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**3443 Innes Road  
City of Ottawa**

**Planning Rationale**

3443 Innes Road

PLANNING RATIONALE  
IN SUPPORT OF  
A ZONING BY-LAW AMENDMENT AND  
SITE PLAN CONTROL APPLICATION

**Prepared by:**

**NOVATECH**

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December 2017

Novatech File: 117077  
Ref: R-2017-198



December 19, 2017

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

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

Dear Mr. McEwen,

**Reference: 3443 Innes Road  
Zoning By-law Amendment and Site Plan Control Application  
Our File No.: 117077**

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The following Planning Rationale has been prepared in support of a Zoning By-law Amendment and Site Plan Control application to facilitate the redevelopment of the property located at 3443 Innes Road. The proposal entails demolishing the existing detached dwelling and constructing a six-storey, mixed-use building with commercial uses at grade and residential units above.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan application are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish appropriate zoning standards for the Subject Site.

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

Yours truly,

**NOVATECH**

A handwritten signature in dark ink, appearing to read "DHR", is written over the printed name.

Danna See-Har, M.PL.  
Planner

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## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control application to facilitate the redevelopment of the property located at 3443 Innes Road (the “Subject Site”), in the City of Ottawa. The proposal requires rezoning the Site from Residential First Density, Subzone WW (R1WW) to a Local Commercial (LC) zone with site-specific exceptions to permit a six-storey, mixed-use building with commercial uses at grade and residential units above.

The zoning amendment will also seek relief:

- 1) To permit an apartment dwelling, mid-rise in a Local Commercial Zone;
- 2) To permit an increased building height of 19.15m to accommodate six storeys;
- 3) To permit a reduced width of landscaped area abutting a residential zone.

It is proposed that these three provisions will be included in a site-specific exception to the requested Local Commercial (LC) zone.

This Planning Rationale will demonstrate that the proposed development and zoning amendment are:

- Consistent with the Provincial Policy Statement;
- Conform to the City of Ottawa Official Plan;
- Establish appropriate zoning standards for the Subject Site; and
- Support good planning and appropriate built form.

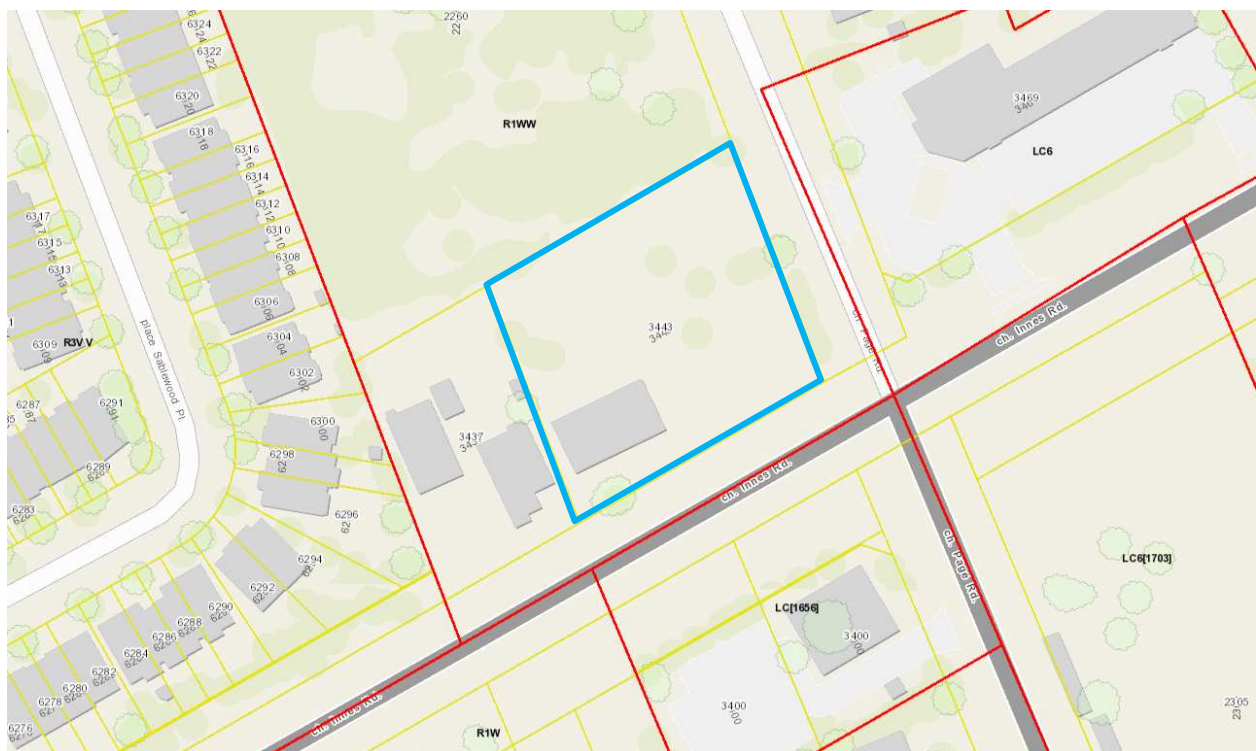


Figure 1: Existing Zoning of Subject Site

## 1.2 Site Description and Location

The Subject Site is located in the Innes ward of the City of Ottawa, at the northwest corner of Pagé Road and Innes Road (Figure 2). The Subject Site is legally described as Part of Lot 6, Concession 2 (Ottawa Front), Geographic Township of Gloucester, in the City of Ottawa. The land is municipally known as 3443 Innes Road. The lot is 3,296m<sup>2</sup> in size, with 54.9 metres of frontage on Pagé Road and 60.8 metres of frontage on Innes Road.

A 1.5m road widening is required along the Innes Road frontage to protect a right-of-way of 18.75m from the centreline of the road, in accordance with the right-of-way protection required by Annex 1 of the Official Plan. Primary Hydro transmission lines also run parallel to the Innes Road frontage, approximately 5.6m from the Innes Road lot line. The Subject Site is currently occupied by a single detached dwelling and is zoned Residential First Density, Subzone WW (R1WW) in the City of Ottawa Zoning By-law 2008-250.



Figure 2. View of the Subject Site

## 1.3 Surrounding Uses

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

**East:** Across Pagé Road to the east of the Subject Site exists a gas station and 1-storey commercial plaza containing several commercial uses (Figure 3). This property is zoned Local Commercial, Subzone 6 (LC6). Further east on the north side of Innes Road is a mix of vacant

lots, single detached homes and office uses. Further east on the south side of Innes Road exists large parcels of vacant land and light industrial uses.



Figure 3. Commercial Plaza at 3469 Innes Road

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



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

**West:** A detached dwelling abuts the Subject Site to the west. Further west exists a residential neighbourhood consisting of semi-detached and townhouse dwellings.

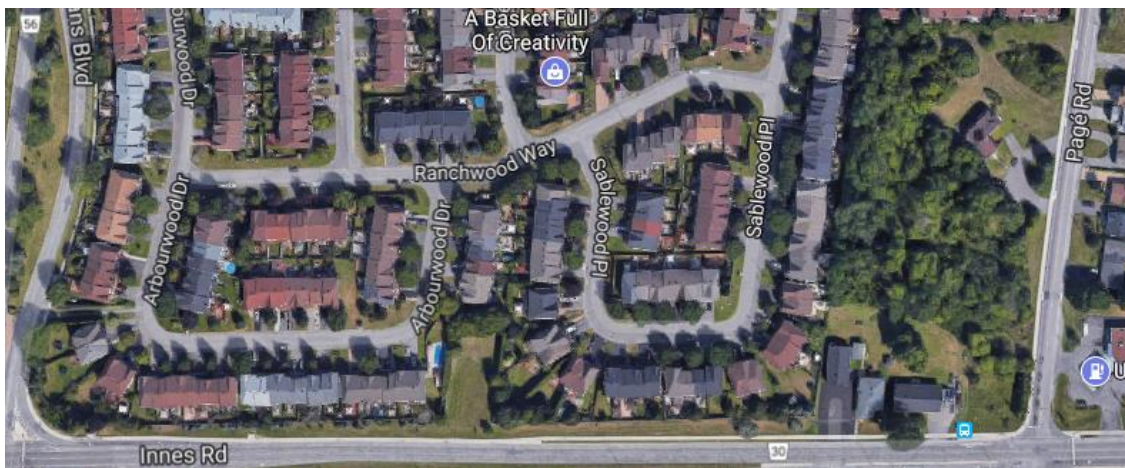


Figure 5. Aerial image of residential subdivision west of Subject Site

## 1.4 Transportation Network

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

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

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

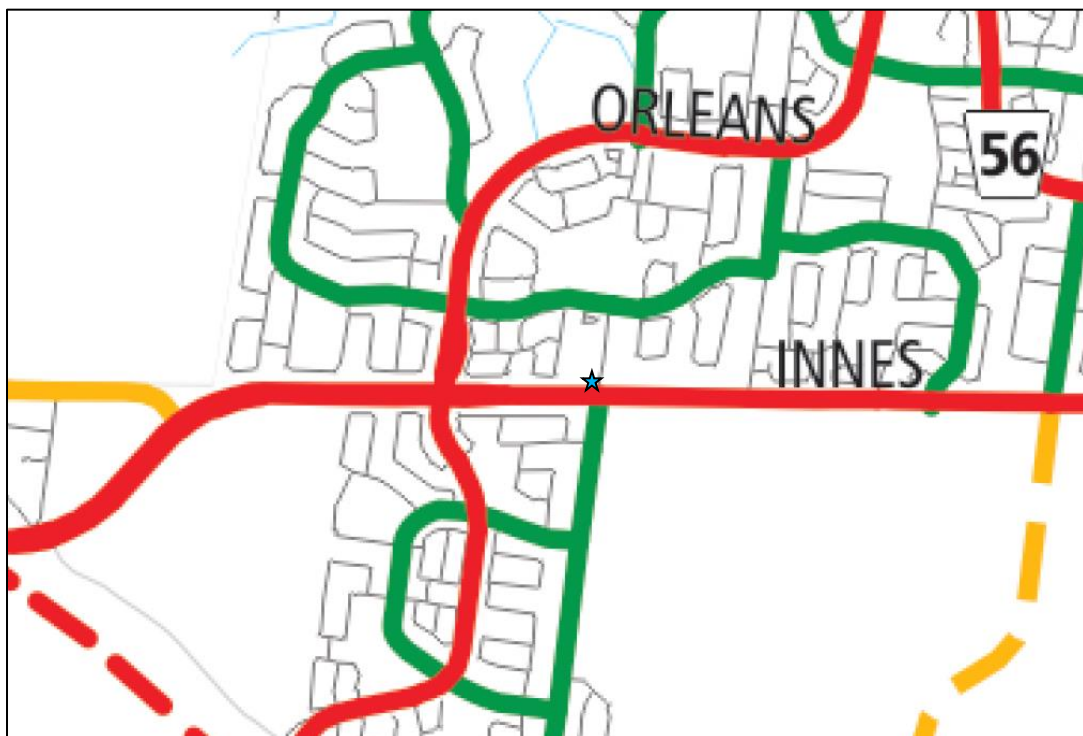


Figure 6. Urban Road Network, Schedule E of the Official Plan

The section of Pagé Road abutting the Subject Site, north of Innes Road, is identified as a Local Road. South of Innes Road, Pagé is identified as a Collector Road. Annex 1 – Road Classifications and Rights-of-Way states that, “local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances”. Pagé Road functions as a local road for the Subject Site and supports a principal driveway access to the residential parking garage for the proposed development. Additionally, the Innes Road and Pagé Road intersection is signalized and will ensure easy access to the Subject Site without impacting the residential neighbourhood to the north.



## 2.0 DEVELOPMENT PROPOSAL

The proposed development is a six-storey, mixed-use building with commercial uses at grade and residential units above. A total of six commercial units are being proposed on the ground floor with four units facing Innes Road and two units facing Pagé Road. The gross floor area of ground floor commercial uses is 616m<sup>2</sup>. Upper storeys two through six will contain 35 residential units, totalling 3045m<sup>2</sup> in gross floor area. All residential units will have private balconies and access to a communal roof-top terrace to meet the amenity space needs of residents.

Surface and underground parking is proposed on site. Given the building setback requirements for hydro transmission lines, the building along Innes Road must be setback further than desired. To efficiently use this space along the Innes Road frontage, surface parking for the proposed commercial uses is proposed to be located beneath the hydro lines. The surface parking lot will contain a total of 26 spaces along Innes Road and Pagé Road frontages, with 8 spaces located at the rear of the building for residential use. Masonry walls and landscaping are proposed to screen parking spaces along the street frontages. The underground parking garage will contain 37 parking spaces for residential use. Storage as well as bicycle parking will also be provided within the parking garage. The Site will have two-way driveway access from both Innes Road and Pagé Road.

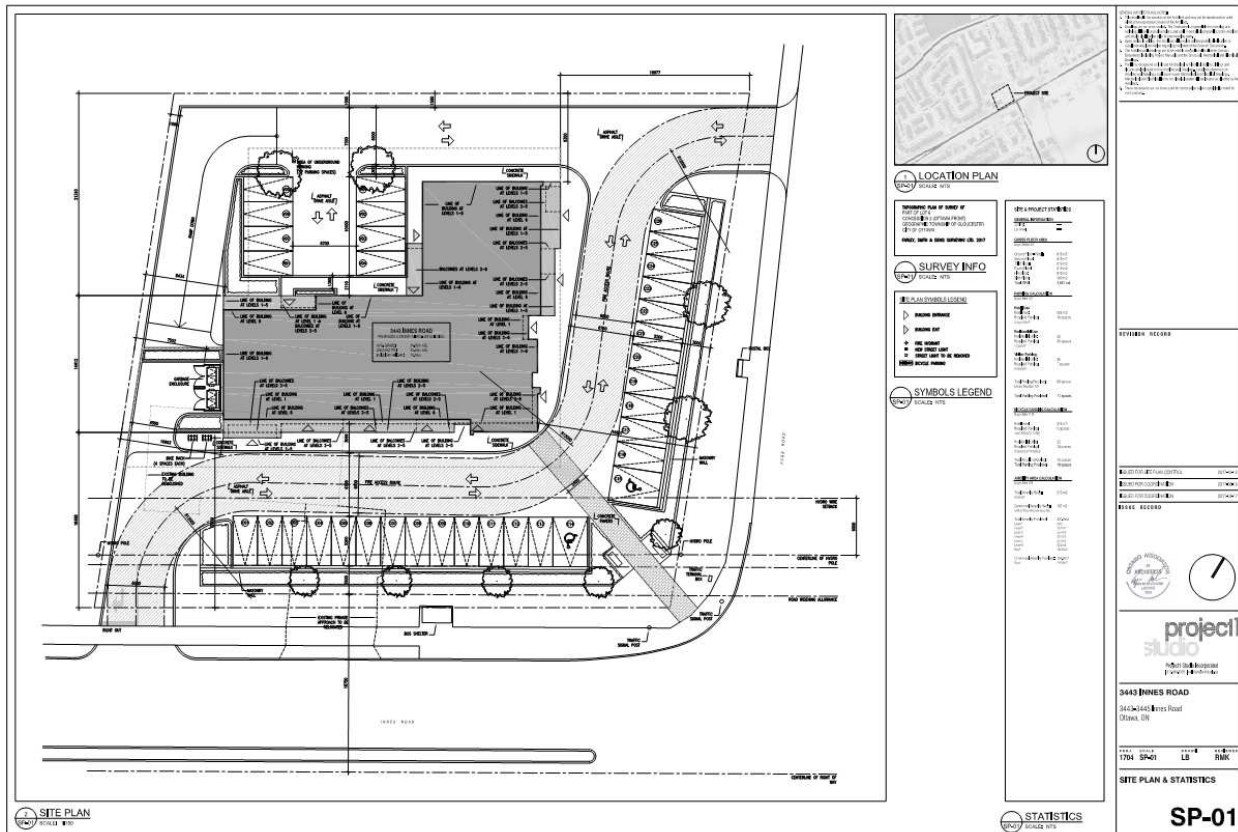


Figure 7. Site Plan

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. This section will discuss relevant policies of the PPS.

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

- b) accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

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

Section 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted*”. More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
  - 1. efficiently use land and resources;*
  - 2. 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;*
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
  - 4. support active transportation;*
  - 5. are transit-supportive, where transit is planned, exists or may be developed;*  
*and*
  - 6. are freight-supportive.*

The proposed mixed-use building is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services, public facilities and active as well as public transit. The proposed development and rezoning represent appropriate intensification and are consistent with the Provincial Policy Statement.

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

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

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

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

*Generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city. More vibrant, accessible and 'complete' communities are more compelling places to live. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle, such as climate change. And because Ottawa has an aging population, a more compact urban form will offer greater accessibility and place a wider choice of goods and services close at hand.*

The proposed development and rezoning support the intensification of the Subject Site, providing a cost-effective pattern for the efficient use of existing services, infrastructure and transit. This medium density, mixed-use development provides a range of environmental benefits and will contribute to the creation of a more vibrant and accessible community.

### **3.2.2 General Urban Area**

The purpose of the General Urban Area is to permit “*the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses*” (Section 3.6.1). More specifically, Policy 1 of Section 3.6.1 states that:

*General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

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

The proposal combines residential needs with conveniently located commercial uses at grade. Policy 6 of Section 3.6.1 speaks to commercial uses in the General Urban Area and states that:

*Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:*

- a. Are compatible and complement surrounding land uses, and can be developed in accordance with Section 2.5.1 and Section 4.11;*

- b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;*
- c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;*
- d. Are situated to take advantage of pedestrian and cycling patterns;*
- e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.*

The proposed Local Commercial Zone and mixed-use development will provide a variety of appropriately sized, conveniently located commercial uses to meet the needs of nearby residential areas. These locally-oriented uses will not attract large volumes of traffic from outside the immediate area. Similar to other local commercial uses located at the intersection of Pagé and Innes Road, the proposed development is easily accessible being located on a corner lot. Sidewalks, an on-road cycling route and a bus stop are all located adjacent to the Subject Site. The Site is accessible with two-way driveway access from both Innes Road and Pagé Road, and a sidewalk connection to the intersection is proposed.

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

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

Section 4 of the City of Ottawa Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans are identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

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

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

Section 4.3 states that the City will utilize transportation studies to assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Assessment Report has been prepared by Novatech, dated December 19, 2017, for the Subject Site. The Report indicates that with the exception of Pedestrian Levels of Service (PLOS), the segments of Innes Road and Pagé Road meet the desirable targets for Bicycle LOS, Transit LOS and Truck LOS for the General Urban Area. Critical auto movements at the Subject Site accesses also meet the target for the General Urban Area. The Report conforms to the relevant policies in Section 4.3 of the Official Plan.

#### Relating to Section 4.4 – Water and Wastewater Servicing

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Servicing and Stormwater Management Report as well as a Site Servicing and Grading Plan have been prepared by McIntosh Perry, dated

October 27, 2017, for the Subject Site. The Servicing and Stormwater Report indicates that the proposed sanitary and water services will be connected via infrastructure within Pagé Road. The storm service will be connected via existing infrastructure on Innes Road. Parking lot storage has been identified as the optimal design solution to meet stormwater management requirements. The Report demonstrates that existing water and wastewater infrastructure services can accommodate the proposed development on the Subject Site. The report and plan conform to the relevant policies in Section 4.4.1 of the Official Plan.

#### Relating to Section 4.7 – Environmental Protection

Section 4.7.2 states that applications affecting vegetation cover on site will be supported by a Tree Conservation Report and a Landscape Plan. In support of the proposed development, a Tree Conservation Report and Landscape Plan have been prepared by Novatech, dated December 15, 2017. According to the Tree Conservation Report, all existing trees on site are to be removed due to conflicts with the proposed development. The Plant List on the Landscape Plan indicates that all proposed species are capable of withstanding the local climate while being generally low maintenance. The report and plan conform to the relevant policies in Section 4.7.2 of the Official Plan.

Section 4.7.3 states that an erosion and sediment control plan addresses measures to maintain vegetative cover along the slope during and after construction and shows how erosion on the site will be minimized during construction through the application of established standards and procedures (Section 4.7.3). In support of the proposed development, an Erosion and Sediment Control Plan has been prepared by McIntosh Perry, dated October 27, 2017. The Plan identifies sediment control structures, such as silt fences and geosock, to be installed on site prior to construction. The plan conforms to the relevant policies in Section 4.7.3 of the Official Plan.

#### Relating to Section 4.8 – Protection of Health and Safety

Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed development, a geotechnical study has been prepared by Morey Associates Ltd., dated June 26, 2017. Geotechnical mapping indicates that the soil profile underlying the site consists of silty sand, silty clay and glacial till. These subsurface conditions of the site were determined to be suitable for support of the proposed development on spread footing foundations. The study conforms to the relevant policies in Section 4.8.3 of the Official Plan.

Section 4.8.4 states that the identification of potentially contaminated sites is important in the planning application review process and that the City will utilize available information to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site. A Phase I ESA has been prepared by Morey Associates Ltd., dated June 26, 2017, for the Subject Site. Based on the results of the Phase I ESA, there are issues of potential environment concern associated with the Ultramar service station located east of the site as well as with the fill material at the site. A Phase 2 ESA could be carried out, if required. The assessment conforms to the relevant policies in Section 4.8.4 of the Official Plan.

Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing arterial roadway. A Noise Impact Assessment Report has been prepared by Novatech, dated December 19, 2017, for the Subject Site. The report was prepared consistent with MOECC NPC 300, and the City's Environmental

Noise Control Guidelines. The Report identifies several outdoor and indoor control measures required to meet the City and Ministry of the Environment noise control guidelines. A noise-mitigating guardrail on the south side of the roof-top terrace is proposed as an outdoor control measure. Indoor control measures include the installation of an air conditioning system as well as specific wall and window assemblies. The incorporation of warning clauses into purchase and lease/rental/sale agreements is also being recommended.

### **3.2.4 Design and Compatibility**

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

- 1) *To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed development has been designed to include architectural gestures, materials and colors which bring visual interest to the building and provide an attractive view for individuals travelling along Innes Road. The space between the building face and the street will be landscaped, with street furniture being proposed on the corner of Innes and Pagé. The proposed street furniture and landscaping will enhance the local identity and assist in providing opportunities for public interaction.

- 2) *To define quality public and private spaces through development.*

The public and private spaces on the Subject Site have been clearly defined using significant plantings and masonry walls that provide screening from the proposed parking lot. The pedestrian pathway and benches at the northwest intersection of Innes Road and Pagé Road will provide easy access to the commercial uses at grade as well as seating for residents and the public alike. All residential units will have a private balcony and access to a large communal roof-top terrace to meet amenity space needs of residents.

- 3) *To create places that are safe, accessible and are easy to get to, and move through.*

The proposed development will have vehicular access from both Innes Road and Pagé Road. Parking spaces for the proposed commercial uses will be located along street frontages due to hydro transmission lines as well as for easy access. Visitor parking for residents and access to the residential parking garage are to be located at the rear of the building. Both surface and underground parking have barrier-free parking spaces and incorporate principles of universal access design. A well-defined pedestrian pathway connects the building to the sidewalk along Innes Road.

The proposal incorporates commercial uses which are complementary to the neighbourhood and will ensure convenient and easy access to goods and services. Commercial uses as well as the residential entrances on the ground floor will be well lit and will ensure visible and safe access to the building. Balconies and ample glazing will also contribute to 'eyes on the street' and the safety of individuals utilizing the spaces on site.

- 4) *To ensure that new development respects the character of existing areas.*

The proposed redevelopment of the Subject Site is an opportunity to create a sense of visual interest and embrace a fresh architectural approach in a location without a cohesive building fabric. The high percentage of glazing and pedestrian oriented-uses at grade create a sense of human scale along the street. With regard to massing and scale, the proposal is consistent with new development in the area, such as the retirement residence located on the southeast corner of Pagé Road and Innes Road, and is a desirable form of development along an arterial street.

*5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The proposed development will feature a range of residential and commercial units of different sizes to appeal to a variety of potential tenants. The design of the building is adaptable to the changing needs of its tenants as well as neighbouring residents by ensuring universal accessibility. The commercial units can also adapt to a variety of uses in response to changes in the neighbourhood. All units are intended to be rental, which will allow for flexible spaces when compared to an equivalent condominium where units are fixed.

*6) To understand and respect natural processes and features in development design.*

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. An understanding of the local climate is reflected in the choice of species identified for planting. The proposed trees and plantings will create an attractive natural environment while remaining low maintenance. No significant or sensitive environment features or resources have been identified on or adjacent to the Subject Site.

*7) To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The Subject Site is currently occupied by a detached dwelling. The proposed development is an appropriate higher density mixed-use development, which efficiently utilizes energy and land. The proposal will also help to support sustainable, active modes of transportation along Innes Road.

The proposed development and zoning amendment conform to the City of Ottawa Official Plan and support a compatible and desirable built form.

### **3.3 Zoning By-law 2008-250**

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

The purpose of the Local Commercial Zone is to:

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

- 4) impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

As previously stated, the proposal provides an opportunity to accommodate a mixed-use development with a variety of convenience and service uses grouped together to meet the needs of the surrounding residential areas. The proposed mixed-use building with commercial uses at grade and residential units above is consistent with the purpose of the Local Commercial (LC) zone. With the exception of building height and landscaped area abutting residential zones, the proposed development has been designed in accordance with the zoning provisions of the LC Zone as well as other applicable provisions in Zoning By-law 2008-250.

Table 1 summarizes relevant zoning performance standards for the site, and the standards provided by the proposed development.

Table 1. Zoning Review Summary

Zoning By-law 2008-250: LC - Local Commercial Zone		
3443 Innes Road – Proposed Mixed-Use Development (6 retail and 35 residential units)		
Performance Standard	Required	Provided
<b>Local Commercial Zone Requirements (Sections 189)</b>		
Lot Area	No minimum	3,296 m <sup>2</sup>
Lot Width	No minimum	54.9 m
Front Yard Setback	Min. 3 m	16.7 m
Corner Yard Setback	Min. 3 m	18.2 m
Interior Yard Setback i. for a mixed-use building, from that portion of a lot line abutting a residential zone	Min. 5 m	9.3 m
Rear Yard Setback ii. for a mixed-use building, from that portion of a rear lot line abutting a residential zone	Min. 7.5 m	8.4 m
Building Height	Max. 12.5 m	19.15 m
Width of Landscaped Area i. abutting a street	Min. 3 m	3 m Pagé Road 3 m Innes Road
Width of Landscaped Area ii. abutting a residential or institutional zone	Min. 3 m	1.5 m Interior Lot Line 1.0 m Rear Lot Line
<b>Amenity Area (Section 137)</b>		
Min. Amenity Area	Total: 6 m <sup>2</sup> / d.u. = 210 m <sup>2</sup> <ul style="list-style-type: none"> <li>50% must be communal space</li> <li>Aggregated into areas up to 54 m<sup>2</sup>, and where more than one aggregated area is provided, at least one</li> </ul>	Total: 237.4 m <sup>2</sup> <ul style="list-style-type: none"> <li>115 m<sup>2</sup> of communal space</li> </ul>



	must be a minimum of 54 m <sup>2</sup>	
<b>Parking Provisions (Area C) (Sections 101-111)</b>		
Residential Mixed-Use Parking	1 / d.u. = 35 spaces	38 spaces
Non- Residential Parking	3.4 / 100 m <sup>2</sup> = 17 spaces	26 spaces
Visitor Parking	0.2 per d.u. = 7 spaces	7 spaces
Bicycle Parking	0.5 per d.u = 18 spaces	18 spaces (underground) 12 spaces (at-grade)
Driveway and Aisle Width - Parking Lot	6.7 m	6.7 m along Innes 6.7 m along Pagé
Driveway and Aisle Width - Parking Garage	6.0 m	6.0 m
Location of Parking	In the LC Zone, no person may park a motor vehicle: <ul style="list-style-type: none"> <li>• In a required front yard;</li> <li>• In a required corner side yard; or</li> <li>• In the extension of a required corner side yard into a rear yard.</li> </ul>	Parking not located in required front or corner side yards
Landscaping of Parking Lot (a) Abutting a street	3 m	3 m Pagé Road 3 m Innes Road
Landscaping of Parking Lot (b) Not abutting a street	1.5 m	1.5 m Interior Lot Line 1.0 m Rear Lot Line
Refuse Collection	<ul style="list-style-type: none"> <li>• 9 m from lot line abutting street</li> <li>• 3 m from any other lot line</li> <li>• Screened from view</li> </ul>	<ul style="list-style-type: none"> <li>• 20 m</li> <li>• 7.5m</li> <li>• Screened by plantings</li> </ul>

The proposed six-storey, mixed-use development requires relief from the standard Local Commercial (LC) height limit to permit a maximum building height of 19.15m. The additional height is in keeping with the intent of increased density along arterial roads. The building has been designed with a high percentage of glazing and pedestrian oriented-uses at grade to create a sense of human scale along the street. Results from the Shadow Study, prepared in support of the proposed development, indicate that the additional height will have negligible effects on neighbouring properties.

With regard to landscaped areas abutting residential zones, relief will be sought to permit a reduced width of landscaped area of 1.0m abutting the rear lot line and 1.5m abutting the interior lot line. These reduced landscape buffers are to accommodate the proposed parking lot on site. A fence is being proposed along the rear (westerly) lot line to mitigate any impacts on the abutting residential lot. Along the interior lot line, the neighbouring property to the north is setback approximately 70 metres, this distance separation will function as a buffer and no impacts to this neighbour are anticipated. Fencing can be considered upon the redevelopment of the property to the north.

Except as noted above, the proposed Site Plan and Zoning Amendment are in accordance with the provisions of the City of Ottawa Zoning By-law 2008-250 and are appropriate for the development of the Subject Site.

## 4.0 CONCLUSION

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

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

The proposal conforms to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal contributes to the range of housing types and densities in the surrounding area and provides a variety of appropriately sized, conveniently located commercial uses. The proposed development will contribute to a more vibrant and accessible community.

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

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

### NOVATECH

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