



1274 Marygrove Circle

Planning Rationale + Design Brief
Zoning By-law Amendment
February 27, 2023

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1.0 Introduction

Fotenn Planning + Design ('Fotenn') has been retained to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 1274 Marygrove Circle (the "subject property") in the City of Ottawa.

The proposed development seeks to redevelop the subject site with two (2) semi-detached dwelling units in the place of the existing detached unit. The proposed rezoning will include zoning provisions to allow for the proposed development as designed.

1.1 Application History

A pre-application consultation meeting was held with the City of Ottawa on October 20, 2022. At this meeting the applicant met with representatives from planning to discuss a potential severance and development of the subject property. Staff noted that a Major Zoning By-law Amendment was required to permit the proposed semi-detached dwellings and severance. Notes from the meeting were provided to the applicant.

1.2 Purpose of Application

The purpose of the Zoning By-law Amendment application is to rezone the property from R1O – Residential First Density, subzone O to R2J [XXXX] – Residential Second Density, Subzone J with exceptions. The intended semi-detached development is not permitted within the current zone; therefore, a rezoning is required to permit a semi-detached dwelling with a reduced rear yard on the subject property.

The Zoning By-law Amendment application will be followed by a Consent application to the Committee of Adjustment to sever the subject property into two (2) separate lots. The two new lots created by the severance and intended new units have been designed to conform to the proposed R2J zone outlined in this report.

Site Context and Surrounding Area

2.1 Subject Site

The subject property, municipally known as 1274 Marygrove Circle, is located in the Copeland Park Neighbourhood of the City of Ottawa, in College Ward. The subject property is currently occupied by a single detached dwelling. The subject property has a total area of 528.95 square metres and has a frontage of 15.24 metres on Marygrove Circle, with a lot depth of approximately 35 metres.



Figure 1: Aerial of subject property and surrounding area

2.2 Surrounding Area

North: Immediately north of the subject property there are single detached dwellings that front onto Marygrove Circle. Further north there is a row of semi-detached dwellings that front onto Maitland Avenue.

East: Across the street to the east there are two semi-detached dwellings fronting onto Terrebbonne Drive.

South: To the immediate south of the subject property is a detached dwelling on a corner lot with frontage on Marygrove Circle and Terrebbonne Drive. South of Terrebbonne Drive there are low-rise townhomes. Further south, on Baseline Road there are three (3) high-rise bar buildings.

West: West of the subject property the neighbourhood is characterized by low-rise, residential properties, made up predominantly of single detached dwellings.





Figure 2: Site Photos of the subject property and surrounding area

2.3 Transportation Network

2.3.1 Road Network

The subject property is located on a local street (Marygrove Circle) but is well served by the City's urban road network. Maitland Avenue is identified as an Arterial Roadway on Schedule C4 – Urban Road Network in the City's Official Plan. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. In addition to Maitland Avenue, the subject property is located in close proximity to other Arterial Roadways including Clyde Avenue and Baseline Road. The combination of these Arterial Roadways provides for easy access from the subject site to Highway 417, allowing for travel throughout the rest of the city.

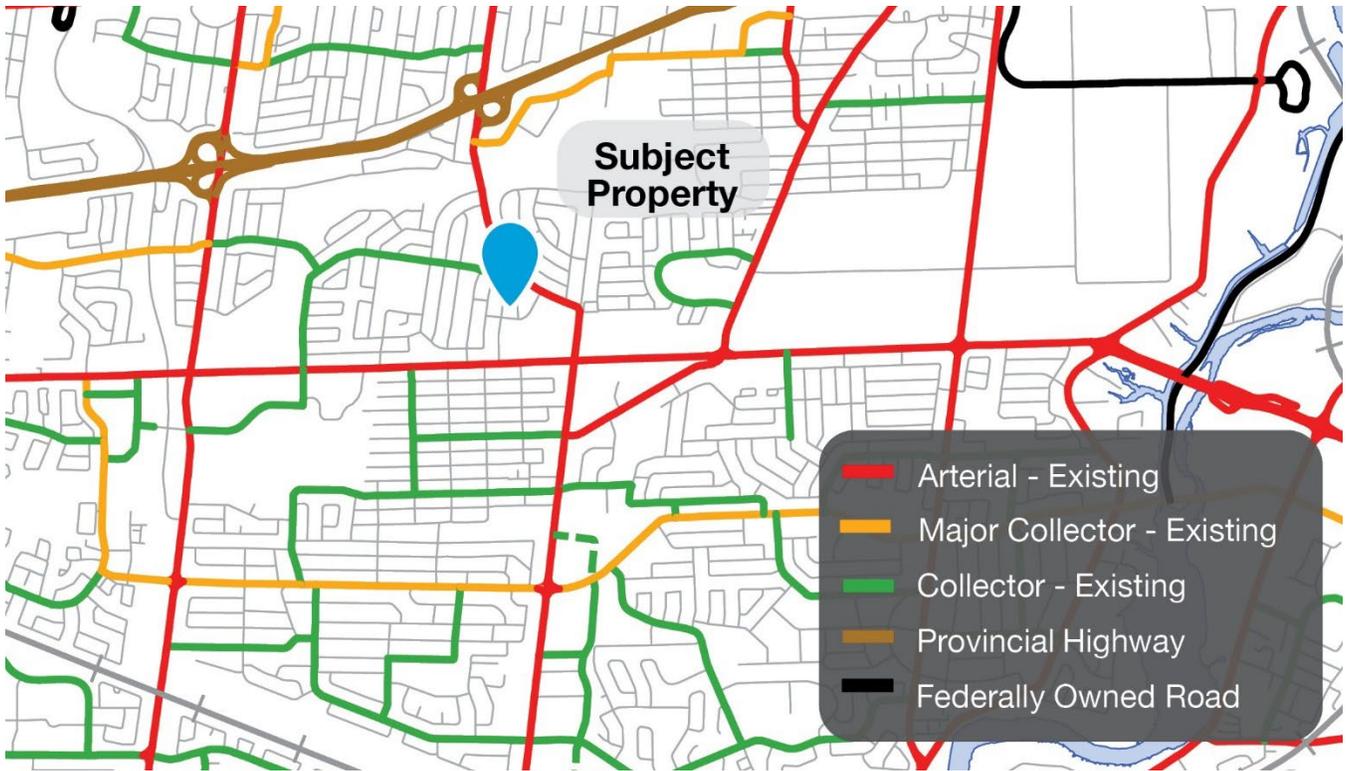


Figure 3: Schedule C4 - Urban Road Network

2.3.2 Transit Network

The subject property is positioned well in regard to future transit planned for the City of Ottawa. As indicated in the City's Official Plan on Schedule C2 – Transit Network Ultimate, the subject property is between two future Bus Rapid Transit station proposed along Baseline Road. These will provide for high-order transit within 500 metres of the subject property.

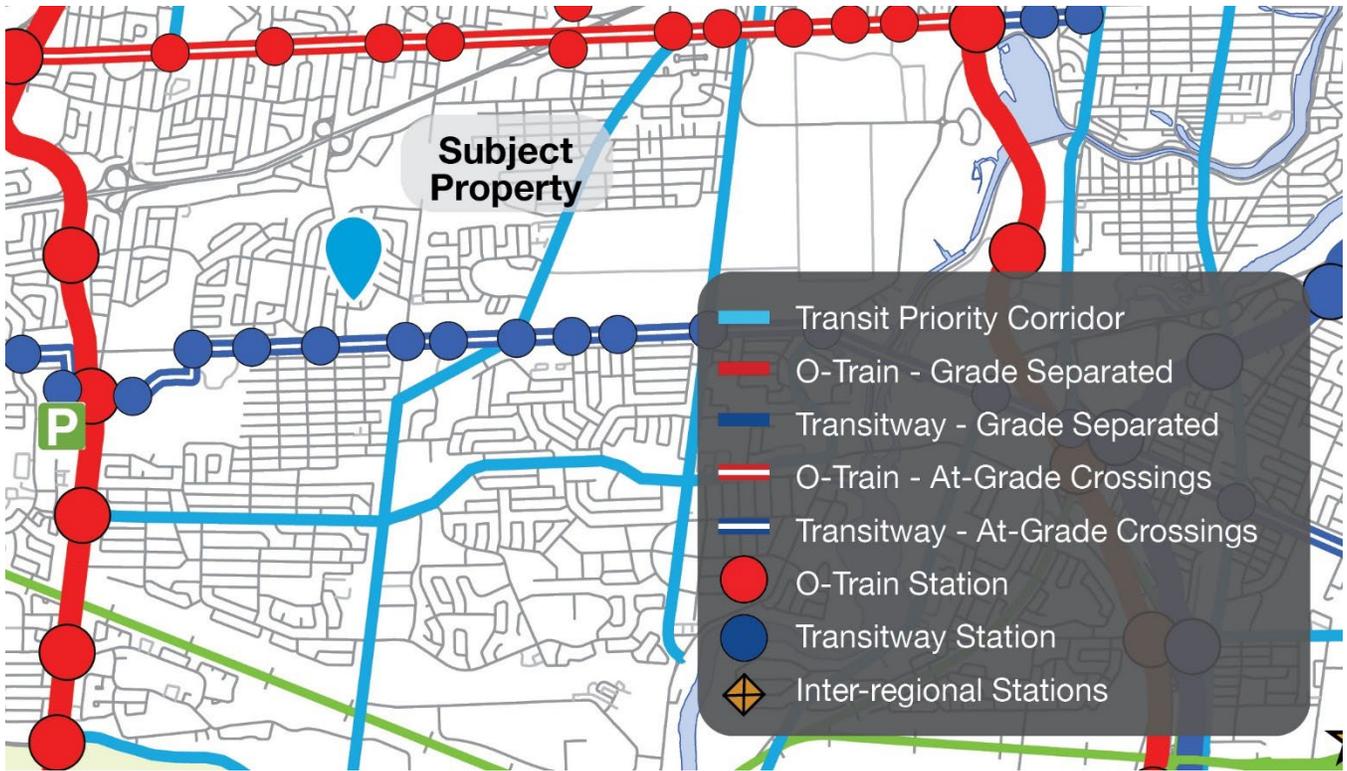


Figure 4: Schedule C2 – Transit Network (Ultimate)

2.4 Neighbourhood Amenities

Considering the subject property's location near an Arterial Mainstreet (Baseline Road), the site enjoys close access to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, and greenspaces. The surrounding neighbourhood benefits from access to grocery facilities within a kilometre of the subject property. The site is well-served with respect to parks and community facilities, including Copeland Park and Ainsley Park.

3.0

Proposed Development and Design Brief

3.1 Proposed Concept

The property owner is proposing to infill the subject property with two (2) semi-detached dwelling units, replacing an existing detached dwelling. The subject property is in an evolving neighbourhood that is characterized by a range of low-rise dwelling typologies including detached, semi-detached, and townhouse dwellings. The proposed semi-detached dwellings are consistent with the massing and lot coverage of dwellings in the surrounding area.



Figure 5: Rendering of the proposed development looking west from Marygrove Circle

3.1.1 Building Design

The proposed development of two (2) semi-detached dwellings has a total building footprint of 211 square metres, which roughly matches the footprint of the existing detached dwelling and is consistent with detached dwelling footprints in the surrounding area.

Each semi-detached unit can accommodate a secondary dwelling unit, thus increasing the number of units up to four (4). The semi-detached units have front facing garages, accessed by separate single width driveways, separated by a landscaped strip. Soft landscaping is provided in the front yard of each dwelling with approximately 39 per cent of the front yard provided as soft landscaped area.

The building height conforms with the maximum building height of 8 metres in both the R1O and R2J zones. The roof will consist of a peaked asphalt shingle roof. The sloped hip roof is consistent with the neighbourhood character.

The proposed building materiality includes grey stucco with accent masonry at the entrance. The front porch and steps help to animate the streetscape.



Figure 6: Front Elevation



Figure 7: Rear Elevation

3.1.2 Lot Fabric and Built Form Massing

The proposed lot sizes and shapes are consistent with the lot fabric in the surrounding area and other R2 zoned properties. The right lot will have an area of approximately 260 square metres with the left lot having an area of approximately 270 square metres. Each lot is designed to exceed the minimum lot area requirement of 180 square metres for lots in the R2J subzone. The proposed lot widths of 7.6 metres exceeds the minimum lot width requirement of 6 metres for the R2J subzone.

The lots are also designed to accommodate a semi-detached dwelling footprint while respecting the majority of required setbacks in the R2J subzone. A reduced rear yard setback of 9.01 metres is requested, which aligns with the actual rear yard of the adjacent property to the south.

Semi-detached units are appropriate for the subject property given its context close to future rapid transit and a built form is proposed which is consistent with the surrounding neighbourhood. The proposal will see intensification as encouraged in the policies of the Official Plan. Figure 8 below shows the proposed building footprint, compared with the as-of-right building footprint for the R10 zone.

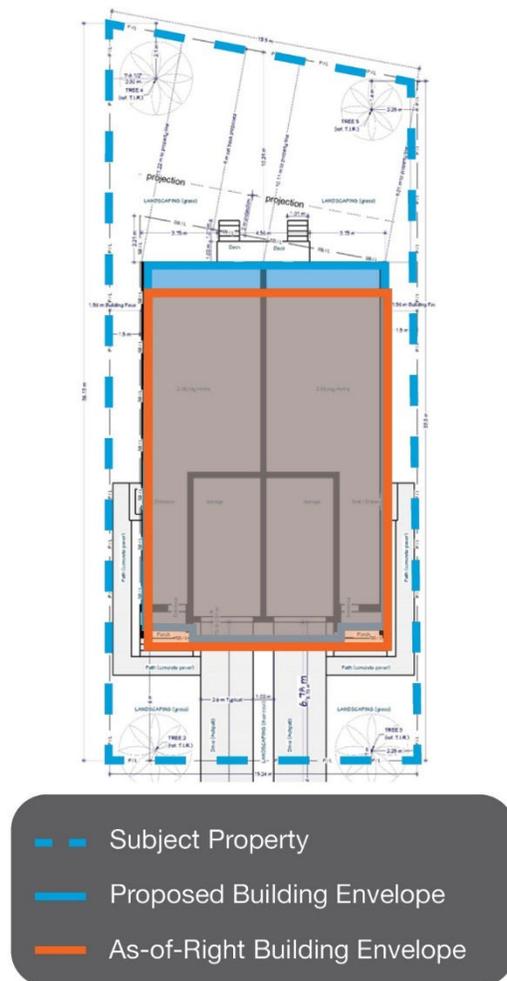


Figure 8: Building Footprint Comparison (As-of-right vs. Proposed)

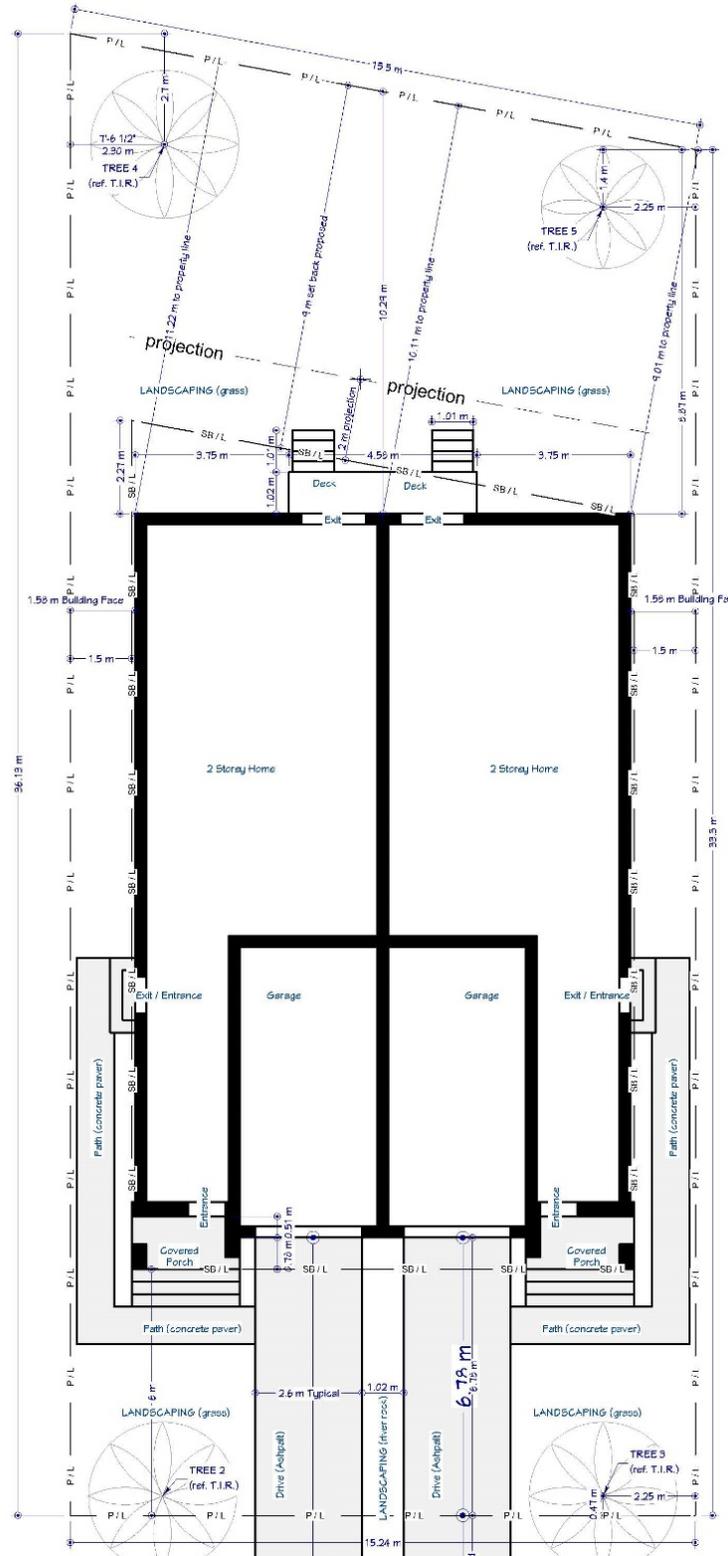


Figure 9: Site Plan

3.1.3 Tree Conservation

One tree within the City right-of-way is proposed to be removed to accommodate the proposed driveway. Four (4) new trees are proposed to be planted as part of the redevelopment, two in the rear yard and two in the front yard. A Tree Information Report was prepared by Ian Lawford, ISA certified Arborist in support of this Zoning By-law Amendment Application.

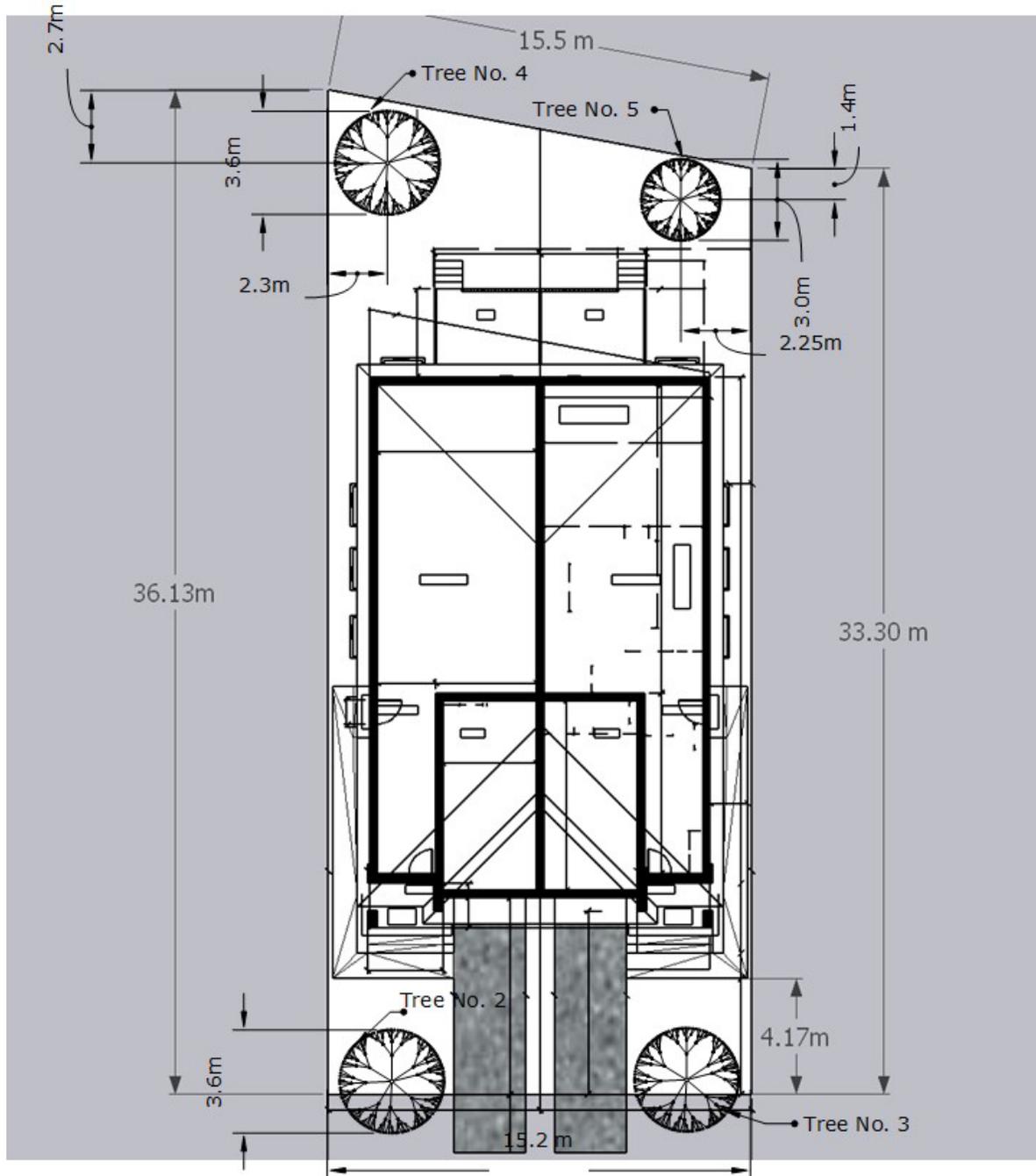


Figure 10: Tree Planting Plan

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) establishes policy direction on matters of provincial interests related to land use planning and development. The Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issues under the Act. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. The policies relevant to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / 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; avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- / promoting development and land use patterns that conserve biodiversity; and,
- / preparing for the regional and local impacts of a changing climate.

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / 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; and
- / support active transportation; and,
- / are transit-supportive, where transit is planned, exists, or may be developed.

1.1.3.3 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 exiting 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.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market are by:

- / permitting and facilitating: All types of residential intensification, including additional residential units and redevelopment;
- / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- / requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations; and,
- / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.7.1 Long-term economic prosperity should be supported by:

- / encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce; and
- / optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.

The redevelopment of the subject property in an efficient, cost-effective manner will make efficient use of existing infrastructure, and public service facilities. The proposed development will also contribute to the range and mix of housing options within the City's urban area.

The proposed development is sensitive to surrounding land uses and promotes residential intensification and housing in a settlement area designated for growth. The proposed development of the subject property is consistent with the policies of the PPS (2020).

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect and Land Use Designation

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (Downtown Core) to least urban (Rural).

The subject property is located within the Outer Urban Transect, designated Neighbourhood, and within the Evolving Neighbourhood Overlay as shown on Figure 10 below, Schedule B3 – Outer Urban Transect.

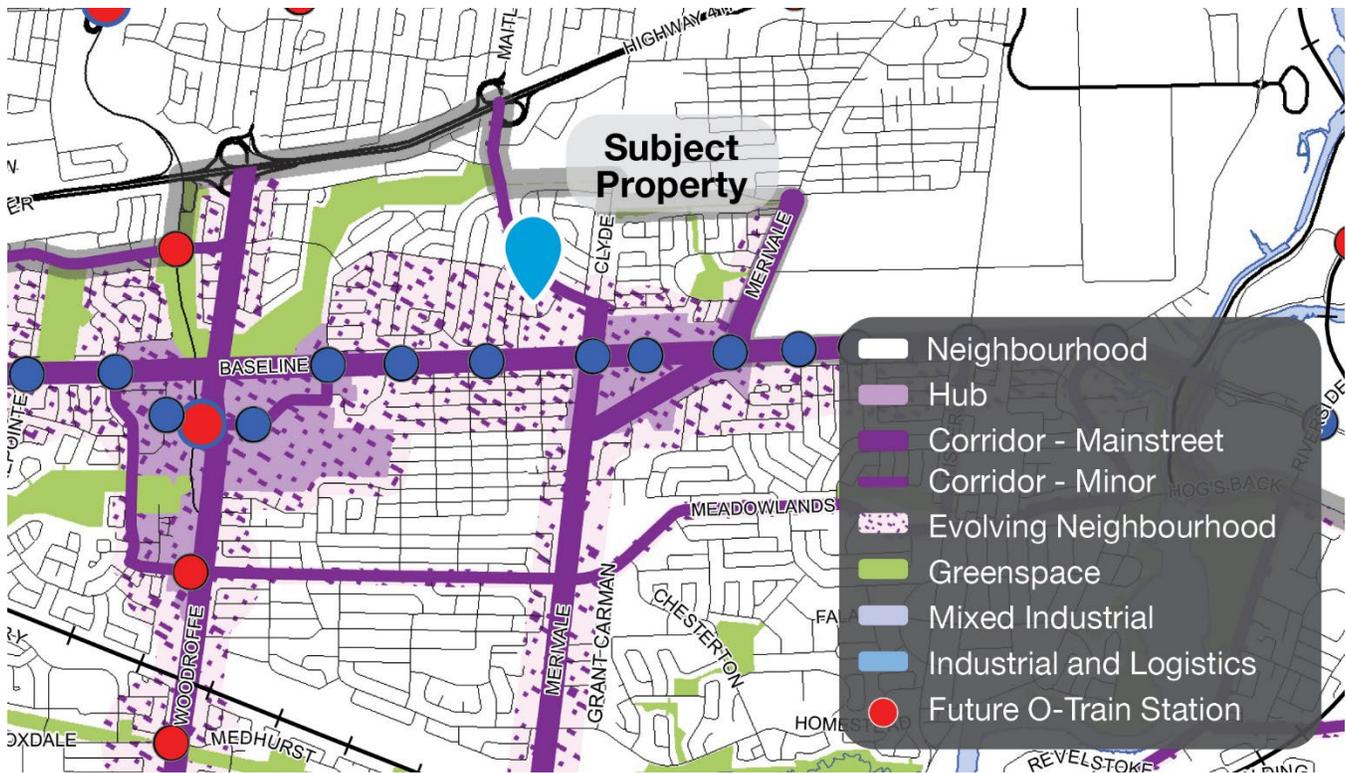


Figure 11: Schedule B3 - Outer Urban Transect

Section 5.3 outlines the policies for Neighbourhoods within the Outer Urban Transect. The following policies apply to the subject property.

Policy 5.3.1.1 states that the Outer Urban Transects established pattern of built form and site design is suburban and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model. The Official Plan allows for this evolution to happen gradually.

Policy 5.3.1.1 states that development within neighbourhoods within the Outer Urban Transect shall be low-rise.

Policy 5.3.1.4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in predominantly ground-oriented forms in neighbourhoods, with low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes.

Policy 5.3.4.1 states that neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood;

Section 6.3 Outlines the policies for Neighbourhoods. The following policies apply to the subject property.

Policy 6.3.1.4 states that within the Neighbourhood designation, the Zoning By-law shall allow a range of residential and non-residential built forms including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and 3b (as outlined in Section 4.2.5 of this Planning Rationale);
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2 Policy 1);

Policy 6.3.2.4 states that the Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods.

The proposed development conforms with the policies for Neighbourhoods within the Outer Urban Transect, by providing residential intensification that is consistent with the scale and character of the neighbourhood designation and the character of the surrounding area.

4.2.4 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas that are located or at a stage of evolution that create the opportunity to achieve an urban form in use, density, built form, and site design. The evolving overlay generally applies to lands with 150 metres from a Corridor or Hub. The subject property is in proximity to two Corridors.

The following policies in Section 5.6.1 apply to the subject site.

Policy 5.6.1.1 states that the Evolving Overlay will apply to areas that are in a location or stage of evolution that creates the opportunity to achieve an urban form in terms of use, density, built form and site design.

The overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning B-law, providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- b) Allowance of new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design to support an evolution towards more urban built form patterns and applicable transportation mode share goals.

Policy 5.6.1.2 states that where an Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area; which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Policy 5.6.1.2.3 state that within the Evolving Overlay,

- a) the City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Section 3 and 5 of the Official Plan.
- b) the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Section 3 and 5 of the Official Plan.

The proposed development supports the objective of an evolution towards a more urban built form within the Outer Urban Transect by providing greater low-rise density within the Neighbourhood designation in a way that is combatable with the surrounding context.

4.2.5 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Density and dwelling targets are mentioned in the above section and reference tables 2 and 3b in the Official Plan.

Table 2 – Residential Intensification Targets

	Total
Ground-oriented / Large household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

Table 3b – Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Outer Urban Transect	40 to 60	Target 50 per cent for Low-rise buildings

The proposed development meets the intensification targets by providing intensification within the Outer Urban Transect that includes large household dwellings of three or more bedrooms.

4.2.6 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 4.6.6.6 states that Low-rise buildings shall be designated to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, and front porches. Buildings shall integrate architecturally to complement the surrounding context.

Overall, the proposed development conforms to the policies of the Official Plan by providing for appropriate development that is sensitive and responds the surrounding built form context.

4.3 Urban Design Guidelines for Low-Rise Infill Housing

The City's Urban Design Guidelines for Low-Rise Infill Housing provide guidance for the design of infill housing on lots within established urban areas. Low-rise, residential infill helps to achieve Ottawa's intensification objectives while supporting a compact and connected city. Design guidelines are a useful tool to implement the policies of the Official Plan and facilitated the approvals process by highlighting the desired types of development.

The Guidelines have targets and attributes that guide the development of streetscapes, landscapes, building design, parking, and service elements. **The following guidelines are met by the proposed redevelopment:**

Streetscapes

Guideline 1.2 Reflect the desirable aspects of the established streetscape character. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.

Landscape

Guideline 2.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.

Guideline 2.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable.

Building Design (Built Form)

Guideline 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street.

Guideline 3.1.2 Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.

Guideline 3.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect , Overlay, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.

Guideline 3.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.

Parking and Garages

Guideline 4.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

Guideline 4.9 Where front garages are permitted, recess garages behind the front façade and make windows, projecting balconies, living space and landscaping the dominant elements facing the public streetscape.

4.4 City of Ottawa Comprehensive Zoning By-law

As Shown on Figure 11 below, the subject property is currently zoned Residential First Density, Subzone O – R1O.

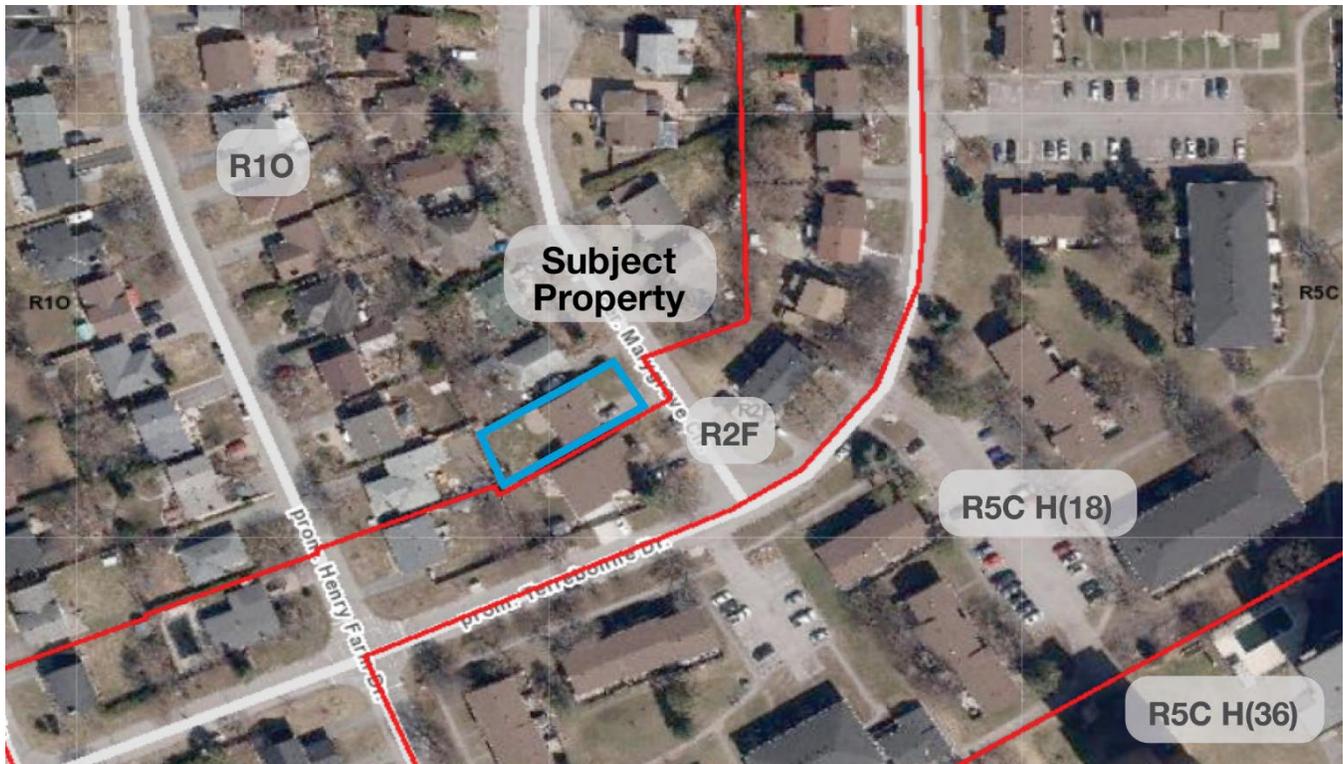


Figure 12: Zoning map of the subject property (City of Ottawa Zoning By-law 2008-250)

The primary purpose of the R1 zone is to restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan. This is incompatible with the proposed development; therefore, the proposed Zoning By-law Amendment is requesting to rezone the subject property to Residential Second Density, Subzone J with an exception – R2J [XXXX].

4.5 Proposed Zoning By-law Amendment

The proposed Zoning By-law amendment seeks to rezone the subject property to Residential Second Density, Subzone J – R2J. The purpose of the R2J zone is to:

- / Restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- / Permit ancillary uses to principle residential uses to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the detached and two principal dwelling, residential character of a neighbourhood is maintained or enhanced.

The R2 zone permits the following uses:

- / **Semi-detached dwelling**
- / Detached dwelling
- / Group home
- / Home-based daycare
- / Park
- / **Secondary dwelling**
- / Bed and Breakfast
- / Duplex dwelling
- / Home-based business
- / Linked-detached dwelling
- / Retirement home
- / Urban agriculture

The R2J subzone is appropriate for the subject property as it aligns with the policies of the Official Plan to support low-rise intensification within the evolving Neighbourhood Overlay.

The rezoning would allow for the proposed semi-detached units to be a permitted use and allow for secondary dwellings meeting the zoning mechanisms outlined in the following table.

Zone Provisions	R10 requirement	R2J Requirement	Provided	Compliance
Minimum Lot Width	15 m	6 m	7.62 m	Yes
Minimum Lot Area	450 m ²	180 m ²	259 m ²	Yes
Maximum Building Height	8 m	8 m	7.72 m	Yes
Minimum Front Yard Setback	6 m	6 m	6 m	Yes
Minimum Corner Side Yard Setback	4.5 m	4.5 m	N/A	Yes
Minimum Rear Yard Setback Section 144	30 percent of lot depth 10.2 metres		9.01 m	No
Minimum Area of Rear Yard Section 14	25 percent of lot area		30 percent (left lot – 31%) (left lot – 28%)	Yes
Minimum Interior Side Yard Setback	1.2 m	1.2 m	1.5 m	Yes
Minimum Area of Front Yard Soft landscaping	30%	30%	39%	Yes
Maximum width of Driveway	2.6 m	2.6 m	2.6 m	Yes

The R2J subzone with the exception for a reduced rear yard is appropriate for the subject property and will enable the creation of the proposed lots, as well as the development of semi-detached dwellings that generally align with the current permitted building footprints and massing and that of the surrounding context.

The proposed Zoning By-law Amendment proposes a zone that is compatible with the existing surrounding context and lot fabric, which helps achieve the City's growth management objectives. The R2J zone is therefore desirable and appropriate for the subject property.

5.0 Requested Amendment

5.1 Zoning By-law Amendment

A Zoning By-law Amendment is being proposed to **rezone the subject property from R1O to R2J[XXXX]**. The purpose of the amendment is to:

- / Rezone the property to a zone that will permit development that accommodates intensification, while being consistent with the evolving character of the area. The proposed semi-detached dwellings are not permitted in the R1O zone.
- / Semi-detached units are appropriate for the subject property given the existing neighbourhood context. The proposal will see intensification as encouraged in the policies of the Official Plan with a building massing and footprint consistent with that of the evolving neighbourhood.

Rear Yard Setback

- / While the proposed development meets the vast majority of the R2J zone provision, a site-specific exception is requested to permit a rear yard setback of 9.01 metres where 10.2 metres is required. The proposed rear yard setback aligns with the rear yard setback to the adjacent property to the south along with others in the neighbourhood (1252, 1258 and 1262 Marygrove Circle). The reduced rear yard still allows for a sizable private backyard area with the ability to plant trees and not create privacy concerns for adjacent properties.

6.0 Supporting Plans and Studies

6.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Englobe, dated December 19, 2022. The purpose of the Phase I ESA was to evaluate actual and potential environmental concerns on the site and to assess the potential for the subject property to be impacted by the current and/or historical uses of the site and surrounding properties. Based on the findings of the Phase I ESA, no areas of potential environmental concern were identified on the site; therefore, no further environmental investigation is recommended to assess the environmental conditions of the soil and groundwater.

6.2 Tree Information Report

A Tree Information Report was prepared by Ian Lawford, ISA certified Arborist in support of this Zoning By-law Amendment Application. The Tree Information Report present an inventory of all trees that are protected under the City of Ottawa Tree Protection (By-law No. 2020-340) on the subject property and adjacent City right-of-way. The report identifies one (1) tree of interest. Tree 1 – *Acer saccharum*, located within the City right-of-way. This tree is proposed to be removed to accommodate the proposed driveways. Four (4) new trees are proposed to be planted, two per new lot one in the front and one in the rear yards of each dwelling.

6.3 Grade and Services Plan

A Grade and Servicing plan was prepared by Fairhall, Moffatt & Woodland. The plan shows the proposed servicing connections and grading for the proposed development.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will be undertaken in the following months after the application has been submitted.

The following steps in the consultation strategy are propose

- / Email notification to the Ward Councillor's office at the time of application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / If requested, hosting of an informal public meeting using a virtual format, with details to be determined in consultation with Councillor Johnson and City of Ottawa staff; and
- / Statutory public meeting for the Zoning By-law Amendment at Planning and Housing Committee.

In partnership with the City of Ottawa, all engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

8.0 Conclusion

It is our professional opinion that the application for a Zoning By-law Amendment at 1274 Marygrove Circle is appropriate, represents good planning, and is in the public interest for the following reasons.

- / The proposed Zoning By-law Amendment is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary. The proposal will contribute to the range of housing options available in the community.
- / The proposed Zoning By-law Amendment **conforms to the policies of the City of Ottawa Official Plan (2022)** and is appropriate within the Outer Urban Transect and the Neighbourhood designation;
- / The proposed Zoning By-law Amendment **responds to the Urban Design Guidelines for Low-Rise Infill Housing** by proposing context sensitive infill.
- / The proposed Zoning By-law Amendment is **supported by submitted plans and studies**.

Sincerely,



Thomas Freeman, B.URPL
Planner



Lisa Dalla Rosa, MCIP RPP
Associate