

Engineering

Land/Site
Development

Municipal
Infrastructure

Environmental/
Water Resources

Traffic/
Transportation

Recreational

Planning

Land/Site
Development

Planning Application
Management

Municipal Planning

Urban Design

Expert Witness
(LPAT)

Wireless Industry

Landscape Architecture

Streetscapes &
Public Amenities

Open Space, Parks &
Recreation

Community &
Residential

Commercial &
Institutional

Environmental
Restoration

3040 & 3044 Innes Road

Planning Rationale



Prepared for: Landric Homes

3040 & 3044 Innes Road

Ottawa, Ontario

Planning Rationale

In support of

Major Zoning By-law Amendment &

Site Plan Control Applications

Prepared For:

Landric Homes

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

March / 24 / 2022

Novatech File: 121088
Ref: R-2022-047

March 24, 2022

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Michael Boughton, Planner III, Planning Services

**Reference: Major Zoning By-law Amendment and Site Plan Control Applications
3040 & 3044 Innes Road
Our File No.: 121088**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 3040 & 3044 Innes Road (the "Subject Property"). 3040 Innes Road is legally described as Part of Lot 10, Concession 3OF (PIN: 044030438); Gloucester. 3044 Innes Road is legally described as Part of Lot 10, Concession 3OF; Gloucester (PIN: 044030437).

The Subject Property is designated General Urban Area on Schedule B of the City of Ottawa's 2003 Official Plan. The Subject Property is within the Outer Urban Transect, and designated Minor Corridor on Schedule B2 of the City of Ottawa's 2021 Official Plan adopted by Council on November 24th, 2021. The Subject Property is within the Evolving Neighbourhood Overlay of the new Official Plan. The property is zoned Residential Second Density, Subzone N (R2N) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to construct a four-storey low-rise apartment building on the Subject Property. The residential building will contain 43 apartment units. A one-level underground parking garage will provide 48 parking spaces. A surface parking lot is also proposed west of the building and will include 14 additional parking spaces (62 parking spaces total). Thirty-one bicycle parking spaces are proposed in the underground parking garage, and seven bicycle parking spaces are proposed at-grade near the southwest corner of the Subject Property (38 bicycle parking spaces total). The property will be accessed via a driveway off Innes Road.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, details the proposed Zoning By-law Amendment, sets out the planning policy and regularity framework of the site, and makes a recommendation on the Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Ryan Poulton M.PL.
Project Planner

Table of Contents

1.0 INTRODUCTION	1
1.1 Description of Subject Property	1
1.2 Site Location and Community Context	2
1.3 Linkages and Transportation Framework	4
2.0 PROPOSED DEVELOPMENT	8
3.0 PROPOSED ZONING BY-LAW AMENDMENT	10
4.0 PLANNING POLICY AND REGULATOR FRAMEWORK.....	10
4.1 Provincial Policy Statement	10
4.2 City of Ottawa Official Plan (2003)	13
4.2.1 <i>Patterns of Growth</i>	13
4.2.2 <i>Managing Growth</i>	14
4.2.3 <i>General Urban Area</i>	14
4.2.4 <i>Designing Ottawa</i>	16
4.2.5 <i>Urban Design and Compatible Development</i>	17
4.2.6 <i>Review of Development Applications</i>	20
4.3 City of Ottawa Official Plan (2021)	22
4.3.1 <i>Growth Management Framework</i>	22
4.3.2 <i>Support intensification</i>	23
4.3.3 <i>Outer Urban Transect</i>	24
4.3.4 <i>Evolving Overlay</i>	25
4.3.5 <i>Corridors</i>	28
4.3.6 <i>Protection of Health and Safety</i>	29
4.4 Urban Design Guideline for Low-rise Infill Housing	29
4.5 City of Ottawa Zoning By-law 2008-250	33
5.0 PUBLIC CONSULTATION STRATEGY	35
5.1 Prior to Submission	35
5.2 Virtual Open House	35
6.0 CONCLUSION	36

Appendices

- Appendix A: Site Plan
- Appendix B: Proposed Zoning By-law Amendment

Tables

Table 1. Performance Standards for the Subject Property	34
---	----

Figures

Figure 1. Aerial Photo of Subject Property.....1

Figure 2. Fenced Federal Lands along Innes Road.....2

Figure 3. Residential Properties along Cl  roux Crescent2

Figure 4. Fire Station and Water Tower along Innes Road.....3

Figure 5. Semi-detached Dwellings along Cl  roux Crescent.....3

Figure 6. 2003 Official Plan Schedule E Excerpt.....4

Figure 7. 2021 Official Plan Schedule B3 – Outer Urban Transect Excerpt.....5

Figure 8. 2021 Official Plan Schedule C4 Excerpt.....5

Figure 9. 2003 Official Plan Schedule D Excerpt.....6

Figure 10. 2021 Official Plan Schedule C2 – Transit Network Ultimate Excerpt7

Figure 11. 2003 Official Plan Schedule C – Primary Urban Cycling Network Excerpt.....7

Figure 12. Site Plan Excerpt8

Figure 13. Landscape Plan Excerpt.....9

Figure 14. Elevation Excerpt.....9

Figure 15. 2003 Official Plan Schedule B Excerpt.....15

Figure 16. 2021 Official Plan Schedule A – Transect Policy Areas Excerpt.....24

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application and a Site Plan Control application for the properties at 3040 and 3044 Innes Road (the “Subject Property”). The Subject Property is designated General Urban Area on Schedule B (Urban Policy Plan) of the City of Ottawa’s 2003 Official Plan. The Subject Property is within the Outer Urban Transect, and designated Minor Corridor on Schedule B2 of the City of Ottawa’s 2021 Official Plan adopted by Council on November 24th, 2021. The Subject Property is within the Evolving Neighbourhood Overlay of the 2021 Official Plan. The property is zoned Residential Second Density, Subzone N (R2N) in the City of Ottawa’s Zoning By-law 2008-250. The Major Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a four-storey low-rise apartment building on the property.

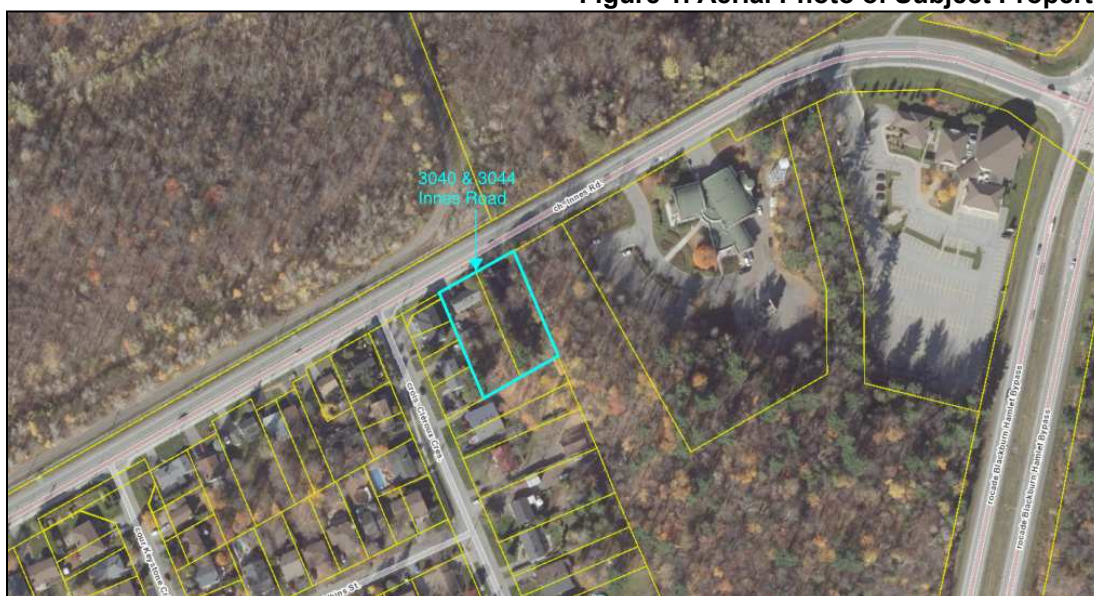
This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment and Site Plan Control application will:

- Be consistent with the policies of the Provincial Policy Statement (2014);
- Conform to the policies of the City of Ottawa 2003 Official Plan (up to and including Official Plan Amendment 254);
- Conform to the policies of the City of Ottawa 2021 Official Plan (currently pending a decision from the Ministry of Municipal Affairs and Housing);
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding uses.

1.1 Description of Subject Property

3040 and 3044 Innes Road are located in the Innes Ward (Ward 2) in the City of Ottawa, along the south side of Innes Road (see Figure 1). 3040 and 3044 Innes Road are legally described as Part of Lot 10, Concession 30F (PINs: 044030438 & 044030437 respectively) The Subject Property has approximately 45.8 meters of frontage along Innes Road, and an approximate area of 2,776 square meters. The property is currently developed with two detached dwellings.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

North: North of the Subject Property and Innes Road is a wooded area owned by the Federal Government. These lands include the RCMP’s Technical and Protective Operations Facilities. Some of these lands are fenced along Innes Road.

Figure 2. Fenced Federal Lands along Innes Road



South: South of the Subject Property are residential properties fronting onto Cléroux Crescent. These residential properties are developed with a mix of low-rise residential uses including detached, semi-detached, and townhouse dwellings.

Figure 3. Residential Properties along Cléroux Crescent



East: East of the Subject Property along the south side of Innes Road is a fire station including a water tower. Further east at the intersection of Innes Road and Blackburn Hamlet Bypass is the Good Shepherd Catholic Church.

Figure 4. Fire Station and Water Tower along Innes Road



West: Immediately west of the Subject Property are two residential properties including four semi-detached dwellings fronting onto Cl  roux Crescent. Further west are a mix of detached and semi-detached dwellings fronting onto Innes Road, and the Norman Johnson Secondary Alternate Program.

Figure 5. Semi-detached Dwellings along Cl  roux Crescent



1.3 Linkages and Transportation Framework

3040 and 3044 Innes Road are interior lots with frontage along Innes Road. Innes Road is designated a Major Collector - Existing on Schedule E of the 2003 Official Plan (see Figure 6). Innes Road is designated a Corridor - Minor on Schedule B3 of the 2021 Official Plan (see Figure 7). Innes Road is also designated a Major Collector – Existing on Schedule C4 – Urban Road Network of the 2021 Official Plan (see Figure 8).

Figure 6. 2003 Official Plan Schedule E Excerpt

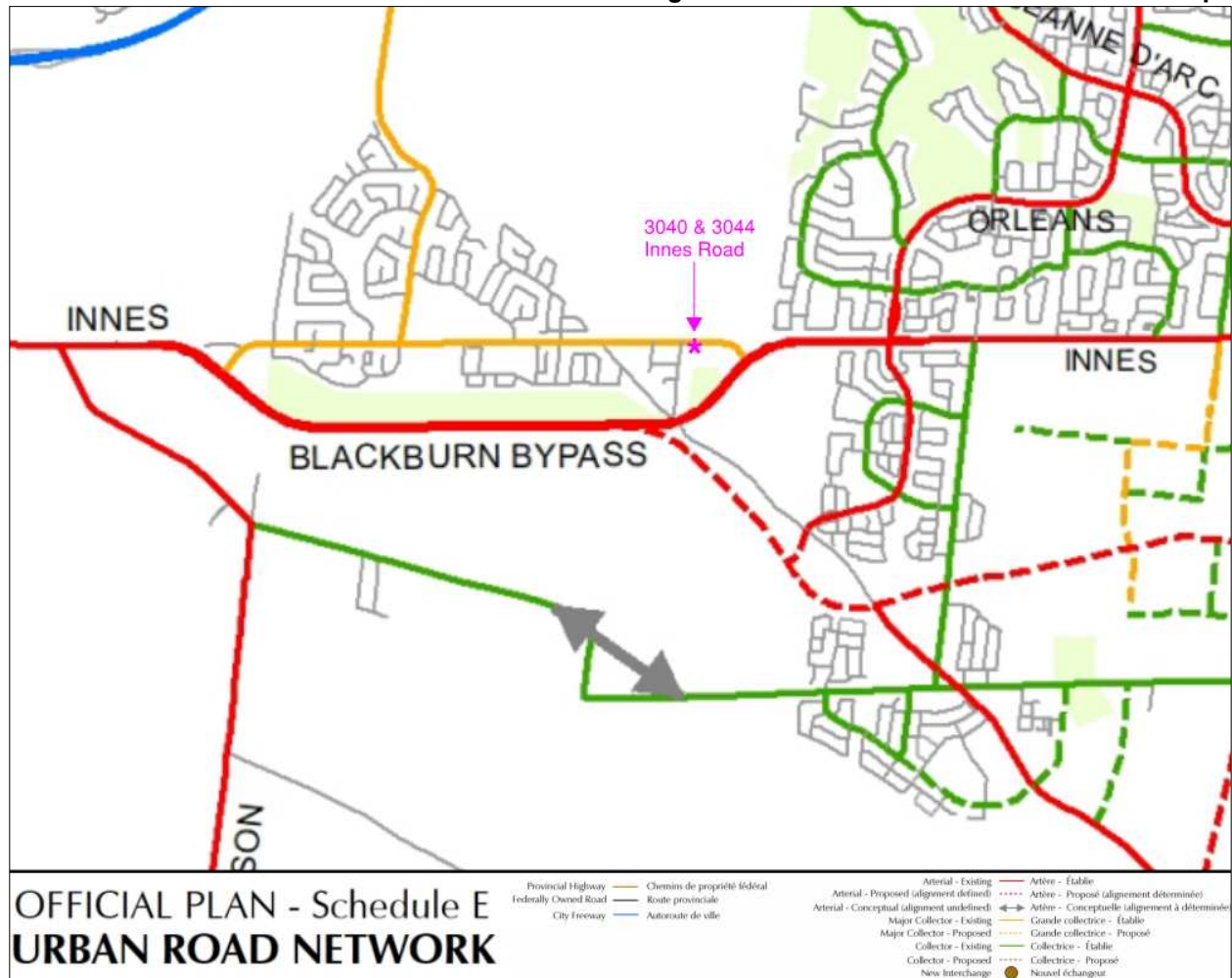


Figure 7. 2021 Official Plan Schedule B3 – Outer Urban Transect Excerpt

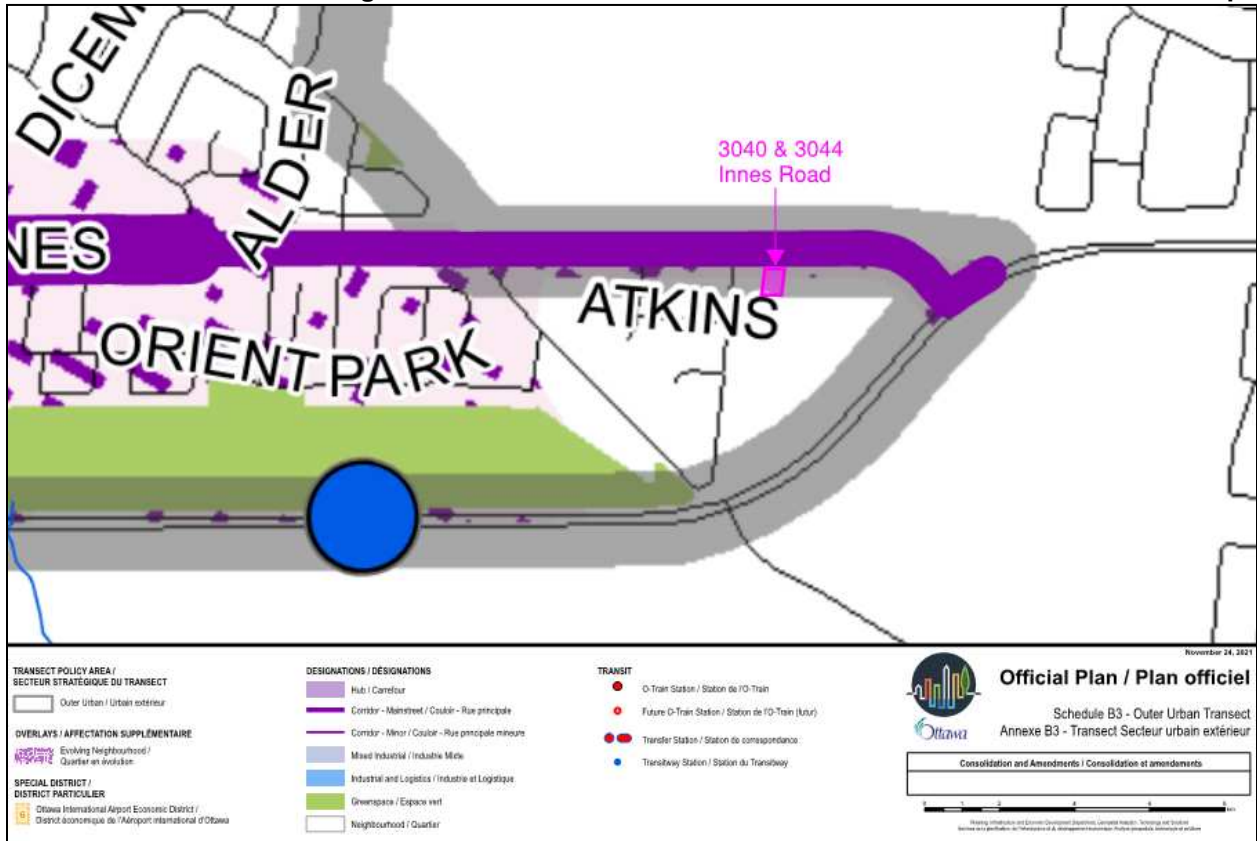
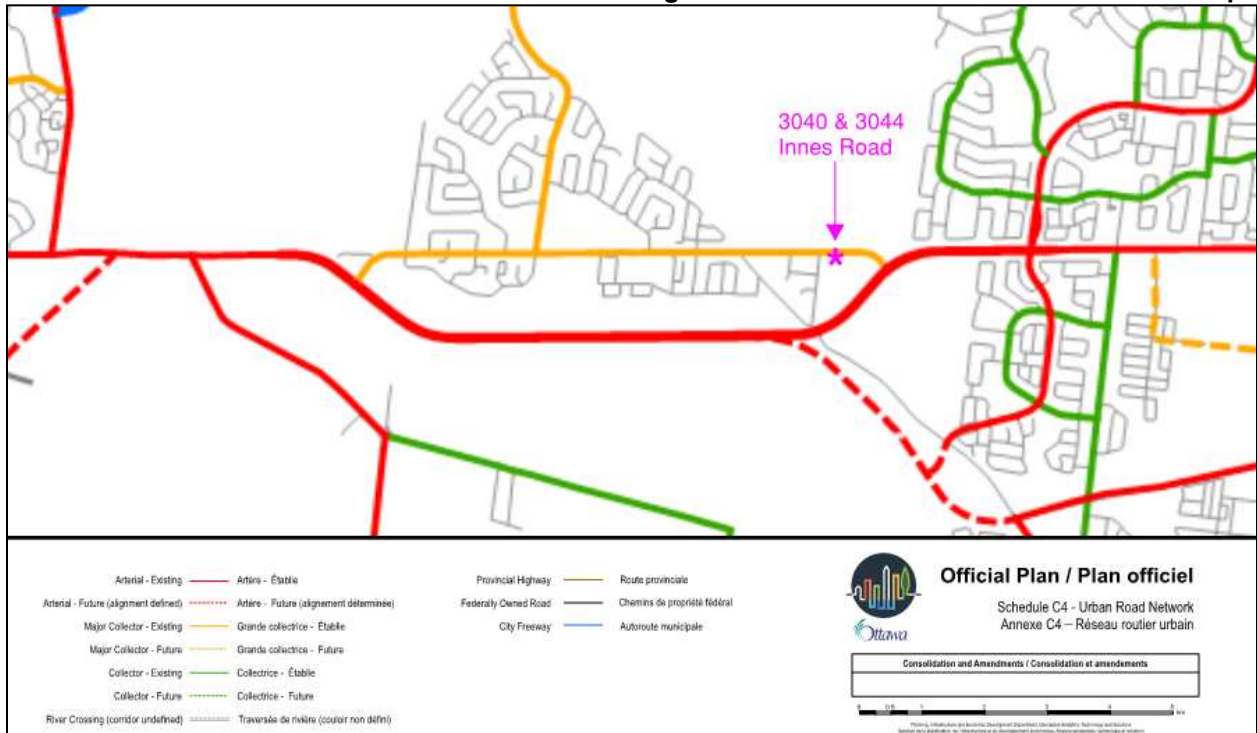


Figure 8. 2021 Official Plan Schedule C4 Excerpt



Innes Road is a two-lane road with paved shoulders along both sides of the right-of-way. There is a public sidewalk along the southern side of the Innes Road, adjacent to the Subject Property.

Innes Road is designated a Transit Priority Corridor (Isolated Measures) on Schedule D of the 2003 Official Plan (see Figure 9). Innes Road is designated Transit Priority Corridor on Schedule C2 – Transit Network Ultimate of the 2021 Official Plan (see Figure 10).

Bus stop number 2647 is located along the north side of Innes Road west of the Subject Property. This bus stop includes a bus shelter and a concrete sidewalk. Route 25 ‘La Cité - Millennium’ provides 15 or 30 minute bus service to the Subject Property depending on the time and day. The Subject Property has convenient access to public transportation.

Figure 9. 2003 Official Plan Schedule D Excerpt

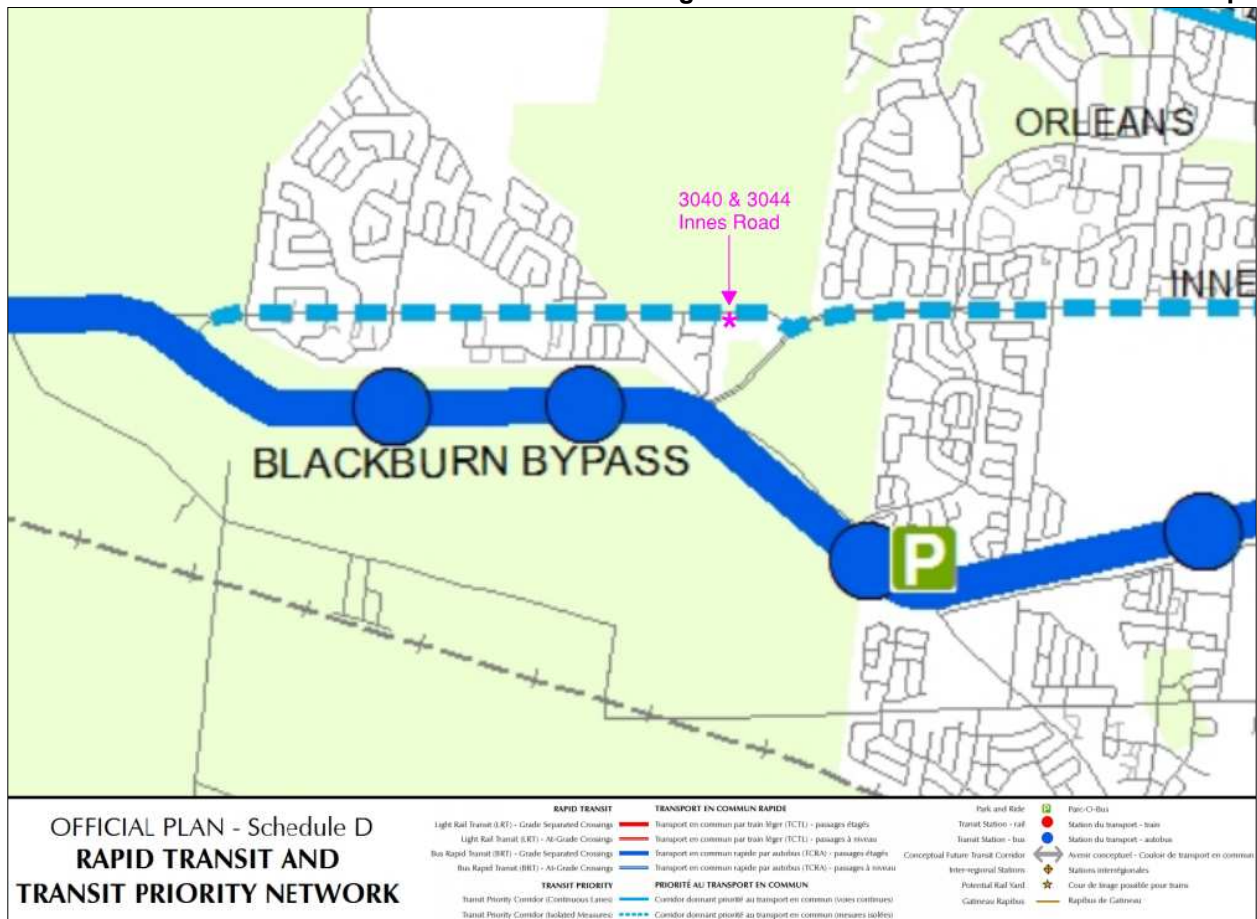
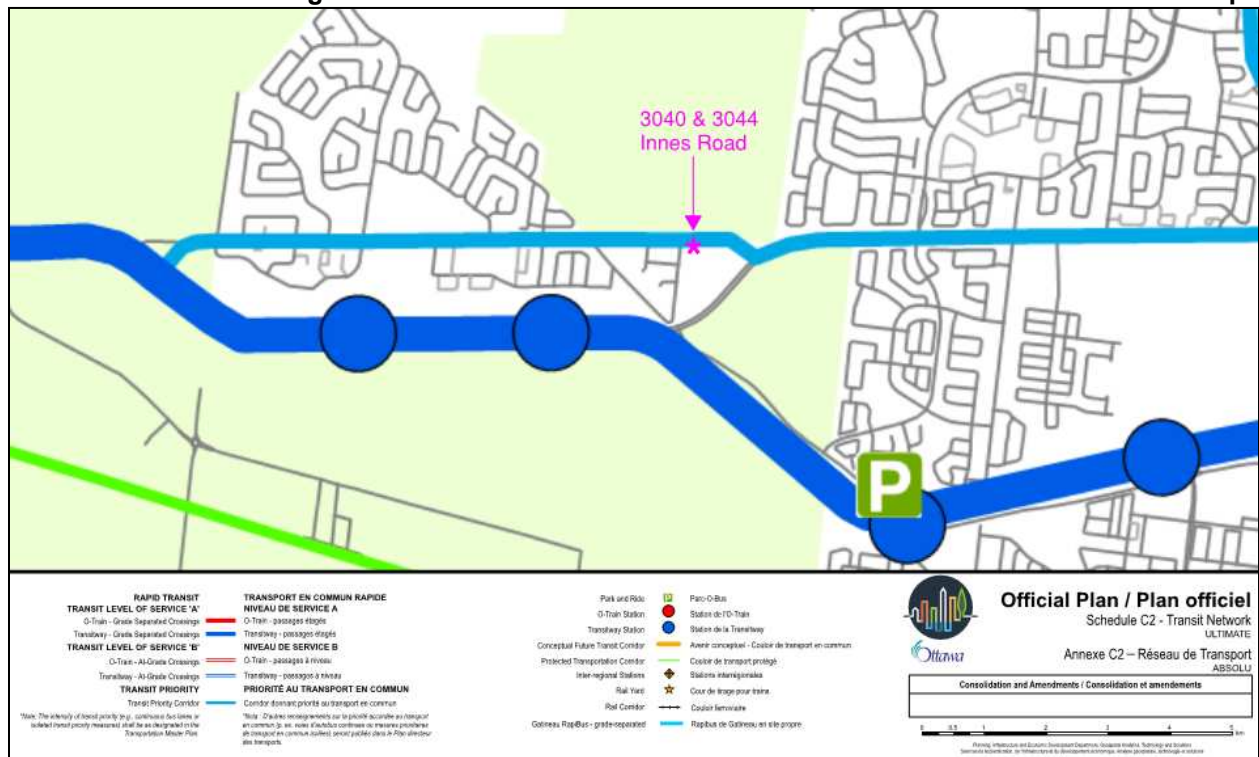
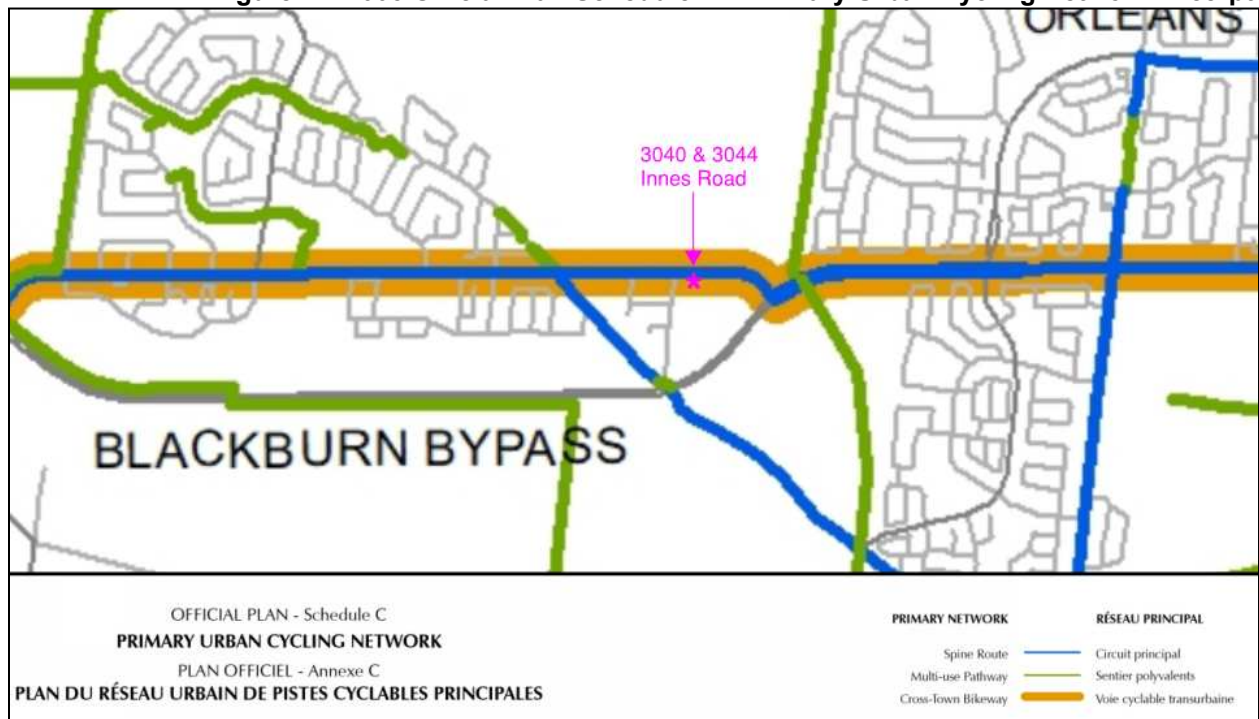


Figure 10. 2021 Official Plan Schedule C2 – Transit Network Ultimate Excerpt



Innes Road is designated a Spine Route and a Cross-Town Bikeway on Schedule C of the 2003 Official Plan (see Figure 11).

Figure 11. 2003 Official Plan Schedule C – Primary Urban Cycling Network Excerpt



2.0 PROPOSED DEVELOPMENT

The proposal is to develop the property to accommodate a four-storey low-rise apartment building (see Figure 12). An 11x17 copy of the Site Plan is attached as Appendix A. Forty-three apartment units are proposed within the residential building. A one-level underground parking garage will provide 48 parking spaces. The parking garage is accessed via a ramp in the rear yard. A surface parking lot is also proposed west of the building and will provide 14 additional parking spaces. A total of 62 parking spaces are proposed on the Subject Property. Bicycle parking is proposed in a landscaped area near the southwest corner of the apartment building. Additional bicycle parking spaces are proposed within the underground parking garage. Vehicle access will be via a driveway off Innes Road.

Walkways will connect the public sidewalk along Innes Road to the main entrance and secondary entrances on the west side of the apartment building (see Figure 13). There is also an entrance on the east side of the building that provides convenient access to the eastern interior side yard. Patios are proposed at grade for each apartment unit located on the ground floor. Buffering is provided for patios fronting onto Innes Road and the surface parking lot using plantings.

The first and second floor façade includes a mix of stone cladding and siding. Different building materials are proposed for the third and fourth floor façade (see Figure 14). Each apartment unit on the second, third, and fourth floors have access to a private balcony.

Figure 12. Site Plan Excerpt

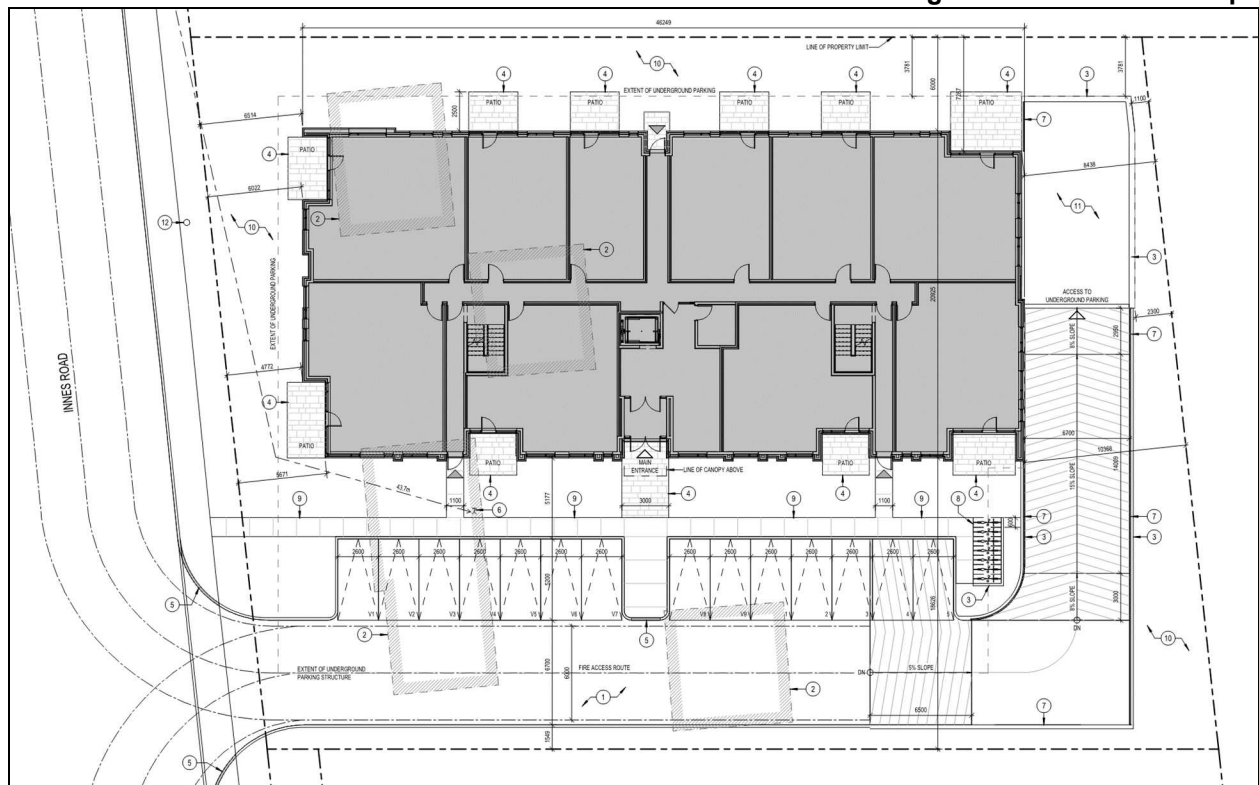


Figure 13. Landscape Plan Excerpt

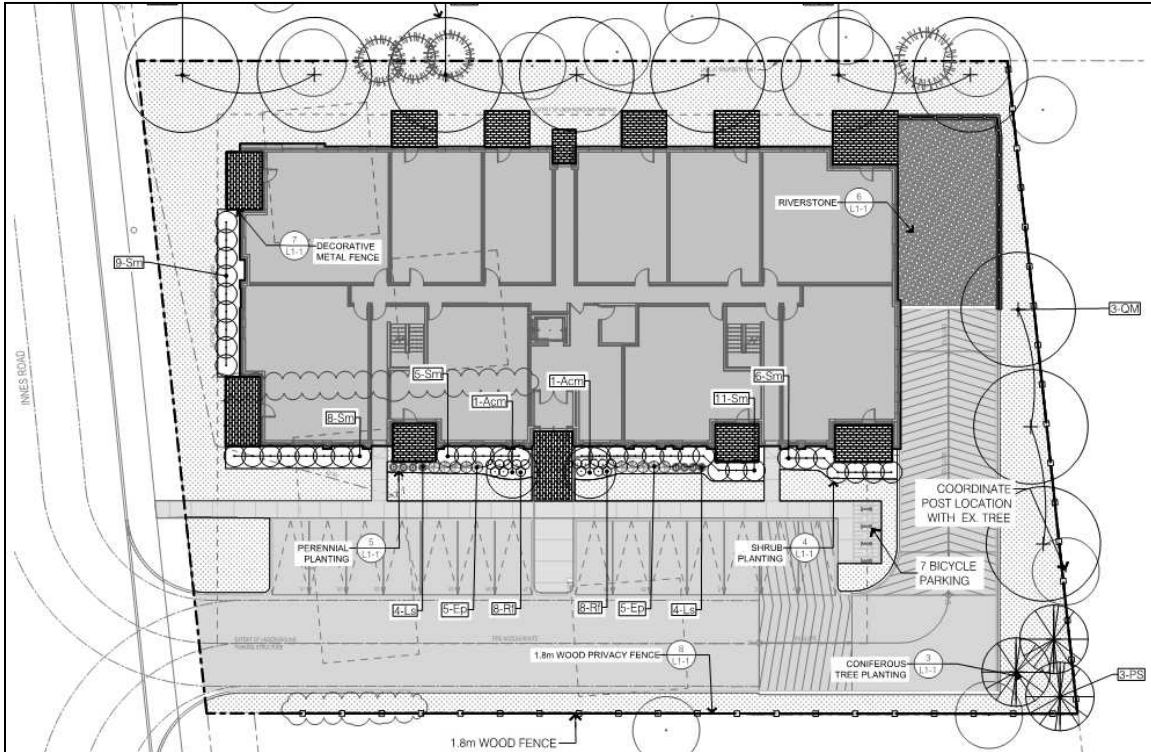
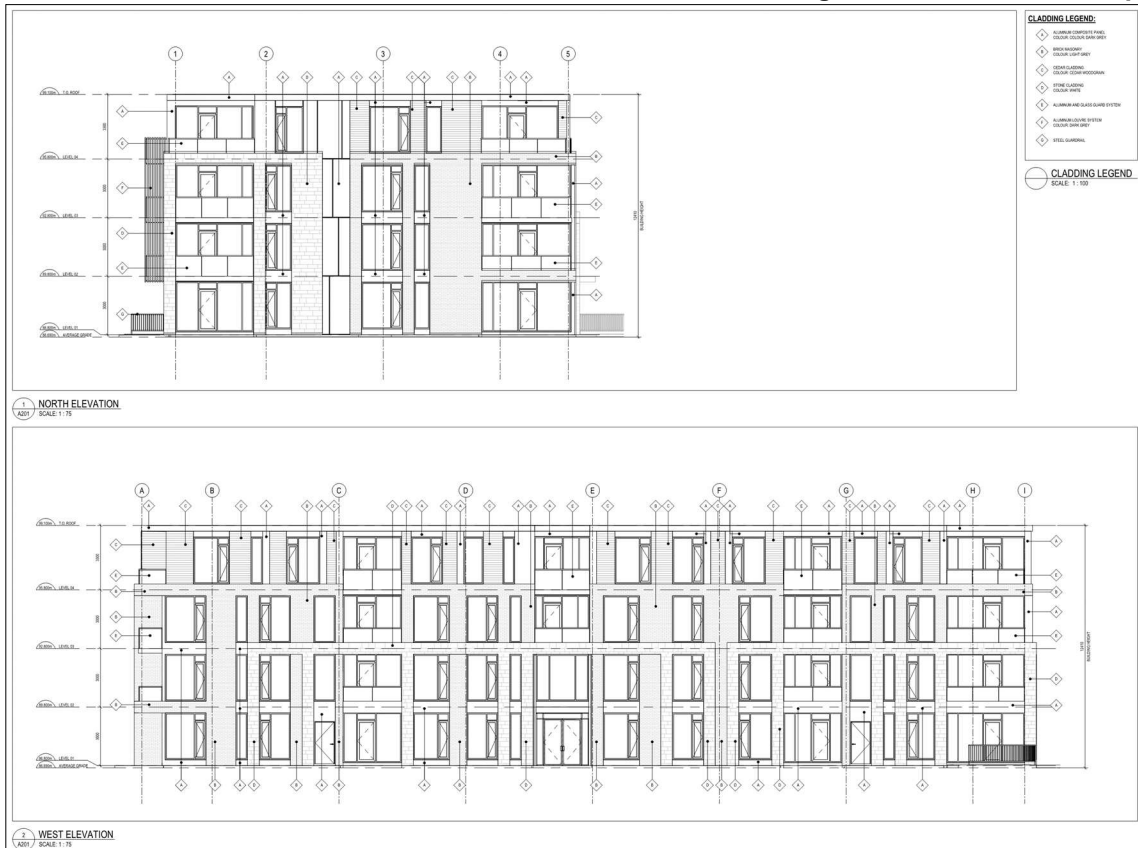


Figure 14. Elevation Excerpt



3.0 PROPOSED ZONING BY-LAW AMENDMENT

3040 and 3044 Innes Road are currently zoned Residential Second Density, Subzone N (R2N) in the City of Ottawa's Zoning By-law 2008-250 (the Zoning By-law). The R2N zone does not permit the development of a low-rise apartment building on the Subject Property. The Zoning By-law Amendment application proposes to rezone the property to the Residential Fourth Density Zone, Subzone Z (R4Z). The proposed development will be in conformity with all provisions of the proposed R4Z zone except for the location of required bicycle parking spaces. A site-specific provision is requested to permit 30% of the required bicycle parking spaces to be provided as horizontal spaces at ground level.

Processing of a Zoning By-law Amendment application includes a review by various agencies and will require a statutory public meeting. Proposed wording for the Zoning By-law Amendment is attached as Appendix B.

4.0 PLANNING POLICY AND REGULATOR FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), 2020 provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters "shall be consistent with" policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS sets out policies for managing and directing land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 states:

"Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;"*

The PPS defines "intensification" as:

"the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;*

- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and*
- d) the expansion or conversion of existing buildings”*

The proposed apartment building at 3040 & 3044 Innes Road will promote efficient land use patterns through redevelopment of underutilized residential lots within the urban area of the City of Ottawa. The proposed development is considered intensification. The apartment building will add to the mix of residential uses in the neighbourhood. The proposed development is located along a transit priority corridor, and a bus stop is located along Innes Road west of the Subject Property. Residents of the apartment building will have convenient access to public transportation. The apartment building will have direct access to the public sidewalk along Innes Road. No ramps nor steps are required to access the proposed building.

Section 1.1.3 of the PPS sets out policies for settlement areas. The Subject Property is within the Urban Settlement Area of Ottawa. Policy 1.1.3.1 of the PPS states: “*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 low-rise apartment building will replace the two detached dwellings at 3040 & 3044 Innes Road. The proposed development will efficiently use infrastructure and public service facilities located near the Subject Property. The proposed development includes 38 bicycle parking spaces and provides direct access to the public sidewalk along Innes Road. The proposed development is supportive of active transportation. The Subject Property is located along a transit priority corridor and future residents will have convenient access to public transportation. The proposed development is transit-supportive.

Policy 1.1.3.3 states:

“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 add to the supply and mix of residential uses in the neighbourhood. The proposed development is transit-supportive by being located along a transit priority corridor with access to public transportation.

Policy 1.1.3.4 states:

“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

The Major Zoning By-law Amendment and Site Plan Control application proposed to redevelop the Subject Property with a more intensive residential use. The proposed development is subject to the City of Ottawa’s Site Plan Control process. The City’s Urban Design Guidelines for Low-rise Infill Housing are discussed in Section 5.4 of this Rationale.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;”*

The proposed development is considered residential intensification and is consistent with Policy 1.1.3.3. The Subject Property is located in close proximity to public service facilities including a fire station and the Norman Johnston Secondary Alternate Program School. Proposed apartment building will efficiently use the Subject Property to accommodate 43 apartment units. The Subject Property and apartment building has convenient access to existing public transportation infrastructure along Innes Road.

Section 1.6.7 of the PPS sets out policies for Transportation Systems. 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.”

Innes Road is designated a transit priority corridor. The proposed apartment building including 43 apartment units will have convenient access to public transportation. Innes Road is designated a Spine Route and a Cross-Town Bikeway on Schedule C of the 2003 Official Plan. Thirty-eight

bicycle parking spaces are proposed on the Subject Property. Pathways will connect entrances of the building to the public sidewalk along Innes Road. The proposed development supports active transportation.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed rezoning adheres to the policies in Section 2.0 as follows:

- Relating to Section 2.1 (Natural Heritage), there are no natural heritage features on the Subject Property;
- Relating to Section 2.2 (Water), there are no water features on the Subject Property;
- Relating to Section 2.3 (Agriculture), the Subject Property is within the urban area of Ottawa, designated General Urban Area by the City of Ottawa 2003 Official Plan, and designated Minor Corridor by the 2021 Official Plan. The Subject Property is not considered Agricultural Resources;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), there are no lands on or near the Subject Property designated Mineral Aggregate Resource Areas;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the PPS requires that if any archaeological resources are discovered, the resources are conserved;

The proposed Major Zoning By-law Amendment and Site Plan Control application are consistent with the policies of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan (2003)

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 254 (the “2003 Official Plan”) was used for reference.

4.2.1 Patterns of Growth

Section 2.1 of the 2003 Official Plan speaks to population growth in Ottawa and states that:

“Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. ...

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities.”

Innes Road is designated a Transit Priority Corridor (isolated measures) on Schedule D of the 2003 Official Plan. Thirty-eight bicycle parking spaces are proposed on the Subject Property located at-grade and in the underground parking garage. A direct pathway connection is proposed between the main entrance of the apartment building to the public sidewalk along Innes Road. The proposed development is easily accessible by transit, or by cycling or walking.

The proposed apartment building will add 43 new apartment units to the residential community along Innes Road. The compact form of residential development supports high-quality transit service and supports of active forms of transportation.

4.2.2 Managing Growth

Section 2.2 of the 2003 OP sets out policies for managing growth. Section 2.2 states:

“In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. This means that pedestrians and cyclists have direct access to transit, since most transit trips are combined with travel on foot or by bicycle. Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs.”

The proposed development locates 43 apartment units along a transit priority corridor. Thirty-eight bicycle parking spaces will be provided on the property, and a proposed pathway connection will connect the main entrance of the building to the public sidewalk along Innes Road. No steps nor ramps are proposed that would act as barriers to cyclists or pedestrians. The proposed development facilitates the use of active forms of transportation and connects them to existing public transportation facilities along Innes Road. The proposed development contributes to creating an environment that is transit-oriented and connected to the community.

4.2.3 General Urban Area

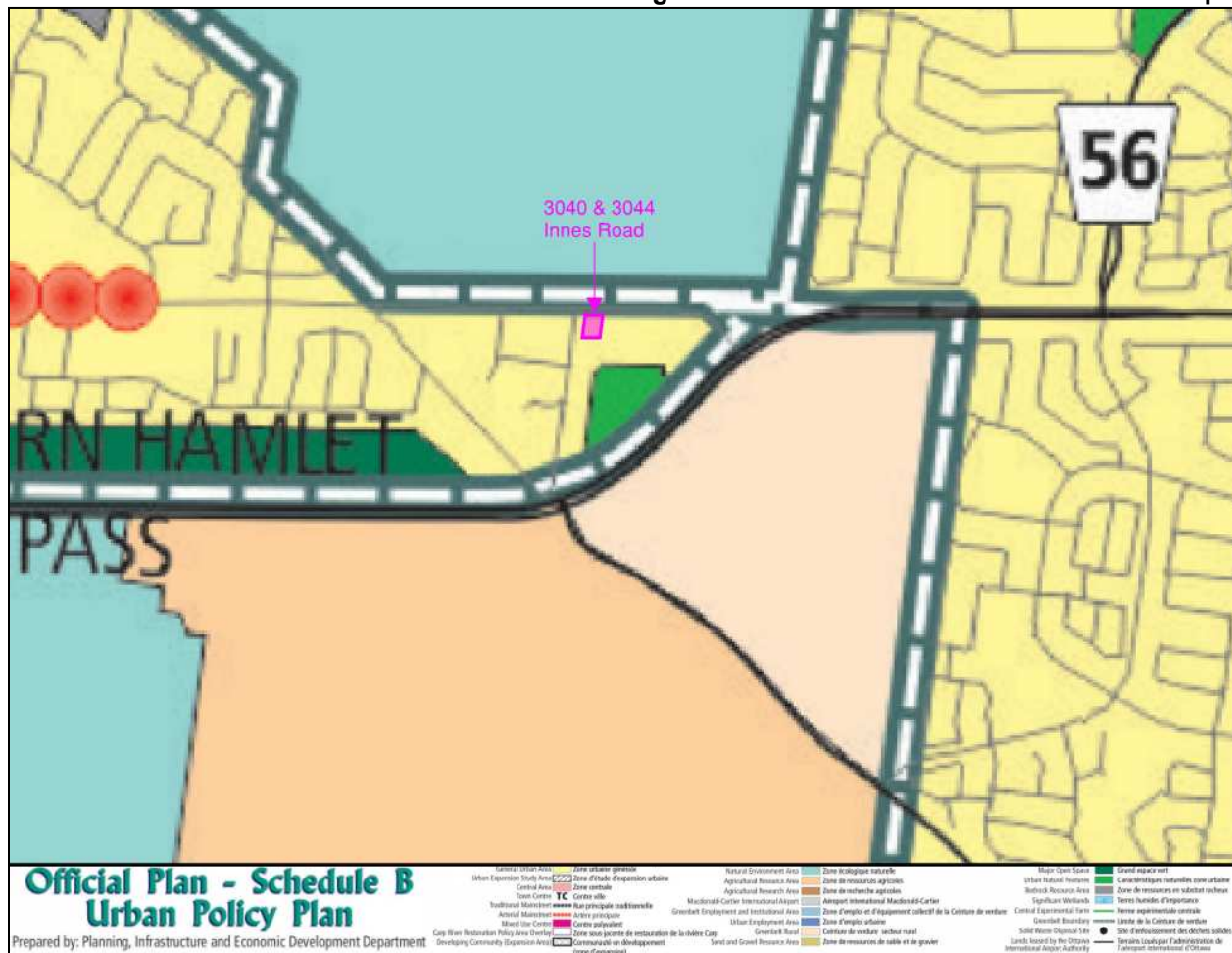
3040 and 3044 Innes Road are designated General Urban Area on Schedule B of the 2003 Official Plan (see Figure 15). Section 3.6.1 of the 2003 Official Plan sets out policies for the General Urban Area.

Policy 1 in Section 3.6.1 states:

“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 Major Zoning By-law Amendment application will rezone the property to permit the development of a low-rise apartment building. The proposed low-rise apartment building is a permitted residential use within the General Urban Area designation.

Figure 15. 2003 Official Plan Schedule B Excerpt



Policy 3 in 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.”

The proposed low-rise apartment building is four-storeys and is consistent with the Low-Rise classification in Figure 2.4 of the 2003 Official Plan. The proposed building is located on the eastern side of the Subject Property, maximizing the separation between the apartment building and existing residential properties to the west along Cléroux Crescent.

Policy 5 in 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. 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 considered residential intensification by replacing two existing detached dwellings with a low-rise apartment building including 43 dwelling units. Vacant forested lands are located east of the Subject Property and to the north across Innes Road. The proposed development has been located to maximize space between the apartment building and existing adjacent residential properties to the west along Cléroux Crescent. The proposed development will add to the mix of residential uses in the area to provide a range of housing options to the community.

Policy 2 in 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.”

The policies of Section 2.5.1 and 4.11 of the 2003 Official Plan are discussed in the following Sections of this Rationale.

4.2.4 Designing Ottawa

Section 2.5.1 of the Official Plan sets out design objectives for how the city intends to influence the built environment as the city matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa. The design objectives are addressed below.

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

3040 and 3044 Innes Road are the two easternmost residential lots along the south side of Innes Road. The Subject Property is the first residential property commuters encounter when traveling west along Innes Road. The Subject Property can be identified as the edge of a residential area. The proposed low-rise apartment building will strengthen the identity of residential development along the south side of Innes Road. The proposed development will contribute to and enhance the residential sense of community along Innes Road.

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

Pathways will connect the main entrance and two secondary entrances on the west side of the apartment building to the public sidewalk. Plantings are proposed between the pathways and the western facade of the building. Planting is also proposed at the front of the building facing Innes Road. Private patios are proposed at-grade that are accessible from residential dwelling units on the ground floor of the building. Trees are proposed along the eastern and rear property lines.

The proposed landscaping will define a quality private amenity space around the apartment building.

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

Pathways will connect the main entrance and two secondary entrances on the west side of the apartment building to the public sidewalk. These pathways are unencumbered by steps or ramps. The proposed development provides safe and easy access to the apartment building.

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

The Subject Property is located on the edge of a residential community south of Innes Road. The proposed development adds to the mix of residential uses in the community. The apartment building has been located to maximize the space between the building and existing residential properties. The proposed development respects and enhances the residential character of the area.

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 apartment building will add to the variety and choice of housing options in the community.

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

3040 and 3044 Innes Road are currently developed as residential properties with detached dwellings. The proposed development will intensify the residential use of the Subject Property to provide 43 dwelling units within a low-rise apartment building. There are no natural heritage features on the Subject property. Trees, plantings, and soft landscaping are proposed around the building and perimeter of the Subject Property.

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

Approval of the Major Zoning By-law Amendment and Site Plan Control application will facilitate the development of a low-rise apartment building on two existing residential properties currently developed with detached dwellings. The proposed development will intensify the residential use of a property located along a transit priority corridor. Thirty-eight bicycle parking spaces are proposed on the property that will have direct and unencumbered access to Innes Road. The proposed development encourages active transportation methods to reduce resource consumption and the carbon footprint of the built environment.

The proposed development is consistent with the design objectives in Section 2.5.1 of the 2003 Official Plan.

4.2.5 Urban Design and Compatible Development

Section 4.11 of the Official Plan discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to

Views, Building Design, Massing and Scale, High-Rise Buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

Policy 1 of Section 4.11 states:

“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.”*

A design brief has been submitted separately in support of the applications for a Major Zoning By-law Amendment and Site Plan Control.

Views – The proposed development is not a high-rise building and is not within any of the viewshed areas directly addressed in Section 4.11.

Building Design – Policy 5 of Section 4.11 requires proponents of new development to demonstrate how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a) Setbacks, heights and transition;*
- b) Façade and roofline articulation;*
- c) Colours and materials;*
- d) Architectural elements, including windows, doors and projections;*
- e) Pre- and post-construction grades on site; and*
- f) Incorporating elements and details of common characteristics of the area.*

The proposed low-rise apartment building is consistent with the setbacks and building height provisions of the proposed Residential Fourth Density, Subzone Z (R4Z) zone. The building is located on the property to maximize the distance between the apartment building and adjacent residential properties. The building façades have been designed to incorporate building materials that differentiate lower and upper floors of the building. All ground floor residential units include doors which access private at-grade patios. Windows and balconies are located on three sides of the building, including facing Innes Road.

Policy 6 in Section 4.11 states:

“The City will require that all applications for new development:

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

The Subject Property is an interior lot with a greater lot depth than lot width. The proposed apartment building is rectangular-shaped, with the narrow side of the building facing Innes Road. The building was designed and located on the property to create an efficient use of space while also respecting all setback requirements of the proposed R4Z zone. One elevator is located centrally in the building. The main entrance and associated waiting area are centrally located on the west face of the building to create an efficient use of space and floor design.

Windows are located along all sides of the building including the façade facing Innes Road. Landscaping including a wide pathway and planting will enhance the appearance of the main entrance to the building.

Policy 8 in Section 4.11 states:

“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.”

Garbage is stored in the underground parking garage within the building. All mechanical equipment is contained within the building.

Massing and Scale – Policy 10 of Section 4.11 states:

“Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:

- a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
- b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
- c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*

The City's 'Urban Design Guidelines for Low-rise Infill Housing' are discussed in Section 5.4 of this Rationale. There is no Secondary Plan applicable to the Subject Property. Section 2.5.1 of the OP states: *“Planned function refers to a vision for an area which is established through a community design plan or similar Council-approved planning exercise, or the Zoning By-law.”* The Subject Property is designated General Urban Area on Schedule B of the 2003 Official plan. The policies of the General Urban Area designation support the development of low-rise residential uses including apartment buildings. The Major Zoning By-law Amendment proposes to rezone the Subject Property to the R4Z zone to permit the development of a low-rise apartment building. The proposed development is consistent with all the provisions of the R4Z zone, and all provisions in the Zoning By-law applicable to a low-rise apartment building on the Subject Property.

High-Rise Buildings – The proposed development is not a high-rise building.

Outdoor Amenity Areas – Outdoor amenity areas are provided in the form of at-grade patios, soft landscaping, and balconies. The proposed development is consistent with the requirement for providing amenity area, including communal amenity area, in the City's Zoning By-law.

Public Art – The proposed development is not a Major Urban Facility or High-Rise Building, and will not include site-specific public art.

Design Priority Areas – The Subject Property is not within a design priority area.

First Nations Peoples Design Interests – The proposed development is not on publicly owned lands.

The proposed development is consistent with criteria and policies of Section 4.11 of the 2003 Official Plan.

4.2.6 Review of Development Applications

Section 4 of the City of Ottawa's 2003 Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives of the Official Plan. The appropriate policies and related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

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

Relating to Section 4.1 – Site-Specific Policies and Secondary Policy Plans:

The Subject Site is not subject to any Secondary Plans.

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

Section 4.3 states that the City will assess the adequacy of the transportation network to meet the needs of the proposed development. Following a pre-application consultation meeting with City staff it was determined a Transportation Impact Assessment Report was not required in support of the proposed development.

Relating to Section 4.4 – Water and Wastewater Servicing:

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Stormwater Management Report and Servicing Brief as well as a Servicing Plan, a Grading and Drainage Plan, and an Erosion and Sediment Control Plan have been prepared by LRL Engineering in support of the proposed development. The Stormwater Management Report and Servicing Brief includes a list on conclusions on water service and sanitary service for the proposed development.

Relating to Section 4.5 – Housing:

“Applications to amend the zoning by-law to introduce or delete residential uses must be reviewed with reference to policies 23 and 24 of Section 2.2.2, Managing Growth Within the Urban Area. All applications for residential development must also consider the requirements of policy 17(l) in Section 2.2.2 regarding alternative development standards and the requirements of Section 2.5.2 Affordable Housing.”

The policy references quoted above are not consistent with the policy notation in the 2003 Official plan amended to OPA 254. Policies 22 and 23 in Section 2.2.2 of the 2003 Official Plan set out policies for intensification outside of target areas.

Policy 22 of Section 2.2.2 states:

“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 considered intensification. The Subject Property is not within a target area for intensification, and is designated General Urban Area. The policies of Section 3.6.1 are discussed in section 5.2.3 of this Rationale.

Policy 23 of Section 2.2.2 speaks to intensification within interior portions of established low-rise neighbourhoods. The Subject Property is located on the edge of an existing low-rise residential community. Policy 23 states: *“The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term Renewal.”* Policies 22 and 23 of Section 2.2.2 support intensification within the General Urban Area.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 requires applications for Site Plan Approval will be supported by a Tree Conservation Report and Landscape Plan. A Tree Conservation Report has been prepared by Muncaster Environmental Planning Inc., dated February 21, 2022, in support of the proposed development. A Landscape Plan has been prepared by Lashley +Associates, dated February 28, 2022, in support of the proposed development.

Policy 1 of Section 4.7.6 states the City will require that stormwater site management plans be required in support of site-plan applications. A Stormwater Management Report and Servicing Brief as well as a Servicing Plan, a Grading and Drainage Plan, and an Erosion and Sediment Control Plan have been prepared by LRL Engineering in support of the proposed development. The Stormwater Management Report and Servicing Brief includes a list on conclusions on stormwater management for the proposed development.

Relating to Section 4.8 – Protection of Health and Safety:

Policy 1 in Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed

development, a Geotechnical Investigation has been prepared by Paterson Group, dated June 23, 2021, in support of the proposed development.

Section 4.8.4 states that the identification of potentially contaminated sites is important in the planning application review process and that the City will utilize available information to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site. A Phase I Environmental Site Assessment has been prepared by Paterson Group, dated May 26, 2021, in support of the proposed development. The Phase I Environmental Site Assessment concludes *“Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment will not be required for the subject site.”*.

Policy 3 in Section 4.8.7 of the 2003 Official Plan states that the City will require a noise study where new noise sensitive development is proposed along an existing Major Collector Road identified on Schedules E and F. Innes Road is designated a Major Collector Road on Schedule E of the 2003 Official Plan. A Roadway Traffic Noise Assessment has been prepared by Gradient Wind Engineers & Scientists, dated January 26, 2022, in support of the proposed development. The Roadway Traffic Noise Assessment makes recommendations on the design of windows, air conditioning, and placement of mechanical equipment.

The proposed Major Zoning By-law Amendment and Site Plan Control application conform to the policies of the City of Ottawa’s 2003 Official Plan.

4.3 City of Ottawa Official Plan (2021)

City Council adopted a new Official Plan on November 24th, 2021. The 2021 Official Plan has been sent to the Minister of Municipal Affairs and Housing and is awaiting a final decision. For the purposes of this Planning Rationale, the Official Plan approved by City Council was used for reference (the “2021 Official Plan”).

4.3.1 Growth Management Framework

Section 3 of the 2021 Official Plan sets out population projections for the City of Ottawa over the planning horizon of the Official Plan. Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

3040 & 3044 Innis Road are located within a community surrounded by the Greenbelt. The Subject Property is within the Outer Urban Transect on Schedule A of the 2021 Official Plan, and in an area where new residential growth is anticipated to be accommodated. The proposed development will add 43 apartment dwellings to the housing choices in the community.

4.3.2 Support intensification

Section 3.2 of the 2021 Official plan sets out policies that support intensification within the urban area of the City. Section 3.2 states:

“Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.”

Innes Road and the Subject Property are designated “Corridor – Minor” on Schedule B2 of the 2021 Official Plan. The proposed Zoning By-law Amendment will permit a more intensive residential use of the Subject Property than the current R2N zone. The proposed development is considered intensification. The policies of Section 3.2 direct intensification to Corridors, including the Subject Property.

Table 2 in Section 3.2 of the 2021 Official Plan specifies residential intensification targets for the City of Ottawa broken down by the size of residential dwellings. Table 2 specifies a target of 43,000 for “Apartment / Small-household dwellings”. The proposed apartment building will replace two detached dwellings with 43 apartment dwelling units. The proposed development will contribute to meeting the City’s “apartment / small-household” target for residential intensification.

Policy 2 in Section 3.2 of the 2021 Official Plan states:

“Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.”

The minimum density requirement applicable to the Subject Property is identified in Table 3b of Section 3.2 of the 2021 Official Plan. Table 3b specifies, for the Outer Urban Transect area of the City, the target density range for intensification is 40 to 60 dwellings per net hectare. There is no minimum portion of Large-household Dwellings for intensification along Minor Corridors.

Forty-three apartment dwelling units are proposed on the Subject Property. The Subject Property has an area of approximately 2,776 square meters. The density of the proposed development is approximately 155 dwelling units per net hectare. The proposed development meets the minimum required density for intensification within the Outer Urban Transect.

Policy 3 in Section 3.2 states:

“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”

Innes Road and the Subject Property are designated Corridor - Minor. Policy 3 directs residential intensification to properties along Minor Corridors including the Subject Property. The Subject Property represents a significant opportunity for residential intensification of land already developed for residential uses.

Policy 4 in Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

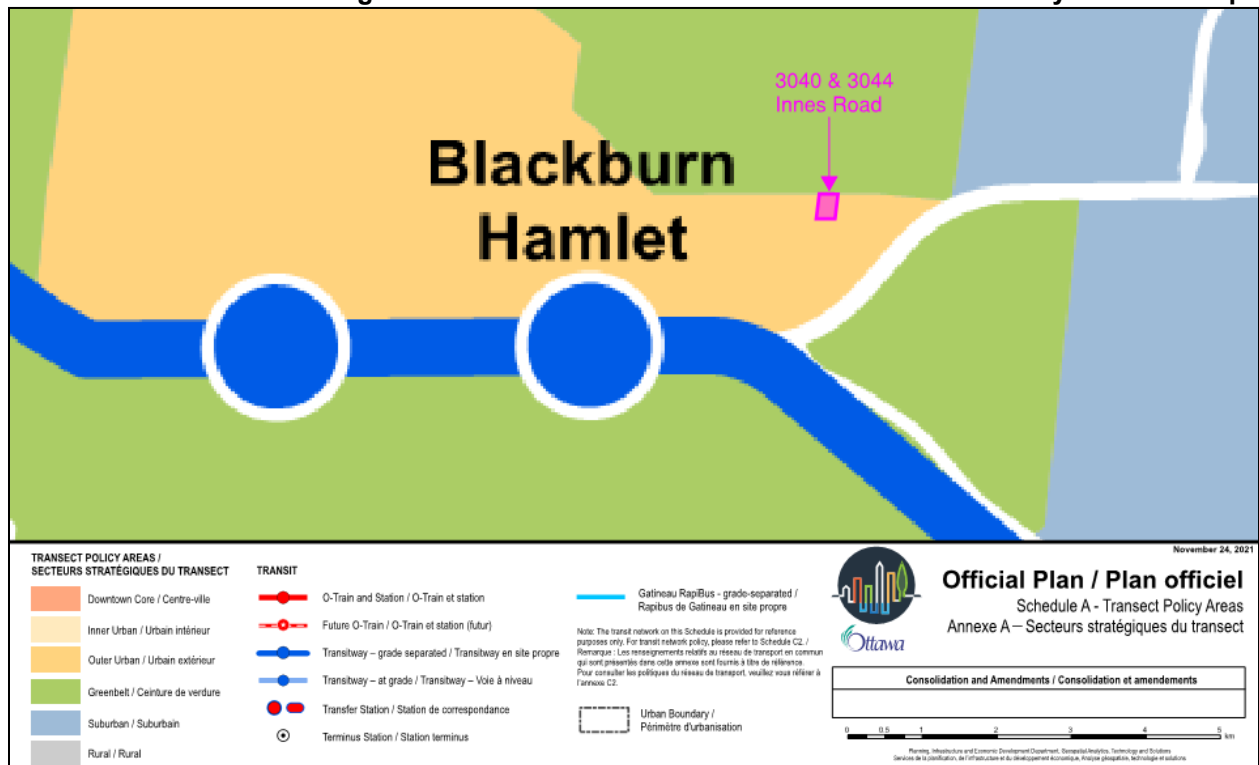
The Subject Property has access to municipal water and sewer services within Innes Road. The policies of the Outer Urban Transect and the Corridor Minor designation are discussed in following sections of this Rationale.

The proposed development conforms to the policies of the 2021 Official Plan that support intensification.

4.3.3 Outer Urban Transect

3040 & 3044 Innes Road are designated Outer Urban Transect on Schedule A of the 2021 Official Plan (see Figure 16).

Figure 16. 2021 Official Plan Schedule A – Transect Policy Areas Excerpt



Section 5.3 of the 2021 Official Plan sets out policies for the Outer Urban Transect. Section 5.3 states:

“The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.”

The predominant form of residential development near the Subject Property is detached dwellings on large parcels. The Subject Property is currently two large residential parcels developed with two detached dwellings. The proposed low-rise apartment building will diversify the housing forms in the community. The proposed development will contribute to diversifying the housing forms along Innes Road, a designated Minor Corridor that is also a Transit Priority Corridor.

Policy 2 of Section 5.3.2 of the 2021 Official Plan states:

*“The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
a) Low-rise within Neighbourhoods and along Minor Corridors;”*

Policy 4 of Section 5.3.2 of the 2021 Official Plan states:

*“In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:
a) Multi-unit dwellings in Hubs and on Corridors”*

It is proposed to develop the Subject Property with a four-storey low-rise apartment building. The apartment building will include 43 dwelling units. The proposed development conforms to the characteristics of development directed to minor corridors.

Policy 4 of Section 5.3.3 of the 2021 Official Plan states:

“Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 4 storeys except where a secondary plan or area-specific policy specifies different heights.”

There is no secondary plan, and no area-specific policies applicable to the Subject Property. The proposed four-storey apartment building conforms to the permitted building height of up to 4 storeys along a Minor Corridor. The proposed development conforms to the policies of the Outer Urban Transect.

4.3.4 Evolving Overlay

Section 5.6.1 of the 2021 Official Plan sets out policies for Build Form Overlays. All properties along the south side of Innes Road including 3040 & 3044 Innes Road are designated Evolving Neighbourhood Overlay on Schedule B3 of the 2021 Official Plan (see Figure 7 above).

Policy 1 of Section 5.6.1.1 of the 2021 Official Plan states:

“The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.”*

The Subject Property is adjacent to Innes Road, a Minor Corridor. The proposed development will add 43 apartment units to a community predominantly developed with detached dwellings. The proposed development will support the gradual evolution of Innes Road to a more urban form of development.

Policy 2 of Section 5.6.1.1 states:

“Where an Evolving overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*

The proposed Zoning By-law Amendment will rezone the Subject Property to permit a low-rise apartment building. The proposed development is consistent with the provisions of the R4Z zone. The proposed development supports the planned function of the Subject Property as a Minor Corridor by transitioning the existing suburban development to a more urban form of development.

Policy 3 of Section 5.6.1.1 states:

“In the Evolving Overlay, the City:

- a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards*

to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;”

It is proposed to rezone the property to permit residential intensification on the Subject Property. The proposed Zoning By-law Amendment and Site Plan Control application conform to the policies of Sections 3 and 5 of the 2021 Official Plan.

Policy 6 states:

“Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”

The general characteristics of urban built form listed in Table 6 of Section 5 of the 2021 Official Plan include:

- Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
- Principal entrances at grade with direct relationship to public realm
- Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
- Minimum of two functional storeys
- Buildings attached or with minimal functional side yard setbacks
- Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing
- No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

The building is required to be setback 5 metres from the high voltage power lines along the south side of Innes Road. The apartment building is proposed to be setback less than 5.0 metres from the front lot line. The proposed development is consistent with the minimum required 3 metres front yard setback of the proposed R4Z zone. The principal entrance to the building is located at grade. A private walkway connects the main entrance to the public sidewalk along Innes Road.

The proposed development represents a higher lot coverage and floor area ratio than the existing detached dwellings on the Subject Property. The proposed building meets the requirement for a minimum of two functional storeys, with four storeys of apartment units. Soft landscaping and trees are provided in the eastern side yard and rear yard. Limited parking spaces are proposed at grade. The majority of required parking spaces are provided in an underground garage that is accessed via a rear yard ramp.

The proposed development conforms to the Evolving Overlay policies of the 2021 Official Plan.

4.3.5 Corridors

Section 6.2 of the 2021 Official Plan sets out policies for lands designated Corridors. 3040 & 3044 Innes Road are designated “Corridor – Minor” on Schedule B3 of the 2021 Official Plan (see Figure 13 above).

Policy 2 of Section 6.2.1 of the 2021 Official Plan states:

- “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:*
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:*
 - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and*
 - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and*
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.”*

The proposed apartment building is located as close to the high voltage power line along the south side of Innes Road as is permitted by the Zoning By-law. The apartment building has been located to maximize the distance between the building and adjacent residential properties to the west along Cl  roux Crescent. The Subject Property is not large enough to require a mid-block pedestrian connection, is not one hectare in area, and is not 100 metres in depth. The proposed apartment building does not include functions incompatible with other residential uses.

Policy 3 of Section 6.2.1 states:

- “Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:*
- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.”*

The proposed apartment building meets the minimum density requirements for intensification in the Outer Urban Transect, and meets the minimum building height requirements for the Minor Corridor designation. The proposed residential development is appropriate for the Subject Property and will contribute to creating a dense urban environment along Innes Road.

Policy 2 of Section 6.2.2 states:

“In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

a) Include residential-only and commercial-only buildings;

The proposed development includes a four-storey low-rise apartment building that will accommodate 43 apartment dwellings on the Subject Property. Residential-only buildings are permitted in the Minor Corridor designation.

The proposed development conforms to the policies of the Minor Corridor designation.

4.3.6 Protection of Health and Safety

Section 10.1.6 sets out policies for the requirement of Environmental Site Assessments. A Phase I Environmental Site Assessment has been prepared by Paterson Group, dated May 26, 2021, in support of the proposed development. The Phase I Environmental Site Assessment concludes *“Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment will not be required for the subject site.”*

Section 10.2.1 sets out policies for environmental noise control. A Roadway Traffic Noise Assessment has been prepared by Gradient Wind Engineers & Scientists, dated January 26, 2022, in support of the proposed development. The Roadway Traffic Noise Assessment makes recommendations on the design of windows, air conditioning, and placement of mechanical equipment.

The proposed development conforms to the policies for the Protection of Health and Safety.

The proposed Major Zoning By-law Amendment and Site Plan Control application conform to the policies of the City of Ottawa’s 2021 Official Plan.

4.4 Urban Design Guideline for Low-rise Infill Housing

The proposed development at 3040 & 3044 Innes Road is an infill project proposing to consolidate and redevelop two existing residential lots in the urban area of Ottawa. The City of Ottawa’s Urban Design Guidelines for Low-rise Infill Housing help guide low-rise residential infill projects. The proposed development has been designed to incorporate the relevant design guidelines where possible.

Streetscape

Guideline 2.1: *Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.*

Apartment units are located on the ground floor. Windows in the ground floor façade face Innes Road. The ground floor units fronting onto Innes Road have doors that open onto private patios. The residential look and feel of the ground floor façade contribute to a safe and inviting streetscape.

Guideline 2.6: *Design accessible walkways, from private entrances to public sidewalks*

Private pathways connect the main entrance and secondary entrances of the apartment building to the public sidewalk along Innes Road. These pathways are unencumbered by steps and ramps and enhance pedestrian safety.

Landscape

Guideline 3.1: *Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.*

The front yard is proposed to be landscaped with soft landscaping. Plantings are proposed at the base of the building in the front yard. Deciduous trees are proposed along the eastern property line, including one deciduous tree in the front yard.

Guideline 3.5: *For energy conservation, plant deciduous trees to shade south and south-west windows from the summer sun.*

Deciduous trees are proposed along the eastern and southern property line. The deciduous trees along the southern property line will help shade the apartment building during summer months.

Building Design (Built Form)

Guideline 4.1.1: *Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street.*

Apartment units on the ground floor include at-grade patios in the front yard. Apartment units on floors 2 through 4 include balconies that face Innes Road. The northern façade facing Innes Road incorporates multiple windows for each apartment unit. The design of the façade of the building and location of patios and balconies contribute to the animation, safety, and security of Innes Road.

Guideline 4.1.4: *Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.*

Amenity area is provided in the rear yard and the eastern interior side yard. Areas of trees and soft landscaping are provided on site and located away from Innes Road. The building is located as far west as possible while respecting the required interior side yard setback of the proposed R4Z zone to minimize privacy concerns from balconies on the west side of the building and the existing residential properties along Cl  roux Crescent.

Guideline 4.1.8: *Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.*

The proposed four-storey apartment building has been located on the Subject Property to maximize separation distance between the building and existing residential dwellings to the west along Cl  roux Crescent.

Guideline 4.2.1: *Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.*

There are no buildings adjacent to the Subject Property to the north and the east along Innes Road. There is a semi-detached dwelling east of the Subject Property that fronts onto Cl  roux Crescent. The proposed development is located to maximize the distance between the proposed four-storey building and the existing three-storey residential building to the west.

Guideline 4.3.1: *Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties.*

The fa  ade of the proposed building facing Innes Road is designed to a high standard using a variety of quality building materials. Architectural elements in the fa  ade provide articulation and avoids large blank walls.

Guideline 4.3.5: *Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape.*

The main and secondary entrances to the building are proposed at-grade. There are no other residential properties with front doors facing Innes Road east of Cl  roux Crescent.

Guideline 4.3.6: *Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the fa  ade of the infill and contribute to the sociability of the street.*

Balconies are proposed in the northern façade of the building. These balconies are recessed into the building and do not project in front of the front wall of the building.

Parking and Garages

Guideline 5.3: *In order to minimize paved surface area and pedestrian/vehicular conflicts at the sidewalk, and to maximize room for soft landscaping and on-street parking, build shared underground parking that is contained within the site when multiple units are proposed.*

A shared underground parking garage is proposed on the Subject Property that will accommodate 48 parking spaces. A driveway is proposed off Innes Road that will provide access to 14 surface parking spaces and the underground parking garage. One driveway providing access to 57 total parking spaces minimizes conflict with the sidewalk and maximizes the amount of soft landscaping on the Subject Property.

Guideline 5.4: *In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking areas, when these parking solutions are in keeping with the neighbourhood character.*

A driveway is proposed off Innes Road to provide access to surface parking spaces and an underground parking garage. Vehicle access to the property is designed to maximize the amount of soft landscaping in the front yard between the building and the public sidewalk.

Heritage Building Alterations/Additions

There are no buildings designated under the Ontario Heritage Act on or in proximity to the Subject Property. The guidelines for heritage Building Alterations/Additions do not apply to the proposed development.

Service Elements

Guideline 7.1: *Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance.*

All utilities and garbage storage areas are located within the building.

Guideline 7.5: *Respect safety clearances and setbacks from overhead and underground services and utilities.*

There are overhead hydro-lines along the frontage on Innes Road. The building is located to respect the required setback from the overhead hydro-lines. To respect the required hydro-line setback no trees are proposed in the front yard between the building and the public sidewalk.

Infill on Narrow Lots

These guidelines are intended to apply to development on narrow lots. The Subject Property has a lot width of 45.78 metres. The Subject Property is not considered a narrow lot. The guidelines for infill on narrow lots do not apply to the proposed development.

The proposed development is in keeping with the Urban Design Guidelines for Low-rise Infill Housing.

4.5 City of Ottawa Zoning By-law 2008-250

3040 & 3044 Innes Road is zoned Residential Second Density, Subzone N (R2N) in the City of Ottawa's Zoning By-law 2008-250 (the Zoning By-law). The R2N zone does not permit the development of a low-rise apartment building. A Zoning By-law Amendment is proposed to rezone the property to the Residential Fourth Density Zone, Subzone Z (R4Z). Sections 161 and 162 of the Zoning By-law set out provisions for the R4Z zone.

The purpose of the R4 zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

It is proposed to develop 3040 & 3044 Innes Road to accommodate a four-storey low-rise apartment building including 43 apartment dwelling units. The Subject Property is designated General Urban Area on Schedule B of the 2003 Official Plan, designated Corridor – Minor on Schedule B2 of the 2021 Official Plan, and within the Evolving Neighbourhood Overlay of the 2021 Official Plan.

The proposed development will add to the mix of residential uses within the community south of Innes Road and enhance the residential character of the area. The building has been located to maximize the distance between the apartment building and existing residential properties along Cléroux Crescent. The proposed low-rise apartment building is compatible with existing land use patterns. The proposed development meets the performance standards for a low-rise apartment building in the R4Z zone and on the Subject Property. No site-specific provisions are requested for relief from any provision of the R4Z zone. The proposed development is consistent with the purpose of the R4Z zone.

Table 111A Row b) of the Zoning By-law requires 0.5 bicycle parking spaces be provided per dwelling unit within a low-rise apartment building. Twenty-two bicycle parking spaces are required in support of the proposed 43 dwelling units. Provision 11 of Section 111 requires 50% of the

require bicycle parking spaces be provided as horizontal spaces at ground level. Approximately 30% (7) of the required horizontal bicycle parking spaces are proposed at ground level near the southwest corner of the Subject Property. A site-specific provision is requested to permit a reduced percentage of 30% of the required bicycle parking spaces to be provided as horizontal spaces at ground level.

Provision 1 of Section 161 of the Zoning By-law lists “*apartment dwelling, low rise*” as a permitted use in the R4 zone. The proposed development is permitted in the R4Z zone. The proposed development will be in conformity with all provisions of the proposed R4Z zone except for the requirement for 50% of the required bicycle parking spaces be provided at ground level. Table 1 below summarizes the performance standards for a low-rise apartment building in the R4Z zone (required column), and summarizes additional zoning provisions applicable to the Subject Property. Regulations in **red** in the “Proposed” column do not meet the requirements of the Zoning By-law. Relief for the zone regulations not met by the proposed development are requested through the proposed Minor Zoning By-law Amendment (see Appendix B).

Table 1. Performance Standards for the Subject Property

Zoning Provisions – R4Z Zone	Required	Proposed
Minimum Lot Area (m ²)	450	2775.8
Minimum Lot Width (m)	18	45.78
Minimum Building Height (m)	15	12.5
Minimum Front Yard Setback (m)	3	4.772
Minimum Rear Yard Setback (m) [Endnote 6]	1 (Endnote 6: the required setback is the interior side yard setback for a semi-detached dwelling in the R2N zone)	1.1
Minimum Interior Side Yard Setback (m) [Endnote 6]	3 (Endnote 6: For first 21m from front lot line, where building height > 11m)	6
	6 (all other circumstances)	6
Landscaped Area (%) (Provision 8)	30	40.4
Projections		
Balconies [Table 65(6)(c)]	2m , but no closer than 1m from any lot line	1.35
Parking Provisions		
Minimum Parking Spaces – Dwelling Units (Area C) [Table 101 Row R11]	52 (43 dwelling units, 1.2 per dwelling unit)	53
Visitor Parking Spaces – Dwelling Units [Table 102]	9 (43 dwelling units, 0.2 per dwelling unit)	9
Minimum width of driveway accessing parking garage for a double traffic lane (m) [107(1)(a)(iii)]	6	6.7
Maximum width of driveway accessing parking garage for a double traffic lane (m) [107(1)(aa)(ii)]	6.7	6.7
Minimum width of driving aisle in parking garage (m) [Sec 107(1)(c)(ii)]	6.0 (where angled at 90 degrees from driving aisle)	6

Minimum Bicycle Parking Spaces [Table 111A Row (b)]	22 (43 dwelling units, 0.5 per dwelling unit)	38
Location of Bicycle Parking Spaces [111(11)]	11 (minimum 50% of required bicycle parking spaces must be horizontal spaces at ground level)	7 (31.8%)
Amenity Area		
Amenity Area (m ²) [Table 137 Row 11]	306 (Amenity Area: 15/dwelling unit up to eight units, plus 6 per unit in excess of eight), 120 (Communal Amenity Area: 100% of Amenity Area for first eight units)	400 (Amenity Area), 168 (Communal Amenity Area)

The proposed Major Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Residential Fourth Density zone, include uses permitted in the Residential Fourth Density zone, and are consistent with the provisions of the City of Ottawa Zoning By-law.

5.0 PUBLIC CONSULTATION STRATEGY

5.1 Prior to Submission

A formal pre-application consultation meeting was held with City staff and members of the Vanier Community Association in July 2021. The developer had virtual meetings with Councillor Dudas to discuss the proposed development on May 19, 2021, and March 17, 2022.

5.2 Virtual Open House

- Who:** Residents of the community.
- Where:** The Open House will be held electronically through Zoom (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)
- When:** Soon after the City’s circulation and comments on the first circulation are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public meeting of Planning Committee.
- City rep.:** The File Lead may wish to attend, depending on the level of interest from the public. This can be determined after the first round of City comments are received. This meeting will be coordinated with Councillor Dudas.
- Follow-up:** Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.

Notes: Due to the restrictions from COVID-19, meetings cannot be held in person. Electronic presentations will be the primary form of information for interested community members. Handouts will not be made available, however interested parties can request further information through the Project Team or their Community Association Primary Contact.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a four-storey low-rise apartment building including 43 apartment units at 3040 & 3044 Innes Road. A driveway is proposed off Innes Road that will provide access to 14 surface parking spaces, and an underground garage including 48 parking spaces. Seven bicycle parking spaces are proposed at-grade near the southwest corner of the Subject Property, and 31 bicycle parking spaces are proposed in the underground parking garage.

The proposed development is appropriate to support the growth and development of the settlement area of Ottawa. The proposed Major Zoning By-law Amendment will rezone the property to permit a low-rise apartment building on the Subject Property. A site-specific provision has been requested to permit a reduced percentage of 30% of the required bicycle parking spaces be provided as horizontal spaces at ground level. The proposed Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The proposed Major Zoning By-law Amendment and development conform to the policies of the City of Ottawa's 2003 Official Plan, and conform to the policies of the City of Ottawa's 2021 Official Plan. The requested Zoning By-law Amendment establishes appropriate zoning for the proposed low-rise apartment building, and permits development that is compatible with surrounding uses.

The Major Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

NOVATECH

Prepared by:


Ryan Poulton, M. PL.
Planner

Reviewed by:


Murray Chown, RPP, MCIP
Director | Planning & Development

Appendix A: Site Plan

TOPOGRAPHIC PLAN OF SURVEY OF PART OF LOT 10 CONCESSION 3 (OTTAWA FRONT) (GEOGRAPHIC TOWNSHIP OF GLOUCESTER) CITY OF OTTAWA
ANNIS, O'SULLIVAN, VOLLEBECK LTD.

5 SURVEY INFO
SP-01 SCALE: N.T.S.

- 1 ASPHALT
- 2 EXISTING STRUCTURE TO BE DEMOLISHED
- 3 RETAINING WALL
- 4 INTERLOCKING STONE PAVERS
- 5 DEPRESSED CURB
- 6 FIRE DEPARTMENT CONNECTION
- 7 STEEL GUARD MOUNTED TO TOP OF RETAINING WALL
- 8 OUTDOOR BICYCLE PARKING SPACES
- 9 NEW CONCRETE SIDEWALK
- 10 SOFT LANDSCAPING, REFER TO LANDSCAPE DRAWINGS
- 11 RIVERSTONE
- 12 LIGHT STANDARD

4 KEYNOTE LEGEND
SP-01 SCALE: N.T.S.



3 LOCATION PLAN
SP-01 SCALE: 1:50

Site Statistics		
Zoning Designation:	R4Z	
Lot Width:	45.78m	
Total Lot Area:	2,775.8m ²	
Proposed Development - 43 Unit Low-Rise Apartment		
Zoning Mechanism	Required	Provided
Minimum Lot Width	18m	45.78m
Minimum Lot Area	450m ²	2,775.8m ²
Min. Front Yard Setback	3m	4.78m
Min. Interior Side Yard Setback	6m	6m
Min Rear Yard Setback	1m <i>(Where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line.)</i>	8.432m <i>(1m at corner of parking structure)</i>
Maximum Building height	15m	12.41m
Parking Space Rates Table 101	52 Spaces <i>(1.2spaces/unit Row R11 - Area "C")</i>	54 Spaces 49 Underground Spaces 5 Surface Parking Spaces
Minimum Visitor Parking Rates Table 102	9 Spaces <i>(0.2spaces/unit - Area "C")</i>	9 Spaces
Bicycle Parking Rates Table 111A(b)(i)	22 Spaces <i>(43 units x 0.5)</i>	31 Spaces
Soft Landscaping	833m ² <i>(30% of Lot Area)</i>	1121m ² (40.4%)

2 ZONING
SP-01 SCALE: N.T.S.

GENERAL ARCHITECTURAL NOTES:
1. This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
2. Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
3. Upon notice in writing, the Architect will provide written clarification or supplementary information regarding the intent of the Contract Documents.
4. The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
5. Positions of exposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
6. These documents are not to be used for construction unless specifically noted for such purpose.

- 7 ISSUED FOR SITE PLAN CONTROL 22-03-07
- 6 ISSUED FOR COORDINATION 22-03-03
- 5 ISSUED FOR COORDINATION 22-02-01
- 4 ISSUED FOR COORDINATION 21-11-23
- 3 ISSUED FOR COORDINATION 21-11-05
- 1 ISSUED FOR COORDINATION 21-09-27

ISSUE RECORD



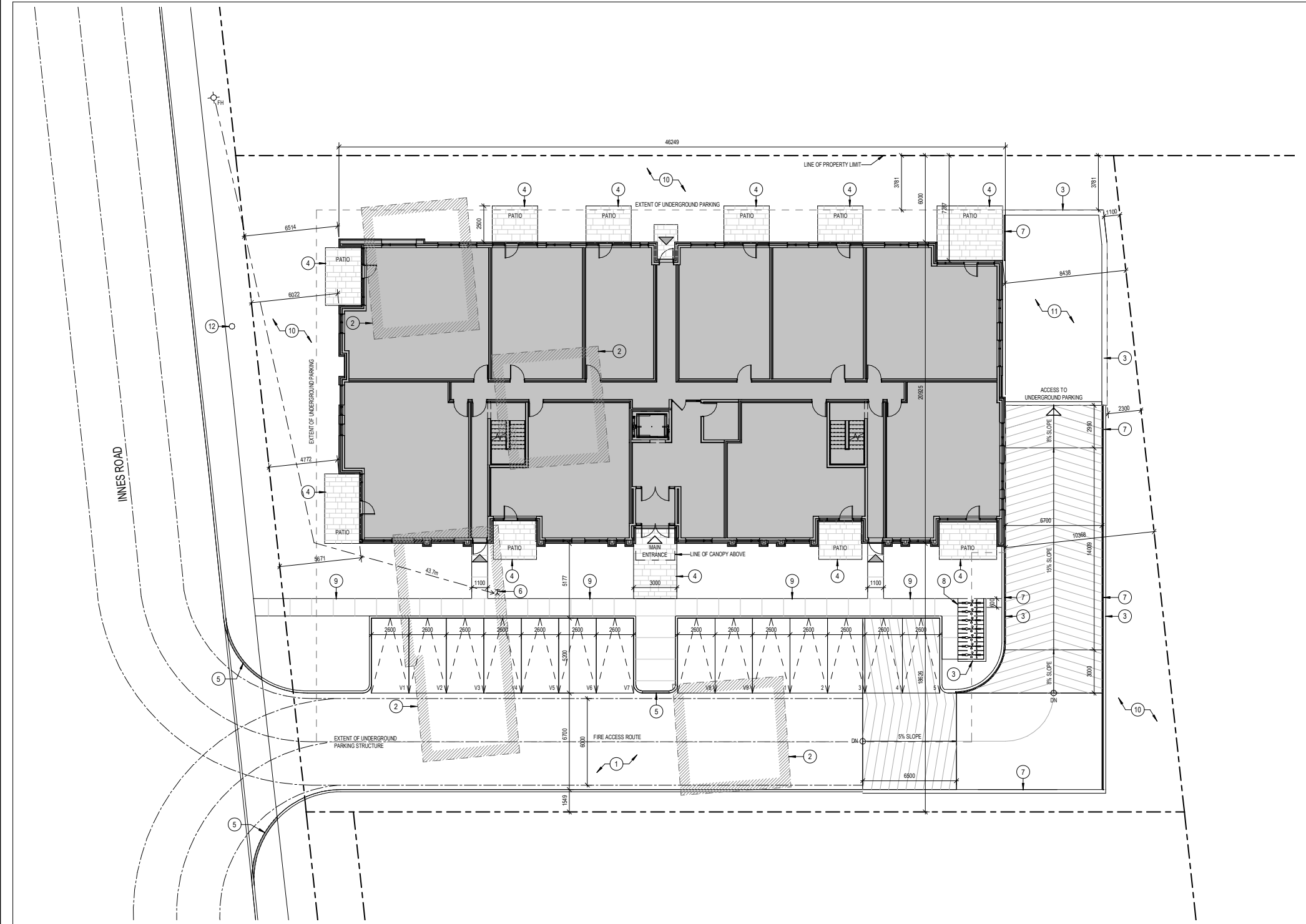
project1 studio
Project1 Studio Incorporated
613.884.9399 | info@project1studio.ca

3040 INNES ROAD
3040 Innes Road
Ottawa, ON

PROJ	SCALE	DRAWN	REVIEWED
2110	NOTED	BH	RMK

SITE PLAN

SP-01



1 SITE PLAN
SP-01 SCALE: 1:150

Appendix B: Proposed Zoning By-law Amendment

APPENDIX ‘B’

BY-LAW 2022-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the properties known municipally as 3040 & 3044 Innes Road.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

(a) The Zoning By-law Map of By-law 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

(a) Area A – rezoned from R2N to R4Z[xxxx]

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding urban exception [xxxx] as follows:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
R4Z [xxxx]			- Despite Provision 11 of Section 111, 30% of the required bicycle parking spaces are required to be horizontal spaces at ground level.

ATTACHMENT NO. 1

