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114 ISABELLA STREET PLANNING RATIONALE

SITE PLAN CONTROL MINOR ZONING BY-LAW AMENDMENT

114 Isabella Street

**PLANNING RATIONALE
IN SUPPORT OF APPLICATIONS FOR
SITE PLAN CONTROL AND
MINOR ZONING BY-LAW AMENDMENT**

Prepared by:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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April 9, 2020

Novatech File: 119100
Ref: R-2020-040

April 9, 2020

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

Attention: Jean-Charles Renaud, Planner II
Planning, Infrastructure and Economic Development

Dear Mr. Renaud,

Reference: 114 Isabella Street
Site Plan Control Application
Our File No.: 119100

The following Planning Rationale has been prepared in support of Site Plan Control and Minor Re-zoning applications to facilitate the redevelopment of the vacant property located at 114 Isabella Street. The proposal is to construct a seven-storey mixed-use building containing a 19-unit apartment dwelling and a bank machine (ATM). No on-site parking is proposed.

Based on the findings of this Planning Rationale, the proposed Site Plan Control and Minor Zoning Amendment applications are consistent with the Provincial Policy Statement and conform to the policies of the City of Ottawa Official Plan. The Site Plan Control application complies with the proposed zoning standards for the Subject Site.

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

Sincerely,

NOVATECH



Teresa Thomas, MCIP RPP
Project Planner

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1 INTRODUCTION AND CONTEXT

1.1 PURPOSE

Novatech has prepared this Planning Rationale in support of Site Plan Control and Minor Re-zoning applications to facilitate the development of the property located at 114 Isabella Street (the “Subject Site”), in the City of Ottawa. The proposal entails constructing a seven-storey, mixed-use building containing 19 dwelling units and a bank machine. No parking is proposed.

This Planning Rationale will demonstrate that the proposed development is:

- Consistent with the Provincial Policy Statement;
- Conforms to the City of Ottawa Official Plan; and
- Complies with the zoning standards for the Subject Site as amended through the proposed minor re-zoning.

The Minor Zoning By-law Amendment is requested to reduce required parking from six spaces to none, and to allow reduced bicycle space widths as discussed in Section 3.3 and seen in Appendix A.

1.2 SITE DESCRIPTION AND LOCATION

The Subject Site, municipally known as 114 Isabella Street and is in Somerset ward in the City of Ottawa. It is bound to the north by Isabella Street on the block between O’Connor and Metcalfe Streets as seen in Figure 1. It is legally described as Lot 32 on Plan 35403 in the City of Ottawa/Nepean. It has an area of 341.05m², with 10.97 metres of frontage on Isabella Street.

The Subject Site is currently vacant. The Site is zoned General Mixed Use, Subzone Four with floorspace index of 3.0 (GM4 F[3.0]) in the City of Ottawa Zoning By-law 2008-250 as seen in Figure 1. Given that the building will be greater than 4 storeys and mixed-use, the Mature Neighbourhoods Overlay does not apply.

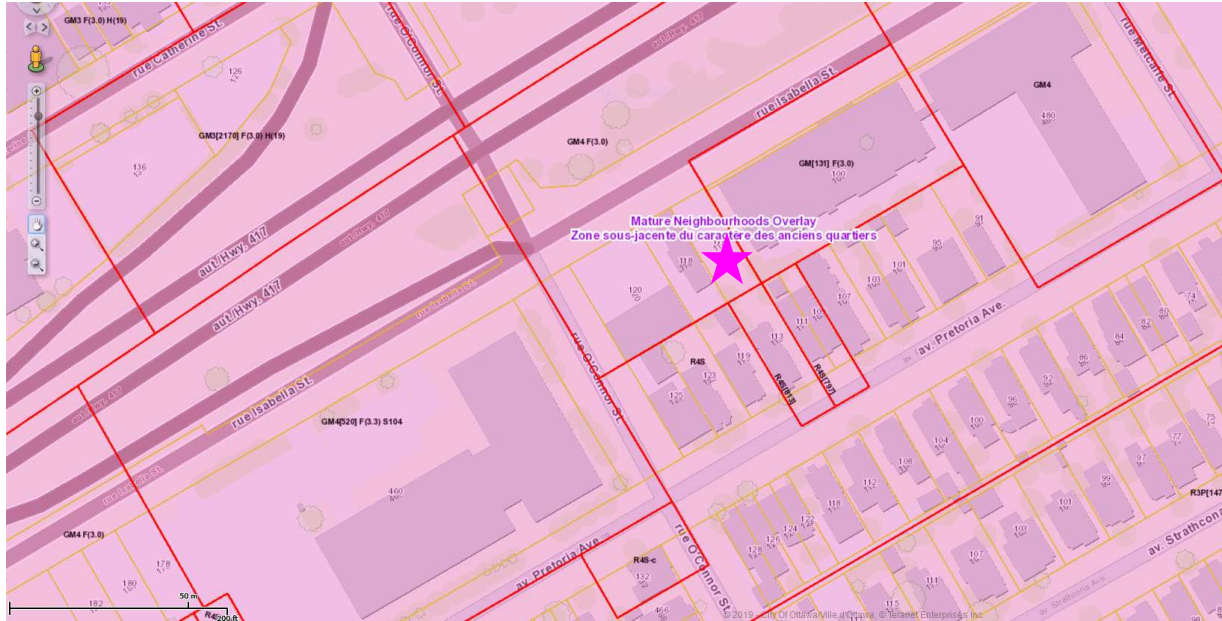


Figure 1: Location and Zoning of Subject Site and Surrounding Properties

1.3 SURROUNDING USES

North: Highway 417 is across Isabella Street to the north.

East: A retirement home built in 2006 is to the east between the Subject Site and Metcalfe Street. Loblaws grocery is east of Metcalfe Street.

South: Low-rise residential dwellings are to the south.

West: A fast-food restaurant and an automobile body shop are to the west between the Subject Site and O'Connor Street.

1.4 TRANSPORTATION NETWORK

The Subject Site is located on Isabella Street, which is identified as an arterial road on Schedule E of the City of Ottawa Official Plan and seen on Figure 2. 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.

Isabella Street is also subject to the Chamberlain Avenue, Catherine Street and Isabella Street Functional Design Study, which “*explore[s] opportunities to improve walking, cycling, transit and general traffic along these streets by reviewing the existing traffic lanes and sidewalk widths, parking and loading areas, pedestrian and cyclist movements and traffic circulation*” (City of Ottawa.ca).

In anticipation of changes to Isabella Street, the full 26m of right-of-way (ROW) protection identified in Annex 1 will be required. Therefore, 3.18m of ROW protection will be dedicated as part of this development.

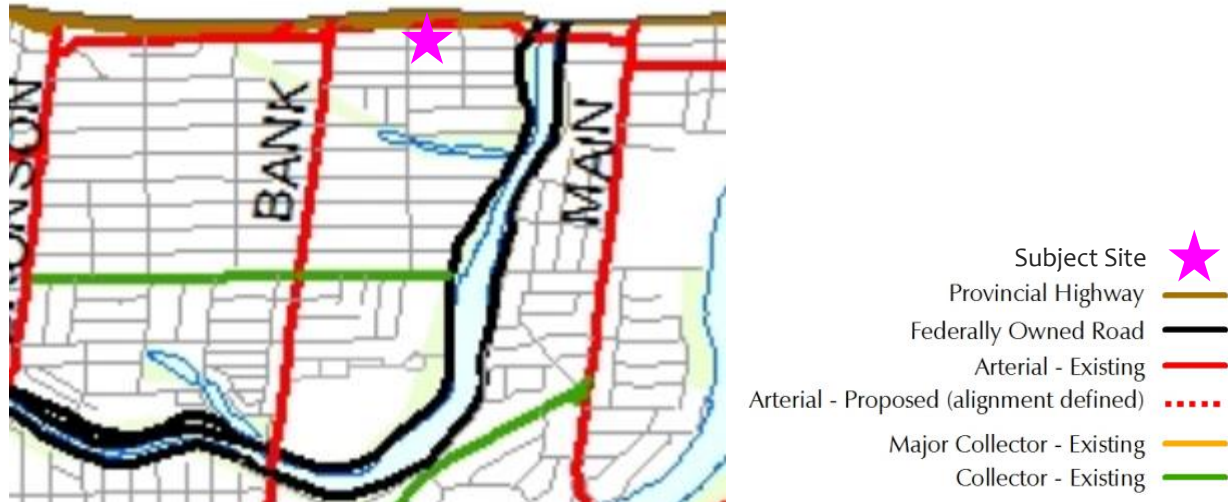


Figure 2: Schedule E - Urban Road Network, Extract (City of Ottawa Official Plan)

Isabella Street provides pedestrian- and bicyclist-oriented access to the Subject Site. While Isabella Street currently provides a pedestrian-unfriendly environment, a two-way multi-use path (MUP) is proposed directly in front of the site, which will provide greater ease of movement and comfort to residents choosing active transportation. The MUP is connected to the O'Connor Street two-way bike lane (cycle track), the Rideau Canal MUP, and nearby suggested routes that connect to other bike lanes as seen in Figure 3.

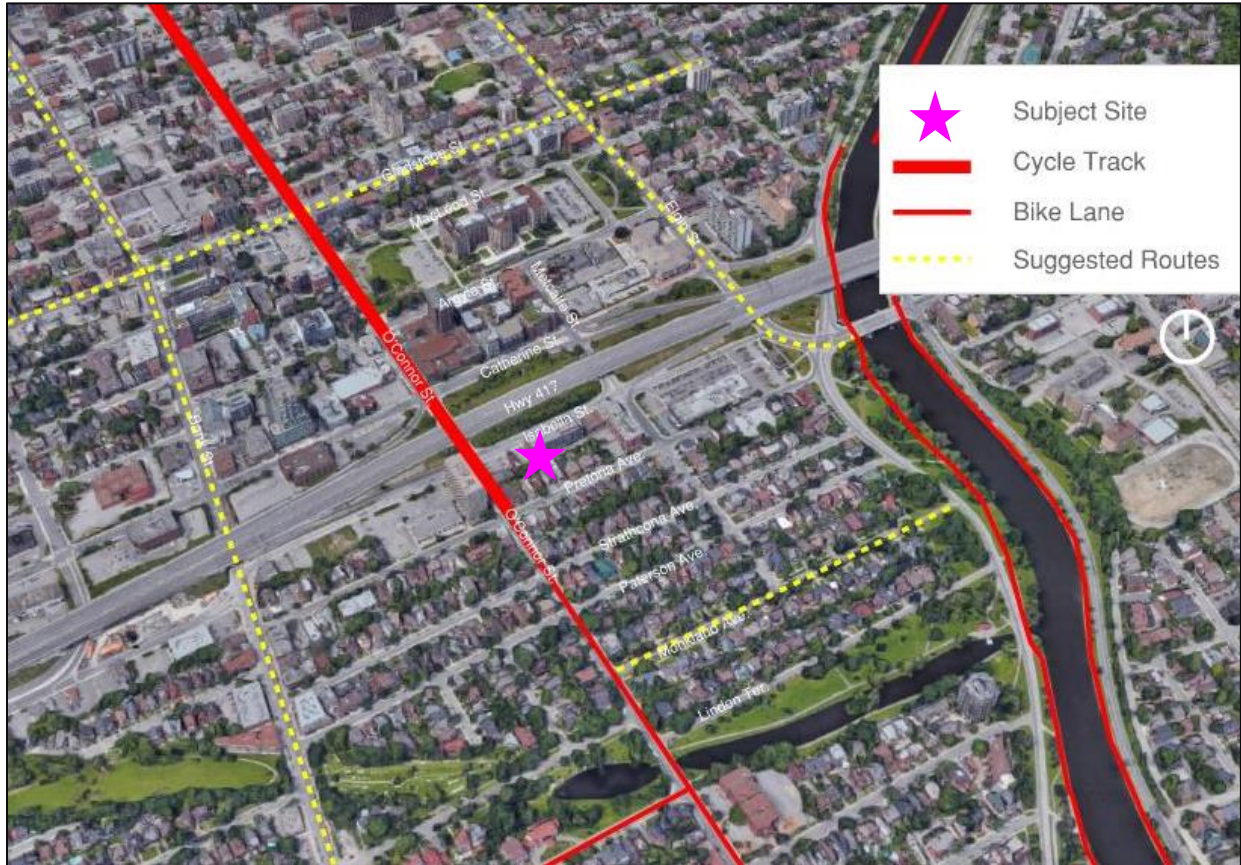


Figure 3: Cycling Network (GeoOttawa)

Isabella Street will serve as the local access route for emergency services.

The Subject Site is located within 400m of two (2) designated Transit Priority Corridors shown on Schedule D of the Official Plan: Bank and Isabella Streets (Figure 4).

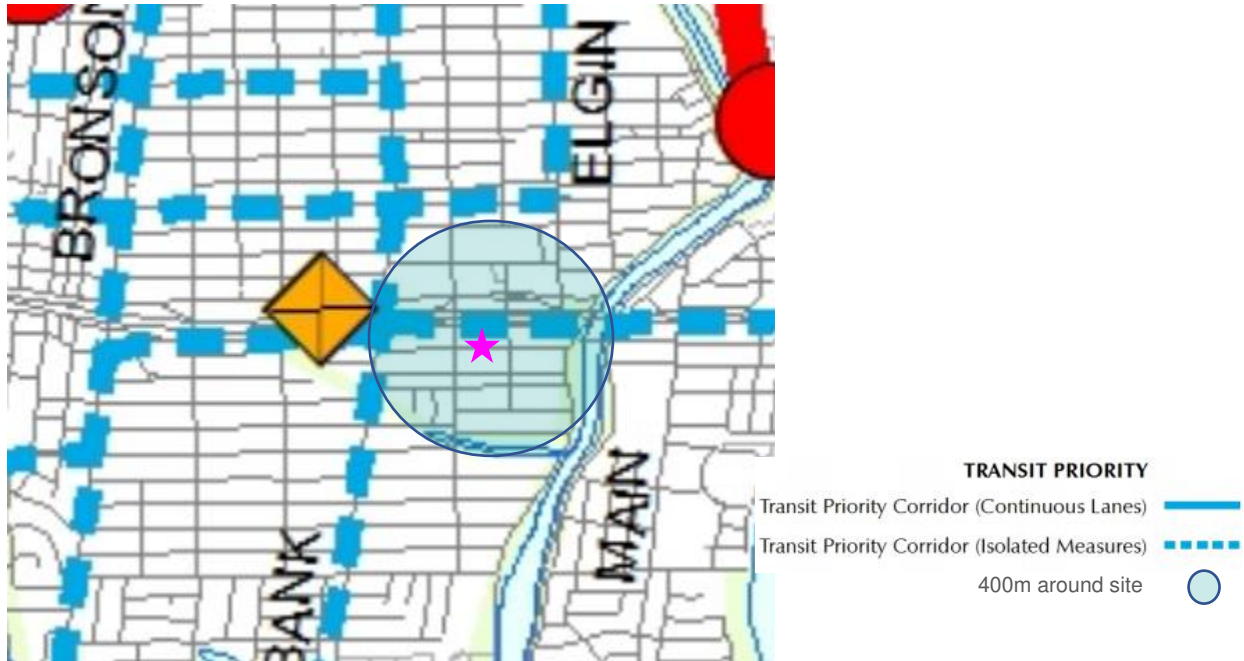


Figure 4: Schedule D: Rapid Transit Network, Extract as edited (City of Ottawa Official Plan)

2 DEVELOPMENT PROPOSAL

Uses

The proposal entails constructing a seven-storey, mixed-use building containing 19 dwelling units and a bank machine as shown on the Site Plan (Figure 5) and in the rendered image (Figure 6). A full set of elevations and plans have been submitted with this application. A mix of studio, one and two-bedroom units are proposed on all floors and a bank machine (ATM) is proposed on the ground floor.

Amenity Area

Communal rear-yard amenity space and private amenity spaces in the form of balconies and a terrace are provided.

Site Circulation

The principal entranceway to the building recessed and located on the west side of the front façade of the building. The recessed entrance provides barrier-free access. It also provides space between the door and uses on the City right-of-way (ROW) including the proposed two-directional multi-use path (MUP). The recessed entrance provides shelter from elements when entering or exiting the building.

A second exit or service door is located on the eastern side of the front façade. This exit is a requirement of the Ontario Building Code. The second exit will also be used as a service door to take waste to the street.

The rear yard is accessed through an exit on the ground floor and ramp outside the rear of the building.

Parking and Bicycle Storage

No parking is proposed, which will require relief from the Zoning By-law as discussed in Section 3.3. One-hour parking is available on-street on Isabella Street during off-peak hours.

Bicycle parking at a rate of over 1 space per dwelling unit is proposed in a horizontal stacked system. An amendment to the Zoning By-law is required to permit the proposed bicycle rack space widths as discussed in Section 3.3. Rack specifications are provided in Appendix A.

Waste Management

Garbage storage is proposed on the ground level and will be taken from the building out the overhead door near the second exit facing Isabella Street.

Massing and Scale

The building is 21.5m in height. There is approximately 982m² of gross floor area. Given Section 4 of the Zoning By-law, the front yard setback is 3.15m (between the front lot line as it is today and the building). The City of Ottawa has noted the requirement to dedicate a right-of-way protection of three (3) metres. Once this protection is taken, the building will have a front yard setback of 0.15 metres. The proposed development will be set back further than those abutting buildings including that at 100 Isabella due to the right-of-way protection required.

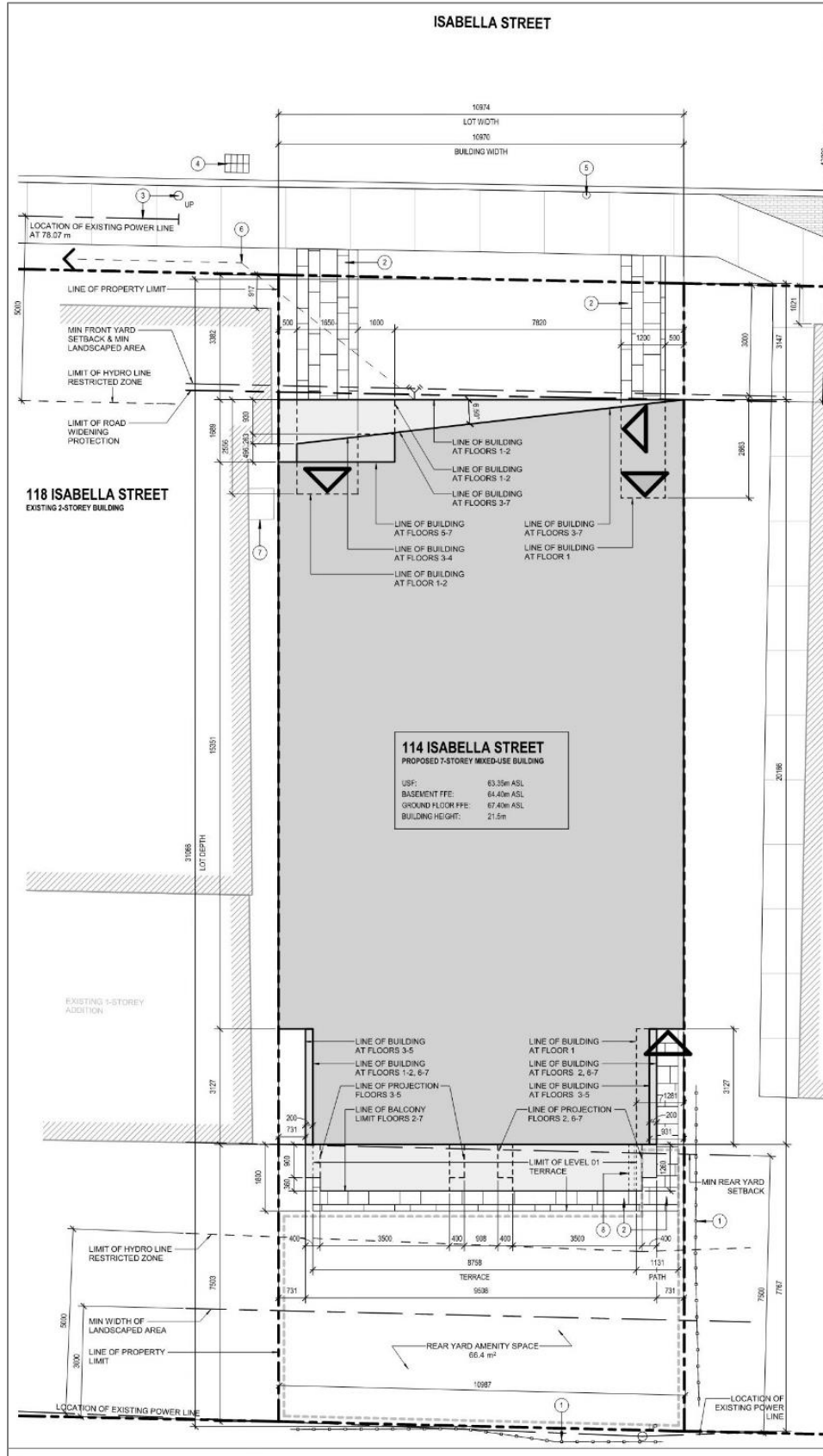


Figure 5: Site Plan, Extract (Project1Studio, revised April 09, 2020)



Figure 6: Rendered Image of the Proposed Building (Project1 Studio, October 25, 2019)

Utilities

The Subject Site can be adequately serviced by required utilities. The proposed development is clear of the power line located 3.5 metres northwest of the northwest corner of the Subject Site.

Currently, water services servicing the building at 100 Isabella Street are located underground on the Subject Site. How the design and development of those services there occurred is unknown. The drawings associated with the application for Site Plan assume water services to 100 Isabella Street will be relocated to the west side yard at 100 Isabella Street. The plan of services provides a design for the relocation of the water line.

A utility wire servicing the Isabella Pizzeria at 118 Isabella Street crosses the southern half of the Subject Site from the southeast corner to the eastern side of the pizzeria. This line will be relocated.

Landscaping and Trees

Landscaping meets the requirement of the Zoning By-law shown in Table 1.

Table 1: Landscaping Provisions

(h) Minimum width of landscaped area	(i) abutting a street	3 m
	(ii) abutting a residential or institutional zone	3 m
	(iii) other cases	No minimum

The proposed front yard will be landscaped with sod and pavers to create walkways as seen in Figure 7. This allows for changes once the right-of-way (ROW) dedication is taken by the City. The rear yard provides riverstone on the west and south lot lines to ensure proper drainage. Three trees are proposed to be planted in the rear yard whereas 2 are proposed for removal. Shrubs of up to 1.5m in height are proposed to separate the private terrace from the communal amenity space in the rear yard. A wooden privacy fence is proposed around the rear yard and along the communal walkway where it abuts the private terrace.

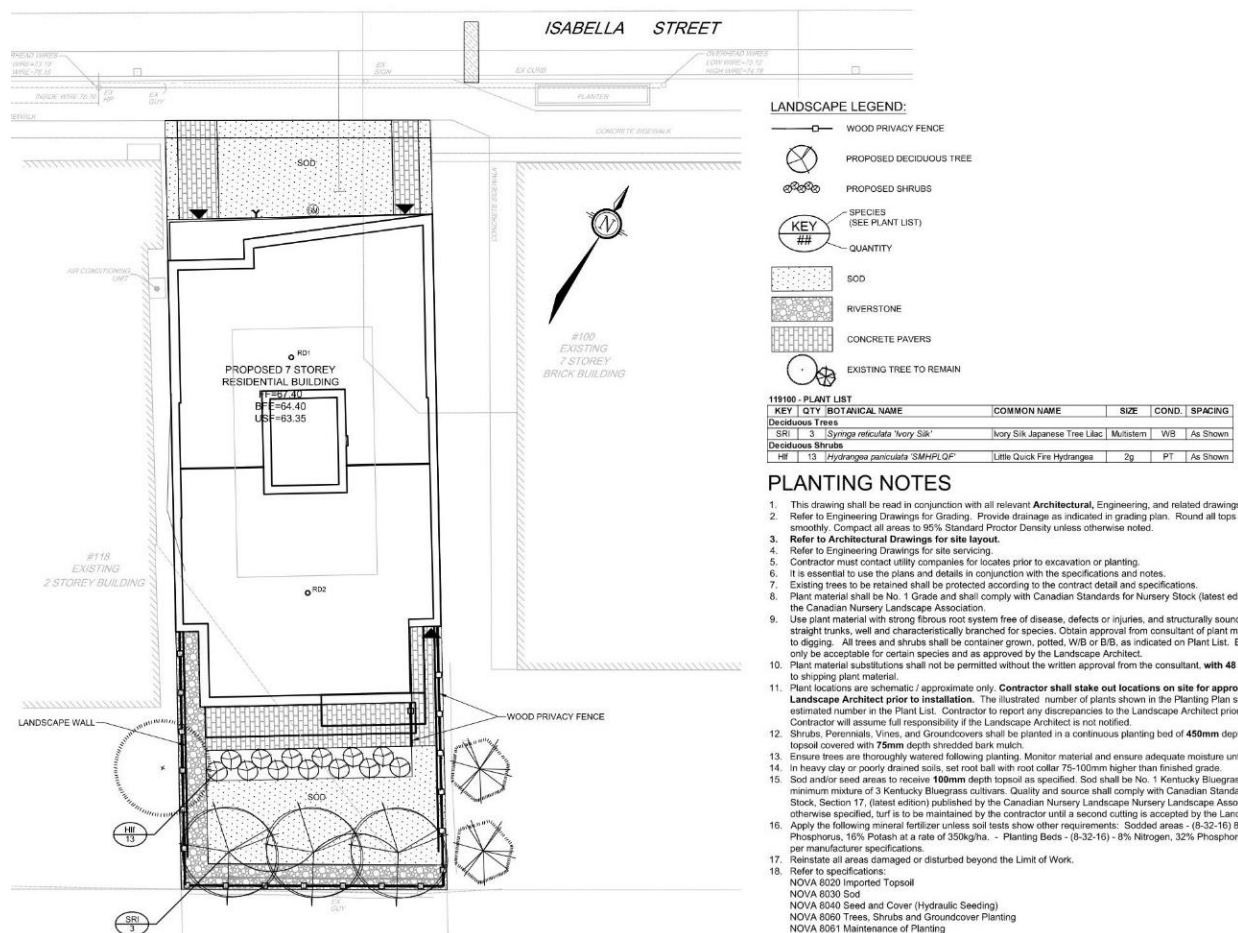


Figure 7: Landscape Plan, Excerpt (Novatech, revision April 09, 2020)

3 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 will come into effect on May 1, 2020. Decisions made by Council must be based on the PPS in effect at the time of decision. This section will discuss relevant policies of the PPS.

Policy 1.1.1 of the PPS states,

healthy, liveable and safe communities are sustained by:

b) accommodating an appropriate affordable and market-based range and mix of residential types..., employment..., institutional..., recreation, park and open space, and other uses to meet long-term needs;

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;

The proposed apartment units and minor rezoning of the Subject Site contribute to an appropriate, market-based mix of residential uses to meet the long-term needs of residents in the neighbourhood by providing barrier-free access to studio, one- and two-bedroom apartment units. It should be noted that six of the 19 units are two-bedroom units and two are studios.

The proposal supports a cost-effective development pattern by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs, and contributing to the optimization of transit investments given the proximity to two transit-oriented streets

Policy 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development*”.

Policy 1.1.3.2 states:

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; and*
- g) *are freight-supportive.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site will have access to major cycling routes along Isabella Street, O'Connor Street, local side roads and the Canal. Several bus routes on transit priority corridors are within a 10-minute walk of the Subject Site, along: Isabella, Bank, and Elgin Streets; and Gladstone Avenue.

Policy 1.6.7.4 states, “*A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation*”.

The proposed intensification contributes to the minimization of number of vehicle trips and supports the use of transit and active transportation due to its location within the urban core, which is well-served by transit and active transportation options.

Policy 1.6.8.1 states, “*Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs*”.

The City of Ottawa has indicated their intention to protect a 26m right-of way (13m from centreline of Isabella Street), which is accounted for on the Site Plan.

Policy 1.8.1 states,

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

g) maximize vegetation within settlement areas, where feasible.

The proposed development contributes to a pattern of development that promotes the use of active transportation and maximizes the vegetation on site by providing minimal hardscaping.

The proposal represents appropriate intensification within a central, urban community in the City of Ottawa and is consistent with the Provincial Policy Statement.

3.2 CITY OF OTTAWA OFFICIAL PLAN

The Subject Site is designated General Urban Area on Schedule B of the *City of Ottawa Official Plan* (OP) as seen in Figure 8. The following policies from the OP are relevant to the proposed development.

The OP policies below are *italicized*. Portions of the policy applicable to the proposed development are underlined. Novatech’s responses to the policies follow in normal font.

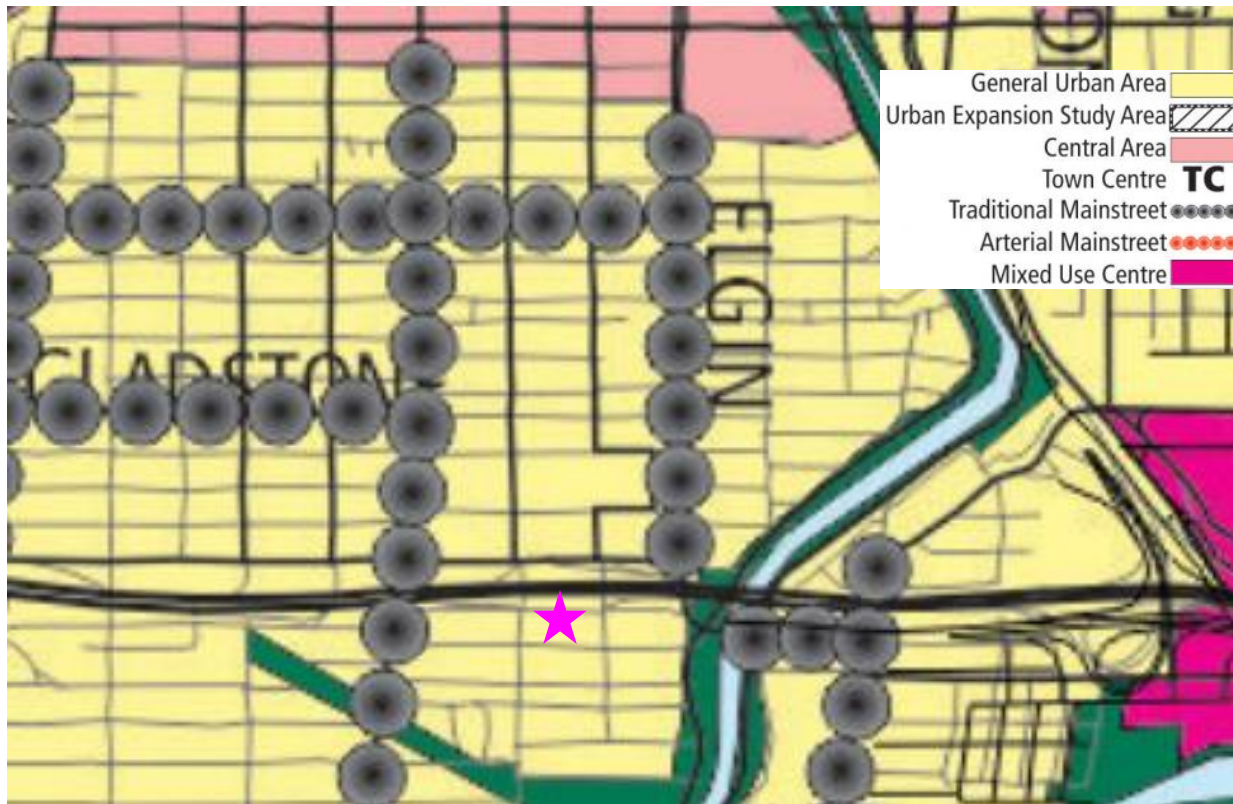


Figure 8: Schedule B: Urban Policy Plan, Extract (City of Ottawa Official Plan)

2.2 Managing Growth

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

The proposed development and minor rezoning support the intensification of the Subject Site and a cost-effective land use pattern for the provision of services, transit and infrastructure. The proposed seven-storey mixed-use building is consistent with the scale of development and planned function along Isabella Street. The proposal along with nearby residential, commercial, institutional and recreational uses establish a ‘complete’ transit-supportive pattern of development in this neighbourhood.

2.2.2 Managing Growth Within the Urban Area

Intensification Outside of Target Areas

Policy 22

The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. ...

The proposed development is on vacant land formerly used for a single detached dwelling unit. The proposed development is compatible intensification in that it complies with the height and massing provided in the Zoning By-law and matches the height of the newer development to the east. The Zoning By-law encourages those properties immediately west of the Subject Site to develop in a similar manner.

2.5.1 Design and Compatibility

Section 2.5.1 of the OP 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 materiality, color, glazing and building articulation provide a distinct architectural style. The scale and massing is consistent with the neighbouring building to the east and with that called for in the Official Plan and Zoning By-law.

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

The recessed entrance, new landscaping and large windows create an inviting, street-oriented development that defines the site as a friendly private addition to the shared public streetscape. A spacious and comfortable amenity area is proposed in the rear yard, and units facing the rear yard will each have private amenity space in the form of balconies or terraces.

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

The proposed mixed-use building is easily accessed by foot given its central location and connection with surrounding pedestrian, cycling and transit networks.

Glazing along the front façade provides "eyes on the street". The rear yard is designed for residents only and will be accessed through the proposed building.

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

The proposed development will be a height similar to the building at 100 Isabella Street. It is expected that future development to the west will be of similar height given the Official Plan and the Zoning By-law.

The front yard setback must be further set back from the neighbouring buildings given the ROW protection requirement.

The rear yard setback is 7.5m. This setback more than ensures that no undue negative impacts will be created for the abutting residential properties to the south.

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 contribute to the diversity of housing types within the neighbourhood. The range in studio- to two-bedroom unit sizes as well as barrier free access to the units (provided by an internal elevator to every floor and barrier-free access to the principal entranceway) will appeal to a variety of users.

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

No significant or sensitive environment features, or resources have been identified on or adjacent to the Subject Site. A landscape plan has been prepared in support of the Site Plan Control application for the Subject Site. The proposed plantings will create an attractive natural environment while remaining low maintenance.

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

The proposed development is a compact, higher-density form of housing, which efficiently utilizes energy and land. Given the proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of transportation.

3.6.1 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” in order to create sustainable communities, as stated under Section 3.6.1.

Policy 1:

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 development provides a range of apartment sizes and types, from studio to one-, and two-bedroom rental units, as well as a bank machine.

Policy 3:

Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

The Zoning By-law 2008-250 calls for buildings of up to 23.5m in height in this location. The proposed building is seven storeys in height and within the height limit of the Zoning By-law.

Policy 5:

When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;*
- b. Apply the policies of Section 2.5.1 and Section 4.11;*
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;*
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.*

The proposed development will contribute to providing a full range of housing types, tenures and densities in its neighbourhood and will help to meet the needs of all ages, incomes and life circumstances.

The proposed mixed use building has been designed to fit in and complement the existing residential and mixed-use pattern and function of the area. The development is moderately sized, with a mass and scale being like neighbouring properties.

Regarding Section 2.5.1 and Section 4.11 of the OP, the design and compatibility of the proposed development will be further discussed in the related sections of this Rationale.

4.3 Walking, Cycling, Transit, Roads and Parking Lots

Policy 4:

The City may, in keeping with the direction in Section 2.3, establish maximum requirements for on-site parking and reduce or eliminate minimum requirements in:

- a. intensification target areas; or*
- b. within 800 metres walking distance of a rapid transit station; or*
- c. within 400 metres of the Transit Priority Network, inside the Greenbelt; or*
- d. within 400 metres of a Traditional Mainstreet, inside the Greenbelt;*

and in particular where the small size, dimensions and other characteristics of existing lots preclude the ability to provide on-site parking for a change in use or small-scale intensification. [Amendment #150, LPAT. July 29, 2019]

The Subject Site is within 400 metres of two (2) transit priority streets – Bank Street and Isabella Street. It is within 500 metres of two others – Elgin and Gladstone Streets. Transit priority streets include measures that minimize delays to buses at intersections and along congested roads ensuring a faster commute time for passengers. Residents of the proposed development are very likely to walk, bike and use transit for their everyday needs such as work, grocery and recreation. Immediate connections to quality transit will greatly improve the ability to live ‘car-free’ at this location. Loblaws grocery is one block away.

The Subject Site is within 400 metres of two (2) Traditional Mainstreets (Bank and Elgin Streets) as seen in Figure 9. It is also very close to Main Street. These Traditional Mainstreets offer recreation and shopping opportunities within a walking distance.

It is expected that visitors who use a car will be able to find parking off site as discussed in the letter prepared by Novatech dated March 24, 2020 submitted with this application that addresses parking on this site.

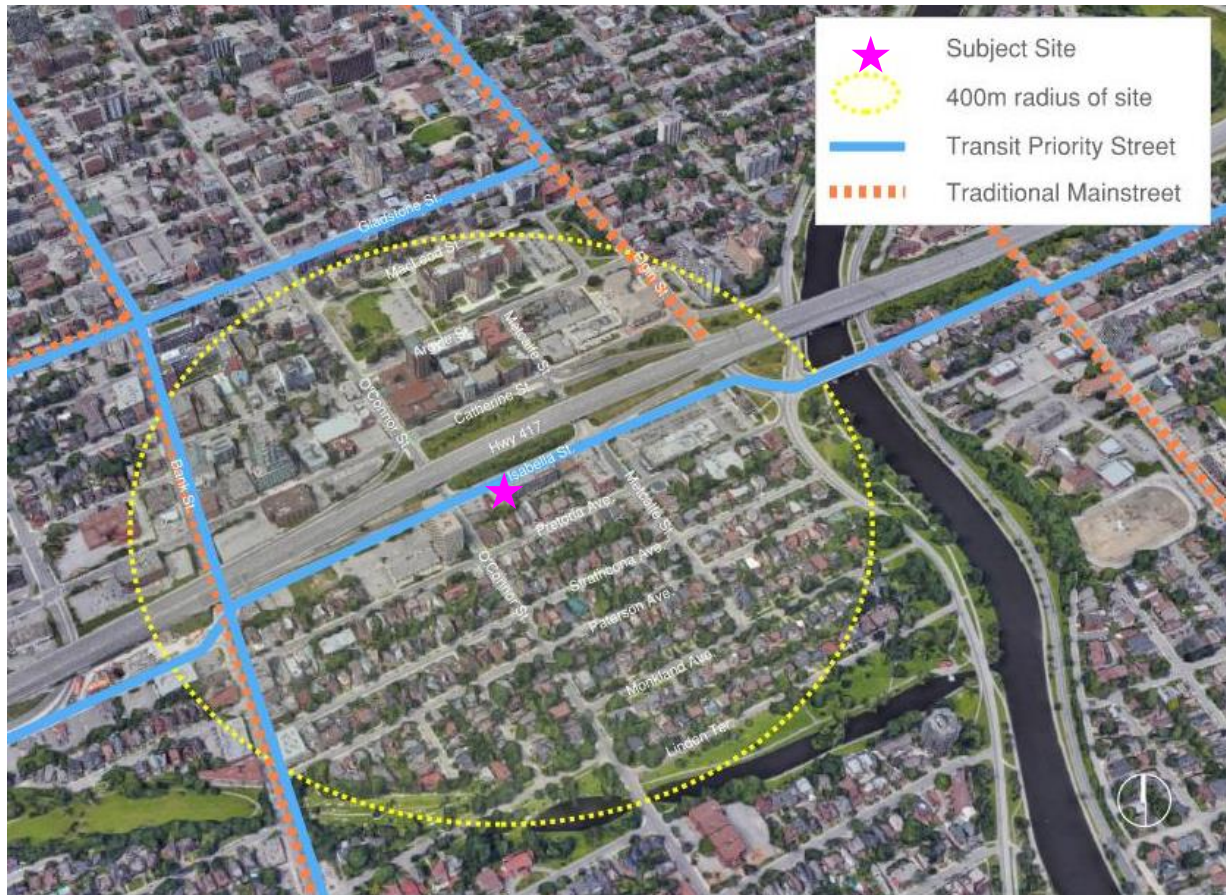


Figure 9: Traditional Mainstreets and Transity Priority Corridors within 400m of Subject Site

Policy 6

The City will require a transportation impact assessment report...

The Transportation Impact Assessment (TIA) Screening Form accepted by the City on January 22, 2020 concluded that none of the requirements for a TIA were triggered.

Given that zero (0) parking spaces are proposed whereas five (5) spaces are required by the Zoning by-law, a letter to address parking prepared by Novatech dated March 24, 2020 is submitted with this application. The letter concludes that, *“it is anticipated that the off-site parking supply is adequate. It is recommended that a clause specifying that on-site parking is not provided be included in lease agreements at 114 Isabella Street”*.

4.4.1 Servicing in Public Service Area

Policy 1

The City will require development applications in Public Service Areas to be supported by an assessment of the adequacy of public services...

A Development Servicing Study and Stormwater Management Report prepared by Novatech dated April 9, 2020, has been submitted to support the applications for Minor Zoning By-law Amendment and Site Plan Control. The report concludes, "Servicing assessments discussed in the preceding sections show that there are no major obstacles to servicing the proposed development. It is recommended that the proposed site servicing and stormwater management design be approved for implementation". Some key recommendations are:

- The proposed residential building will be serviced by new sanitary and storm sewer laterals - both connected to the existing combined sewer in Isabella Street.
- The proposed building will be serviced by the existing water service on-site, currently being used by 100 Isabella Street.
- The proposed foundation drainage will outlet to the combined sewer in Isabella Street.
- The proposed building will be sprinklered.
- The total post-development flow from the site will be controlled to the maximum allowable release rate for events up to the 1:5 year.
- For events exceeding the 1:5 year up to and including the 1:100 year, runoff will be substantially reduced from pre-development conditions.

For full details refer to the report and plans submitted with the applications.

4.7 Environmental Protection

4.7.2 Protection of Vegetation Cover

Policy 1

In order to support the Official Plan objective for 30 per cent tree cover, applications for subdivision, condominium, site plan approval affecting vegetation cover on site, will be supported by a Tree Conservation Report and a Landscape Plan. [Amendment #150 December 21, 2017]

A Tree Conservation Report prepared by Novatech dated April 9, 2020, has been submitted to support the applications for Minor Zoning By-law Amendment and Site Plan Control.

Two trees exist fully within the rear yard as seen in the Tree Conservation Report in Figure 10. (The survey shows a 2m-high stump on the property line, which will be removed). These two trees are proposed to be removed because the ash is dead; and, the Manitoba maple is in only fair condition and is entangled in the fence, which is proposed to be replaced. Three lilac trees are proposed in the rear yard given the capacity of the clay soils.

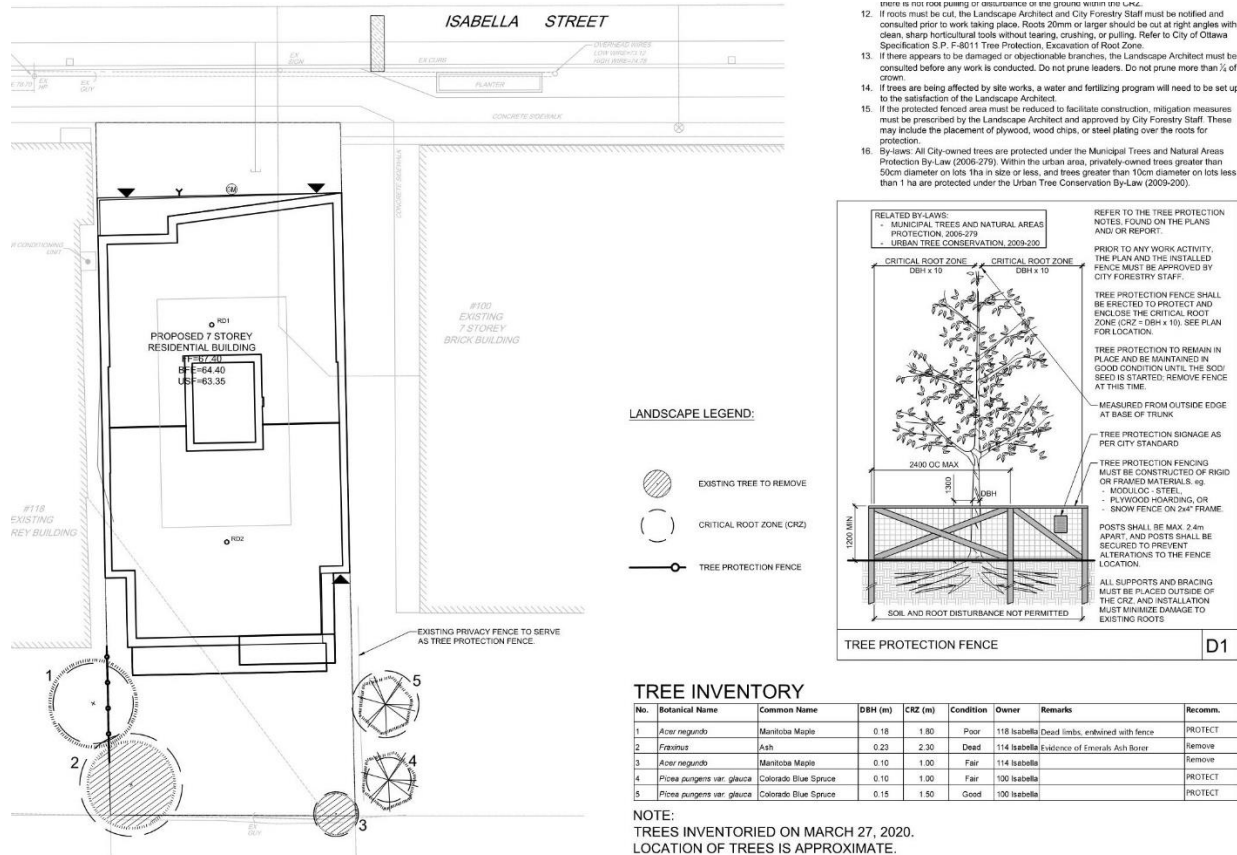


Figure 10: Proposed Tree Conservation Report, Extract (Novatech, revision April 09, 2020)

A Landscape Plan dated April 9, 2020 was prepared by Novatech in support of these applications. Landscape features include sod and pavers in the front yard; and sod, riverstone, shrubs, and short trees in the rear yard as further described in Section 2 of this report and seen in Figure 7.4.7.3 Erosion Prevention and Protection of Surface Water

Policy 13

An erosion and sediment control plan will be provided that shows how erosion on the site will be minimized during construction through application of established standards and procedures. Measures to maintain vegetative cover along the slope during and after construction will be addressed.

A combined Grading, Erosion and Sediment Control Plan prepared by Novatech dated April 9, 2020 has been submitted to support the applications for Minor Zoning By-law Amendment and Site Plan Control.

4.7.6 Stormwater Management

Policy 1

A stormwater site management plan will be required to support subdivision and site-plan applications.

A Development Servicing and Stormwater Management Report prepared by Novatech dated April 9, 2020, has been submitted as part of the applications for Minor Zoning By-law Amendment and Site Plan Control.

4.8 Protection of Health and Safety

4.8.3 Unstable Soils or Bedrock

Policy 1

Applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development.

A geotechnical study, prepared by Kollaard Associates dated June 11, 2013, revised July 31, 2019, has been submitted to support the applications for Minor Zoning By-law Amendment and Site Plan Control. In terms of suitability of the soils, the report states,

It is suggested that the final design drawings for the project, including the proposed site grading plan, be reviewed by the geotechnical engineer to ensure that the guidelines provided in this report have been interpreted as intended and to re-evaluate the guidelines provided in the report with respect to the actual project plans. Items such as actual foundation wall/column loads, whether or not the basement or below grade parking structure is heated, etc could have significant impacts on foundation type, frost protection requirements, etc.

The native silty clay at this site will be sensitive to disturbance from construction operations, from rainwater or snow melt, and frost. In order to minimize disturbance, construction traffic operating directly on the subgrade should be kept to an absolute minimum and the subgrade should be protected from below freezing temperatures.

Further caution as offered in terms of tree planting, as the report states, “No deciduous trees should be permitted closer to the building (or any ground supported structures which may be affected by settlement) than the ultimate height of the trees. For groups of trees or trees in rows, the separation distance should be increased to 1.5 times the ultimate height of the trees.”

4.8.4 Contaminated Sites

Policy 1

The City will require applicants to document previous uses of a property or properties that are subject of a development application and/or property that may be adversely impacting the property that is subject of a development application in order to assist in the determination of the potential for site contamination.

A Phase I ESA, prepared by Paterson Group dated August 30, 2019, has been prepared and documents previous uses on the property.

Policy 2

The City will require an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 1 Environmental Site Assessment (ESA) has been completed in accordance with Ontario Regulation 153/04, as amended from time to time, as follows:

- a. For all applications for proposed plans of subdivision;
- b. For all other development applications under the Planning Act where a property or properties have been identified through the City's development review process as potentially contaminated due to previous or existing uses on or adjacent to the property.

A Phase I ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site.

An affidavit from a qualified person has been provided by Paterson Group confirming that a Phase I ESA was completed. (The Phase I ESA, prepared by Paterson Group dated August 30, 2019, has been submitted to support the applications for Minor Zoning By-law Amendment and Site Plan Control.) No Phase II ESA is recommended. However, some recommendations regarding the proper disposal of fill impacted by debris are provided.

4.8.7 Environmental Noise Control

Policy 3

Development proposals for new noise sensitive land uses will require a noise feasibility study and/or detailed noise study in the following locations:

- a. Mixed Use Centre, Town Centre, Central Area and Mainstreets as identified on Schedule B or within:
- b. 100 metres from the right-of-way of:
 - i. an existing or proposed Arterial, Collector or Major Collector Road identified on Schedules E and F; or
 - ii. a light rail transit corridor; bus rapid transit, or transit priority corridor identified on Schedule D;
- c. 250 metres from the right-of-way of:
 - i. an existing or proposed highway, or
 - ii. a Secondary Main railway line;
- d. 500 metres from the right-of-way of:
 - i. a 400-series Provincial highway, Freeway or
 - ii. a Principle Main railway line.

And will require noise mitigation and a warning clause where necessary, as a condition of approval.

A roadway traffic noise assessment was prepared by Gradient Wind dated February 28, 2020 and has been submitted to support these applications for Minor Zoning By-law Amendment and Site Plan Control.

Noise levels emanating from Isabella Street and the Highway 417 are up to 79dBA during the day at the north façade.

The report notes:

- noise levels at the Outdoor Living Area do not exceed the 55 dBA criterion; therefore, no mitigation measures are required.
- noise levels will be 79 dBA at Plane of Window (POW) receptors during the daytime and 71 dBA during the nighttime;
- building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA;
- a detailed review of the window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building;
- the development will require central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment; and,
- Warning Clauses will be required in all Lease, Purchase and Sale Agreements.

A stationary noise assessment will be required as a condition of a Site Plan Agreement. This assessment requires further development of the building design, which is not typically complete at this stage of the planning process.

4.9 Energy Conservation Through Design

Policy 2

Landscape designs shall consider energy and water conservation in landscape design through the following measures:

- a. Provide for energy conservation through appropriate location and choice of species to provide shade and cooling during summer and wind protection in winter.*

Geotechnical constraints have limited the height of proposed trees, and lead toward trees that are set as far from the building as possible. However, within these constraints we have provided some small trees that are well positioned for a positive impact with shade on the ground plane during summer months.

- b. Utilize native species and species with low watering requirements wherever possible.*

The proposed trees are widely recognized for their low watering requirements. The proposed shrubs are also quite modest in their watering requirements.

- c. Utilize permeable, light-coloured or landscaped surfaces wherever practical to reduce heat retention and encourage natural infiltration of stormwater.*

Of the space that is available for landscape, the large majority will be permeable (i.e. turf, planting, and riverstone). For the areas finished with precast pavers, most of this area will be under overhangs or the shadow of the building.

Policy 3

Design and orientation of subdivisions and developments should maximize the opportunity for use of alternative and renewable energy systems by:

- a. Maximizing solar exposure through street and building orientation.

Two thirds of the units will receive south-facing solar gain.

- b. Ensuring that opportunities presented by access to sunlight are not impaired on adjacent properties.

There are no significant opportunities presented by access to sunlight on either side of the proposed development. The property to the west is expected to redevelop in a manner similar to that proposed and that at 100 Isabella Street (7 storey, multi-unit or mixed-use).

4.10 Greenspace Requirements

Policy 7

The City may require payment-in-lieu of the parkland dedication: where there is insufficient land within the development...

Cash-in-lieu of parkland may be provided for the proposed development per the City's request.

4.11 Urban Design and Compatibility

Policy 1

A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:

- a. The provisions of this Plan that affect the design of a site or building;
- b. Design Guideline(s) approved by Council that apply to the area or type of development; and
- c. The design provisions of a community design plan or secondary plan.
[Amendment #150, LPAT July 19, 2019]

The requirements of the Design Brief, as set out by the *Design Brief Terms of Reference* (TOR), have been incorporated throughout this Planning Rationale as in the pre-consultation *List of Required Plans and Studies*. Instead of in a stand-alone document, responses to the following are found under the related headers within this report:

- a. issues identified during the pre-consultation (throughout all sections of this report);
- b. Official Plan Sections 2.5.1 and 4.11 (below); and
- c. Environmental Control Guidelines (discussed in Section 3.2 of this report under header 4.8.7 – *Environmental Noise Control*).

Items under Section 1 of the TOR are found under Section 1.0 of this report.

Building Design

Policy 5

Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

1. *Setbacks, heights and transition;*
2. *Façade and roofline articulation;*
3. *Colours and materials;*
4. *Architectural elements, including windows, doors and projections;*
5. *Pre- and post-construction grades on site; and*
6. *Incorporating elements and details of common characteristics of the area.*

The following respond to the items listed above:

1. Setbacks and height meet the requirements of the Zoning By-law. No transition is required to the building to the west as it is anticipated that property will develop in a manner similar to the proposed development. Attention is brought to the strong base and entrances by the variety of angled stepbacks above the second level.
2. The roofline is flat with no cornices or definition. A light-coloured material runs down the façade of the building from the top of the parapet to the ground, which provides transition between the building and the sky.
3. The contrast of light and dark materials on the façade divide the building horizontally and vertically. Horizontal lines between the fourth and fifth levels picks up on a strong datum line on the neighbouring building to the east, where the red brick ends on its front façade..
4. All units will contain large amounts of windows, which appear recessed, or are secondary to, the lighter material draping the façade.

The front entrance is clearly defined by the use of a glass door and the use or a greater amount of dark-coloured material outlined by lighter-coloured material. A wider walkway leads from the sidewalks to the principal entrance. The recessed entrance and exit locations allow for some distance before walking onto City-owned sidewalk and future MUP. (This property may become a multi-use path in the future.)

Balconies project off the rear façade that meet the requirements of the Zoning By-law for permitted projections into required yards.

5. Post-construction grades on site will ensure drainage from the site and neighbouring sites run toward the existing catch basin located east-southeast of the Subject Site.
6. Isabella Street is home to buildings with a variety of styles. The abutting buildings both exhibit projected first and second levels. The proposed building has stepbacks after the second level. Buildings in the area have either repeated vertical windows or warehouse-style large panelized windows, reminiscent of the former warehouses on Isabella Street. The proposed building provides large multi-panel windows while the lighter-coloured

material on the façade emphasizes the vertical spaces between the windows.

Policy 6

The City will require that all applications for new development:

- 1. Orient the principal façade and entrance(s) of main building(s) to the street.*
- 2. Include windows on the building elevations that are adjacent to public spaces;*
- 3. Use architectural elements, massing, and landscaping to accentuate main building entrances.*

The following respond to the items listed above:

1. The principal façade and entrance is oriented to Isabella Street.
2. Windows are provided on the front façade.
3. The main entrance is accentuated using architectural elements as seen on the front elevations, including a wider walkway, glass door and glass sidelight, and a two-storey, black 'column' to the east of the door. An outline around the location of the principal entrance is created using lighter material.

Policy 8

To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

The waste storage area is internalized on the ground floor. Waste will be brought out to the street at the time of pick-up.

Policy 9

Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]

The rooftop contains mechanical equipment and an elevator shaft that are screened with louvered walls. This screening will not be visible from the street.

Massing and Scale

Policy 11

The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and

pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

A wind analysis was prepared by Gradient Wind dated February 28, 2020. The report concludes:

- 1. Conditions around the subject site at grade level, including along the Isabella Street sidewalk, within the proposed grade-level amenity area to the south of the subject building, and in the immediate vicinity of all building access points, will be acceptable for their intended uses throughout the year without the need for mitigation.*
- 2. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.*

No wind mitigation strategies are required given the results of the Analysis.

Policy 12

Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

The proposed building is consistent with the planned context. However, it backs onto an existing low-rise residential neighbourhood. Transition is provided by including a rear yard setback of 7.5m.

Policy 13

Building height and massing transitions will be accomplished through a variety of means, including:

- 1. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);*
- 2. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);*
- 3. Building setbacks and step-backs. [Amendment #150, LPAT July 19 ,2019]*

Transition is provided by including a very deep rear yard setback of 7.5m.

Outdoor Amenity Areas

Policy 19

Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new

building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

The proposed development provides rear yard amenity space within the rear yard setback requirement of 7.5m.

The proposed development introduces 13 residential units with balconies and terraces over seven levels oriented in the direction of neighbouring properties to the east, west and south as seen in Figure 11. These small private amenity spaces (approximately 5m² or 50f² each) will be approximately 6.5 metres away from the rear lot line and 1.1 metres away from both side lot lines.

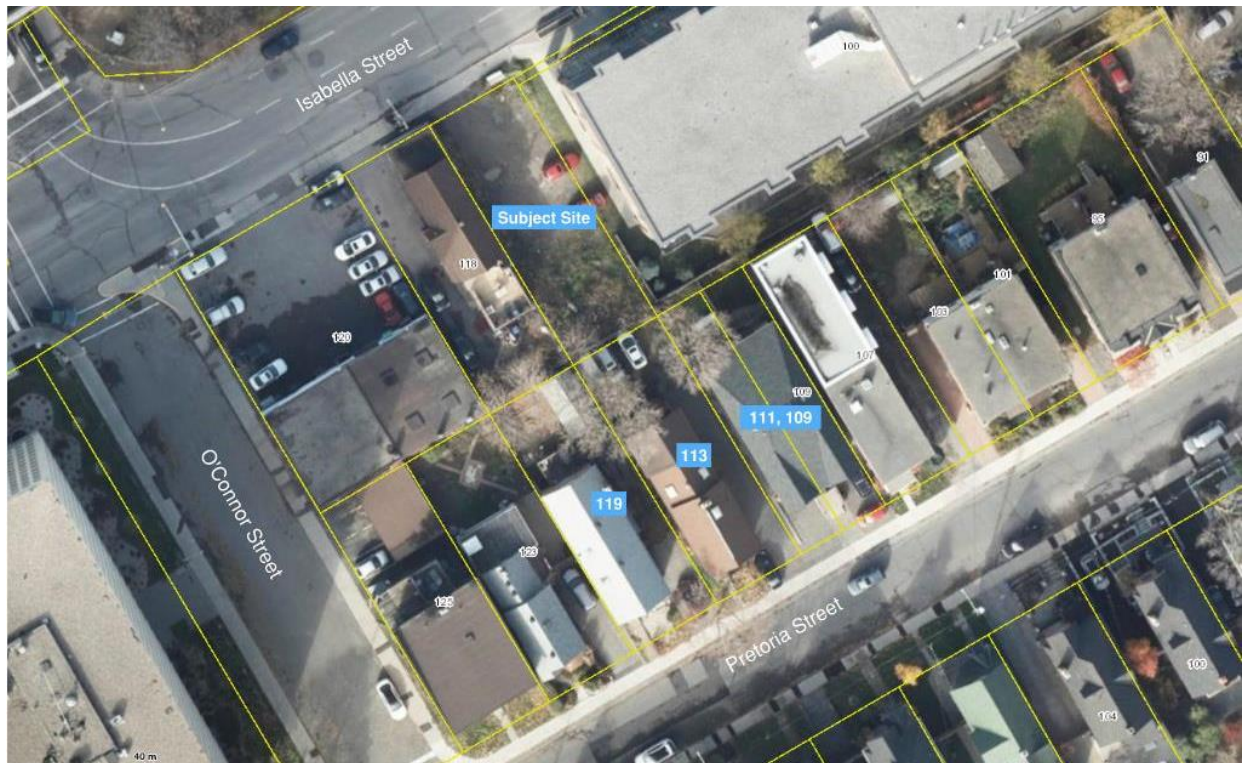


Figure 11: Neighbouring Sites to the South

To the east, Google Maps imagery indicates the rear yard is used for parking.

To the south, Google Maps imagery indicates that the property immediately to the south (113 Pretoria Avenue) contains parking and small balconies in the rear yard. The properties at 109 and 111 Pretoria Avenue appear to contain outdoor living areas at grade. The property at 119 Pretoria Avenue appears to contain a small deck and possibly an outdoor living area at grade, which is separated from the Subject Site by a large shed abutting both the rear and side lot line.

To the west, no outdoor living spaces are present.

To encourage livable urban density, 13 new households are proposed to be afforded small private outdoor areas. These spaces will provide opportunities for 'overlook' onto existing amenity areas; however, the same opportunity for overlook is available through the windows of each unit. Balconies are an aspect of urban living that should be respected and protected to allow future residents an improved quality of life.

Policy 20

Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement. [Amendment #150, LPAT July 19, 2019]

Two types of amenity space are proposed in the rear yard: at grade communal amenity space and private amenity spaces in the forms of a terrace at grade and balconies for the upper units.

The rear yard amenity space is in the amount of 66.6m². A setback of 7.5m is proposed between the building and the rear lot line.

Balconies on levels 2 – 7, and the terrace on ground level, will allow residents to enjoy private outdoor space. The terrace at the ground level is delineated with soft landscaping.

New wood fencing is proposed around the rear yard, which will provide some privacy between the at-grade amenity spaces and the neighbouring properties to the east, south and west.

The proposed amenity space meets and slightly exceeds the requirements of the Zoning By-law.

The proposed development and proposed zoning amendment conform to the policies of the City of Ottawa Official Plan.

3.3 ZONING BY-LAW 2008-250

A Minor Zoning By-law Amendment is required to facilitate the development of the building. The amendment proposes to rezone the Subject Site from General Mixed Use Zone, Subzone 4, with a Floorspace Ratio of 3.0 (GM4 F[3.0]) to General Mixed Use, Subzone 4, with a site-specific exception (GM4 F[3.0] [xxxx]) to permit modified bicycle parking spaces and no parking.

The purpose of the General Mixed Use Zone is to:

1. *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*
2. *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
3. *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
4. *impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

The proposal supports a development that is compatible with the existing residential and mixed-use character of the neighbourhood and will contribute to housing stock by adding a mid-rise building containing 19 apartment units and a bank machine.

Table 1 summarizes relevant and proposed changes to the Zoning By-law performance standards. Red text identifies zoning provisions that triggered the proposed amendment.

Table 2: Zoning By-law Review Summary

Proposed Mixed-use Building (19 units and a bank machine) Zone: GM4 F(3.0)		
Performance Standards	Required	Provided
Min. Lot Width	No minimum	10.98m
Min. Lot Area	No minimum	341.05m ²
Max. Floor Space Index	3.0 (1023.15m ²)	2.88 (982m ²)
Min. Front Yard Setback	3m	3.15m
Min. Interior Side Yard Setback	0m	0m
Min. Rear Yard Setback	7.5m	7.5m
Max. Height	23.5m	21.5m
Min. Width of Landscaping	Abutting a street; 3m Abutting a residential zone: 3m	3m 3m
Amenity Area	6m ² /d.u.- 50% communal; grouped min. 54 m ² (114m ² total; 57m ² communal)	138.3 m ² total; 66.4 m ² communal
Parking (Area X) (in excess of 12 units)	Resident: 0.5/d.u.= 4 Visitor: 0.1/d.u.= 1	0 0
Bicycle Parking	Resident: 0.5/d.u. = 10 Non-residential: 0.1/1500m ² = 0	20 0
Bicycle Parking Spaces	0.6m width 1.8m depth	0.4m 2.2m
Bicycle Parking Aisle	1.5m	1.5m

Minor Zoning By-law Amendment Application

Parking

Relief from the parking requirements are required to accommodate a building with no parking in a walkable, transit-supportive neighbourhood where vehicular parking is considered undesired and not necessary. Parking is permitted on Isabella Street at non-peak hours for deliveries and drop-offs.

No parking spaces are proposed whereas five are required (four spaces and one visitor space). The following relief is requested:

- To provide parking at a rate of 0.0 per dwelling unit whereas 0.5 spaces per dwelling unit is required (Section 101, Table 101); and,
- To provide visitor parking at a rate of 0.0 per dwelling unit whereas 0.1 spaces per dwelling unit is required (Section 102, Table 102).

The reduction in parking is supported by policies 1.1.1, 1.1.3.1, 1.1.3.2, 1.6.7.4, 1.6.8.1 and 1.8.1 of the Provincial Policy Statement (PPS) that speak to the efficient use of land, infrastructure, municipal services and public facilities. The Subject Site is within steps of major cycling routes on O'Connor Street and the Rideau Canal; and transit priority corridors on Isabella, Bank, and Elgin Streets and Gladstone Avenue. The land is proposed to be efficiently used to provide high density development within walking, cycling and excellent transit distances to the greatest concentration of jobs in the City and all of life's necessities including a large format grocery store one block away. Local municipal infrastructure and facilities will also be more efficiently used given that fewer vehicular trips will be made from this site and on nearby roads and existing sidewalks and bicycle infrastructure will be favored.

The reduction in parking is also supported by policies in Sections 2.2.2, 2.5.1, 3.6.1 and 4.3 of the City of Ottawa Official Plan (OP) that speak to providing for housing in locations that are 'easy to get to', are supportive of walking, cycling and transit and are within 400m of transit priority streets and Traditional Mainstreets. Residents of all mobilities will have a real choice to access work, necessities, and leisure safely and efficiently via active transportation or transit. Three (3) known carshare and one (1) car rental options for longer or further trips are available within a 500m radius of the Subject Site as seen in Figure 12.

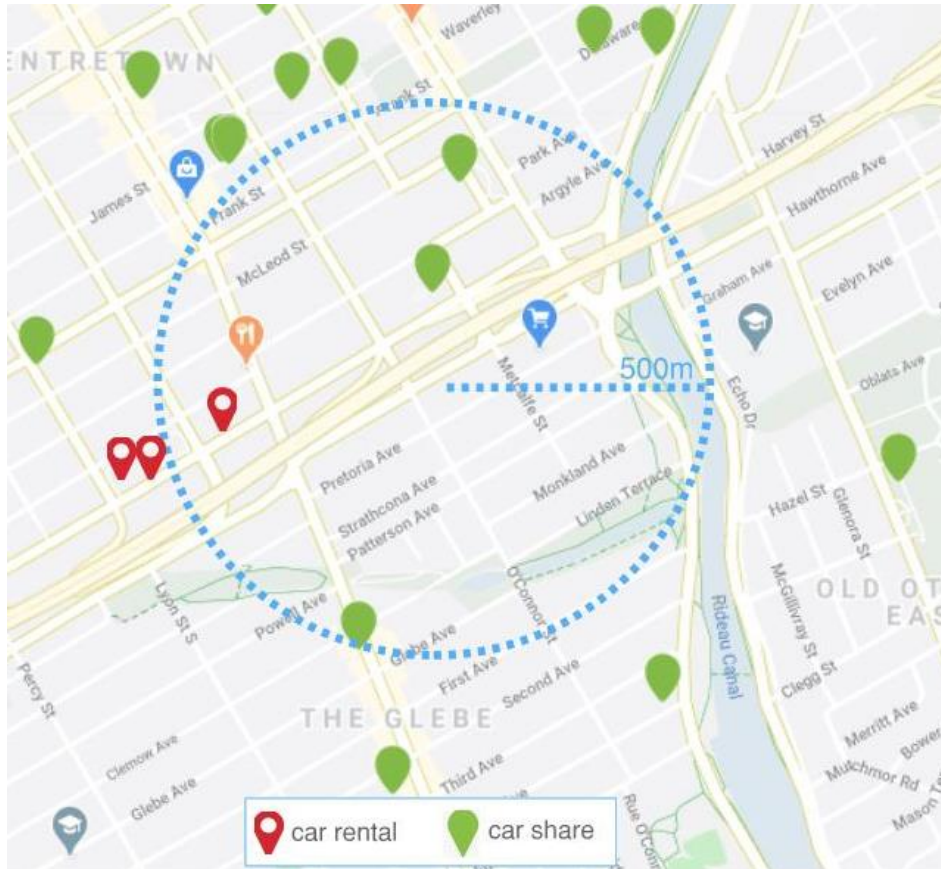


Figure 12: Car Share and Car Rental within 500m of Subject Site

A Transportation Impact Assessment (TIA) Screening Form was submitted to the City of Ottawa Transportation Project Manager. This project has been screened out of the requirement to provide a TIA. A Transportation Demand Management (TDM) Measures Checklist is submitted with these applications and it includes:

- 1.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit;
- 5.1.2 Unbundle parking cost from monthly rent (no parking is provided on site); and,
- 6.1.1 Provide a multimodal travel option information package to new residents.

Also included in the project are 20 indoor bicycle storage spaces. This provides bicycle spaces at a rate of over 1.0 per dwelling unit, which is twice of that required by the Zoning By-law.

Bicycle Parking Spaces

Relief from design and location standards for bicycle parking spaces is required to enable use of the proposed horizontal stacked bicycle system seen in Appendix A. The following relief is requested:

- To permit a Minimum Space Width (of a bicycle parking space) of 0.4m whereas 0.6m is required (Section 111[8], Table 111B[a][II]).

The proposed mid-rise mixed-use building is consistent with the purpose of the GM zone. The proposed zoning amendment will facilitate the appropriate development of the Subject Site.

4 CONCLUSION

The proposed development requires an amendment to the Zoning By-law to rezone the Subject Site from General Mixed Use Zone, Subzone 4, with a Floorspace Ratio of 3.0 (GM4 F[3.0]) to General Mixed Use Zone, Subzone 4, with a site-specific exception (GM4 F[3.0] [xxxx]) to permit modified bicycle parking spaces and no parking.

The proposed development and rezoning are consistent with the Provincial Policy Statement as they support an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood; encourage active transportation and transit use; and, they promote the efficient use of land, resources, infrastructure, municipal services and public facilities.

The proposed development and rezoning conform 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 also contributes to providing a full range of housing types to help meet the needs of individuals of all ages, incomes and life circumstances.

The proposed development and rezoning establish appropriate zoning standards for the Subject Site as the General Mixed Use Zone supports a mix of residential building forms ranging from detached to mid-rise mixed-use buildings, including residential and bank machine uses, in areas designated as General Urban Area.

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

Sincerely,

NOVATECH

Prepared By:



Teresa Thomas, MCIP RPP
Project Planner

Reviewed By:



Murray Chown, MCIP, RPP
Director | Planning and Development

Appendix A

	Bike racks, lockers, benches and architectural site furnishings since 1980. Tradition & Innovation	PHONE 503.224.8700	EMAIL Sales@Huntco.com	MAIL P.O. Box 10385 Portland, Or. 97296-0385
		FAX 503.274.2055	WEB Huntco.com	
			TWITTER @Huntcosupply	

 x 4-16

THE TIMBERLINE SINGLE SIDED

This is a commercial-grade rack with few moving parts and customized bike spacing. The lift assist mechanism is a spring-loaded top tray.

CONSTRUCTION/MATERIAL

- 4" Square cross bar
- 2" Square leg supports
- Security locking bar is standard

DIMENSION/CAPACITY OPTIONS

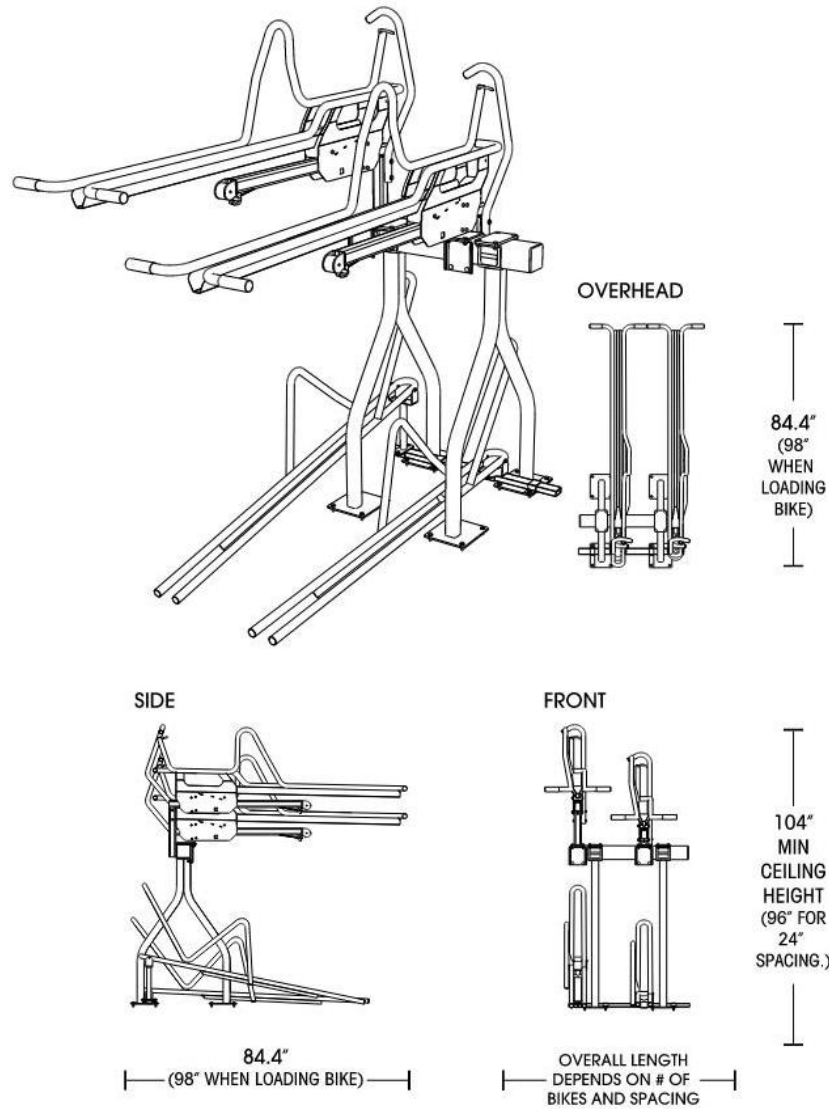
- 16 bikes maximum per section.
- Capacity (Final length depends on spacing, 17", 18" or 24")
- 4 bike
- 6 bike
- 8 bike
- 10 bike
- 12 bike
- 14 bike
- 16 bike (17" & 18" Spacing only)

MOUNTING

Surface Mount

FINISH

Hot Dipped Galvanized



CONTRACTOR: _____

JOB: _____

NOTES: _____

Manufactured in the Pacific Northwest

HUNTCO

SITE FURNISHINGS

Bike racks, lockers, benches and architectural site furnishings since 1980.

Tradition & Innovation

PHONE 503.224.8700
FAX 503.274.2055

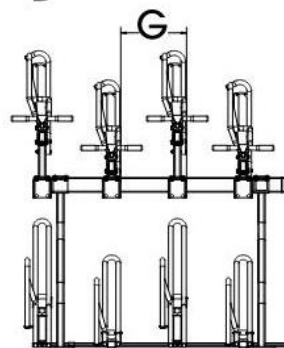
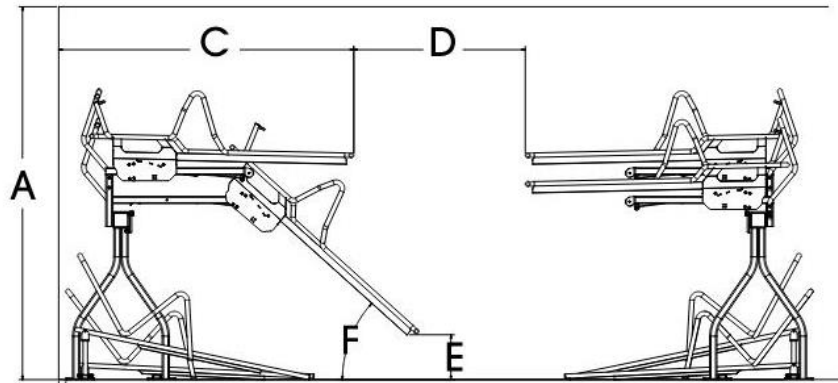
EMAIL Sales@Huntco.com
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TWITTER @Huntcosupply

MAIL P.O. Box 10385
Portland, Or. 97296-0385

 x 4-16

THE TIMBERLINE SINGLE SIDED

This is a commercial-grade rack with few moving parts and customized bike spacing. The lift assist mechanism is a spring-loaded top tray.



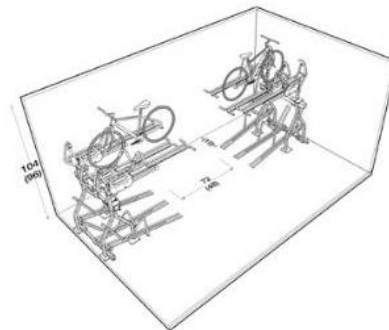
A	B	C	D	E	F	G
104" OR 96" at 24" bike spacing	2"	84" — 98" when loading	48" Min.	12" Lower 20" Upper	42"	17", 18" or 24"

Length of rack is fully customizable, we will work to your site measurements for final sizing.

RECOMMENDED LAYOUT

NOTES:

- "Bike" is 70"
- # Minimum Spacing
- (#) Recommended Spacing



CONTRACTOR: _____

JOB: _____

NOTES: _____

Manufactured in the Pacific Northwest