

Planning Rationale
In Support of a
Minor Zoning By-law Amendment and Site Plan Control Application
1062 and 1066 Silver Street
City of Ottawa

Prepared For:



Prepared By:



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July 27, 2021

Novatech File: 121139
Ref: R-2021-109

July 27, 2021

City of Ottawa
Planning, Infrastructure, and Economic Development 4th Floor
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Attention: Cameron Hodgins

Dear: Mr. Hodgins

**Reference: 1062 and 1066 Silver Street
Minor Zoning By-law Amendment and Site Plan Control Application
Our File No.: 121139**

This Planning Rationale has been prepared in support of an application for a Minor Zoning By-law Amendment and Site Plan Control for the properties located at 1062 and 1066 Silver Street in the City of Ottawa.

The site plan application proposes a low-rise apartment dwelling consisting of 23 units with vehicular access from Silver Street. The proposal consists of an underground parking garage. Bicycle parking and garbage storage is proposed in the underground parking garage.

The site is currently zoned Residential Fourth Density, Subzone UC, (R4UC) in City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-Law Amendment is required to permit an increased lot area, permit an interior yard area with a reduced area, not require tree planting in the rear yard area, and to permit one principle entrance.

Should you have any questions regarding any aspects of this application, please do not hesitate to contact either Murray Chown or myself.

Sincerely,



NOVATECH

Taylor West, M.Sc. (Planning)
Planner

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1.0 INTRODUCTION

Novatech has been retained by Power-Tek Real Estate Corporation to prepare a Planning Rationale in support of Site Plan Control and Minor Zoning By-law Amendment applications for the development of a low-rise apartment dwelling on the properties municipally known as 1062 and 1066 Silver Street. The development will have vehicular access from Silver Street and pedestrian access from Summerville Avenue.

A Minor Zoning By-law Amendment is required to permit an increased lot area, a reduced interior yard area, not require a tree planting area in the rear yard, and to permit one principle entrance. The required relief will be discussed in section 4.2 of this report. The Minor Rezoning and Site Plan Control applications are being submitted concurrently.

This Planning Rationale will demonstrate that the proposed development and Site Plan Control application:

- Are consistent with the Provincial Policy Statement; and
- Conform to the City of Ottawa Official Plan
- Establishes appropriate performance standards for the Subject Site.

1.1 SITE LOCATION AND CONTEXT

The Subject Site consists of two properties, 1062 and 1066 Silver Street.

1062 Silver Street is approximately 465 m² in size, with 15.24 metres of frontage on Silver Street and a depth of 30.5m. 1062 Silver Street is currently occupied with a detached dwelling. 1062 Silver Street is legally known as Part Lot 31, Plan 294 , as in NS202020 in the municipality of Ottawa/Nepean.

1066 Silver Street is approximately 650 m² in size, with 21.34 metres of frontage on Silver Street and 30.48 meters of frontage on Summerville Avenue. 1066 Silver Street is currently occupied with a detached dwelling. 1066 Silver Street is legally known as Part Lot 31, Plan 294 , as in CR612978 ; in the municipality of Ottawa/Nepean.

The Subject property is surrounded by low-rise residential uses. An aerial view of the subject property is shown on Figure 1.



Figure 1: Aerial View of Subject Site

For the purpose of this Report, Silver Street is assumed to run north-south, and Summerville Avenue is assumed to run east-west. The surrounding land uses are described as follows:

East: To the east of the Subject Site is a low-rise townhouse building. Parking for these units is located in the rear, and is accessed from both Silver Street Summerville Avenue. The adjacent low-rise townhouse building to the east of the Subject Site is shown on figure 2.



Figure 2: Low-Rise townhouse Building to the East of the Subject Site

South: On the opposite corner of the Subject Site, on the south side of Summerville Avenue, is a planned unit development consisting of low-rise dwellings. The planned unit development is shown on Figure 3.



Figure 3: Planned Unit Development to the South of the Subject Site

West: To the west of the Subject Site is a low-rise apartment dwelling, with parking located at the rear. The low-rise apartment dwelling is shown on Figure 4.



Figure 4: Low-Rise Apartment Dwelling to the West of the Subject Site

North: To the north of the Subject Site is a detached dwelling. Directly to the north of the detached dwelling is a low-rise apartment dwelling. Directly across the street from the low-rise apartment dwelling is another low-rise apartment dwelling. The two low-rise apartment dwellings are shown on Figure 5.



Figure 5: Low-Rise Apartment Dwellings to the North of the Subject Site

1.2 DEVELOPMENT PROPOSAL

The proposed development is a low-rise apartment dwelling with an underground parking garage. The parking garage will be accessed from Silver Street. Garbage and bike storage are proposed in the underground parking garage. Outdoor amenity space will be provided in the interior yard area. The Site Plan is shown in Figure 6.

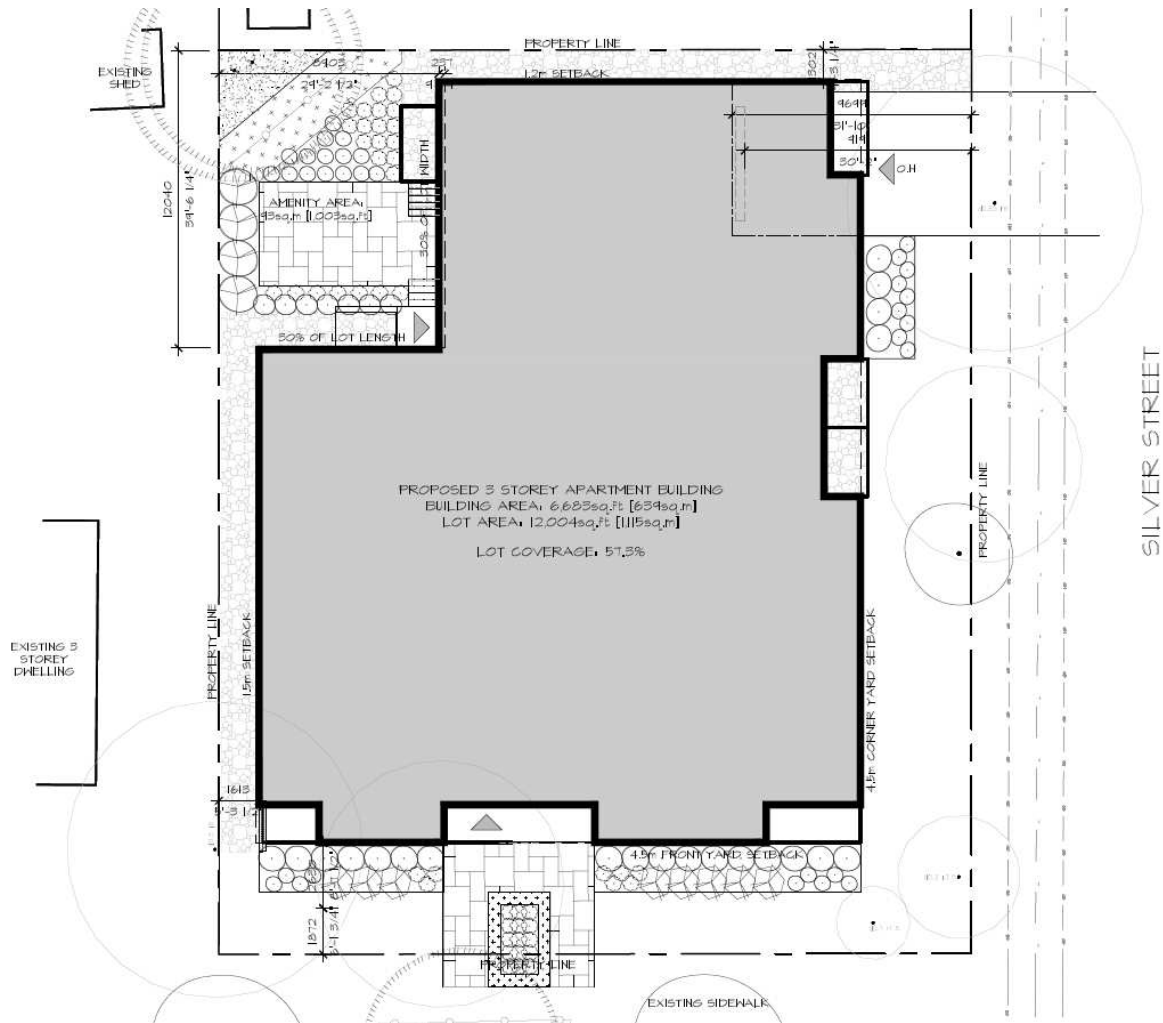


Figure 6: Site Plan

The underground parking garage provides 15 resident parking spaces, and 1 visitor space. The Zoning By-law requires 6 resident parking spaces. The Zoning By-law requires 1 visitor parking space. The proposed development greatly exceeds the requirement of the Zoning By-law for resident parking spaces. The underground parking garage has 32 bicycle parking spaces to serve the residents. The Zoning By-law requires 12 bike parking spaces. The proposed development greatly exceeds the requirement of the Zoning By-law for bike parking spaces. The residential parking spaces and the bicycle parking spaces greatly exceed the requirements of the Zoning By-law. The visitor parking space meets the Zoning By-law requirements.

The pedestrian entrance to the building is located on Summerville Avenue. All of the units have private amenity space. Outdoor amenity space is provided in the interior yard area.

The exterior finish of the proposed building is comprised of a mixture of traditional brick and modern siding. A rendering of the development is shown on Figure 7.



Figure 7: Rendering

1.3 LANDSCAPE PLAN AND PEDESTRIAN CONNECTIVITY

The proposed development has been designed to provide a high-quality streetscape and pedestrian experience Summerville Avenue. Shrubs frame and draw attention to the principle entranceway. The sidewalk entrance is proposed of concrete pavers. The landscaping along Silver Street has been designed to showcase the proposed development, and to hide the exposed foundation near the parking garage entrance with shrubs. Two deciduous trees are proposed along Summerville, and one deciduous tree is proposed along Silver. The rear and interior side yards are composed of riverstone, providing access to the amenity area in the interior yard. The interior yard amenity area is composed of mostly concrete pavers. In the north-western corner of the interior yard area is an area comprised of mulch, perennials, shrubs, and ornamental grasses. Deciduous trees are proposed within the mulched area.

Pedestrians will have access to a walkway along the front of the buildings. The Landscape Plan is shown on Figure 8.

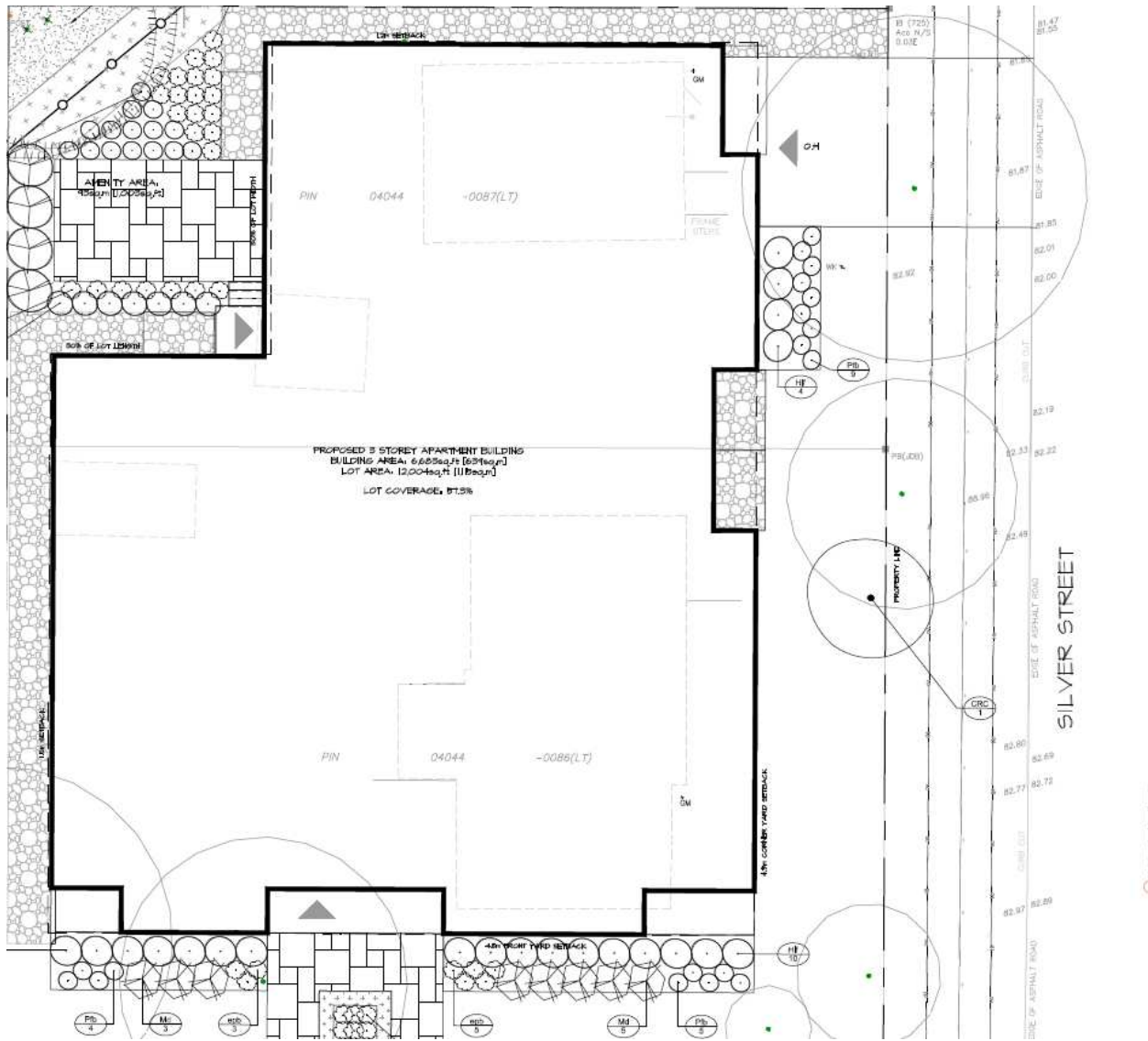


Figure 8: Landscape Plan

1.4 TRANSPORTATION NETWORK

The Subject Site is in close proximity to eastbound and westbound bus stops on Summerville Avenue, directly across the street and intersection. These bus stops serve the 53 bus route. The 53 bus route provides all-day service to Tunney’s Pasture every 15 minutes on weekdays, and every 30 minutes on weekends.

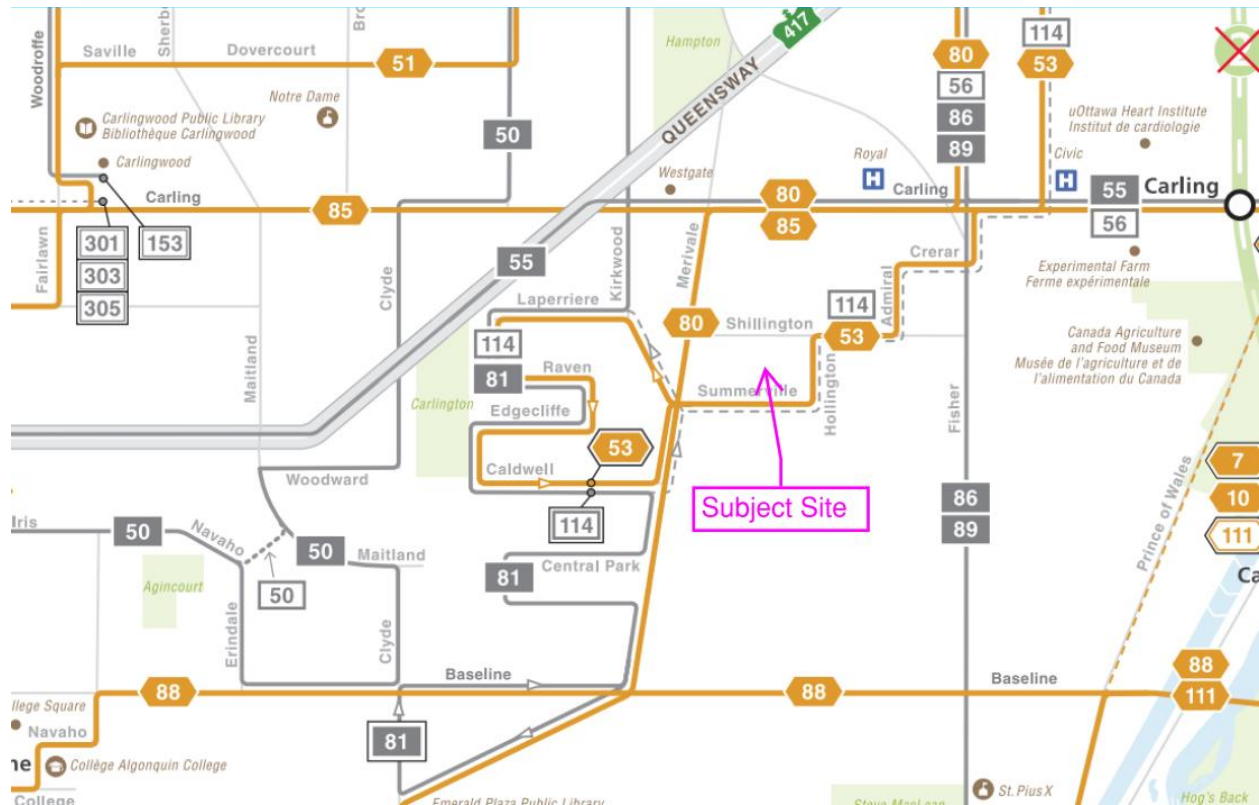


Figure 9. Bus Routes near the Subject Site

The proposed development is in a location with convenient access to public transit.

Pedestrian sidewalks are present along Summerville Avenue. The Subject Property is in close proximity to Merivale Road and Fisher Avenue, which are identified as Spine Routes on Schedule C of the Official Plan. The Subject Property is in close proximity to the multi-use pathway accessed at the corner of Silver Street and Kingston Avenue. The Spine Route and the Multi-use Pathway are shown on Figure 10.



Figure 10. Excerpt from Official Plan Schedule C

2.0 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. Under Section 3 of the Planning Act, all decisions affecting planning matters shall be consistent with the PPS policy.

Section 1 of the PPS speaks to the building of strong and healthy communities within the province of Ontario. Section 1.1.1 sets out policies that aim to achieve the building of these healthy communities. The proposed development meets the following policies of Section 1.1.1:

- The proposed development promotes efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term (Policy 1.1.1 a);
- The proposed development accommodates an appropriate affordable, and market based range and mix of residential types to meet the long term needs of the City of Ottawa (Policy 1.1.1 b);
- The proposed development avoids land use patterns which may cause environmental or public health and safety concerns (Policy 1.1.1 c);
- The proposed development does not impede the efficient expansion of settlement areas as it is a redevelopment located within the City's urban area (Policy 1.1.1 d);
- The proposed development promotes growth management, transit supportive development, and intensification to achieve cost effective development, optimization of transit investment, minimization of servicing costs, and minimization of land consumption (Policy 1.1.1 e);

The proposed development is consistent with the policies of Section 1.1.1 of the PPS 2020.

Section 1.1.2 of the PPS speaks to providing sufficient land to:

accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years

The proposed development provides residential uses in an urban area that is well serviced by existing transit services and various neighbourhood amenities. The intensification of the Subject Site helps achieve a density that supports the transit system and various amenities within the surrounding area.

Section 1.1.3 provides direction on Settlement Areas. Policy 1.1.3.2 speaks to how land use patterns within settlement areas should be developed. The proposed development meets the following policies of Section 1.1.3.2.

- The proposed development provides a density and mix of land use that:
 - efficiently uses land and resources (Policy 1.1.3.2 a);
 - is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion (Policy 1.1.3.2 b);
 - ...promotes energy efficiency (Policy 1.1.3.2 c);

- supports active transportation (Policy 1.1.3.2 e);
- is transit-supportive, where transit is planned, exists or may be developed (Policy 1.1.3.2 f).

The proposed development is an example of intensification and redevelopment, consistent with Section 1.1.3.2.

Section 1.1.3.3 states that

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The proposed development will result in intensification that increases the supply and range of housing, and development that is transit supportive.

The proposed development is located in the General Urban Area which can be served by infrastructure and transit systems. The area is served by local bus service that runs along Summerville Avenue.

The surrounding neighbourhood features many neighbourhood amenities such as the Meadowvale Park, Alexander Park/Community Center, and convenient access to the Experimental Farm Pathway. The Subject Site has access to several schools, including Turnbull Academy and W.E. Gowling Public School.

The proposed development represents an efficient use of land located within a built-up settlement area in the City. The Subject Site benefits from existing infrastructure, bus service and a variety of neighbourhood amenities. The Subject Site is well suited for intensification.

The proposed development is consistent with the policies of the Provincial Policy Statement.

3.0 CITY OF OTTAWA OFFICIAL PLAN

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa's Official Plan, as shown on Figure 11. The Official Plan identifies General Urban Areas as areas for growth:

The General Urban Area designation permits 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. This will facilitate the development of complete and

sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office

The proposed development represents an opportunity for higher density residential development within the General Urban Area. The location of the Subject Site allows the proposed development to take advantage of the existing services, facilities and greenspace within the surrounding area.

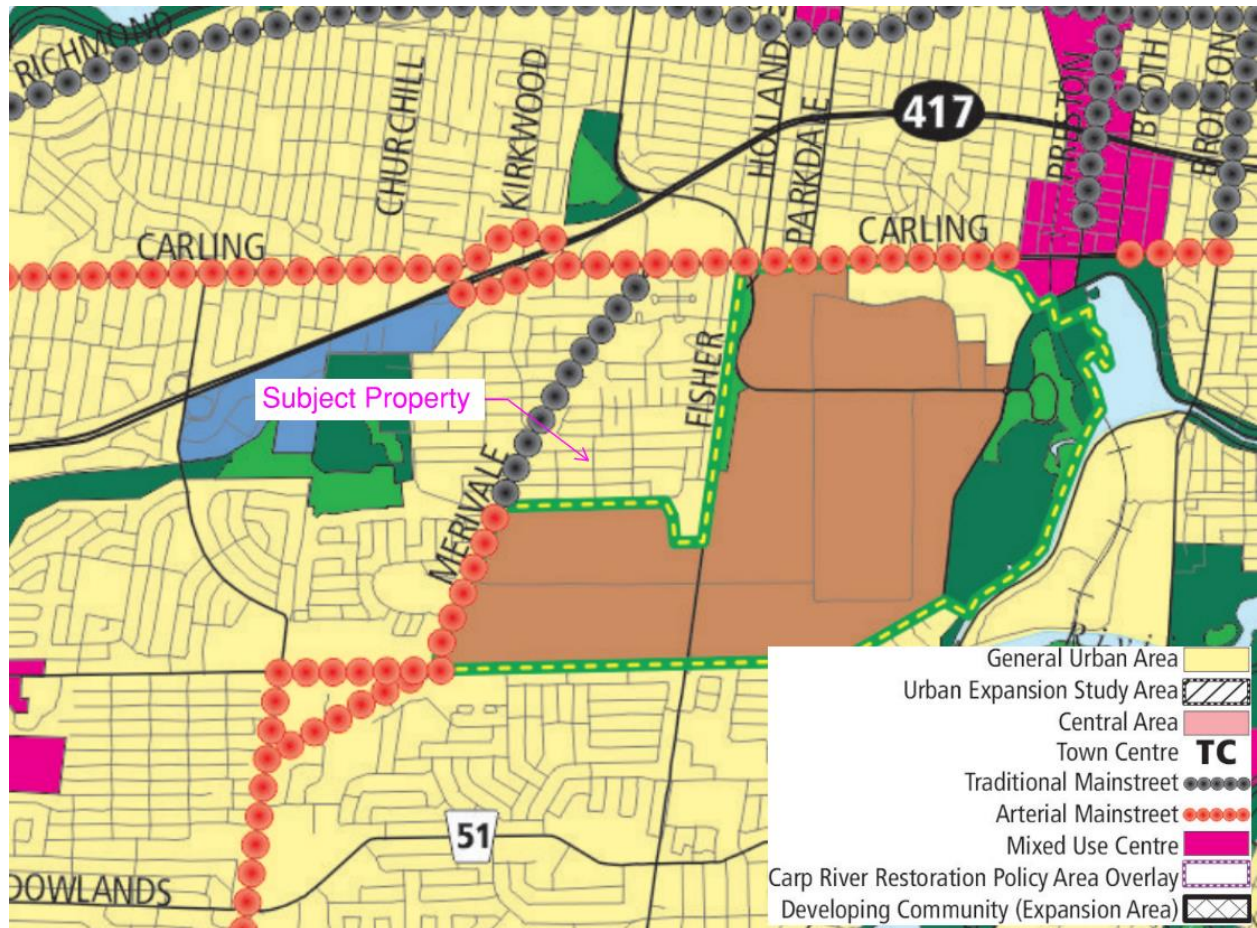


Figure 11: Excerpt from Official Plan Schedule B

Policy 1 of Section 3.6.1 states:

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

The proposed residential use is permitted in the General Urban Area designation.

Policy 2 of Section 3.6.1 states:

The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

This report will outline the required studies submitted with this application in Section 3.2.

Policy 3 of Section 3.6.1 states:

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 proposed development is a low-rise building. The proposed development is compatible with the existing context and the planned function of the area. There are no Secondary Plans in effect on the Subject Property.

Policy 5 of Section 3.6.1 states:

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

The proposed development is a form of ground oriented, residential intensification. The Official Plan supports these projects as long as the following is considered:

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

- a) *Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
- b) *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;*

The proposed development is in keeping with the ground-oriented apartment buildings in the immediate vicinity. The proposed development has been designed to be compatible with the character of the area. The proposed development provides increased housing choices to contribute to a variety of housing options in the General Urban Area.

The proposed development introduces a higher density building on the Subject Site that meets the intention of the General Urban Area policies of the Official Plan.

The Subject Site is also located approximately 400m away from the Merivale Road Traditional Mainstreet Area. The Traditional Mainstreet Area is an area planned area of significant intensification through medium-density and mixed-use development. The Merivale Road Traditional Mainstreet will develop over time, bringing in more amenities to the area in a pattern of development far denser than the proposed development.

3.1 URBAN DESIGN AND COMPATIBILITY

Section 2.5.1 of the Official Plan provides policy direction on urban design and compatibility.

Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinct character that will attract people and investment to the City.

Section 2.5.1 sets out a number of design objectives for new development. The proposed development responds to the following design objectives:

- The proposed development will help to enhance the sense of community by creating a development with a distinct identity (Objective 1);
- The proposed development defines quality public and private spaces (Objective 2);
- The proposed development will have a safe and accessible design (Objective 3);
- The proposed development maintains the character of the area by utilizing architectural design that complements the surrounding development and neighbourhood (Objective 4);
- The proposed development promotes sustainability by utilizing existing infrastructure and adding a higher density to an area served by bus-transit, helping to reduce the carbon footprint (Objective 7).

This proposed development addresses the City of Ottawa Design Objectives.

3.2 REVIEW OF DEVELOPMENT APPLICATIONS

Section 4 of the Official Plan outlines policies that will be applied for the review of development applications. Section 4 provides policy direction for the different aspects of development review.

The proposed development responds to the following relevant policies:

- Relating to Policy 4.1 (Site Specific Policies and Secondary Policy Plans), the Subject Property is not within an area regulated by a Secondary Plan.
- Relating to Policy 4.3 (Walking, Cycling, Transit, Roads and Parking Lots), sidewalks are present along Summerville Avenue. The subject property is in close proximity to the bus stops serving the 53 bus route, shown on Figure 9. The Subject Property is in close proximity to Merivale Road and Fisher Road, which are identified as a Spine Route on Schedule C of the Official Plan. The Subject Property is in close proximity to the multi-use pathway accessed at the corner of Silver Street and Kingston Avenue. The Spine Route and the Multi-use Pathway are shown on Figure 10.
- Relating to Policy 4.4 (Water and Wastewater Servicing), the proposed development has access to existing water and wastewater services. A Serviceability Report was prepared in support of the proposed development. This report concludes that the municipal infrastructure is sufficient to service the Subject Property.
- Relating to Policy 4.6 (Cultural Heritage Resources), no heritage buildings or areas are located on or adjacent to the subject site.
- Relating to Policy 4.7 (Environmental Protection), a landscape plan was prepared for the subject site. The landscape provides a planting strategy that emphasis the principle entranceway along Summerville. The Landscape Plan provides adequate planting in the interior yard area.
- Relating to Policy 4.8 (Protection of Health and Safety), a Phase 1 Environmental Site Assessment (ESA) was not requested as part of this development application.

A Geotechnical Investigation was prepared in support of this application. The report provides recommendations for materials testing and observation service programs for the provided foundation design.

The policies regarding Urban Design and Compatibility found in Section 4.11 of the Official Plan are discussed below.

Section 4.11 of the Official Plan addresses issues of compatible development.

At the scale of neighbourhood or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climate conditions are prominent considerations when assessing the relationship between new and existing development.

Section 4.11 sets out policies to encourage high quality design throughout the City of Ottawa and to address issues of compatibility for infill development. Policies of Section 4.11 are grouped under the themes discussed below:

View – Depending on its location, the mass or height of new development may enhance or impact the view visible from public view points.

The proposed development has been designed to be compatible with the height provisions of the zoning by-law. The corner of Silver Street and Summerville is characterized by low-rise apartment dwellings of similar height. The height of the proposed development is consistent with the neighbourhood, and does not cause and significant impacts on the views of the abutting properties.

Building Design – Good building design contributes to successful neighbourhood integration and compatibility of new development with the existing or planned character of its surroundings.

The buildings will incorporate a range of building materials to blend into the surrounding area while maintaining a unique identity. The design of the buildings is compatible with the character of the neighbourhood with respect to material, and architectural elements. The base of the buildings contains elements of stone, wood, and brick.

Massing and Scale – complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and compatibility of new development with the character of surrounding community.

The proposed low-rise buildings make effective use of the area of the lot and are an appropriate height for the area. The proposed development is consistent with the massing and scale of nearby low-rise apartment dwellings.

Outdoor Amenity Areas - private and communal areas of a property designed to accommodate a variety of leisure activities.

Outdoor amenity areas are provided in the form of private balconies. All units have access to the interior yard area. The interior yard area shown on the landscape plan provides amenity area to the residents.

The proposed development conforms to the City of Ottawa Official Plan including the design and development review policies of Section 2.5.1 and Section 4.11. The proposed development conforms with City of Ottawa development goals and design objectives.

4.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

4.1 ZONING SUMMARY

The Subject Site is zoned Residential Fourth Density Subzone UC, (R4UC) in the City of Ottawa Zoning By-law 2008-250. The zoning of the subject site and surrounding area is shown on Figure 12.



Figure 12: Existing Zoning

The development conforms to the intent and the permitted uses in the R4UC zone and generally meets the zone provisions. A Minor Zoning Amendment is required to increase the maximum permitted lot area, permit an interior yard area with slightly reduced dimensions, permit no tree plantings in the rear yard, and reduce the number of principle entrances. A summary of the proposed Zoning Bylaw Amendment is provided under Section 4.3 of this report.

The purpose of the Residential Fourth Density Zone is to:

1. *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*

The proposed development is a low-rise apartment dwelling and conforms with the above provision.

2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*

The proposed development contributes to a wide range of housing types in the area.

3. *permit ancillary uses to the principal residential use to allow residents to work at home;*

The proposed development allows residents to work at home. The zoning permits home based businesses and home based daycares.

4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*

The proposed development consists of a low-rise apartment dwelling that is compatible with the existing land use patterns in the neighbourhood.

5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The Subject Property is not zoned R4Z. The above provision does not apply.

The proposed low-rise apartment dwelling is a permitted use in the R4UC zone. The following table provides an overview of the performance standards set out in the existing R4UC zone, and the proposed development. Provisions in red identify where relief from the Zoning By-law is required.

Table 1: R4UC Performance Standards

Provision	Requirement	Provided
Minimum Lot Area	450m ²	1,115.2m ²
Maximum Lot Area	1070m ²	1,115.2m ²

Minimum Lot Width	15m	30.5m
Maximum Lot Width	38m	30.5m
Minimum Front Yard Setback	4.5m	4.5m
Minimum Corner Side Yard Setback	4.5m	4.5m
Minimum Interior Side Yard Setback	1.5m	1.6m
Minimum Rear Yard Setback	1.2m	1.29m
Interior Yard Area	9.14m x 12.04m	8.9m x 12.09m
Amenity Area	40% of front and corner yards. 30% of lot area. 50% of rear yard with a 25m ² strip	TBD
Max Height	11m	<11m

The following table identifies the performance standards relating to parking requirements of the zoning by-law. Provisions in red identify where relief from the Zoning By-law is required.

Table 2: R4UC Transportation Performance Standards

Resident Parking	0.5/Unit (after 12) = 5.5 = 6	15
Visitor Parking	0.1/Unit (after 12) = 1	1
Bike Parking	0.5/Unit = 12	32

The proposed development generally conforms to the provisions of the Residential Fourth Density Zone.

The following table outlines the specific provisions introduced in the changes to the R4 By-law approved by Council on October 14th, 2020. Provisions in red identify where relief from the Zoning By-law is required.

Table 3: R4 Specific Performance Standards

Provision	Required	Provided
Total Landscaping	30% of Lot Area (334.56m ²)	40% of Lot Area (446m ²)
Rear Yard Landscaping	50% of the Rear Yard (19.4m ²)	100% of the Rear Yard (38.7m ²)
Front Yard Landscaping	40% of the Front Yard (53.4m ²)	80% of the Front Yard (106m ²)
Solid and Permanent Fixtures in Front/Corner Side Yard	Yes	Yes (Planter)
One Principle Entrance to a Ground Floor Unit or Common Staircase for every 12m of Lot Width	Three Principle Entrances	One Principle Entrance
Front Façade	Comprised of 25% Windows	Comprised of Approximately 30% Windows
Corner Façade	Comprised of 15% Windows	Comprised of Approximately 27% Windows
Two Bedrooms (or more)	25% of the Units Must be Two Bedrooms or More	74% of the Units are Two Bedrooms or More

4.2 REQUIRED ZONING AMENDMENTS

An amendment is required for Section 162, Table 162B, Endnote 22 to increase the maximum permitted lot area from 1,070m² to 1,115.2m². This amendment is required to recognize the area of the Subject Site. The slightly larger lot area also supports a more efficient building design,

including layout of the underground parking. The building respects the front yard, corner side yard, rear yard, and interior side yard setback requirements of the R4UC zone. There are numerous examples in the neighbourhood of lots greater than 1,070m² developed with low-rise apartment dwellings. The following table identifies several lots in the neighbourhood with low-rise apartment dwellings that have a lot area greater than 1,070m².

Table 4: Nearby Low-Rise Apartment Dwellings with Lot Area Greater than 1,070m²

Address	Lot Area
1276 Dorchester Avenue	1,393m ²
1305 Summerville Avenue	1,979m ²
1073 Hollington Street	1,403m ²

The proposed development has a smaller lot area than the three examples listed above. An increase to the maximum permitted lot area to accommodate the proposed development will not have any negative impacts on the neighbourhood. The proposal does not result in undue lot consolidation, and is an appropriate example of intensification. The required amendment to the maximum permitted lot area is appropriate for the Subject Site, and the neighbourhood.

An amendment is required to Section 144, Provision 5 and 6 to permit an interior yard area instead of a traditional rear yard for this property. Provision 144 a) requires a rear yard of 4m on a development where all of the principle dwelling units front and face the longer street. The proposed development has principle dwelling units that face both Summerville and Silver Street. Provision 144 b) requires an interior yard area when the principle dwelling units have principle entranceways fronting on, and facing different streets. The proposed development has one principle entrance on Summerville Avenue, with units facing both Summerville Avenue and Silver Street. Neither provision applies to the proposed development, but the proposed development is more similar to the intent of Provision 6. The amendment to Section 144, Provision 6) will permit the interior yard area, as required by Section 144, Provision 6.

Further, an additional amendment to Provision 6 is required to permit an interior yard area measuring 8.9m by 12.09m (107.6m²) whereas the by-law requires an interior yard area measuring 9.14m by 12.04m (110.1m²). The proposed interior yard area is deficient by 2.48m². This slight deficiency in interior yard area is required to align the interior yard area with the layout of the underground parking garage. The underground parking garage has been designed efficiently, while providing space for tree planting. It is structurally sound to align the parking garage with the building above, rather than shifting the building back from the parking garage to accommodate an additional 2.48m² of interior yard area.

An amendment is required to Section 161, Provision 18. Although the proposed development is required to have a rear yard of 1.2m, Provision 18 requires an aggregated soft landscaping area of at least 25m² in the rear yard for tree planting purposes. Due to the requirements of the interior yard area replacing the traditional rear yard, it is simply not feasible to place trees within a 1.2m rear yard. Planting trees in such close proximity to a building could cause undue effects on the foundation of the building. The intent of this provision is to allow space for tree planting on the site. Trees are proposed throughout the site. Please refer to Figure 8 of this report for additional details on tree planting.

The proposed development has an interior side yard, and rear yard setback that exceed the zoning requirements. The required rear yard setback in the R4UC zone is 1.2m. The proposed development has a rear yard setback of 1.3m. The required interior side yard setback in the R4UC zone is 1.5m. The proposed development has an interior side yard setback of 1.6m. There is greenspace throughout the property that can mitigate the impact of losing 2.48m² of amenity area in the interior yard. The reduction in the required interior yard area is considered appropriate.

An amendment is required to Section 161 Provision 13, f) to permit one principle entrance to the building, instead of the three that are required. The units of the proposed development have been designed to be accommodating and spacious. The proposed development has been designed to provide 17 two bedroom units that exceed what is required in the by-law. To accommodate the increase in two bedrooms units, there is only one principle entrance on the façade. The ground floor units do not have direct access to the street, as they are slightly elevated. If the ground floor units had direct access to the street, an exception would not be required. There is a secondary access to the building through the underground parking garage, and an emergency exit through the interior yard area.

4.3 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The following exceptions are required from the provisions of the R4Z[1244] Zone.

R4UC[XXXX] Required Exceptions:

- Maximum lot area of 1,116m²
- An interior yard area is permitted, and the minimum interior yard area is 8.9m by 12m (106.8m²)
- A tree planting area of 25m² is not required in the rear yard area.
- One principle entrance per 30.5m of lot width

5.0 CONCLUSION

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential 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, densities and tenures in a neighbourhood within the General Urban Area.

The proposal generally conforms to the provision of the current R4UC zone. The site-specific exception requests a slight increase in the maximum permitted lot area, a slight decrease in the interior yard area, permit an interior yard, permit a reduced rear yard planting area, and to permit one principle entrance. The proposed development is compatible with other low-rise apartment dwellings in the neighbourhood.

This planning rationale, along with the associated technical studies, supports the proposed development. The design of the Subject Site is compatible with existing and planned surrounding uses and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good land use planning.

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