



# 67 & 71 Marquette Avenue

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Zoning By-law Amendment and  
Site Plan Control Application

**April 2014**

**FOTENN** PLANNING &  
URBAN DESIGN

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## Introduction

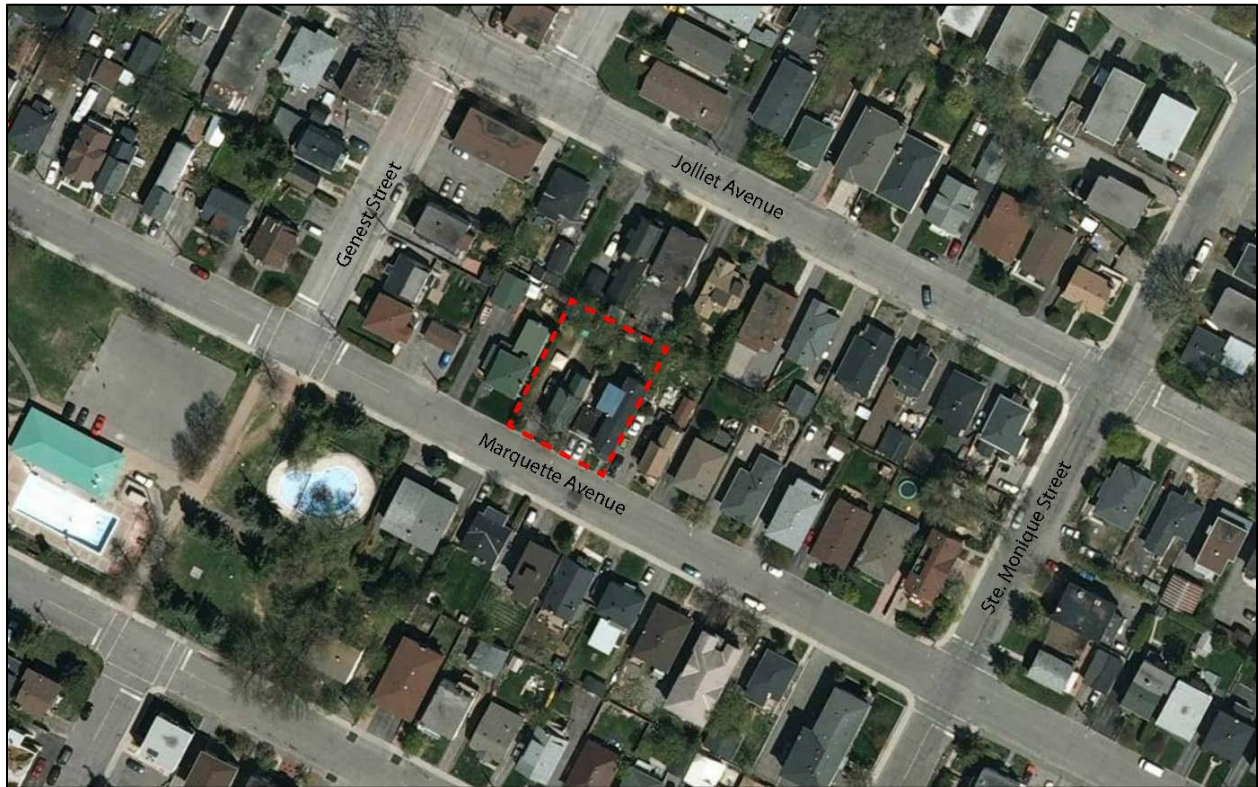
This Planning Rationale has been prepared by FOTENN Consultants Inc. on behalf of Lindenlea Apartments Inc. in support of a minor Zoning By-law Amendment and Site Plan Control application. The purpose of the following document is to assess the appropriateness of the proposed low-rise residential development and the requested Zoning By-law Amendment in the context of the surrounding community and the applicable policy and regulatory framework.

## Overview

### *The Site*

The site is legally described as Lots 136 and 137, Registered Plan M27 City of Ottawa and is municipally known as 67 and 71 Marquette Avenue (referred to herein as “the site”). The site has approximately 24.4 m (80 ft) with a depth of 30.5 m (100 ft) for a total site area of 742.5 m<sup>2</sup> and is rectangular in shape. The site is currently occupied by two (2), two-storey single-detached dwellings. 67 Marquette Ave. has an asphalt driveway along the western lot line which leads to a rear-yard parking space and a rear yard shed. 71 Marquette Ave. contains a short asphalt driveway leading to a stucco garage. There are also several trees located on the property.

Map of the site and surrounding neighbourhood



**Site Location**

The site is located in the north end of Vanier, southeast of Beechwood Avenue and the Beechwood Village. Beechwood is designated an Arterial Road and Traditional Mainstreet in the City of Ottawa’s Official Plan. The North Vanier/Beechwood Village neighbourhood is a pedestrian friendly, walkable community with shops and restaurants located in close proximity as well as a variety of housing types throughout the neighbourhood.

The surrounding uses vary and can be described as follows:

**North:**

The lands to the north of the site are primarily residential with a variety of housing types including single detached, semi-detached and low-rise apartment buildings. Further north is the Beechwood Cemetery.

View of some of the dwellings along Jolliet Avenue, north of the subject site



**East:**

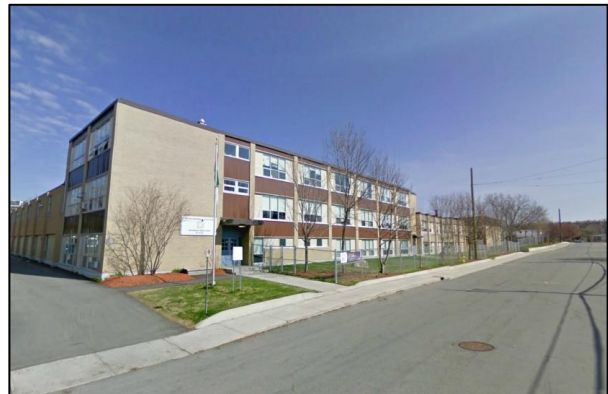
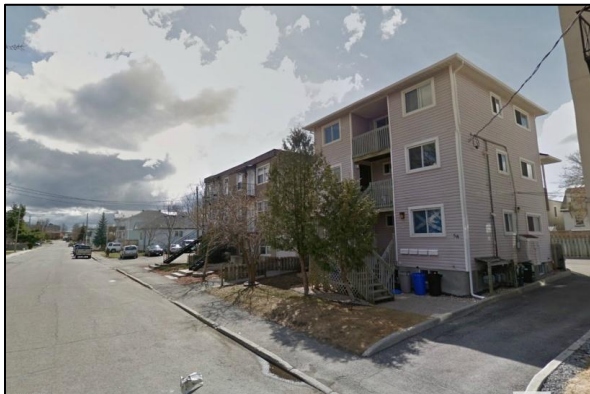
The lands to the east consist of additional residential uses including, single, semi-detached, row and low-rise apartment buildings. Further east is Richilieu Park, which includes the Vanier Museopark, the Richilieu Vanier Community Centre, the Vanier Public Library and a Sugar Shack as well as Nault Park and the Notre Dame Cemetary.

View of some dwellings along Marquette Avenue, east of the site



**South:**

The lands to the south of the site consist of additional single-detached, semi-detached, and low-rise apartments. Further south of the site is the École Élémentaire Publique Trille des Bois and École Élémentaire Publique Le Trillium and the Ottawa River and associated NCC parkland.



Views of dwellings and École Élémentaire Publique Le Trillium located south of the subject site

**West:**

The lands to the west of the subject site is Optimiste Park. Further west is Beechwood Avenue, the commercial retail spine of the Vanier and Rockcliffe neighbourhoods. The Rockcliffe neighbourhood is a largely residential neighbourhood with a variety of residential building options,

Views of Optimiste Park and shops along Beechwood Avenue, west of the site



***Community Amenities:***

The site is located in the Vanier community of the City of Ottawa. As such, there is a number of community amenities located within one (1) kilometer of the site including:

- Optimiste Park, Richelieu Park, Lindenlea Park;
- National Capital Commission Capital Pathway and Rideau River;
- Roy Duncan Park, Lion's Park, Byron Tramway Park, Iona Park;



- Champlain Senior Citizen's Centre;
- Vanier Library;
- Richelieu Community Centre;
- Trille des Bois elementary school and Le Trillium elementary school; and
- Retail and commercial uses along Beechwood Avenue.

### *Road Network and Transit:*

#### ***Roads:***

The site is well serviced with respect to the existing road network. The site is located on Marquette Avenue which connects directly to Beechwood Avenue which is an Arterial road that connects several communities together. Marier Avenue (Major Collector), The Vanier Parkway (Arterial) and Montreal Road (Arterial Road) are also within one (1) kilometre of the site.

#### ***Transit:***

This site is ideally situated with respect to proximity to transit. The site is located within 400 metres of several OC Transpo regular service routes including routes #1, 5 and 7 providing access to downtown and South Keys and Billings Bridge.

## **Development Proposal**

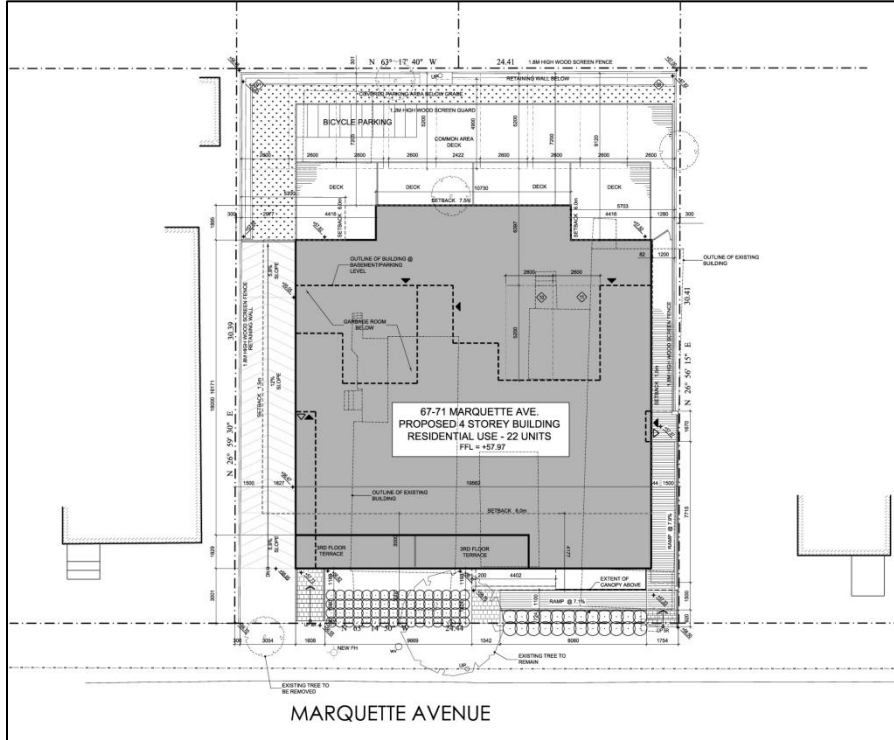
Lindenlea Apartments Inc. is proposing to construct a three and a half (3.5) storey residential low-rise apartment building with partial subsurface parking (refer to Site Plan). The low-rise apartment building will contain twenty-two (22) Studio, 1 and 2 Bedroom dwelling units. The building will be setback 3.0 m from Marquette Avenue while a portion of the fourth storey penthouse will be stepped back an additional 1.83 m from the front yard line. A 2.98 metre wide depressed driveway will be located on the site's west side providing access to a rear yard parking area that is covered by the building's common amenity area. The proposal also includes a green roof in order to provide additional landscaping on site.

The driveway leads to a drive aisle that ranges from 3.77 metres to 6.37 metres wide, and a partially submerged parking area. In total, eleven (11) parking spaces are provided for residents, meeting the minimum parking space requirement of 11 spaces as per Section 101 of the Zoning By-law. No visitor parking spaces are provided where Section 102 requires two (2) spaces. The low-rise apartment building will front on Marquette Avenue with an approximate frontage of 19.56 metres.

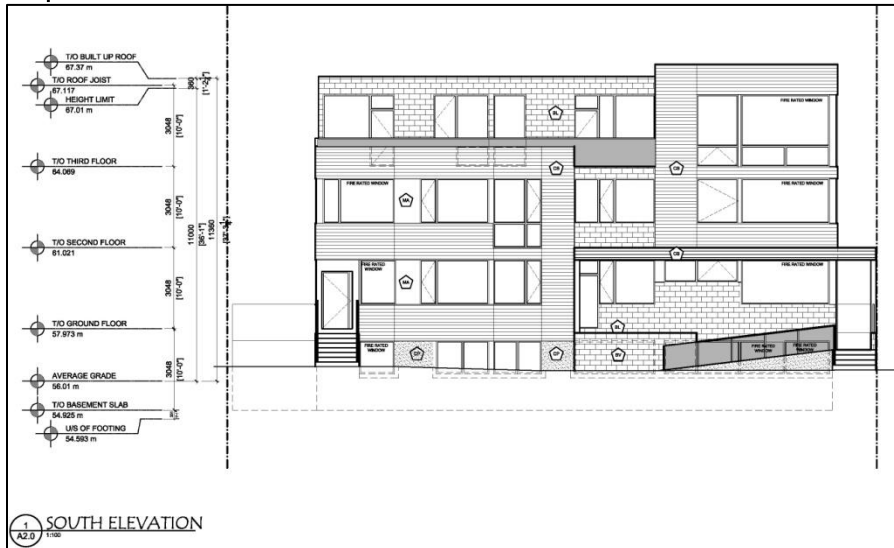
The proposal also provides eleven (11) bicycle parking spaces meeting the minimum requirement of eleven (11) spaces as per Section 111 of the Zoning By-law. The bicycle parking is located in the rear yard of the building and is accessible via a ramp located along the east side of the building.



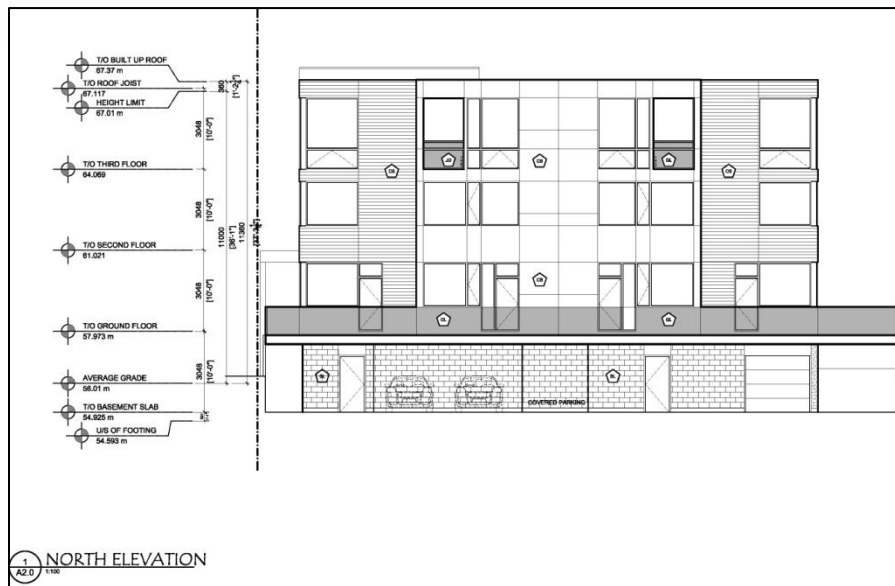
### Proposed Site Plan



### Proposed Front and Rear Elevation







To respond to the neighbourhood context, the massing of the building has been broken up with the use of various materials as well as a 1.83 m additional front setback on the fourth storey. This allows for improved integration of the development within the surrounding community. The front yard setback requires a minimum distance of 6.0 metres, however due to the parking arrangement at the rear; a front yard setback of 3.00 metres is being requested as the building is being pushed forward to accommodate a proper turning radius for cars to safely enter/exit the property. It should be noted that Section 123 of the Zoning By-law would permit the proposed building to be setback approximately 3.8 m which is the average of the adjacent lots on Marquette. The rear yard setback meets the minimum distance requirement of 7.5 m above the rear yard deck. The ground floor level at the rear is raised 1.503 m to accommodate the partially subgrade parking. As a result the parking will be covered with a deck that will be between 0.603 m and 1.503 m above the abutting grade of the lands to the rear. A 1.2 m high wood screen/fence is proposed around the deck to ensure sufficient privacy to the future residents and neighbours alike. This covered parking, which forms part of the building structure also results in a reduced interior side yard setback of 0.3 metres for portions of the ground floor. Above the ground floor, the building is setback 1.5 metres along the eastern lot line and 3.2 metres along the western lot line. All of the amendments that are being requested to Zoning By-law 2008-250 in order to accommodate the development will be outlined in the following section.

As per endnote #2 of the R4E - Residential Fourth Density, *Subzone E* zoning, which is applicable to a low-rise apartment building, the maximum number of permitted dwelling units per low-rise apartment building is four (4) units. In this same zone, a total of four (4) pairs of units, totaling eight (8) units in a stacked dwelling arrangement would also be permitted. It is important to note that the subject lands are almost large enough to meet the minimum lot size required for two (2) stacked dwellings that could permit up to sixteen (16) units. It is also important to note that a limit on the number of units does not limit the number of rooms per unit such that sixteen (16) 2-bedroom units could have a similar or greater density than the twenty-two (22)-unit proposal.



## Planning Applications

In order to proceed with the development proposal as described above, a Minor Zoning By-law Amendment and a Site Plan Control application are being filed concurrently. The Zoning By-law Amendment seeks to amend the provisions of the City's Comprehensive Zoning By-law 2008-250.

The site is zoned R4E – Residential Fourth Density, *Subzone E* in the City's Comprehensive Zoning By-law 2008-250. As such, the following amendments to the site specific zoning are being requested:

- To permit 22 dwelling units whereas Table 162B requires a maximum of 4 units.
- To permit a maximum height of 11.36 metres whereas Table 162A permits a maximum of 11.0 metres.
- To permit a front yard setback of 3.0 metres whereas Table 162A requires a minimum front yard setback of 6.0 metres (Reduced to 3.8m by Section 123).
- To permit a reduced side yard setback of 0.3 metres along the east side lot line whereas Table 162B requires a minimum of 2.5 metres for any part of a building located within 21 metres of a front lot line and where the building wall is greater than 11 metres in height and where beyond 21 metres from the front lot line a 6 metre side yard setback is required.
- To permit a minimum side yard setback of 0.3 metres along the west side lot line whereas Table 162B requires a minimum of 6.0 metres for any part of a building beyond 21 metres from the front yard lot line.
- To permit a minimum rear yard setback of 0.3 metres whereas Section 162B(3) requires a minimum of 7.5 metres.
- To permit the following projection into required yards:
  - 1.5 metres into the east side yard and 0.0 from the east side lot line whereas Table 65 (4)(b)(ii) permits 1.8 metres and 0.6 to a side lot line.
  - Permit a 1.503 m walking surface above adjacent grade for an uncovered deck whereas Table 65 (6)(a) permits a maximum walking surface of 0.6 metres above adjacent grade.
- To permit 5.4% lot coverage for landscape area for an apartment dwelling, low-rise whereas Section 161 (8) requires a minimum landscape coverage of 30% for apartment dwelling, low-rise.
- To permit a driveway width of 2.98 metres for single-lane traffic whereas Section 107 of the By-law calls for a driveway width of 6.7 metres for double-lane traffic.
- To permit a drive aisle width that ranges from 3.77 metres to 6.37 metres whereas Section 107 requires a minimum of 6.7 metres for a drive aisle width for parking spaces angled at 90 degrees from a drive aisle.
- To permit a reduction in required visitor parking spaces to 0 whereas Section 102 requires 2.



- To permit a reduction in minimum parking space depth to 4.75 m whereas Section 106 requires a minimum of 5.2 m.

#### Additional Amendment

- To permit communal amenity area above the ground floor that consists of 46.85% of soft landscaping.

**Both the Site Plan Control and Minor Zoning By-law Amendment applications will be submitted concurrently to City of Ottawa Planning Staff.**

## **Policy and Regulatory Framework**

### *Provincial Policy Statement (2014)*

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act* has recently been updated and will be in effect as of April 30<sup>th</sup>, 2014. This updated PPS will replace the Statement which has been in place since March 1, 2005. The more recent version of the PPS is being considered as any application which will be considered after April 30<sup>th</sup>, regardless of when they were submitted, will be measured under the new PPS. The PPS provides policy direction on matters of provincial interest related to land use planning. As such, decisions affecting planning matters *shall be consistent* with policy statements issued under the act.

A fundamental tenet of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition to meeting the fundamental tenet of the PPS of concentrating growth within the urban area where infrastructure is available, the proposed development meets the following Provincial Policy interests:

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.1.e];
- Efficiently uses the infrastructure and public service facilities which are planned or available [Policy 1.1.3.2a];
- Identifies and promotes opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and areas [Policy 1.1.3.3];
- Directs 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 [Policy 1.4.3.c];
- Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed [Policy 1.4.3.d];
- Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation [Policy 1.6.7.4];
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other



alternative transportation modes and improving the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b through 1.8.1.c].

*The proposed development is consistent with the Provincial Policy Statement as:*

- *The proposal capitalizes on an opportunity for redevelopment and intensification within the City's built-up area where services are readily available.*
- *The proposed development promotes intensification and new housing in an area where public transit is currently available.*
- *The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*

### *City of Ottawa Official Plan 2003, As Amended*

The City of Ottawa Official Plan is composed of eight Sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the City of Ottawa Official Plan 2003 provides Strategic Direction for growth and development within the City. The Plan anticipates that much of the demand for new housing after 2006 will be for smaller units such as apartments. It is expected that two-thirds of the added housing stock located outside of the Greenbelt will be in the form of single-detached homes, while in the Greenbelt, one-third of housing growth will be in the form of apartments.

Ottawa expects to support this growth by managing it in ways that support healthy, liveable communities. Growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and which are easily accessible by transit. The City anticipates that by pursuing a mix of land uses and a compact form of development, the City will be able to support a high-quality transit service and make better use of existing roads and other infrastructure.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four (4) key areas, two (2) of which are applicable and relevant to this proposal.

#### ***Managing Growth***

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

#### ***Creating Liveable Communities***

- The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.



### **2.2.2 Managing Growth within the Urban Area**

The policy direction of the City's Official Plan is to promote an efficient land-use pattern through intensification of locations that are strategically aligned with the transportation network and in particular the rapid transit network. This section discusses the opportunities that exist for intensification and generally that the City will support such intensification, although such opportunities generally occur at a much smaller scale in the General Urban Area.

The scale of intensification in the General Urban Area will depend on factors such as existing built context and proximity to major roads and transit, although much of the major intensification will happen along Mainstreets, and within Mixed-Use Centres and Town Centres. To achieve compatibility between existing and planned built form, emphasis will be placed on good urban design and architecture.

### **3.0 Land Use Designations**

The property is designated **General Urban Area** on Schedule B - Urban Policy Plan in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

The OP supports infill development within the General Urban Area, subject to the following policies:

- Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- Apply the policies of Section 2.5.1 (Compatibility and Community Design) and Section 4.11 (Compatibility); and
- Consider the development's contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing.

As stated in the above noted policy, applications in the General Urban Area will be evaluated according to the criteria of Section 2.5.1 - *Compatibility and Community Design* and Section 4.11 - *Urban Design Compatibility*. Further to these policies the proposed development should relate to the existing community character to enhance desirable established patterns and built form.

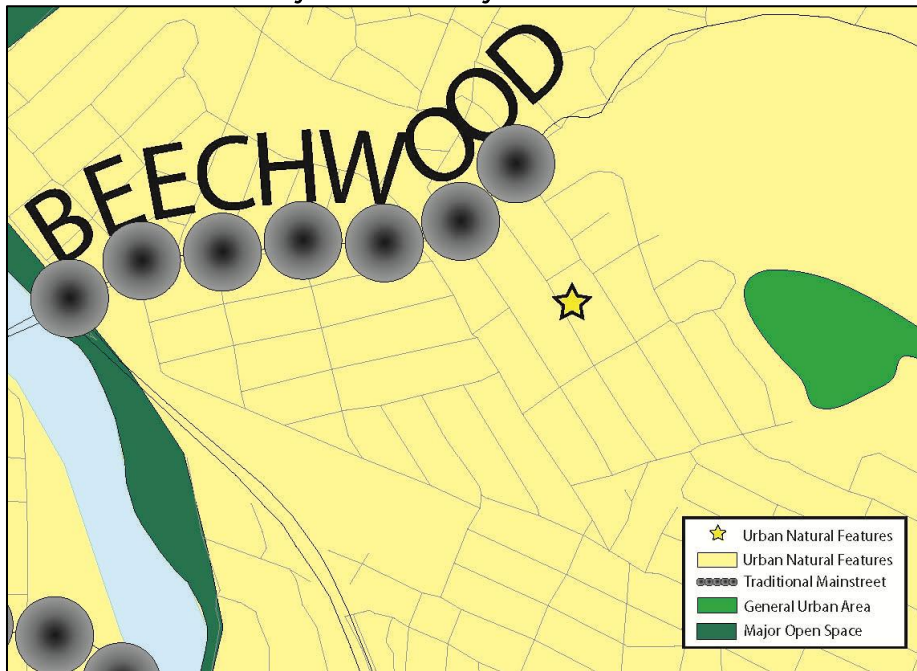
*The proposed development conforms to the policies of City of Ottawa official Plan as:*

- *The proposal achieves development that takes advantage of existing infrastructure, quality transit service, and is situated in an area that promotes a complete community with a good balance of facilities and services.*
- *The proposal builds upon desirable established patterns and built form and contributes to the variety of housing options available in the neighbourhood.. Although most of the built form immediately surrounding the site is 2-3 storeys, it is important to consider that the greater community has a wide range of housing forms including three (3) to four (4) storey low-rise apartment buildings. The site and surrounding lands are zoned Residential Fourth Density - R4 permitting low-rise apartment dwellings. Further, lands located further west along Beechwood*

*Avenue are zoned Traditional Mainstreet - TM, a zone that permits up to six (6) storey mixed-use buildings.*

- *The proposal considers the development's contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing.*

Excerpt from Schedule B: Urban Policy Plan in the City of Ottawa Official Plan



### 2.5.1 and 4.11 Urban Design and Compatibility

Section 2.5.1 provides guidance on how to appropriately incorporate infill development into existing built up areas. According to the definition provided in the OP, 'compatible development' is development that is not necessarily the same as or similar to existing buildings but that enhances and coexists with existing development without undue adverse impacts. It is development that 'fits well' and 'works well' with its surroundings. The OP emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within Section 2.5.1 a variety of design principles are presented to guide development. The most applicable principles for this development include:

- Recognize and reflect on the history of the city of community
- Create distinctive places and appreciate local identity in patterns of development, landscape and culture
- Reflect a thorough and sensitive understanding of place context and setting
- Integrate new development to complement and enliven the surroundings
- Complement the massing patterns, rhythm, character, and context
- Achieve a more compact urban form over time



- Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time
- Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycles

The above noted principles support the seven (7) design objectives presented in Section 2.5.1. The proposed development meets the applicable objectives including:

- **Enhance the sense of community by creating and maintaining places with their own distinct identity:**
- **Ensure that new development respects the character of existing areas:**
- **Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice:**

Section 4.11 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments. These criteria include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate, supporting neighbourhood services. Not all of these items apply to this particular proposal.

The most applicable compatibility criteria are discussed below:

1. **Traffic:** The proposed development, which includes twenty-two (22) units and eleven (11) parking spaces, is projected to generate a net impact of between 0 and 5 new vehicular trips during peak hours. This is considered not to be significant in an area where no operational issues currently exist. As such, the proposed development will not cause any undue traffic issues.
2. **Vehicular access:** The proposed development reduces the number of existing driveway access points from two (2) to one (1) thus reducing the potential for pedestrian/vehicular conflicts and increasing potential for street front landscaping and building animation.
3. **Parking requirements:** The proposed development will provide eleven (11) spaces which will meet the minimum requirement for residential parking spaces. There will be an absence of visitor parking however, given the site's location in a residential community with on-street parking readily available, including the addition of one (1) on-street parking space resulting from the elimination of an existing driveway, there are no visitor parking issues anticipated.
4. **Outdoor amenity areas:** The proposal exceeds the requirement for both communal amenity area and community area providing for a total of 205.2 m<sup>2</sup> of communal space, largely in the format of a rear yard patio area. This area will be screened from neighbours with a 1.2 m high wood screen guard as well as a 1.503 m high retaining wall.
5. **Supporting neighbourhood services:** The subject property is situated in a location that is well served by amenities and services. This includes Optimiste Park, Richilieu Park and the many shops, restaurants and services offered along Beechwood Avenue.

Furthermore, Section 4.11 has policies specifically designed to direct intensification inside stable, low-rise neighbourhoods wherein new proposals that require amendments to the Zoning By-law regarding lot area, side yards, building height among others, will be considered appropriate in light of the following measures:

- 1) Building height, massing and scale permitted by the Zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;  
and



- 2) Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the Zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area.

The proposed building is located in a neighbourhood with a wide variety of buildings ranging from two (2) to four (4) storeys in height. The vast majority of those buildings are located close to the properties lines and with a range of rear yard setbacks. The proposed building design maintains the neighbourhood character by being sited close to property lines and within the predominant height range in the area.

***Overall, the proposed development generally conforms to the policies of General Urban Area in the City's Official Plan, to the Urban Design and Compatibility criteria in Sections 2.5.1. and 4.11 as identified above.***

### ***CITY OF OTTAWA OFFICIAL PLAN AMENDMENT 150 (2013)***

City of Ottawa Council has recently been approved Official Plan Amendment 150 (OPA 150) is currently under review with the Ministry of Municipal Affairs and Housing. Though not in full force and effect, all new applications must "have regard" for the revised policies of OPA 150. This section summarizes the applicable revised policies.

#### ***Section 3.6.1 – General Urban Area***

The proposed policies of the General Urban Area seek to support building heights that are compatible with the existing or planned context and where the tallest buildings should be encouraged on land fronting Arterial Roads. The revised policies maintain the low-rise limit within the general urban area with permitting heights up to four (4) storeys. Heights within this range will be evaluated based on compatibility with the existing context and the planned function of the area. Some exceptions up to six (6) storeys will be considered in relation to policies of Section 4.11 and where a "property fronts on and has direct access to an Arterial Road". These also must be within 800 meters walking distance of a Rapid Transit Station or on a Transit Priority Corridor.

Intensification in the General Urban Area is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing.

#### ***Section 2.5.1 – Designing Ottawa***

This Section has been revised to simply address urban design and revises the Section to present the earlier noted "Design Principles" as the seven (7) design objectives of how the City wants to influence the built environment. The majority of the portions related to compatibility have been left to Section 4.11.

#### ***Section 4.11 – Urban Design and Compatible Development***

Section 4.11 continues to guide the design of development in conjunction with Section 2.5.1. Section 4.11 primarily aims to encourage high quality urban design and compatibility within the city's neighbourhoods. With regards to the application at hand, this revised section focuses on good building design that successfully contributes to the neighbourhood through proper integration and compatibility with the surrounding context. This compatibility will be achieved through a number of design elements including:

- Setbacks, heights and transition;
- Façade and roofline articulation;





- Colours and materials;
- Architectural elements, including windows, doors and projections;
- Pre- and post-construction grades on site; and
- Incorporating elements and details of common characteristics of the area.

In keeping with the new policies of section 4.11, the proposed development is oriented toward Marquette Avenue at a 3m setback that is characteristic of the adjacent buildings. The design includes a heavily fenestrated front façade as well as a variety of materials to appear as two separate buildings with two separate entranceways, which help to contribute to the low-rise scale of the surrounding neighbourhood (Section 4.11.6).

The proposal further seeks seamless integration through the use of a variety of materials to break up the massing of the low-rise apartment building. The four storey height, which will appear as a 3.5 storey building from the street, is compatible and consistent with the low-rise character of the surrounding community. Furthermore, a large portion of the fourth storey is setback 1.83 m to reduce the massing and perceived height of the building. (Section 4.11.9; 4.11.11; and 4.11.12)

Regarding outdoor amenity space, great lengths have been taken to maintain the functionality and privacy of both the future residents of the proposed building and the surrounding neighbours. Communal amenity space has been provided at the rear of the site in the form of a common area rear yard deck. This deck will sit above the semi-submerged parking area. This approach will provide a more pleasant transition to surrounding properties while accommodating the required parking on a limited site. A 1.65 m wood fence has been included that will provide privacy between properties while providing an amenable interface with the surrounding properties. The rear yard deck is then setback 1.93m from the rear yard lot line to further protect privacy of neighbouring sites (Section 4.11.15).

***Overall, the proposed development also conforms to the revised policies of OPA 150 including Section 3.6.1 - General Urban Area in the City's Official Plan, as well as Section 2.5.1 - Designing Ottawa and 4.11 - Urban Design and Compatible Development.***

### ***Urban Design Guidelines for Low-rise Infill Housing***

The City of Ottawa Urban Design Guidelines for Low-rise Infill Housing which was adopted in May 2012 and addresses five elements of design: Streetscapes, Landscape, Building Design, Parking and Garages, Heritage Building Alterations/Additions.

The proposal meets the overall intent as well as the following applicable guidelines:

- Contributes to an inviting, safe, and accessible streetscape.
- Reflects the desirable aspects of the established streetscape character.
- Landscaped front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes.
- Ensure new infill faces and animates the public streets.
- Locate infill in a manner that reflects the existing or 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.
- In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's intensification policies, and local lot sizes including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.



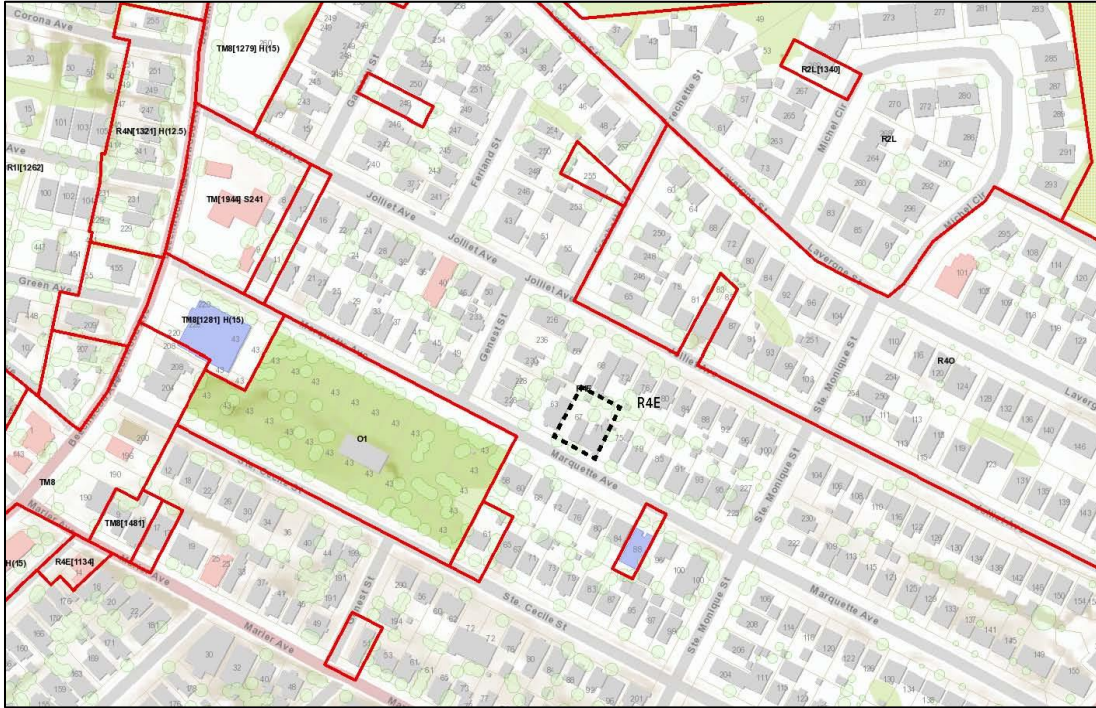
- Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.
- Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that faces them.
- Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add architectural features such as porches and bays, and use materials, colours and textures, to visually reduce the height and mass of the new building.
- Providing primary building entrances that are inviting and visible from the street by:
  - Using quality and eye-catching materials and features at the entry.
  - Adding architectural elements such as porches which promote street-oriented interaction.
  - Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance.
  - Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door.
- Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front yard. Reduce the length of the driveways to minimize the visual and environmental impacts of hard surface areas.

*The proposed development meets the general direction and overall intent of the applicable policies within the Low-Rise Infill Guidelines.*

### *City of Ottawa Zoning By-law 2008-250*

The site is zoned Residential Fourth Density, *Subzone E* - R4E in the City of Ottawa's Comprehensive Zoning By-law 2008-250. *Subzone E* identifies specific subzone provisions for development in this zone.

Excerpt from the City of Ottawa GeoOttawa showing the Zoning By-law designations



The R4E zone permits a wide range of residential uses including: **apartment dwelling low-rise**, bed and breakfast, detached dwelling, duplex and three dwelling units, semi-detached, stacked, multiple attached, and planned unit development.

The purpose of the R4 zone 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 a number of 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; and
- 5) Permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

Table 2: Zoning Conformity for Apartment Low-Rise			
Provision	Requirement (based on R4E zone)	Proposed	Compliance (✓ or ✗)
Minimum Lot Width (m)	15	24.44	✓
Minimum Lot Area (m <sup>2</sup> )	450	742.4	✓



Maximum Building Height (m)	11	11.36	x
Minimum Front Yard Setback (m)	6 (Reduced to approximately 3.8 m by Section 123)	3.00	x
Minimum Rear Yard Setback (m)	7.5	0.3	x
Minimum Interior Side Yard Setback (m)	Varies <sup>3</sup> (any part of the building located within 21 m of the front lot line; if building wall is equal to or less than 11 m in height, setback is 1.5 m, if building wall is greater than 11 m in height, setback is 2.5 m.  In all other circumstances the minimum required interior side yard setback is 6m.	West Interior Side Yard Setback (above 11 m) = 3.05	✓
		East Interior Side yard Setback (above 11 m) = 0.3	x
		West Interior Side Yard Setback (beyond 21 m) = 0.3	x
		East Interior Side Yard Setback (beyond 21 m) = 0.3	x
Amenity Area (Section 137)	Total Amenity Area: 6 m <sup>2</sup> per dwelling unit (132 m <sup>2</sup> ).	292.1 m <sup>2</sup>	✓
	Communal Amenity Area: Minimum of 50% of the required total amenity area (66 m <sup>2</sup> ).	205.2 m <sup>2</sup>	✓
Landscape Area (Section 161 #8)	No Landscaping Required	5.4 %	x
Minimum Parking Space Rates (Section 101)	0.5 spaces per dwelling unit (Area B on Schedule 1) Total of 11 spaces	11 spaces	✓
Minimum Visitor Parking Spaces (Section 102)	0 for the first 12 dwelling units. 0.2 for the following 10. Total of 2 visitor parking spaces.	0	x



Minimum Parking Space Depth (m) (Section 106 (1))	5.2 m	4.75 m	x
Driveway Width (Section 107)	6.7 m for double lane traffic	2.98 for single lane traffic	x
Aisle Width (Section 107)	For 90 degree parking spaces - 6.7 m	Ranges from 3.77 m to 6.373 m	x
Number of Dwelling Units (Table 162B - Endnote 2)	Maximum of 4 dwelling units for apartment building low-rise	22 units for apartment building low-rise	x
Bicycle Parking (Section 111)	0.5 spaces per dwelling unit (11 spaces)	11 spaces	✓
Permitted Projections Into Required Yards	Canopy: A distance equal to ½ the depth of a front yard (1.5 m) but not closer than 0.6 m to a lot line	1.17 m and 1.82 m from a lot line	✓
	1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line	1.5 m and 0.0 m from east lot line	x
	Ramp: Wheelchair Ramps - no limit	1.5 m	✓
	Uncovered Deck: Maximum walking surface at 0.6 m above adjacent grade	Maximum walking surface of 1.503 m above adjacent grade	x

**Additional Amendment**

On April 23<sup>rd</sup>, 2014 Ottawa City Council approved a Zoning Amendment on residential conversions. As part of this amendment, changes to the Amenity Space performance standards of low-rise apartment buildings have been changed. The decision has yet to complete the mandated appeal period so it is possible that further changes may be forthcoming, however it is important to include this in this rationale as the approved changes result in additional amendments for this application. Those additional amendments are list in the table below:



Table 3: Zoning Conformity for Apartment Low-Rise - Amenity Space			
Provision	Requirement (based on Residential Conversion By-law)	Proposed	Compliance (✓ or ✗)
Amenity Area	Total Amenity Area: 15m <sup>2</sup> per dwelling unit up to 8 units, plus 6 m <sup>2</sup> per unit in excess of 8 (204 m <sup>2</sup> )	292.1 m <sup>2</sup>	✓
	Communal Amenity Area: 100% of the amenity area required for the first 8 units (120 m <sup>2</sup> ) and must: <ul style="list-style-type: none"> <li>• Be located at grade and in the rear yard</li> <li>• Consist of at least 80% soft landscaping</li> <li>• Abut the rear lot lane</li> </ul>	131.7 m <sup>2</sup> <ul style="list-style-type: none"> <li>• Located above grade ✗</li> <li>• Located in the rear yard ✓</li> <li>• With 46.85% soft landscaping and ✗</li> <li>• Abutting the rear lot lane ✓</li> </ul>	<ul style="list-style-type: none"> <li>✓</li> <li>✗</li> <li>✓</li> <li>✗</li> <li>✓</li> </ul>

FOTENN believes that the proposed residential low-rise apartment building maintains the general intent and purpose of the Zoning By-law as the low-rise apartment building is a permitted use in the current R4E zoning and generally achieves the criteria as set out in the purpose of the R4 zone.

### Supporting Plans/Studies

A number of independent plans and studies (in addition to the Site Plan and Elevations) have been prepared in support of the proposed Minor Zoning By-law Amendment and application. Please refer to these plans/studies in the submission package.

- **Topographic Survey Plan**, prepared by Annis, O’Sullivan, Vollebekk Ltd., dated October 8, 2013;
- **Functional Servicing Report**, Rev-1, prepared by David Schaeffer Engineering Ltd., dated April 2014;
- **Site Servicing and Grading Plan**, SSGP-1, prepared by David Schaeffer Engineering Ltd, dated March 2014;
- **Geotechnical Investigation**, prepared by Houle Chevrier Engineering, dated April 2, 2014;
- **Phase 1 Environmental Site Assessment**, prepared by Houle Chevrier Engineering, dated April 8, 2014;
- **Environmental Noise Study**, prepared by HGC Engineering Ltd., dated December 6, 2013;



- **Transportation Overview**, prepared by Delcan, dated April 23, 2014;

## Conclusions

In assessing the appropriateness of the Zoning By-law Amendment and Site Plan Control applications, it is FOTENN's professional opinion that the applications represent good land use planning, are appropriate for the site, and are in the public interest for the following reasons:

- *The proposed development is consistent with the Provincial Policy Statement which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built up area where services are readily available, promotes intensification and new housing in an area where public transportation is readily available, and promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*
- *The proposed development achieves the goals, policies, and objectives of the City of Ottawa Official Plan, specifically the applicable policies of the General Urban designation sections 2.2.2, 2.5.1, and 4.11 which encourage compatible intensification within existing neighbourhoods.*
- *The proposed development is also appropriate under the revised policies of OPA 150.*
- *The proposed development meets the general intent of the City's Urban Design Guidelines for Low-Rise Infill Development.*
- *The proposed development meets the vast majority of the performance standards and meets purpose and intent of the R4E zoning, which supports low-rise apartment dwellings and development that is compatible with existing land use patterns so as to maintain the residential character of a neighbourhood.*
- *The proposed development has a number of independent studies completed in accordance with the Official Plan requirements all of which support the proposed development and demonstrate that it is appropriate within the site context.*

*Should you have any questions regarding the following Planning Rationale or submission materials, please do not hesitate to contact the undersigned at 613-730-5709 ext. 231 or [szilagyi@fotenn.com](mailto:szilagyi@fotenn.com) or Brian Casagrande at 613-73-5709 x 235 or [Casagrande@fotenn.com](mailto:Casagrande@fotenn.com).*

Yours truly,

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