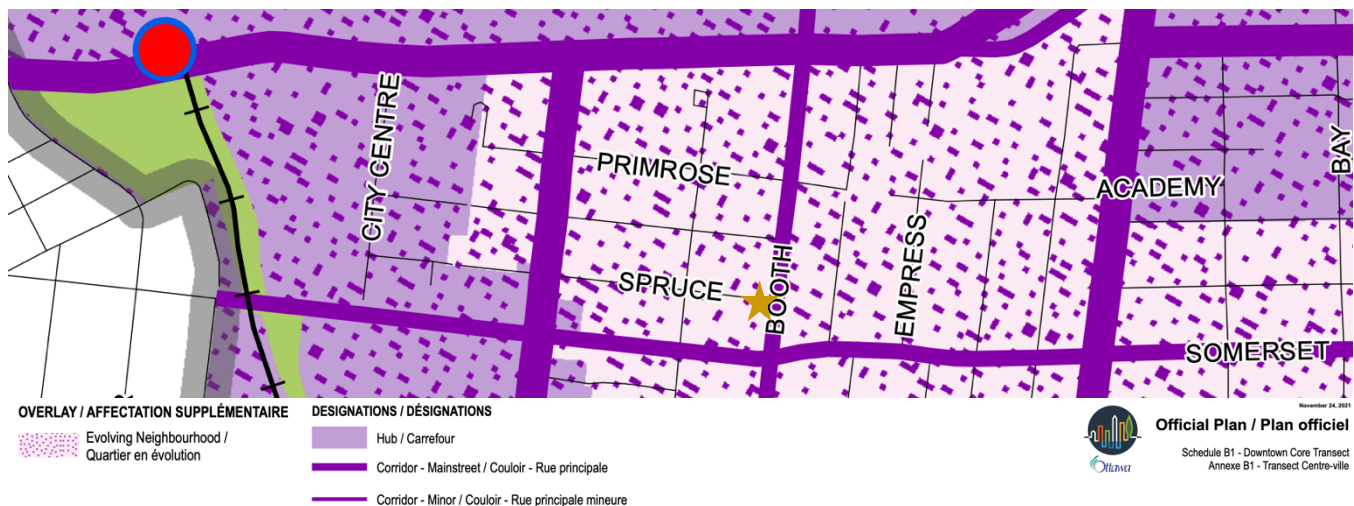


Figure 6. Extract of new Official Plan, Schedule B1 - Downtown Core Transect

Section 2: Strategic Directions sets out the overarching policy goals and intent of the New Official Plan. These policies are generally intended to prioritize active and sustainable transportation, protect existing

tree canopy, develop healthy and livable communities with a range of housing choice and options, allow people to live “car-light”, build accessible and inclusive communities, and more. These policies are reflected throughout the overall policy document.

→ The subject site is an existing townhouse development with non-complying parking lengths for four of the six dwelling units. The existing four spaces serving only four of the six dwelling units supports the Official Plan policy objective of “car-light” development. Two of the units provide either amenity space or gardens, and the remaining four units only provide one parking space per unit, which is permitted under the zoning by-law. The parking spaces are in the rear yards and accessed from an interior laneway and direct corner side yard driveway. Each of the four units provides only one compact parking space per unit which minimally impacts the rear yard conditions and has functioned successfully for years. Due to this configuration and laneway access, the parking places prominence on the front façade of the units. There are street trees and soft landscaping in the front yard that contribute to the urban tree canopy, and the shared laneway and access limit the breaks in the streetscape as well as the number of impervious surfaces on each property. The provision of one reduced size parking space for each unit access via shared lanes allows for the continued provision of one practical and functional parking per dwelling unit.

Section 4: City-Wide Policies sets out goals across the City for future development. The Mobility policies classify the function and intention for City streets and indicates that Major Collector roads in the Downtown Core are intended for Access/Flow, with access streets having high vehicular function and slow speeds to prioritize sustainable modes of transportation. Section 4.1.3(1) states that: “the street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment”. These policies also support the gradual shift towards sustainable transportation, with surface parking lots eventually “minimizing the number and width of vehicle entrances that interrupt pedestrian movement and provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings” and should “be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill” (Section 4.1.4(11)(a), (b), (e)).

→ The parking spaces on this property are existing non-complying and have functioned effectively for many years. The site contains existing low-rise residential dwellings that have front facing porches, mature trees, and soft landscaping in the front yards, thereby prioritizing the built form and streetscape engagement rather than parking. The property provides one laneway from Spruce Street and one drive access from Booth Street, toward the rear yard parking. This configuration therefore provides only two existing breaks in the pedestrian realm as opposed to development with one parking space in the front yard of each unit, promoting streetscape interaction and high-quality urban environment. The dwellings are immediately adjacent to Booth Street which is a Major Collector that provides focus on and access for vehicular traffic for movement of goods and people throughout the City. The location of these properties suits the provision of a modest number of parking spaces, and the formalization of existing undersized parking spaces responds to that need in an appropriate and compatible manner. As an existing non-complying condition, formalizing the existing parking will not

hinder or impede future redevelopment of the entire site to a denser infill form of intensification, if that were to occur.

Section 5: Transects sets out policies for the City’s six transects areas which represent the evolution of built form and planned function of the areas. The Urban Transects feature various built form characteristics that are typical for the urban area, including shallow front yard setbacks, ranges of lot sizes, orientation of entrances to the street, and limited parking that is concealed from the street and not forming an integral part of the building.

Section 5.1 of the New Official Plan addresses policies for the Downtown Core Transect and sets out goals for the Downtown Core area. Section 5.1.1 states that the intent is to maintain and enhance an urban pattern of built form, site design and mix of uses. Development in the Downtown Core “shall maintain and enhance the urban pattern of built form and design” and shall promote 15-minute neighbourhoods within a mixed-use environment.

→ There is no new development or construction proposed with this application. The existing townhouses provide parking that is fully concealed from the streetscape along the Spruce Street frontage and is minimally impactful from the Booth Street context. With the provision of one laneway access from the front and corner side yard, the parking provides limited breaks in the built form and front yard patterns. One modestly sized parking space will be provided per unit for a total of four spaces within a block of six townhouses. The surrounding streetscape also features parking that is significantly more visually impactful than the proposed development comparatively, and therefore fits appropriately within the context of the Downtown Core Transect Area.

Section 5.1.1(6) states that *“the Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:*

- a) *The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:

 - i) *Is generally discouraged; and*
 - ii) *May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.**
- b) *Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;*
- c) *Further to the above, development applications may be required to

 - i) *Reduce the number and/or width of private approaches on a site;*
 - ii) *Re-use existing private approaches; or*
 - iii) *Relocate and/or combine existing private approaches with no net increase in number or width...*”*

→ The site provides parking that is accessed from two shared laneways with mutual ROWs for access. The number of private approaches is limited due to this shared laneway configuration. By maintaining parking in the rear, the Owners can continue to maintain one parking space per unit with minimal negative impacts from the streetscape. The focal point of the buildings is on the front facades of the dwellings, which achieves the intent of the OP policies. Rear yard parking allows for the retention of existing street trees, soft landscaping, and focus on the front façade of the existing builds. The modest widths of the two shared private approaches servicing all six units meets the policy intent set out in Section 5.1.1(6). Overall, the focus of the development is on the public realm and streetscape as opposed to parking, and therefore the continued provision of a modest number of reduced length parking spaces meets the intent and purpose of the New Official Plan.

Section 6.2: Corridors sets out policies specific to Corridors (Mainstreet and Minor) within the Urban Area. The subject site is adjacent to Booth Street, which is a Minor Corridor, and therefore these policies apply.

Section 6.2.1 sets out policies to define the Corridors and sets the stage for their function and change over the life of this Plan. Per subsection (1)(a)(ii), the Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor. Per subsection (b), in case where a side street intersects with a Corridor, “the Corridor designation may include one or more lots on the side street so as to extend the corridor designation along the side street of the average depth of the Corridor designation along the rest of the Corridor block”. Policies in **Section 6.2.2** encourage a mix of uses are permitted in the Minor Corridor designation to support 15-minute neighbourhoods, including residential-only buildings, mixed-use buildings, and ground-floor commercial where appropriate.

→ There is no new development or site changes proposed as part of this rezoning application. The continued residential use on the site with four parking spaces is permitted in the Minor Corridor designation and are appropriate given this location along Booth Street, which serves primarily as a thoroughfare for traffic from Somerset Street across to Gatineau.

3.4 Zoning By-law

The site is zoned Residential Fourth Density, Subzone UB in the City of Ottawa’s Zoning By-law 2008-250, as demonstrated in Figure 7 below. The R4UB zone permits a variety of residential uses and a mix of densities up to low-rise apartment dwelling. The purpose of the R4UB 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;*
- (2) *allow several other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) *permit ancillary uses to the principal residential use to allow residents to work at home;*
- (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...*

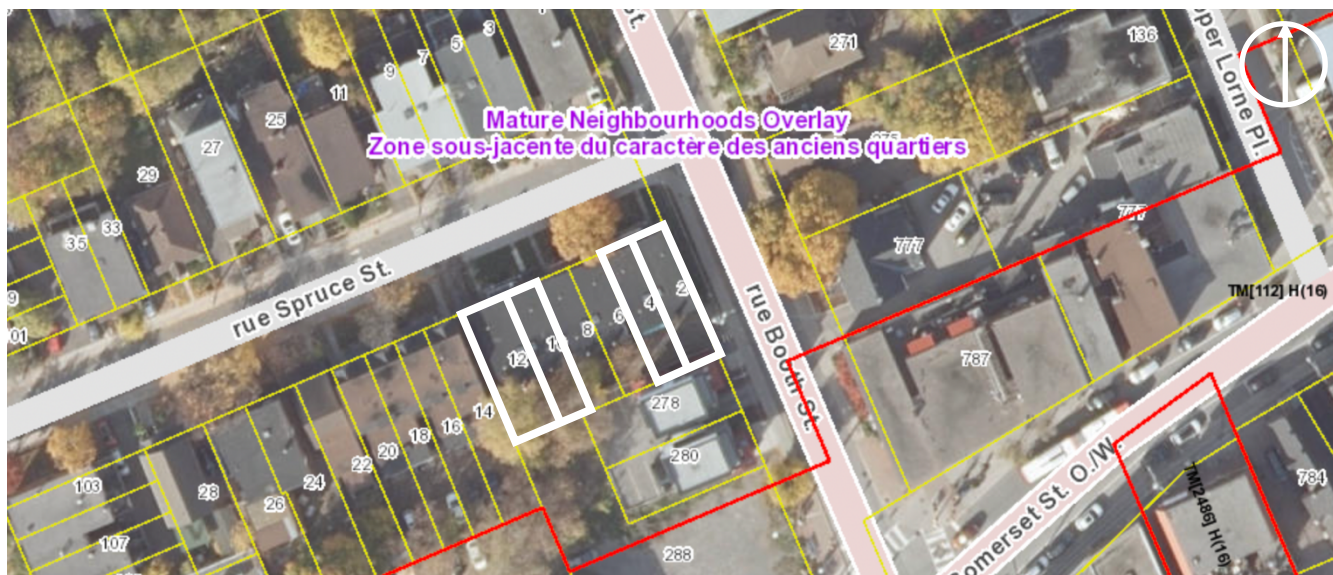


Figure 7. Extract of zoning by-law with subject sites shown in white (GeoOttawa, 2019)

The R4 – zone permits several uses, including low-rise apartments, duplexes, linked-detached dwellings, semi-detached dwellings, and townhouses. The performance standards of the R4UB zone are set out below.

Table 3. R4UB zoning provisions

R4UB Zoning	
Provisions - Townhouses	Permitted/Required
Minimum lot width (m)	4.5
Minimum lot area (m ²)	135
Maximum building height (m)	10
Minimum front yard setback (m)	4.5
Minimum corner side yard setback (m)	4.5
Minimum rear yard setback (m) (s.144)	5.03 (+/-)
Minimum interior side yard setback (m)	1.2

The subject site enjoys non-complying site conditions including to those set out in the R4UB subzone, as well as those set out in Section 139 and Section 144 of the Zoning By-law, and as such, these policies have not been reviewed or considered as part of this application. The existing site conditions are intended to remain as-is with no physical site alternations or new proposed development. The intent of the minor rezoning application is specifically to formalize the existing parking space length. The By-law requires parking spaces to be a minimum size of 2.6 m in width and 5.2 m in length. The proposed parking length where relief is required are as follows and indicated in red:

Table 4. Parking space size zoning requirements

Parking Space Size		Provided			
Required (Section 106(1))		2 Spruce	4 Spruce	10 Spruce	12 Spruce
(a) Width (m)	2.60 m	2.60	2.60	2.60	2.60
(b) Length (m)	5.20 m	4.80	4.80	4.80	4.80

3.4.1 Proposed Zoning Amendment

The requested amendment to the Zoning By-law is therefore as follows:

- To permit a reduced parking space length for one parking space at each of the respective properties municipally known as 2, Spruce Street, 4 Spruce Street, 10 Spruce Street and 12 Spruce Street (four spaces total, one per parcel of land) of 4.80 metres, whereas Section 106(1)(b) of the Zoning By-law requires a minimum length of 5.2 metres.

3.4.2 Rationale for Minor Zoning By-law Amendment

The proposed zoning by-law amendment to regularize the exiting site condition is appropriate for the site context and desirable for the use of the site. In addition to the discussions set out in the PPS and OP review throughout this report, the Zoning By-law supports this modest length reduction. The existing parking situation is non-complying and there is no new development or site changes proposed through this application. The provided parking spaces are not required under the zoning by-law; however, their reduced length have functioned effectively for many years. There are no applicable minimum or maximum parking space policies to this site, and therefore provision of parking is permitted under the by-law. The reduced length will allow sufficient space for vehicular parking of an average sized car, which is typically approximately 4.5 metres long.¹

Further, the City of Ottawa's Zoning By-law sets out by-law policies to permit parking lots to provide 40% of their required parking spaces as small car parking spaces, with a minimum width of 2.4 metres and a minimum length of 4.6 metres (Section 106(3)(a)). Though these parking space provisions apply to required spaces on lots with over 20 spaces, the reduced length of the subject sites' parking spaces are in line with the policy intent of the zoning for small car parking and are not less than the established zoning minimum sizes. The parking spaces comply with the minimum width under the zoning, and the length is functional and appropriate for a tight urban area lot fabric. The mutual easements/ROWS across the rear yards and direct access from an interior common laneway and drive aisle allow for flexibility and ease of access to the spaces, and the formalization of these space lengths are appropriate for these properties. The continued provision of one parking space per each of the four units out of a block of six existing townhouses is appropriate for this property and follows the principal of "car-light" residential development. The parking spaces are already well-established and used by present occupants of the dwellings. The spaces are concealed from the streetscape and are accessed by existing interior lanes, which offers an appropriate solution to parking that does not alter the character of a neighbourhood. Front yard greenspace, street trees, and seamless pedestrian flow with minimal curb breaks is desirable for this urban context. The properties are within direct access to Booth Street which connects to Gatineau and Highway 417 for vehicular commuter patterns, and an appropriate location for provision of four parking spaces in total for this existing development. As such, the regularization of the length of these spaces is desirable and fitting for the neighbourhood context.

¹ Source: How Long is A Car? (Average Car Length According to Types): <https://www.smartmotorist.com/average-car-length>

SECTION 4: CONCLUSION

The subject sites are comprised of four existing freehold townhouse units within a block of six townhouses municipally known as 2, 4, 10 and 12 Spruce Street. The properties are located on the south side of Spruce Street, at the corner Booth Street. The existing towns are two-storey red brick dwellings each of which contain front porches and soft landscaping in the front yards. The units in question (2, 4, 10 and 12) each contain a single parking space in the rear yard, parallel to the rear lot line. Units 10 and 12 access their respective parking spaces over a shared laneway along the west property line, and units 2 and 4 access their respective parking spaces from a driveway along Booth Street.

The existing parking spaces have functioned effectively for years with existing rights-of-way for access across the rear yards, however their lengths are slightly undersized per zoning standards. The Owners are seeking to formalize the length of the parking spaces under the zoning through a minor rezoning application. The existing four parking spaces to be formalized feature lengths of 4.80 m for units 2, 4, 10 and 12 Spruce Street, whereas the by-law requires 5.20 metres. No physical development or site alterations are proposed, and therefore the subject sites will continue enjoyment of any legal non-conforming site conditions that exist per recent zoning by-law updates.

As noted, the reduced vehicle space lengths are existing non-complying conditions per today's zoning standards. With an average car length of approximately 4.5 metres, the four parking spaces can each accommodate a typical vehicle size. The Zoning By-law also permits a portion of required parking spaces within larger parking lots to be reduced in size to a length of 4.6 metres for small car parking. The four reduced parking space lengths exceed established minimum performance standards for small car parking spaces, have direct accesses to common lanes with flexibility of access with ROWs in place, and therefore the modest reduction in length is appropriate for this context. Finally, continuing to provide one space per unit in an existing rear yard area accessed by interior lanes and hidden from the streetscape offers an appropriate solution to parking that does not alter the character of a neighbourhood and allows for continued provision of front yard greenspace and pedestrian flow. As such, the regularization of the space lengths is desirable appropriate.

Overall, the proposal is consistent with the Provincial Policy Statement 2020, conforms to the policies of the City of Ottawa Official Plan (existing and new) and conforms with the intent of the City of Ottawa's Zoning By-law 2008-250, save and except the provisions indicated above. The proposed Minor Zoning By-law Amendment represents good land use planning and is recommended for approval.

Respectfully submitted,



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