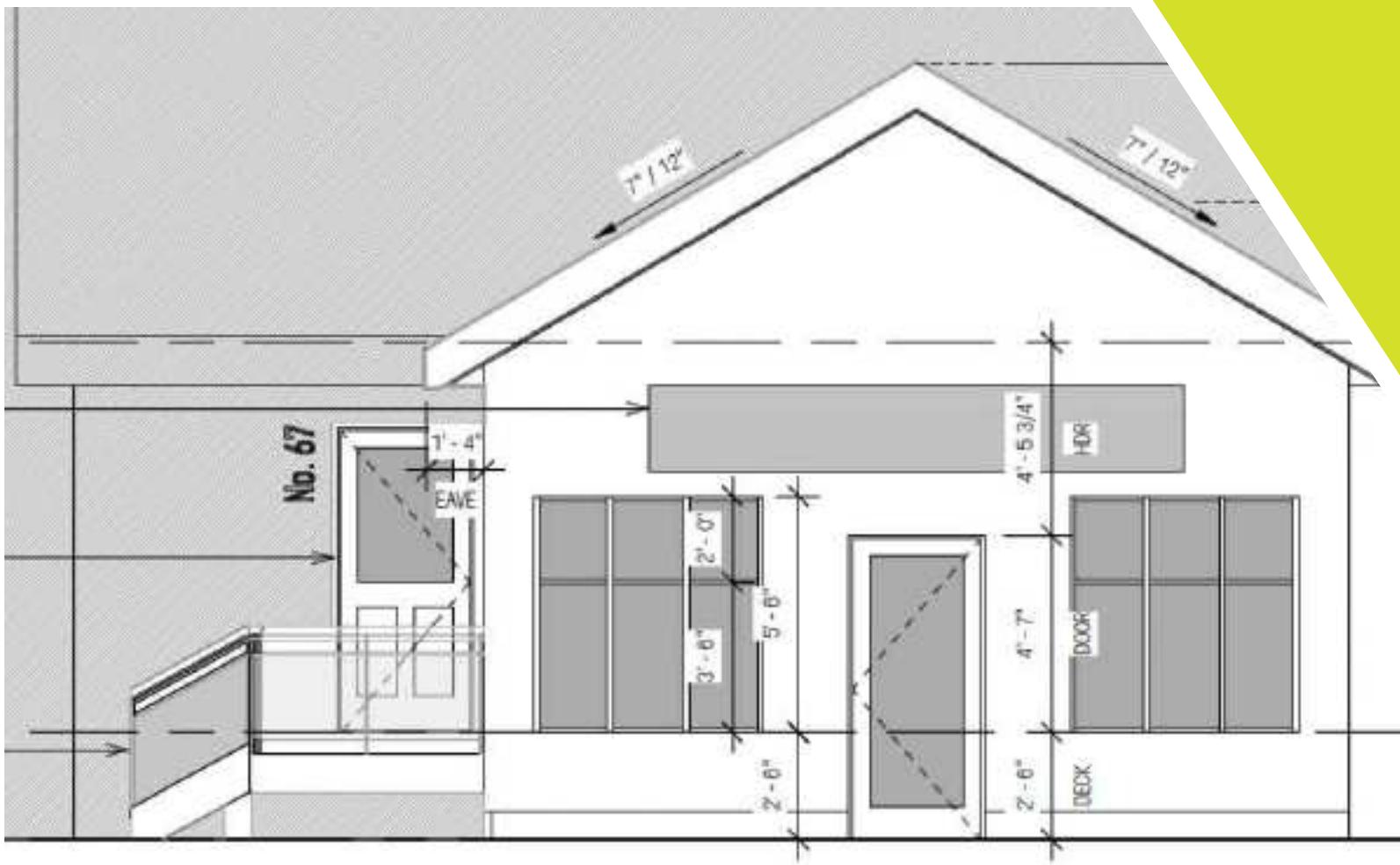


# PLANNING RATIONALE

ZONING AMENDMENT APPLICATION  
SUBJECT SITE: 67 KEMPSTER ROAD



REPORT DATE: DECEMBER 12 2025 | VERSION 2  
PREPARED FOR: LUCAS ZURAWLEV & JOCELYN VERDON  
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This Planning + Design Rationale is prepared in support of a Zoning By-law Amendment Application for the proposed neighbourhood commercial development at 67 Kempster Avenue.

# TABLE OF CONTENTS

<b>1.0</b>	<b>EXECUTIVE SUMMARY</b>	<b>3</b>
<b>2.0</b>	<b>INTRODUCTION</b>	<b>4</b>
<b>3.0</b>	<b>SITE &amp; CONTEXT</b>	<b>5</b>
3.1	SITE	5
3.2	CONTEXT	9
3.3	PEDESTRIAN AND TRANSIT NETWORK	12
<b>4.0</b>	<b>PROPOSAL</b>	<b>14</b>
4.1	OVERVIEW	14
4.2	BUILDING FORM AND SETBACKS	16
4.3	STATISTICS	16
<b>5.0</b>	<b>POLICY AND REGULATORY CONTEXT</b>	<b>17</b>
5.1	PROVINCIAL POLICY STATEMENT, 2020	17
5.2	PROVINCIAL PLANNING STATEMENT, 2024	19
5.3	CITY OF OTTAWA OFFICIAL PLAN (2021)	20
5.4	CITY OF OTTAWA ZONING BY-LAW	24
<b>6.0</b>	<b>PLANNING ANALYSIS AND RATIONALE</b>	<b>29</b>
<b>7.0</b>	<b>PUBLIC CONSULTATION STRATEGY</b>	<b>31</b>
<b>8.0</b>	<b>CONCLUSION</b>	<b>32</b>
<b>9.0</b>	<b>LIMITATIONS OF REPORT</b>	<b>34</b>

## 1.0 EXECUTIVE SUMMARY

The proposal is to seek a Major Zoning Amendment for 67 Kempster Avenue to permit a local non-residential retail use as part of an addition to an existing residential dwelling.

The proposed **Zoning Amendment** is as follows:

To rezone the subject lands of 67 Kempster Avenue from R1O to R1O Commercial Suffix (-c) with an exception [xxxx]. The following performance standards are applicable. The majority of the Zoning Exception items of relief are already existing.

- (1) Minimum lot area of 374.83 m<sup>2</sup> (**existing**)
- (2) Minimum lot frontage of 12.20 m (**existing**)
- (3) Minimum front yard setback of 5.22 metres
- (4) Minimum interior yard setback of 0.29 m (south), 2.91 m (north) (**existing**)
- (5) Minimum rear yard setback of 5.00 metres (**existing**)
- (6) Parking in the residential driveway can be used for the commercial use
- (7) Maximum width of a double driveway is to be 5.58 m
- (8) Minimum landscaped strip between driveway and interior lot line is 0.0 m (**existing**)

## 2.0 INTRODUCTION

Q9 Planning + Design Inc. has been retained by Lucas Zurawlev & Jocelyn Verdon to prepare a Planning Rationale for the proposed development of a small commercial extension to the existing detached dwelling to permit a bicycle repair in the proposed addition (shown on the site plan). The proposed business would: (1) sell parts and accessories, (2) repair & tune bicycles, (3) do custom bicycle builds and 4) repair and wax skis seasonally. A rezoning is requested to add a commercial suffix (-c) to the R1O zone to permit the above use. The proposed commercial addition will be approximately 63 m<sup>2</sup>.

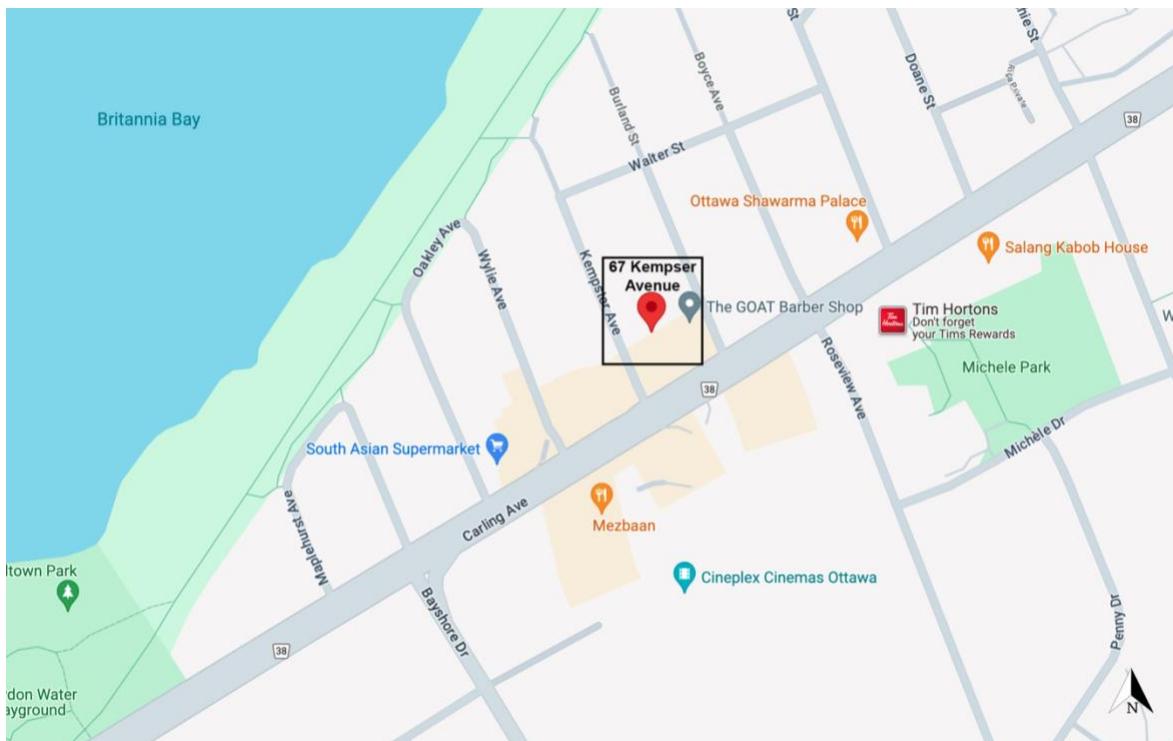


Figure 1: Location Plan. (Source: Google Maps).

The subject property has 12.20 metres of frontage along the east side of Kempster Avenue, just north of Carling Avenue. It is adjacent to a commercial office building located at 69 Kempster Avenue to the south. To the north, along Kempster, is detached residential dwellings. Carling Avenue is a mainstreet and contains a mixture of commercial and residential uses. It is designated Neighbourhood with an Evolving Overlay within the Outer Urban Transect in the Official Plan and is zoned R10 – Residential First Density, Subzone 0 in the City of Ottawa Zoning By-law 2008-250. The subject lot abuts the Arterial Mainstreet area to the south.

The lot is currently developed with 1-storey detached dwelling that is set back further from the street than abutting uses. It is part of the Bayshore-Belltown neighbourhood within Ward 7 – Bay. A rezoning is requested to add a commercial suffix (-c) to the R1O zone to permit a bicycle and ski retail and repair store in a proposed addition to the existing building.

## 3.0 SITE & CONTEXT

### 3.1 SITE

The subject property contains a single storey detached dwellings that is currently owned and used by the applicant. The existing dwelling is set back further on the property than the surrounding uses and has a paved area within the front yard. Though it is not clear if the home was originally constructed with the intent of having a home-based business, it is noted, that as per Google Street View images, we can confirm that at one point there was a small engine repair and maintenance business operating at this location. The site is located just north of the Carling Avenue Mainstreet Corridor. The property south of the subject property permits commercial uses and is currently occupied with an office building. To the north of the subject site are low-rise residential buildings. Across the street is a residential building with commercial uses as you look towards Carling Avenue. The property is on the block bounded by Walter Street to the north, Kempster Avenue to the west, Burland Avenue to the east and Carling Avenue to the south. The area consists of a mix of commercial and residential uses at Carling Avenue that transition to a residential only neighbourhood as you move further north. There is an abundance of park space, and walking trails in close proximity to the subject property. The front yard currently has no trees that might be impacted by this addition.



Figure 2: Site Map. (Source: GeoOttawa).

The following represents the site's current dimensions:

- [-] Lot Area: 374.83 m<sup>2</sup>
- [-] Lot Frontage: 12.20 m
- [-] Lot Depth: 30.50 m / 30.51 m

Legal Description: No. 67, Consisting Entirely of Lot 343 as per Registered Plan 384, PIN 04282-0100

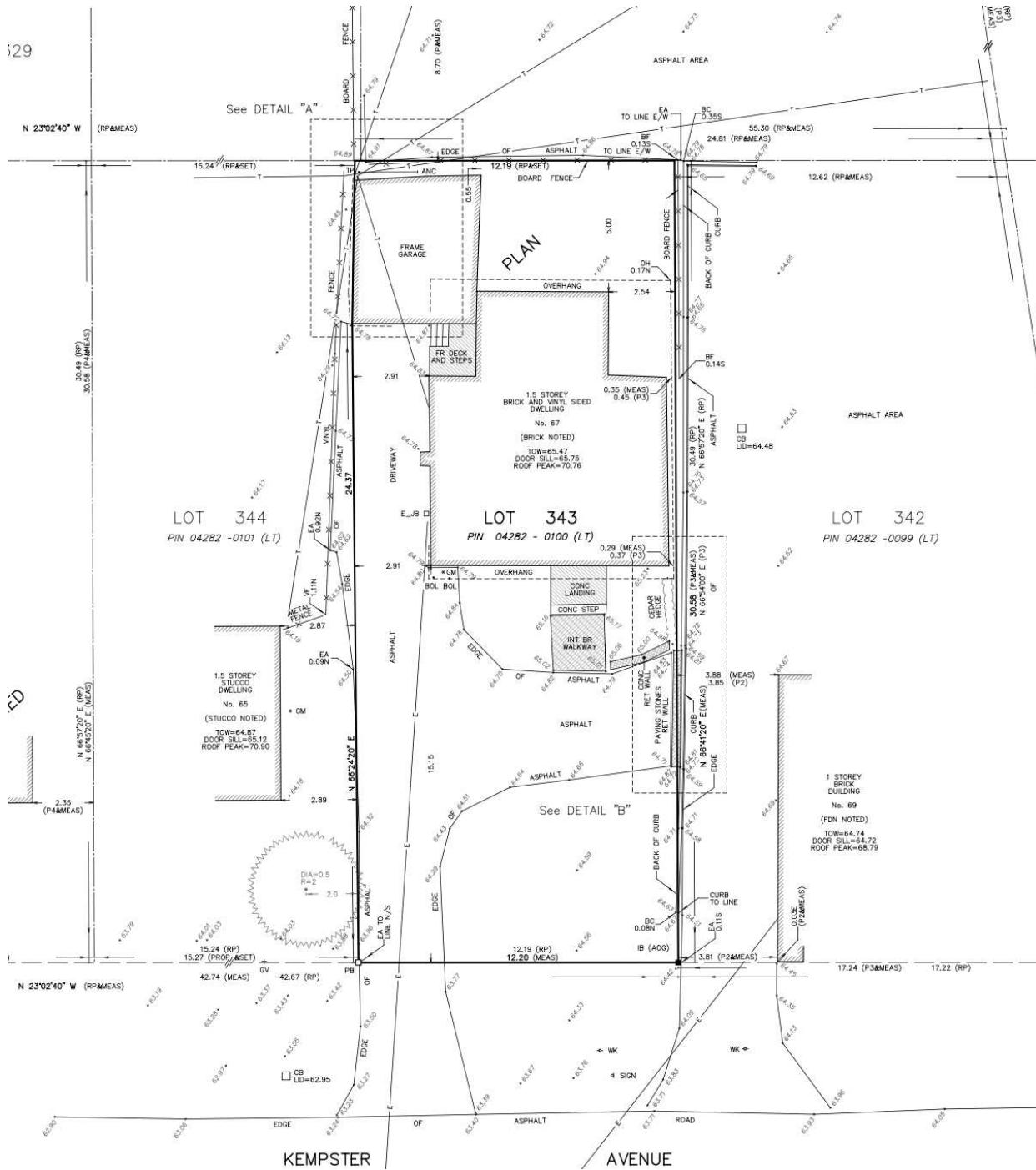




Figure 4: View of the site from Kempster Avenue. The office building in the foreground is located directly south of the subject property.



Figure 5: View of the site from Kempster Avenue. The residential building on the left is located directly north of the subject property.



Figure 6: View of the site from Kempster Avenue in 2018. There is a small tractor in the front and a small sign that reads, "Small Engine Repair & Maintenance".



Figure 7: View of the site from Kempster Avenue in 2019. There are two tractors present on the site which aligns with the identified business in the previous image.

### 3.2 CONTEXT

The property is located within Bayshore-Belltown neighbourhood, north of Carling Avenue and south of the Trans-Canada Trail that runs along the Ottawa River. Kempster Avenue is a short local road that extends from Carling to and extends north where it terminates at an trail path and walkway.

Kempster Avenue is predominantly single detached residential dwellings. There are visible grade changes between the grade of the road and the average grade of most of the residential properties. The portion of Kempster Avenue near Carling Avenue, which is where the subject site is located, the urban pattern evolves to commercial buildings.

The following are some images that relay the urban context near the subject property.



Figure 8: View from Kempster at the subject property, looking south towards Carling Avenue.



Figure 9: View across the street from the subject property on Kempster Avenue.



Figure 10: View from Kempster Avenue at the subject site, looking north up Kempster Avenue.



Figure 11: Site Context Map



Figure 12: Overall Context Map, 200 m radius

### 3.3 PEDESTRIAN AND TRANSIT NETWORK

The subject property is close to Carling Avenue, which is a four-lane road with two lanes of travel in each direction. A landscaped median bisects the road, and sidewalks are provided on both sides of the street in most places, separating from the curb of the road by soft landscaped areas. Public transportation stops are located near the property along Carling Avenue where the 85 bus route runs. There is a stop with a bus shelter located at the northwest corner of Carling Avenue and Kempster Avenue. The 85-bus route connects to other routes at the nearby Bayshore Station. The Trans-Canada Trail multi-use pathway runs along the Ottawa River north of the site. This trail provides an established active transportation route that will connect users with the subject property. There are other bicycle lanes and multi-use pathways that exist south of Carling Avenue. The Trans-Canada multi-use pathway will provide a strong connection between cyclist and at the proposed use which is a commercial establishment that fixes bicycles.



Figure 13: Transit Map



Figure 14: Active Transportation Map (Source: NCC)

## 4.0 PROPOSAL

## 4.1 OVERVIEW

The proposed development is to add a small local commercial addition to the front of the existing detached residential dwelling to permit a bicycle/ski retail and repair shop in the proposed addition (shown on the site plan). A rezoning is requested to add a commercial suffix (-c) to the R1O zone to permit the above use. Parking is permitted in the proposed widened residential driveway.

### A Zoning By-law Amendment application to:

- (1) Add a commercial suffix (-c) to the R1O zone to permit the bicycle/ski retail and repair use.
- (2) Add an exception provision to address existing non-compliance items and proposed non-compliance items.

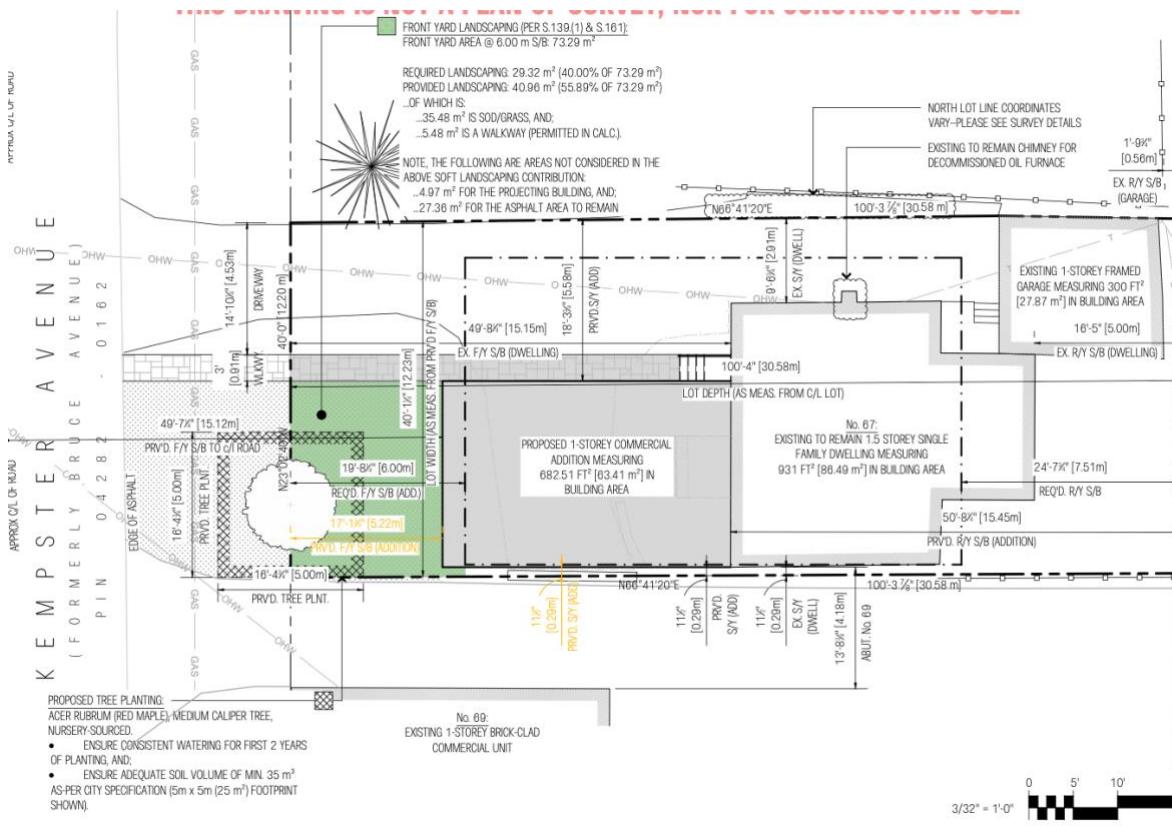


Figure 15: Extract of Conceptual Site Plan. (Source: VADD Designers).

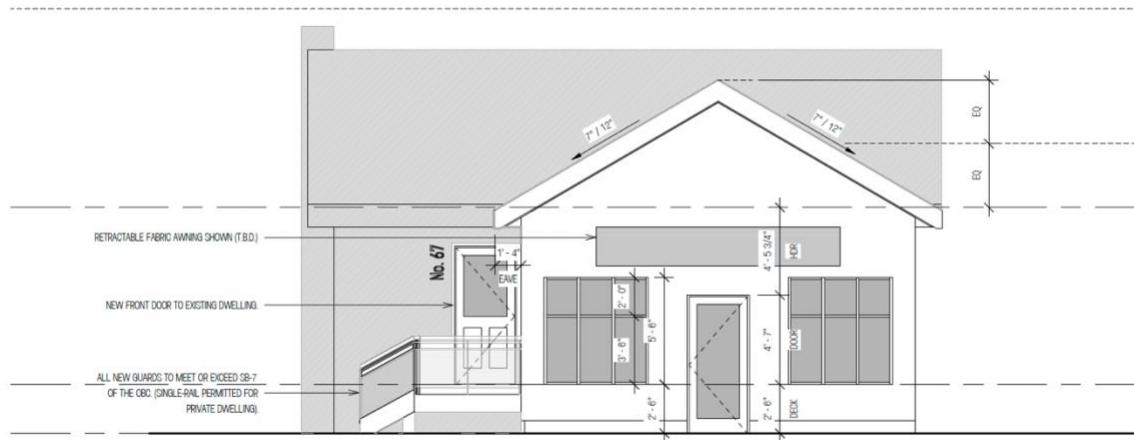


Figure 16: Front (west elevation) (Source: VADD Designers).

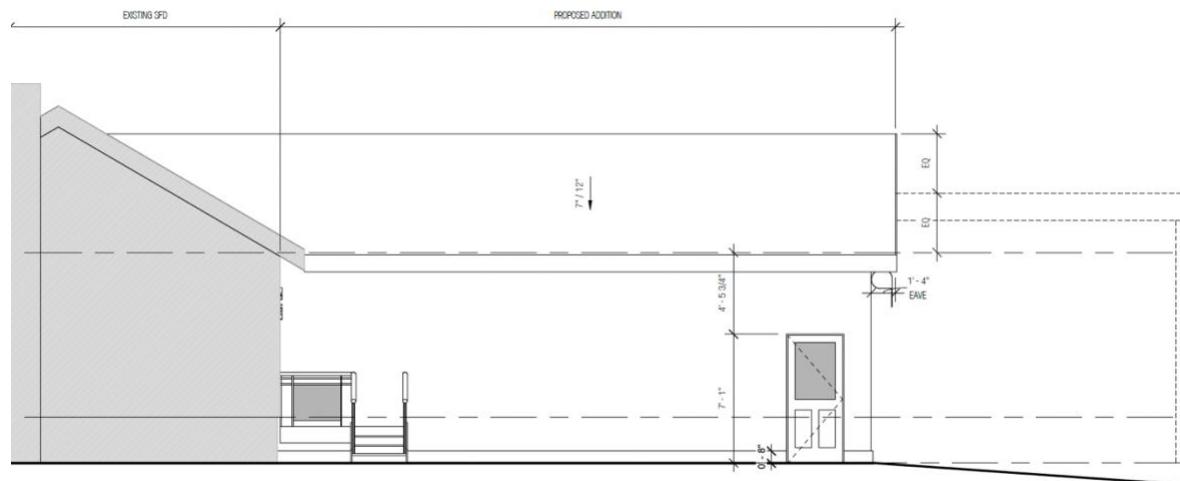


Figure 17: Extract of Conceptual Site Plan. (Source: VADD Designers).

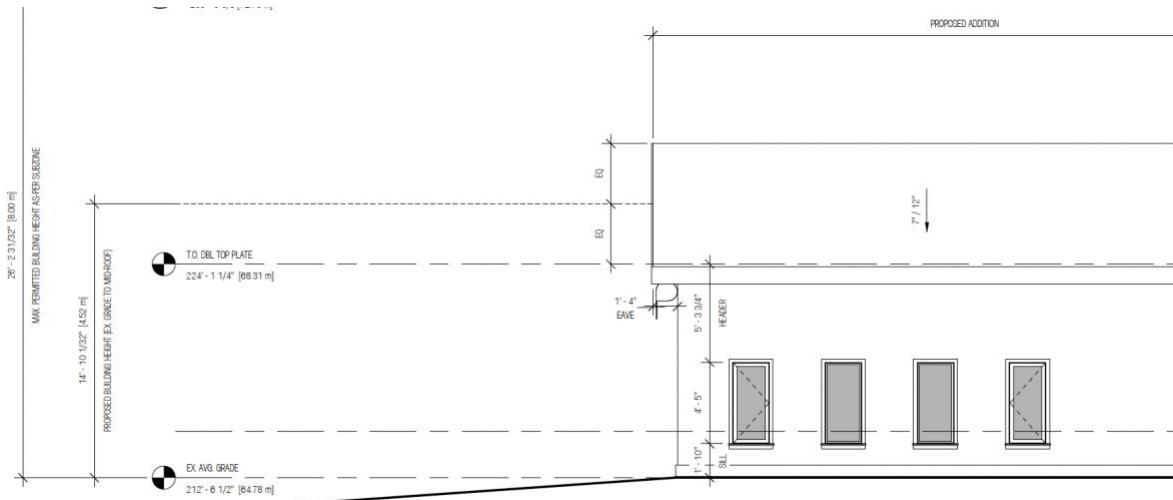


Figure 18: Right (south) elevation. (Source: VADD Designers).

## 4.2 BUILDING FORM AND SETBACKS

The proposed commercial addition will be a single storey in height and approximately 63 m in area. The interior yard (south) setback for the detached dwelling is 0.29 m and 0.29 m is proposed for the commercial addition to match. The commercial addition will reduce the front yard building setback to 5.22 m from 15.15 m, ultimately providing a building that is more in line with the built form along the eastern side of Kempster Avenue which has setbacks in the 5 m – 6 m range.

## 4.3 STATISTICS

The following table outlines the project statistics.

Dimension	Existing	Proposed
<b>Number of storeys</b>	1	1
<b>Total units</b>	1 residential	1 residential, 1 neighbourhood commercial
<b>Gross Floor Area</b>	86.49 m <sup>2</sup> (931 sq.ft.)	Commercial 63 m <sup>2</sup> Total: 149.40 m <sup>2</sup>
<b>Total parking spaces</b>	2 (tandem)	4 (double driveway configuration, tandem parking)
<b>Bicycle parking spaces</b>	0	Bike storage available inside shop due to use

## 5.0 POLICY AND REGULATORY CONTEXT

The proposed development for the addition of neighbourhood commercial requires a major Zoning By-law Amendment application. This application requires a thorough review of applicable policies, including the Provincial Policy Statement (PPS), the recently approved Official Plan, any applicable secondary plans and community design plans, and the City of Ottawa Zoning By-law.

### 5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on land use planning and development matters of provincial interest. The Plan provides for appropriate development while protecting provincial resources of interest, public health and safety, and the quality of the natural and built environment. The policies of the Plan are complemented by other provincial and municipal plans (such as local Official Plans and Secondary Plans), which must align with the PPS. All decisions affecting planning matters “shall be consistent with” the PPS. The relevant policies of the PPS are discussed below, with policies provided in *italics*.

Section 1.0 provides policies aimed towards wisely managing change and promoting efficient and effective development patterns that lead to healthy, livable, and resilient communities and facilitates economic growth.

#### 1.1.1 *Healthy, liveable 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;*
- 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;*
- 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;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

**Comment** | The proposed development results in the construction of a commercial addition to a single detached residential dwelling. The neighbourhood commercial use will allow the homeowner to operate a small neighbourhood commercial bicycle/ski retail and repair store in a building that would be attached to their home. The proposed design allows for some shared efficiencies, with a single access to Kempster Avenue. It greatly improves the existing condition of the site, by providing an addition to the existing building, bringing the built façade more in line with the street building wall along Kempster Avenue. The proposal to allow for a neighbourhood commercial use on an existing residential lot avoids development and land use patterns that prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas. Further the residential + neighbourhood commercial approach is appropriately located between an interior residential neighbourhood and abutting the mainstreet corridor of Carling Avenue.

Section 1.1.3 provides policy direction for settlement areas in Ontario. It provides for the efficient development and wise use of land and resources, while promoting green spaces and ensuring that infrastructure is efficiently used, and public expenditure is minimized.

*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:*

- 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) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed;
- g) are freight-supportive

**Comment** | The proposed commercial development results in a more efficient use of available land, resources, and infrastructure by more optimally utilizing an existing, serviced parcel within the urban settlement area. Its location near OC Transpo routes supports transit-supportive commercial development while recognizing the existing neighbourhood conditions and commercial needs of the area.

Section 2.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 3.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

## **5.2 PROVINCIAL PLANNING STATEMENT, 2024**

At the time of the application submission, the Provincial Planning Statement, 2024 (PPS, 2024) was not the in force provincial policy document. Following the resubmission direction, a supplementary review of the latest Provincial Policy document has noted the following:

Section 2.1, Planning for People and Homes, policy 6(a) supports the accommodation of a mix of land uses with multimodal access, along with 6(c) which supports complete communications through improving overall quality of life. The introduction of a neighbourhood-scaled bike/ski retail and service shop directly supports both quality of life and the ability to ensure multimodal access (such as cycling) is well supported by neighbourhood-centric locations to service and address bike-related parts and needs. It is not feasible for a cyclist to have to travel to suburban large-format retail to obtain parts or cycling related elements.

Overall, the PPS, 2024 continues to support the proposed development and the proposal remains consistent with the current provincial policies.

**Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2020 as well as the Provincial Planning Statement, 2024.**

### 5.3 CITY OF OTTAWA OFFICIAL PLAN (2021)

**Designation:** Evolving Neighbourhood in Outer Urban Transect

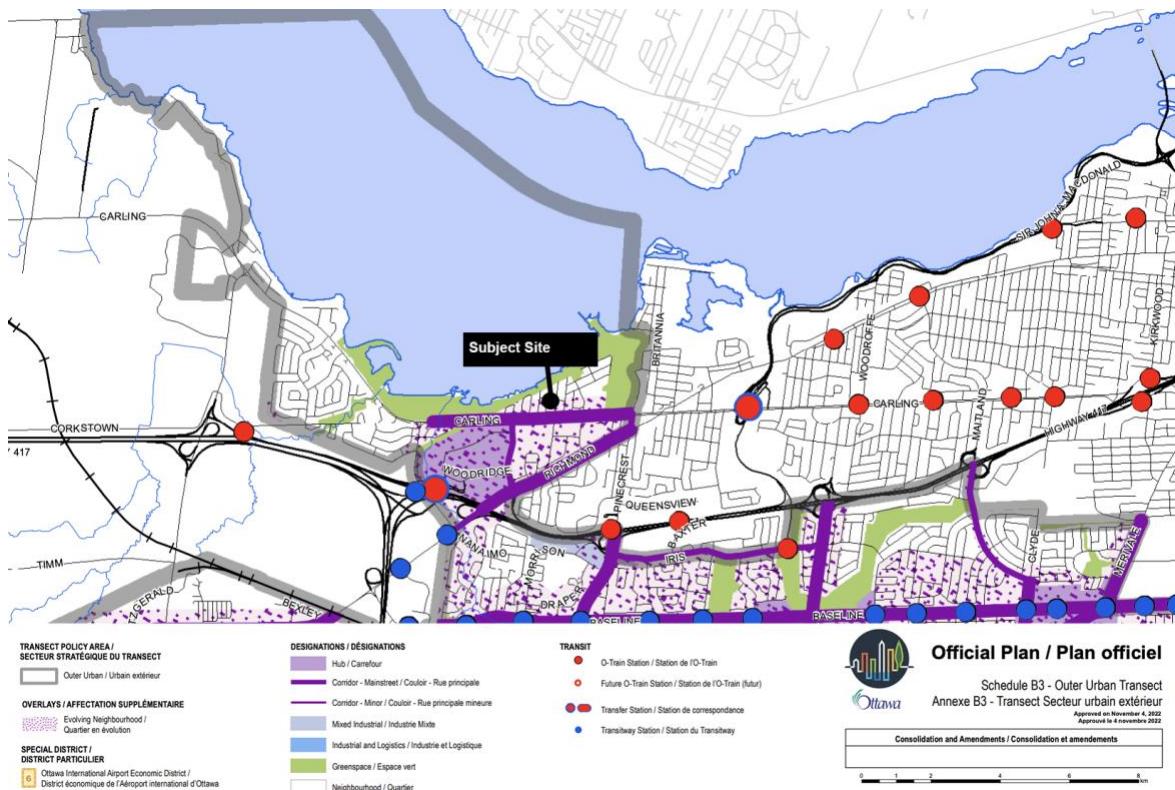


Figure 19: Extract of Official Plan, Outer Urban Transect

The City of Ottawa Official Plan was approved by City Council on November 24<sup>th</sup>, 2021 and received approval from the Ministry of Municipal Affairs and Housing on November 4<sup>th</sup>, 2022. The plan outlines the City's overall vision, goals, and objectives, while providing policies intended to accommodate growth and manage physical change into the year 2046. The Plan is based around the Five Big Policy Moves, outlined in the City's Strategic Plan, which is intended to help the City become the most liveable mid-sized city in North America over the next century.

Section 2 provides the overall strategic directions of the new Official Plan, which is based around the Five Big Moves. The Five Big Moves are the foundational basis on which Official Plan policies work towards a more liveable city, calling for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development.

Section 2.2 identifies six cross-cutting issues that are embedded throughout the policies in the Official Plan. These cross-cutting issues relate to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

**Comment** | The proposed development supports the City's strategic goals by redeveloping an existing residential property with an additional neighbourhood commercial use in an attached building. The intended uses are strategically located just north of the commercial mainstreet along Carling Avenue and nearby to cycling trails. The proposal supports the neighbourhood's economic development and responds to the commercial needs of the area while contributing to an improved streetscape with an efficient overall site design. Owing to its location around similar uses along an arterial road on the outside edge of the neighbourhood, the subject site is an appropriate location for commercial uses, which are to be directed towards corridors and in proximity to transit and highway access.

Section 3 of the Official Plan provides a renewed growth management framework that is intended to accommodate the anticipated future growth of the City. It allocates sufficient land in appropriate areas to accommodate varying types and intensities of growth. Majority of growth in the City will be accommodated in the urban area, with the balance directed to rural areas.

**Comment:** The subject site is located within the urban settlement area in a stable residential neighbourhood. The addition of the neighbourhood commercial use will provide employment and commercial within direct access to both other residential and commercial uses within the urban boundary.

Section 5 provides more detailed policies for each of the six transect policy areas within the City. The transect policy areas recognize the existing land use and built form context of the city and provides tailored policy direction based on these existing geographies. The subject site is part of the Outer Urban Transect Policy Area. Within the **Outer Urban Transect**, the site is designated as **Neighbourhoods**.

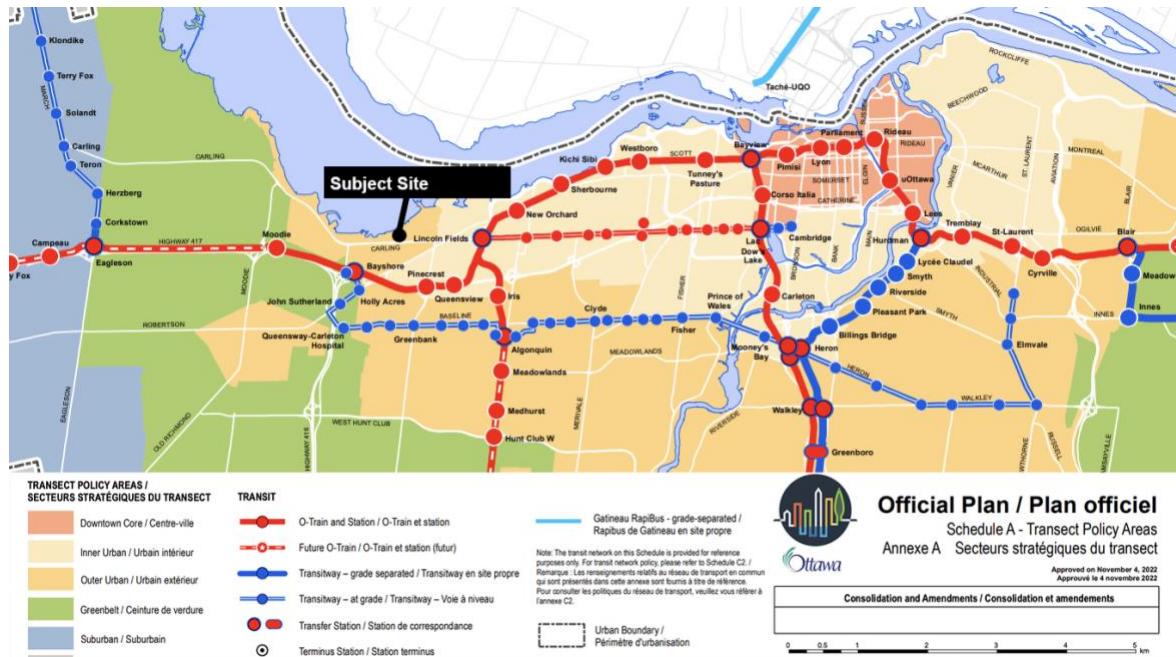


Figure 20: Extract of Official Plan, Outer Urban Transect

Section 5.3.1.2 states that the Outer Urban Transect is generally characterized by low-to mid-density development. Development shall be: a) Low-rise within Neighbourhoods and along Minor Corridors; b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and c) Mid- or High-rise in Hubs.

**Comment:** The proposal thus aligns with the intent of the Outer Urban Transect to achieve a more urban scale of development that supports the transition towards 15-minute communities. The commercial unit will provide a build form that is more aligned with neighbouring uses and the use will support the surrounding residential to the north and contribution to the diversity of uses along Carling Avenue to the south.

Section 5.6.1 provides policies for built form overlays, including the Evolving Overlay. The Evolving Overlay applies to areas in close proximity to Hubs and Corridors which will gradually evolve to support intensification, transitioning from a suburban to an urban character.

**Comment:** The proposed development aligns with the low-rise height context for Neighbourhoods within the Outer Urban Transect, while also retaining a built form pattern and lot-to-structure ratio that is typical of urban neighbourhoods within the Outer Urban area. It retains the character of the neighbourhood and results in a contextually-appropriate home that better accommodates the owner's current needs while creating a built form that is more aligned with the building setback along the east side of Kempster Avenue.

Section 6.0 contains policies specific to designations within the urban settlement area.

Section 6.3 contains policies that pertain to the Neighbourhoods designation. Neighbourhoods are considered the heart of communities and are recognized as occurring at different densities and stages of development. The intent of the Official Plan is to reinforce the 15-minute neighbourhood model through support for gradual, integrated, sustainable, and context-sensitive development. Specifically, neighbourhoods are planned for low-rise development up to four storeys, within which a variety of housing types and options are included.

Section 6.3.1(4)(d) states that the Zoning By-law and approvals under the planning act shall allow a range of residential and non-residential, including “a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:

- i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;

*The proposed retail and service use does not pose a nuisance as the entirety of the business is contained within the building and does not produce noise or outdoor storage needs.*

- ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;

*The use is contained within a built form and improves the relationship to the street as the building is better aligned with the setback existing on the street and is one storey to match the existing dwelling.*

- iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

*The use is appropriately integrated and notable serve to support the multi-modal network by supporting the local cycling community.*

- iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;

*The proposed zoning amendments are partly to address existing zoning compliance issues and to accommodate the new addition situated on the lot in a manner that reflects the existing neighbour front yard setbacks and addresses the public realm more than the existing situation.*

- v) May restrict or prohibit motor vehicle parking in association with such uses; and

*Vehicle parking is restricted to the residential double driveway.*

- vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.

*The housing use on the site is being maintained and the site is not being redeveloped in a manner to remove the residential, only to support a neighbourhood commercial use located within a transition area between the Mainstreet and the low-rise residential.*

**Comment:** The proposed development results in the addition of a commercial unit to an existing residential dwelling unit within a neighbourhood. The commercial suffix will permit the proposed bicycle repair shop which will support the local community by contributing a service accessible by active transportation thereby reinforcing the 15-minute neighbourhood model. The existing and proposed building will be a low-rise development and will integrate well, within the existing context.

Section 6.3.3, Ensure that neighbourhoods form the cornerstone of liveability in Ottawa, contains policy (3) which states, “Where a small-scale non-residential use is currently not permitted as-of-right in the Zoning By-law and is proposed, the City will consider permitting these uses, provided the development meets all the following:

- a) They are small scale and serve the surrounding lands;
- b) They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- c) They help facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods;
- d) (e) They are of a size and scale that shall not result in the attraction of large volumes of

vehicular traffic from outside the immediate area.

**Comment:** The proposed addition is small scale, intended to serve the surrounding community, conveniently located metres from Carling Avenue to support access and to support cyclists which contribute to a healthy 15-minute neighbourhoods. The scale and size ensures the use will not result in the attraction of large volumes of traffic beyond the existing community.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.**

#### 5.4 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as R1O, Residential First Density Zone, Subzone O, in the City of Ottawa Comprehensive Zoning By-law 2008-250. The Residential First Density Zone generally allows a number of other residential uses to provide additional housing choices within detached dwelling residential areas. The Residential First Density Zone will also permit ancillary uses to the principal residential use to allow residents to work at home.

The site is permits the detached dwelling but not a bicycle and ski retail and repair shop. We are therefore seeking a rezoning the site to include a commercial use (-c) which we feel is appropriate given that the intent of the commercial suffix is to permit small local commercial uses and services that are compatible and maintained the residential character of the neighbourhood.

As a result, the following relief is requested from the zoning by-law in the form of a zoning by-law amendment for the following items:

A Zoning By-law Amendment application to:

- (1) A rezoning is requested to add a commercial suffix (-c) to the R1O zone to permit a retail use in a proposed addition to the existing building.

According to Section 141 of the Zoning By-law, the purpose of the Residential Neighbourhood Commercial suffix is to: (1) regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced; (2) allow 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; (3) provide conveniently located non-residential uses predominantly accessible to pedestrians, cyclists and transit users from the surrounding residential neighbourhood; and (4) impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

Section 141 provide the following performance standards for the commercial suffix:

- (1) *The following non-residential uses are permitted subject to subsections (3) through (9) inclusive: artist studio, convenience store, instructional facility, medical facility, personal service business, restaurant, retail food store, retail store.*

**The proposed use is a retail store with in-store service for retail items being bikes and skis.**

(2) A restaurant use must: (a) be ancillary to and located in the same building as another permitted non-residential use; and, (b) not have any associated seating area within the building exceed 15 square metres;

**Not applicable.**

(3) Despite subsections (1) and (2), only the following non-residential uses are permitted within a residential use building containing a semi-detached or townhouse dwelling: artist studio instructional facility medical facility personal service business, limited to a hair styling salon or barber shop retail food store retail store

**Not applicable.**

(4) A permitted non-residential use may only be located on the ground floor, basement, or both of a residential use building;

**Proposed on the ground floor.**

(5) Despite the definition of residential use building, a non-residential use is permitted within a residential use building, and where a non-residential use is included within a residential use building, the type of dwelling applicable to the building shall be determined based on the number of and configuration of the dwelling units;

**Noted.**

(6) The cumulative total of all non-residential uses in a building must not exceed a gross floor area of 100 square metres, except in the case of a semi-detached or townhouse dwelling, where the maximum of 100 square metres applies to each principal dwelling unit;

**Proposed addition is to be approximately 63 m2.**

(7) Despite section 101, no parking spaces are permitted in association with a non-residential use, however motor vehicles may be parked in a driveway leading to a parking space associated with the dwelling;

**As a double driveway has been proposed, motor vehicles can be permitted to park in the driveway leading to the residential parking spaces. Part of the relief requested is to permit the double driveway residential parking spaces to be occasionally used for non-residential use.**

(8) Section 85 does not apply, and an outdoor commercial patio is permitted subject to the following: (a) it is located on a corner lot; (b) it is located in the front yard, corner side yard, or both and is completely visible and accessible from a public street; (c) it does not exceed an area of 10 square metres; and, (d) it does not exceed an elevation higher than the existing average grade, unless located on a platform with a walking surface no higher than 0.3 metres above grade;

**No commercial patio is proposed.**

(9) Storage and refuse collection must be completely enclosed within a building; and,

## Acknowledged.

*(10) a building accessory to a non-residential use must be located in the rear, interior, or interior side yard. (By-law 2015-197)*

**No accessory buildings are proposed.**

**Summary:** The bicycle/ski retail and service shop will fall under the retail store classification. The commercial use will be located on the ground floor of the residential building (as an extension to the front of the building). The non-residential use will comprise approximately 63 m<sup>2</sup> of floor area which is less than the 100 m<sup>2</sup> permitted. No commercially obvious parking spaces will be provided for the non-residential uses but parking can occur in tandem with the residential driveway. There will be no painted lines and no differentiation between a normal double residential driveway and what is being provided. As the nature of the business is bicycle retail and repair, bicycle parking spaces will be provided. No outdoor commercial patio or accessory building for the commercial space will be provided. The existing attached garage for the residential use is located in the rear yard. Storage and refuse will be provided within the building.

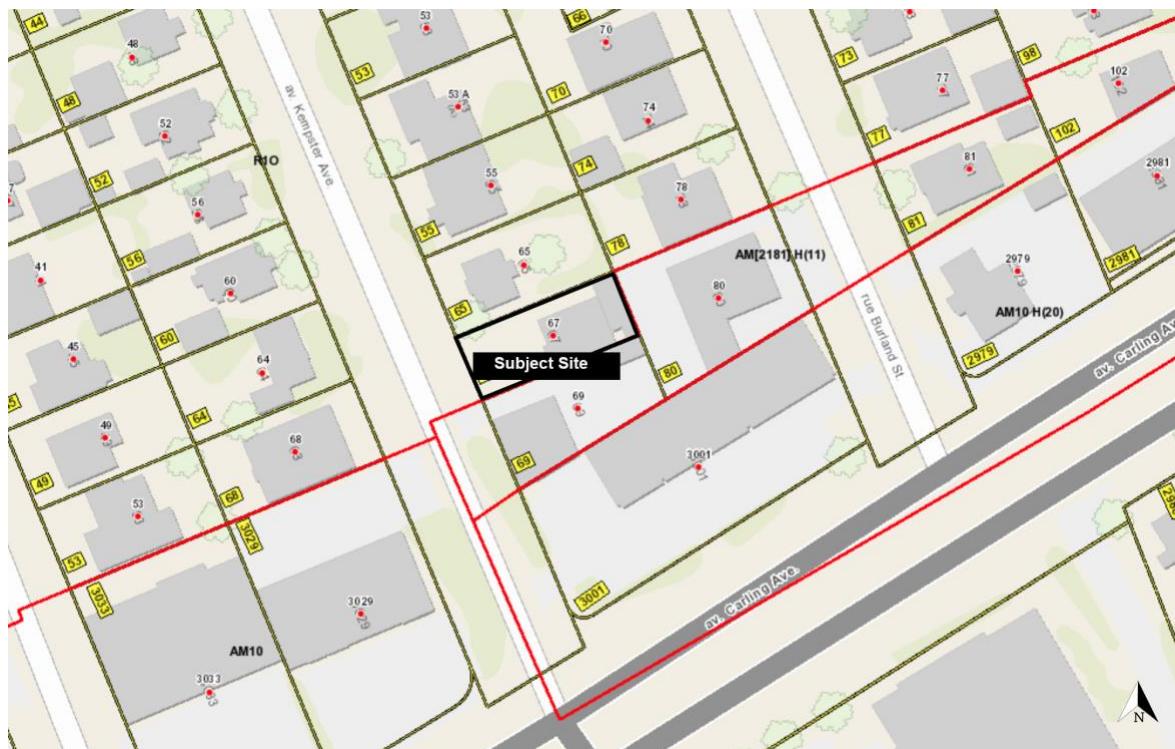


Figure 19: Zoning of the subject property and parcels in the vicinity of the subject property

Within the block bounded by Kempster Street, Carling Avenue and Burland Street, the AM zone (which permits a wide variety of commercial uses) extends approximately 60 m north of Carling Avenue on the Burland Street side. This is intended to provide commercial

extends onto the side streets along Carling, providing a transition between the commercial uses on Carling and the residential uses in the neighbourhood to the north. On the Kempster Avenue side of the block, the subject property is within 60 m north of Carling Avenue, therefore permitting a commercial use in addition to an existing residential dwelling unit allows for a small, locally oriented retail use to complement the adjacent residential land uses, in a size and scale consistent with the needs of nearby residential areas. The proposal provides conveniently located non-residential uses predominantly accessible to pedestrians, cyclists, and transit users from the surrounding residential neighbourhood; and the proposed standards will ensure that the size and scale of development are consistent with that of the surrounding residential area.

The table below summarizes the required performance standards for the R1O Zone. There are some existing zoning compliance items that will be addressed along with the Zoning Amendment.

Provision	Requirement	Proposed	Section
<b>Minimum lot area</b>	450 m <sup>2</sup>	<b>374.83 m<sup>2</sup> (existing)</b>	Section 156, Table 156A
<b>Minimum lot frontage</b>	15 m	<b>12.20 m (existing)</b>	Section 156, Table 156A
<b>Maximum lot coverage</b>	65%	45.93%	Section 156, Table 156A
<b>Maximum building height</b>	8 m	5.98 m	Section 156, Table 156A
<b>Minimum Front and Corner Yard setback</b>	6 m	<b>5.22 m</b>	Section 156, Table 156A
<b>Minimum Interior Yard Setback</b>	Total is 3.0 m (one yard no less than 1.2 m)	2.9 m (north existing)  <b>0.29 m (south existing)</b> <b>0.29 m (south new addition)</b>	Section 156, Table 156A
<b>Minimum rear yard setback (Does not abut a R1-R4 zone)</b>	25% of the lot depth (30.05 m*0.25= 7.51 m)	<b>5.00 m (existing)</b>	Section 156, Table 156B

<b>Parking</b>	Detached dwelling: 1 per unit (minimum)  Commercial permitted via (-c): No parking spaces permitted	4 (2+2 tandem)  <b>Non-residential parking can occur in the residential parking spaces.</b>	Section 101, Table 101, Section 141(7)
<b>Maximum driveway width</b>	Lot width < 15 m: No double driveway permitted	<b>Double driveway proposed of 5.58 m</b>	Table 139(3)
<b>Minimum landscaped strip between driveway and property line</b>	0.15 m	<b>0.00 m (existing)</b>	Section 139
<b>Bicycle parking</b>	1 space	1 space (interior bike storage due to use)	Section 111
<b>Landscaped Area</b>	Front yard 3 m + and where lot width is 12 m + = 40%  $12.20 \text{ m} \times 5.22 =$ $63.68 \times 40\% =$ $25.47 \text{ m}^2$	35.21 m <sup>2</sup>	Section 139

**Based on our review, it is our professional planning opinion that the proposed rezoning is appropriate for the site and fits within the context of the surrounding neighbourhood and contributes to an appropriate transition within an Evolving Overlay as per the Official Plan.**

## 6.0 PLANNING ANALYSIS AND RATIONALE

The policy and regulatory framework for the property establishes provisions to add a commercial suffix (-c) to the R1O zone to permit a bicycle and ski retail store with in-store repairs in a proposed addition to the existing building along with site-specific performance standard exceptions. The rezoning allows for a small, locally oriented retail use to complement the adjacent residential land uses, in a size and scale consistent with the needs of nearby residential areas. The proposal provides conveniently located non-residential uses predominantly accessible to pedestrians, cyclists and transit users from the surrounding residential neighbourhood. It also provides for transit supportive development that makes efficient use of existing municipal servicing and resources by supporting a growing community.

The proposed development is to add a small commercial addition to the front of the existing detached residential dwelling to permit a bicycle/ski retail and repair store in the proposed addition. A rezoning is requested to add a commercial suffix (-c) to the R1O zone to permit the above use. Parking is permitted in the residential driveway. There will be one exterior bike rack but as the use is related to bikes, interior bike storage is part of the retail use.

The site currently contains a residential dwelling that is set further back from the street than the existing street line. The proposed commercial addition is proposed to be constructed in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced. From a design perspective, the proposed building addition will provide a development that better contributes to the street line setback along Kempster Avenue. With respect to massing, scale and orientation, the proposed development addresses the street and fits contextually with the surrounding buildings on all sides.

Of the zoning performance standards where relief has been requested, 5 of the 8 requested are to address existing non-conforming elements, such as: lot area, lot frontage, rear yard setback, interior yard setback, and landscaped buffer between a driveway and a lot line. The proposed relief items associated with the addition are: a double driveway with a maximum width of 5.58 m, to permit non-residential parking in the residential driveway, to extend the existing interior yard setback of the existing dwelling to the proposed front yard addition, and to reduce the front yard setback from 6.0 m to 5.22 m.

It is noted that the new relief standards result in a contextually appropriate double driveway which is already present in the neighbourhood, a slightly reduced front yard setback which are also common in the neighbourhood, and the ability for non-residential parking in the driveway. As the driveway remains residential in presentation, any vehicular parking will maintain a residential presentation. Whether a vehicle is a visitor or a resident will be indistinguishable. The proposed addition is contextually appropriate in a transition area between Carling Ave and the interior neighbourhood and the built form brings the site into better alignment with the street context.

As a result, rezoning the lands to permit the proposed commercial addition and the minor adjustments to site performance standards will result in the appropriate use of a site in a

growing community in close proximity to transit and cycling infrastructure. The buildings are efficiently designed and oriented to make optimal use of the site and interaction with the streetscape while providing for greenspace through site landscaping.

In conclusion, the proposed rezoning is consistent with the PPS, 2020 and PPS, 2024, and conforms to the policies of the City of Ottawa Official Plan. As such, the Zoning Amendment Application can be supported from a land use planning perspective.

## 7.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- [ ] Consultation with the local councillor has taken place and any residents with comments or questions can connect with the proponent through the Councillor's office.
- [ ] Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [ ] Signage on site with City file lead contact details so that comments can be provided and shared with the proponent

## 8.0 CONCLUSION

The proposed development is to add a small commercial retail use to the front of the existing detached residential dwelling to permit a bicycle and ski retail and service store in the proposed addition. A rezoning is requested to add a commercial suffix (-c) to the R1O zone along with site specific performance standard exceptions to permit the above use. Parking is permitted in tandem with the residential driveway.

The proposal is consistent with the policies of the Provincial Policy Statement and the Provincial Planning Statement and conforms with the relevant policies of the Official Plan, which promotes low-rise built form and a mix of uses that contribute to transit supportive neighbourhoods and active transportation. It further aligns with the design directions of the Official Plan.

The development will result in a contextually appropriate land use and built form that complies with the policy context for the site, thereby supporting needed density to make efficient use of existing infrastructure. The addition will contribute a new neighbourhood small-scale commercial use to the area and add to the mix of services that exist in the neighbourhood.

Overall, it is Q9's opinion that the proposed Zoning By-law Amendment Application to permit the partial re-development of the site for neighbourhood commercial constitutes good land use planning.



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## 9.0 LIMITATIONS OF REPORT

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