



MOMENTUM

PLANNING AND COMMUNICATIONS

PLANNING RATIONALE

637 CUMMINGS AVENUE

August 2022

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1. Introduction

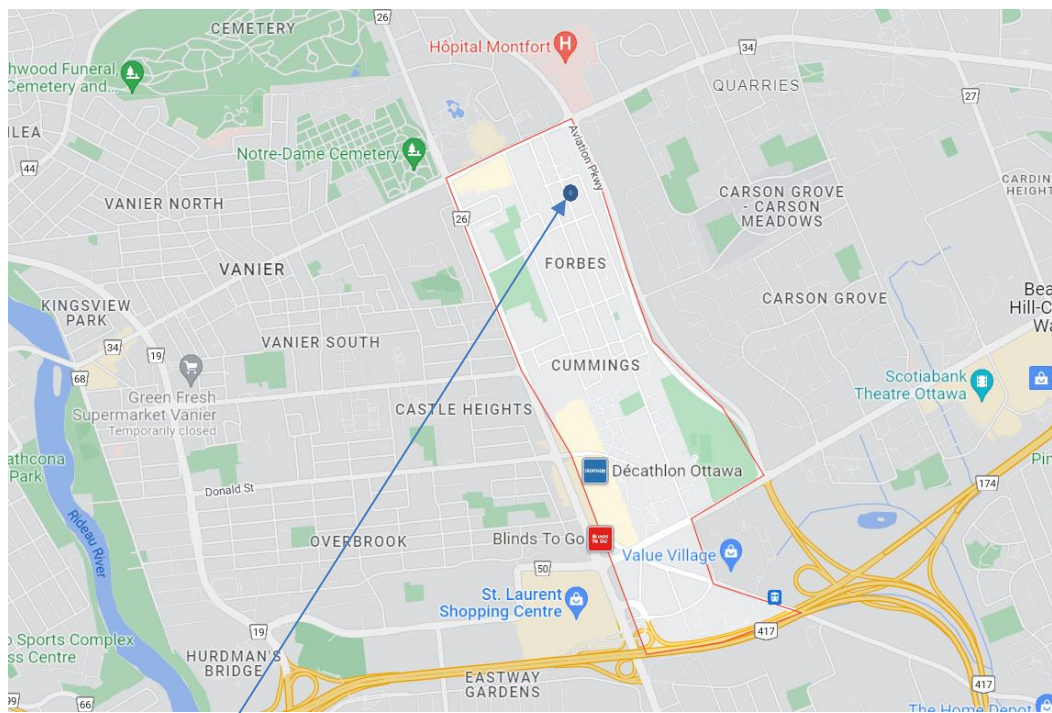
This Planning Rationale has been prepared to assess the land use planning merits of an application for site plan control to permit a development at 637 Cummings Avenue consisting of a new three storey apartment building at the rear of the subject property (the Property). The report includes an Appendix which contains a collection of maps, plans, aerial photographs, and graphic materials that provide visual support to the text.

This report is supported by additional documentation found in the following studies and reports prepared by others:

- Phase 1 Environmental Assessment dated May 2, 2022, prepared by Paterson Group.
- Geotechnical Report dated July 20, 2022, prepared by Paterson Group.
- Site Servicing Report and Plans dated 2022 prepared by McIntosh-Perry.
- Stormwater Management Report and Plans dated August 2022 prepared by McIntosh-Perry.
- Site Plan and Architectural Design drawings including elevations dated August 2022 prepared by Woodman Architect Ltd.
- Landscape Plans dated August 2022 by James B. Lennox and Associates.
- Roadway Traffic Noise Assessment Study dated June 13, 2022 by Gradient Wind.
- Legal/Topographic Survey dated June 29, 2022 prepared by Annis, O'Sullivan Vollebakk Ltd.

2. Existing Context

The subject property (the Property) is a slightly irregular in shape and located on the east side of Cummings Avenue just south of an intersection with Montreal Road. This area is generally known as the Forbes-Cummings neighbourhood and is in Ward 13 represented by Councillor Rawlson King.

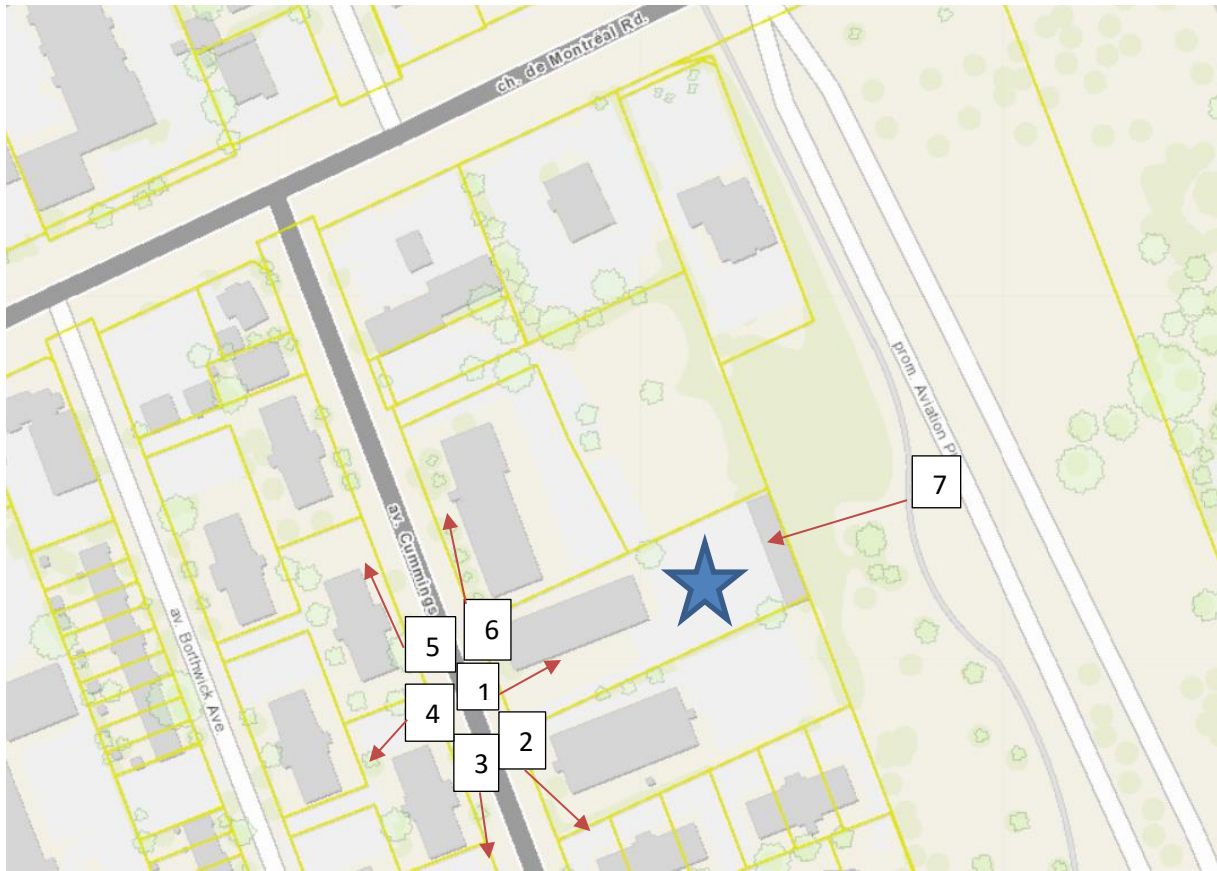


Subject Property

The Property has a parcel width of approximately 34 metres and a depth of approximately 95 metres terminating at the western edge of the Aviation Parkway right-of-way. It has an area of approximately 3,268 square metres. It is currently occupied by a 2 storey apartment building containing 19 dwelling units at the front of the Property along Cummings Avenue. Currently located on the rear of the lot is a single storey parking garage which will be demolished as part of this development (see Appendix A for a detailed plan and aerial photograph of the site).

The general area along Cummings Avenue is characterized by low-rise residential apartment buildings. The Property is located less than 150 metres south from Montreal Road which is a major commercial roadway providing a full range of retail commercial and personal services within walking distance.

The following key map and photographs (Source: Google Earth) provide a visual context for immediate area surrounding the Property.



Key Map – Photograph Locations



Photograph 1: Looking east from Cummings Avenue with the Property identified by blue pin. The one storey garage can be seen at the rear.



Photograph 2: Looking south along east side with 641 Cummings Avenue in the foreground.



Photograph 3: Looking south along west side with 640 Cummings Avenue in the foreground.



Photograph 4: Looking west directly across the street from the Property.



Photograph 5: Looking north along west side of Cummings Avenue towards Montreal Road.



Photograph 6: Looking north towards Montreal Road along east side from 621 Cummings Avenue.



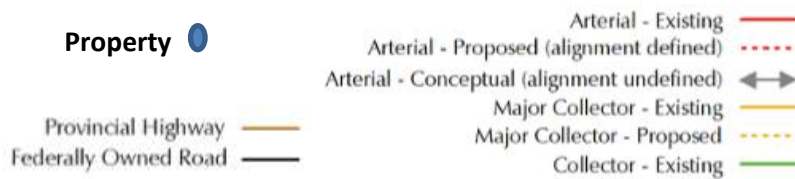


Photograph 7: View of Property looking west from the Aviation Parkway

The Property is fully accessible by all modes of transportation. Cummings Avenue is a designated collector roadway which connects the site to Montreal Road to the north and Ogilvie Road to the south, both designated arterial roadways.



Excerpt - Schedule E – Urban Road Network



The Property is served by local transit with Routes 20 and 27 offering service along Cummings Avenue. As well, the proximity to Montreal Road, designated for transit priority measures, provides increased levels of service with Routes 12, 15 and 20. These routes provide more direct links to the city-wide rapid transit network including BRT and LRT.




Pedestrian and cycling movements are supported by sidewalks on both sides of Cummings Avenue. As well, there are existing and proposed links to the multi-use pathway along the Aviation Parkway located immediately east of the Property. Montreal Road, St. Laurent Boulevard and Ogilvie Road are all designated spine routes for the city-wide cycling network.



Excerpt - Schedule C – Primary Urban Cycling Network

Property 

PRIMARY NETWORK

- Spine Route 
- Multi-use Pathway 
- Cross-Town Bikeway 

The proximity to a full range of commercial and personal services along Montreal Road will also support active modes of transportation to serve daily needs. The Montfort Hospital is also located close by on the north side of Montreal Road at the Aviation Parkway for medical and emergency services.

3. Development Proposal Overview

The proposed development will see the removal of the existing surface parking lot and garage structure at the rear of the Property to allow for a new 3-storey apartment building containing 29 units. Three storeys of the building will be fully above ground level with the lower level designed as a raised basement.



The existing 2-storey apartment building with 19 units at the front of the Property will remain. A new parking area for 22 vehicles will be provided along the south side of the site. A preliminary site plan has been included in Appendix B.

In addition to the vehicle parking area, there will be a total of 32 bicycle spaces provided on-site. Twenty-four of these will be in a covered storage area just in front of the new building. Another 4 spaces will be located at both the entrance to the new building as well as the entrance to the existing building.

The proposed building will have a mix of unit types to meet varying household needs. Subject to refinement through the development review process, the breakdown will be as follows: 3 one-bedroom units; 4 studio style units; and 22 two-bedroom units.

There will be a total of 489 square metres of amenity space provided on-site to serve the new building. Each of the units above ground level a private balcony. Inside the building there will be a common area of 56 square metres on the ground floor and there will also be 394 square metres of exterior usable space. Since the building will back onto the treed edge of the Aviation Parkway, rear yard amenity space will be very private. For additional visual detail on the building design and landscape, please refer to Appendix C – Elevations and Renderings and Appendix D – Landscape Plan.

4. Policy Framework

A. Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) establishes policy direction for land use planning in the Province of Ontario that encourages planning and development that is environmentally sound, economically strong, and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. The policies relevant to the subject application are as follows:

1.1.1 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; avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 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; and*
- e) support active transportation; and,*
- f) are transit-supportive, where transit is planned, exists, or may be developed.*

1.4.3 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 are by:

- b) permitting and facilitating:
 - 2. All types of residential intensification, including additional residential units and redevelopment;**
- 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;*

1.6.7.4 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 uses of transit and active transportation.

The redevelopment of the Property in an efficient, cost-effective manner will be an appropriate use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit. The Property is on Cummings Avenue which is served by local transit routes. It is also in close proximity to Montreal Road where higher order transit services are provided and will be augmented in the future through further investment. Active transportation infrastructure is available in the immediate area. The proposed development will also contribute to the range of housing options within the City's urban area.

The proposed three storey apartment is consistent with the adjacent built form and land uses and promotes residential intensification and housing in an area designated for growth. Given this analysis, it is my opinion that the proposed development is fully consistent with the PPS (2020).



B. Official Plan

The City of Ottawa has recently undertaken a comprehensive review of their Official Plan (OP). The draft of this new Plan was endorsed by Council on November 27, 2021. The Ontario Minister of Municipal Affairs and Housing is expected to provide approval and/or comments later in 2022. Given the timing of this application, consideration must be had for both the current Plan (OP 2003), as well as the adopted but not approved new Official Plan.

Official Plan 2003

The following sections address the relevant policies of the **current Official Plan (OP 2003)** with respect to the proposed development.

Section 2.1 - Patterns of Growth

“Managing Growth

- *The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.*
- *Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.*
- *Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.*
- *Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.*

Building Liveable Communities

- *Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.*
- *Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.*
- *The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.*



- *Attention to design will help create attractive communities where buildings, open space and transportation work well together.”*

The proposed redevelopment of the property is in area designated for growth with existing services and infrastructure in place. The proposed 3 storey built form is compatible with the existing form of the neighbourhood. The Property is well served by public transit and will support active transportation modes with a wide range of commercial and community services in proximity.

Section 2.2 – Managing Growth

- The Property is designated **General Urban** (see Appendix E) in the Plan with direction on growth provided in the preamble to this Section: *“Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.”*
- **Section 2.2.2 – Managing Intensification Within the Urban Area** provides more detailed direction on the location and design of intensification and infill. The redevelopment of the Property meets the definition of infill and intensification as it is *“development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.”*
 - **Intensification and Building Height Policy 2.2.2.11 b.** provides support for a 3 storey built (low-rise) form in this area given the surrounding context of 2 and 3-storey buildings: *“The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.*
 - **Intensification Outside of Target Areas** applies to the Property as it is located outside of the areas targeted for intensification as identified in **Policy 2.2.2.3. Policy 2.2.2.22** *“The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots”* and **Policy 2.2.2.23** *“The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area’s desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the*



front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.” provide direction and support for the proposed development.

The Property is an underutilized site which is suitable for intensification. The proposed redevelopment of the Property is in area designated for growth with existing services and infrastructure in place. The proposed 3-storey built form is compatible with the existing built form found in the neighbourhood. The Property is well served by public transit and will support active transportation modes with a wide range of commercial and community services in proximity.

Section 2.5.1 Designing Ottawa provides direction on issues related to urban design and compatibility when considering applications for infill and intensification within the existing community. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is defined as development that although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless, enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it ‘fits well’ within the physical context and ‘works well’ among those buildings and functions that surround it.

The following section identifies the design principle and then describes how the proposed development achieves the related objectives as stated in Section 2.5.1:

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

The proposed development responds to the existing neighbourhood context of low-rise apartment buildings given its 3-storey low-rise form with similar spacing on the lot as found on adjacent sites.

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

The proposed location at the rear of the lot allows for the redevelopment of an existing surface parking lot and structure with a well designed low-rise building that blends well with adjacent sites. The rear yard abutting the Aviation Parkway will allow for additional landscaping to augment the current landscaped Parkway corridor.

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

The proposed development responds to the existing neighbourhood context of low-rise apartment buildings given its 3-storey low-rise form with similar spacing on the lot as found on adjacent sites.

Section 3.6.1 General Urban Area is the land use designation which applies to the Property. This is a very broad designation that applies to many areas of the city and supports a full range of land uses and built form. The following quote from the preamble provides support for this proposal subject to conformity



with the specific policies of the Section: *“the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.”*

- **Policy 3.6.1.3** provides support for the proposed low-rise development by stating: *“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.”*
- **Policy 3.6.1.5** also supports the proposed development form by stating: *“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 limited in scale and reflects the low-rise nature of the surrounding community. It will add additional housing units with a majority composed of 2-bedroom style which will help to meet the demand for larger apartment units suitable for small families.

Section 4.11 – Urban Design and Compatibility provides key policy direction for the assessment of compatibility and neighbourhood fit for intensification and infill proposals on a city-wide basis. This quote from the preamble provides a summary of the intent of this Section: *“At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop.”*

The Property is in area designated as **General Urban Area** which permits a broad range of land uses and supports intensification and infill at a scale compatible with the existing and planned context for the neighbourhood.

The following paragraph is taken from the preamble of **Section 4.11**:

“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that



appropriately addresses the impact generated by infill or intensification. Consequently, the issue of 'context' is a dominant theme of this Plan where it speaks to compatibility and design.

The following is a brief overview of the policies that have influenced the design of this proposal. The relevant policies under **Section 4.11** are divided into these groupings: **Building Design and Massing and Scale**. These will be addressed individually in the following paragraphs.

Building Design

This section begins with the following preamble:

“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.”

Massing and Scale

This section begins with following preamble:

“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”

The proposed building has been specifically designed to integrate in a compatible and respectful manner with the adjacent community through its low-rise design and placement on the site.

In conclusion, with respect to the existing Official Plan 2003 as amended, the development proposed in this application is in conformity with the policies of this Plan.

New Official Plan – Adopted November 2021

With respect to the **new Official Plan** which is pending approval by the Minister of Municipal Affairs and Housing, the following is an overview of the relevant policies.

Section 2.2 Cross-Cutting Issues provides strategic direction “for policy goals that require implementation policies spanning multiple themes and fall under a number of other City policies, plans, by-laws and operational or other practices. Six of these cross cutting issues have been identified that are essential to the achievement of a liveable city, but are implemented through the policies in multiple sections of this

Plan. To the extent that urban planning or development decisions can play a role in achieving the City's intent, these themes are to be considered." For this application, the most relevant issue is **Intensification**.

Section 2.2.1 Intensification and Diversifying Housing Options provides a definition of intensification which includes the following attributes: *"creation of new units, uses or lots on land on previously developed land in existing communities; development of vacant and/or underutilized lots within previously developed areas; and infill development"*. The proposed application meets all these attributes.

Policy 2.2.1 i) states: *"Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods"*. The Property is located less than 150 metres south from Montreal Road which is a major commercial roadway providing a full range of retail commercial and personal services which is in keeping with this policy direction.

Policy 2.2.1 ii) states: *"Provide housing options for larger households."* While the overall intent of this policy is to encourage the construction of 3 bedroom and larger units, it also states the following: *"Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, along corridors with transit stops and commercial services and within Neighbourhoods."* The Property addresses this policy as it is within an area designated as a Minor Corridor with an Evolving Overlay (see Appendix F) and well served by public transit.

Policy 2.2.1 iii) states: *"Improve public amenities and services."* The overall intent of this policy is to encourage detailed planning efforts like secondary or area plans, but it is also intended as general direction in the review of development applications. Of the four bullet points listed, three provide direct support for this proposal:

- *"Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;"*
The Property is located on Cummings Avenue which is a designated Minor Corridor with an Evolving Overlay within walking distance of Montreal Road which is a Mainstreet Corridor.
- *"Help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents;"*
The addition of new housing units supports the evolving nature of this neighbourhood towards the 15-minute goal.
- *"Require the production of denser, small-scale, Low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area;"*
The proposed 3-storey or low-rise apartment building is an infill development on an existing lot in this neighbourhood.

Section 5.2 Inner Urban Transect sets the overall land use and redevelopment policies for the areas of Ottawa immediately adjacent to the downtown as well as the first ring of older suburban areas from the



1950s thru to the 1970's. The property is located within this designation. The primary directions in this Section are as follows:

- **Policy 5.2.1** *“Enhance or establish an urban pattern of built form, site design and mix of uses.”*
The proposed development will better utilize a site in an urban, mid-density form which is well-located with respect to local commercial and personal services, accessible to active transportation infrastructure and to public transit.
- **Policy 5.2.2** *“Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect”.*
The Property is well served by on-street sidewalks and access to the City’s multi-use pathway network which will support active transportation modes. The proximity to the Montreal Road commercial area supports daily household needs requiring less trips outside the neighbourhood. On-site vehicle parking ratios have been minimized and additional bicycle parking has been provided. The public realm has been enhanced by limiting access to a single driveway that services the surface parking lot. The balance of the parking area is screened from the street by a significant landscaped setback.
- **Policy 5.2.3** *“Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect.”*
The Property is located within 150 metres of the Montreal Road commercial area which is a designated Mainstreet Corridor. Cummings Avenue is also designated a Minor Corridor with an Evolving Overlay. Subsection 3 provides the following direction on building height and form: *“Along Minor Corridors, permitted building heights are as follows, subject to appropriate height transitions and stepbacks: a) Generally, not less than 2 storeys and up to 4 storeys, except where a secondary plan or area-specific policy specifies different heights;”*
- **Policy 5.2.4** *“Provide direction to the Neighbourhoods located within the Inner Urban Transect.”*
This policy provides similar support to the proposed built form as found in Policy 5.2.3 in Subsection 1) c) *“Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development.”*

Section 5.6 Overlays provides additional policy detail to complement the underlying land use designation. As previously noted, the Property is located within the designation of Minor Corridor which applies to Cummings Avenue. Due to its depth from the street, the Property is also captured within **Subsection 5.6.1 Built Form Overlays** and in particular the **Evolving Overlay**. This overlay *“is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.”* This overlay clearly supports the type of intensification proposed for this Property.



This concludes the review of the new Official Plan. With respect to the Property, much of policy support found in the current Official Plan 2003 has been carried forward into the new Plan but using different terminology. Based on this, it is my opinion that the development proposed in this application is in conformity with the policies of the new Plan.

5. Zoning By-law

The Property is zoned **Residential Fourth Density Subzone UC (R4-UC)** (see Appendix G) which permits low-rise residential apartment uses such as the 3-storey apartment building proposed in this application, as indicated in the following quote from By-law 2008-250 as amended:

“The purpose of the R4 - 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;*
2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home;*
4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.”*

The following table provides a summary of the applicable performance standards for this zone as well as standards relating to vehicle and bicycle parking, amenity area and landscaping found in other sections of the By-law.

Section 161: Residential Fourth Density Subzone UC – R4-UC			
Section 161 (Subsection)	Requirement	Provided	Compliance
(8) for lots > 450 m ²	30% of lot area to be landscaped Lot area = 3268 m ² 30% = 980 m ²	Provided = 990 m ²	Yes
(15) (b) (iii) for lots > 450 m ²	50% of rear yard to be soft landscaped	97%	Yes



(15) (d) where front yard setback > 3 m	40% of front yard to be soft landscaped where lot width > 12 m	68.7%	Yes
(16) (b) for lots > 450 m ²	Minimum 25% of units to be 2 bedroom	Total units = 29; Total 2 bed units = 22 or 76%	Yes
Table 162A – Subzone UC			
Table 162A Standards	Requirement	Provided	Compliance
Minimum lot width	15 m	34.29 m	Yes
Minimum lot area	450 m ²	3268 m ²	Yes
Maximum height	11 m or 4 storeys	10.45 m and 3 storeys	Yes
Minimum front yard	4.5 m	7.26 m	Yes
Minimum rear yard where front yard setback > 4.5 m (Table 144 B (b) and Table 162A - Endnote 4)	For low-rise buildings with > 9 units - 25% of the lot depth which must comprise at least 25% of the area of the lot, and need not exceed 7.5 m	6 m	Not compliant Minor variance required
Minimum interior side yard	1.5 m	1.7 m	Yes
Section 137 – Amenity Area			
Table 137 Standards	Requirement	Provided	Compliance
Table 137 (3) Low-rise apartment dwelling	6 m ² per dwelling unit = 29 units x 6 = 174 m ² aggregated into areas up to 54 m ² – 50% of total for community area	Total area provided = Interior Amenity = 56 m ² Balconies = 39 m ² Ext. Amenity = 394 m ² Total = 489 m ²	Yes
Section 139 – Low-rise Residential Development Within the Greenbelt			
Table 139 (Subsection)	Requirement	Provided	Compliance
(1) Minimum % aggregated soft landscaped area	Front yard > 3 m with lot width > 12 m = 40%	Lot width > 12 m 76%	Yes
(4) A walkway located in a front yard or corner side yard is permitted subject to the following:	(b) Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping.	.6 m	Yes
	(c) (i) The width of a walkway serving a low-rise apartment building may not exceed: 1.8 m	1.8 m	Yes
Parking, Queuing and Loading Provisions			
Section 101 - Resident	Requirement	Provided	Compliance
(3) In Area X and Table 101 Row 11	Total Units – 19 existing + 29 new units = 48	18 spaces	Yes



	0 spaces for first 12 units - .5 spaces for 36 (balance) = 18 spaces		
Section 102 - Visitor	Requirement	Provided	Compliance
Visitor spaces (2) in Area X and Table 102 Low-rise Apartment	Total Units – 19 existing + 29 new units = 48 0 spaces for first 12 units - .1 spaces for 36 (balance) = 3.6 or 4 spaces	4 spaces	Yes
Section 107 - Aisle and Driveway Provisions	Requirement	Provided	Compliance
(1) (a) A driveway providing access to a parking lot or parking garage must have a minimum width of;	For two way traffic – 6 m	6 m	Yes
Section 110 - Landscaping provisions for Parking lots	Requirement	Provided	Compliance
Table 110 (b) lot containing > 10 and < 100 spaces	Minimum width - 1.5 m	1.03 m	Not compliant Minor variance required
Section 111 – Bicycle Parking Space Rates and Provisions	Requirement	Provided	Compliance
Table 111A (b) (i)	.5 per unit: 48 X .5 = 24 spaces	32 spaces	Yes

In summary, the proposed **apartment dwelling, low-rise** is a permitted use and the built form and site plan conform to the majority of the existing performance standards in the **R4-UC** zone. The two minor revisions necessary to the rear yard setback and to the width the driveway will be addressed through a separate application for minor variance to the Committee of Adjustment. It is intended to file this application following the initial circulation and review of the draft site plan.

6. Public Consultation

Public engagement activities relating to the proposed applications for a site plan control application will follow the City of Ottawa public consultation process and practises as described on the City’s website under the various types of applications available the following link:

<https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/development-application-forms#site-plan-control>

In addition, Councillor Rawlson King was notified of the proposed development for the Property by email prior to the application being submitted. His office was provided with an opportunity for a briefing on the proposal but as of the date of finalizing this report this meeting had not occurred.



7. Summary Opinion

It is my professional planning opinion that the proposed development application represents good land use planning and are appropriate for the Property for the following reasons:

- The proposal is consistent with the Provincial Policy Statement with respect to the development of an underutilized, serviced site located within the urban area.
- The proposal is in conformity with the goals, objectives, and policies of both the current Official Plan 2003 and to the new Official Plan as detailed in this report.
- The proposed design of the development was guided by the design and compatibility policies of Sections 2.5.1 and 4.11. This has resulted in a development form that respects and responds appropriately to the site context and planned function for the General Urban Area.
- The proposed minor variances related to rear yard setback and driveway width will be addressed in more detail in a subsequent application, but it is my opinion that this application will meet the four tests for a variance under the Planning Act.
- Overall, the proposed development will contribute positively to the neighbourhood as well as to the surrounding community while meeting the City's goals and policy objectives with respect to intensification and supports the evolution towards the '15 minute' neighbourhood. Its location will support active transportation modes as well as existing and proposed public transit.

Dennis Jacobs

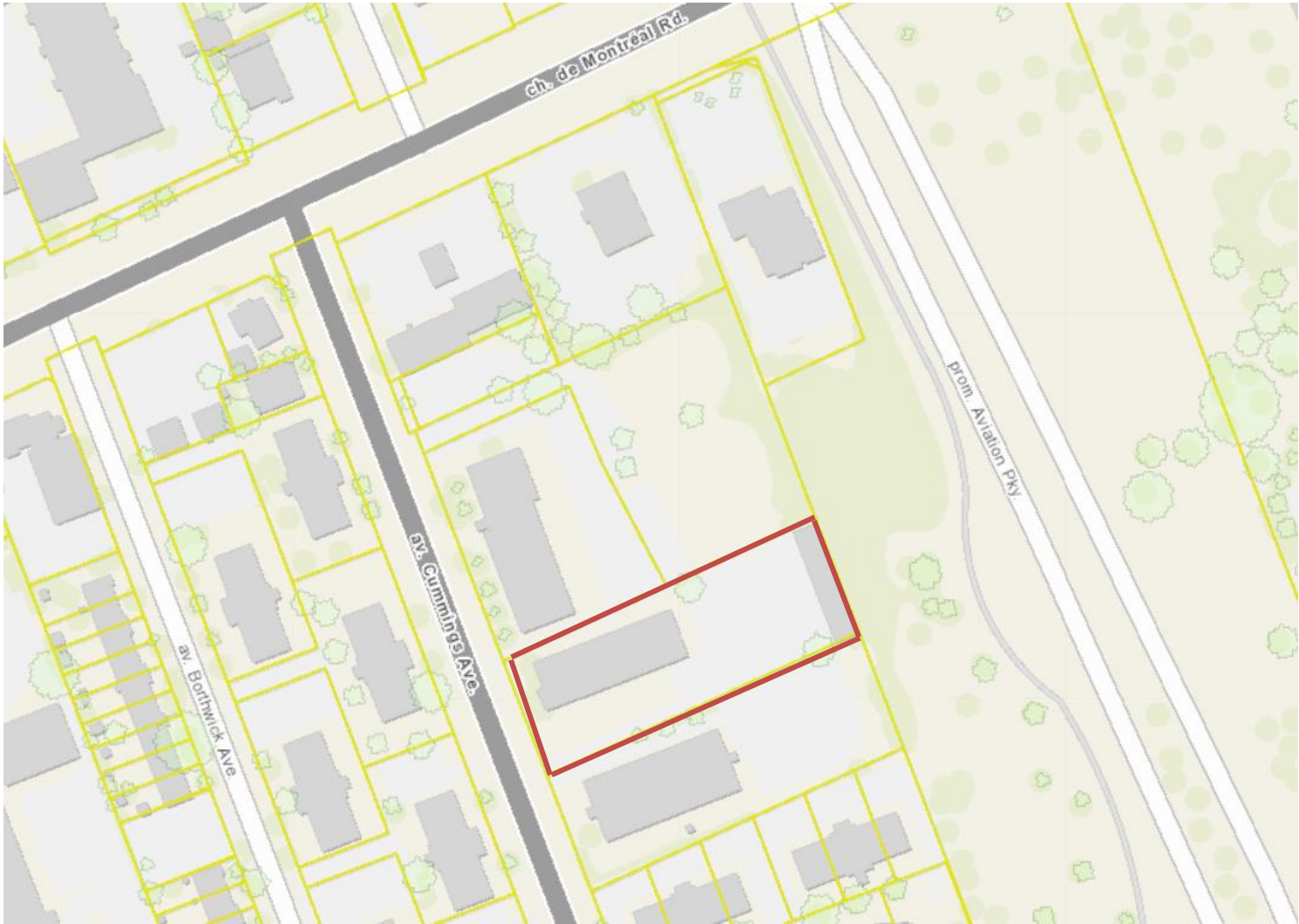
Dennis Jacobs MCIP, RPP
Principal Planner



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A - Plans of Property and Aerial Photograph



Property Location in context with Montreal Road and Aviation Parkway





Property Dimensions



Property Location and lot fabric in Aerial Photo Context

C - Draft Elevations and Renderings



WEST ELEVATION -



NORTH ELEVATION -





EAST ELEVATION --

	BRICK
	ALUMINUM WINDOW
	BLACK METAL PANEL
	WOOD TEXTURE METAL PANEL
	WHITE METAL PANEL
	GLASS RAILING
	METAL FLASHING



SOUTH ELEVATION --



Aerial Context Rendering

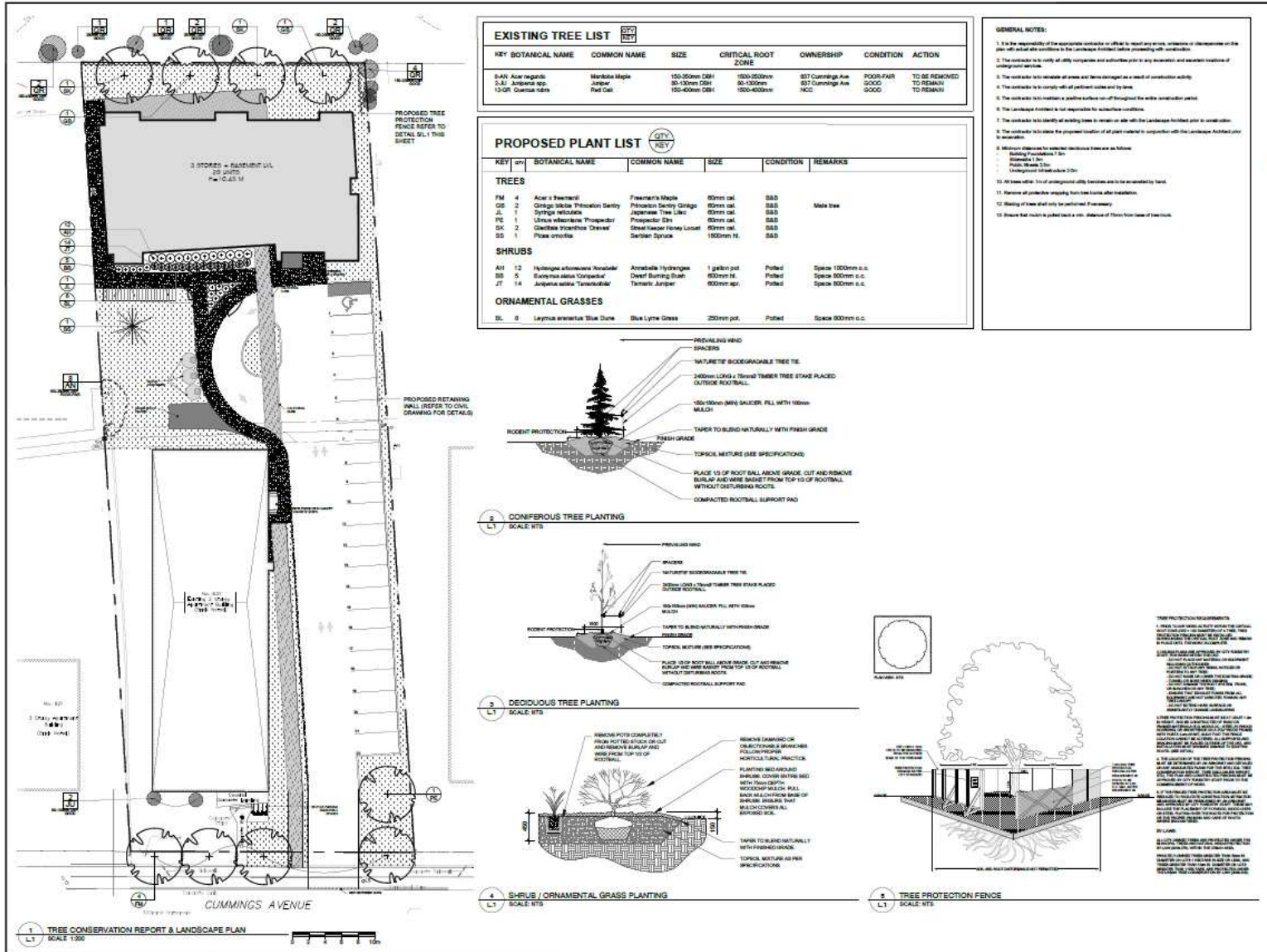


Rendering of easterly view from mid-lot at new building at the rear.

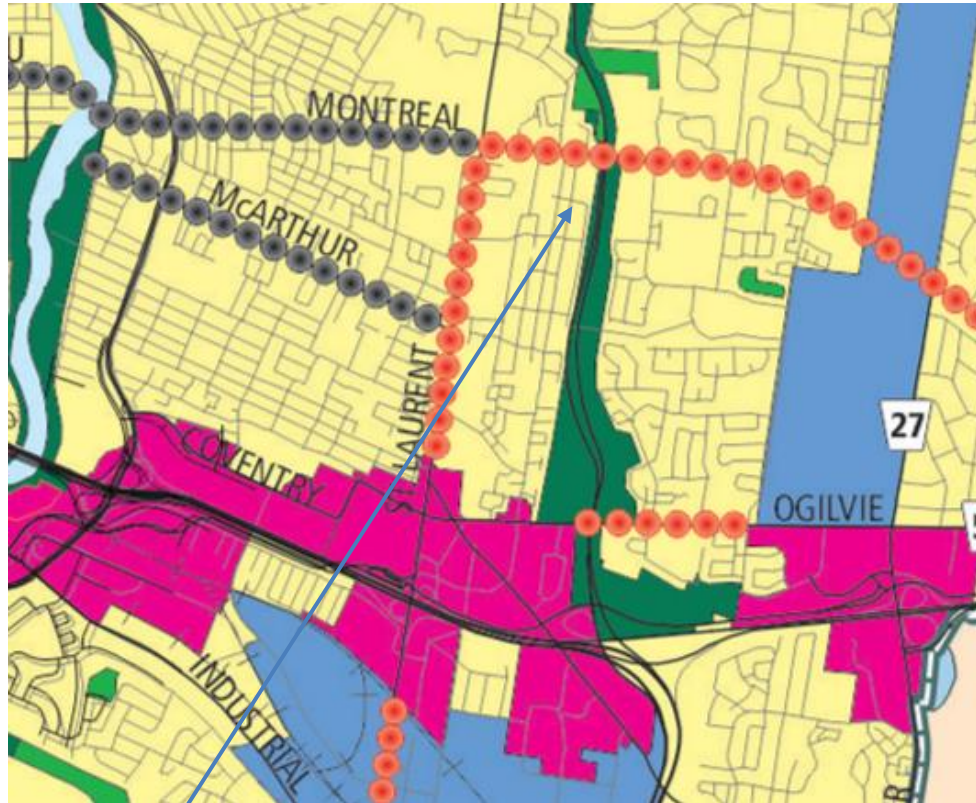


Rendering of easterly view from Cummings Avenue with existing apartment in front and new building in rear.

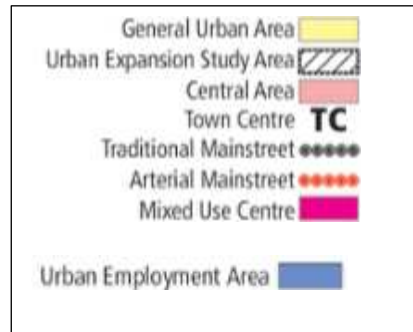
D - Draft Landscape Plan



E - Official Plan 2003 - Excerpt from Schedule B - Urban Land Use Plan

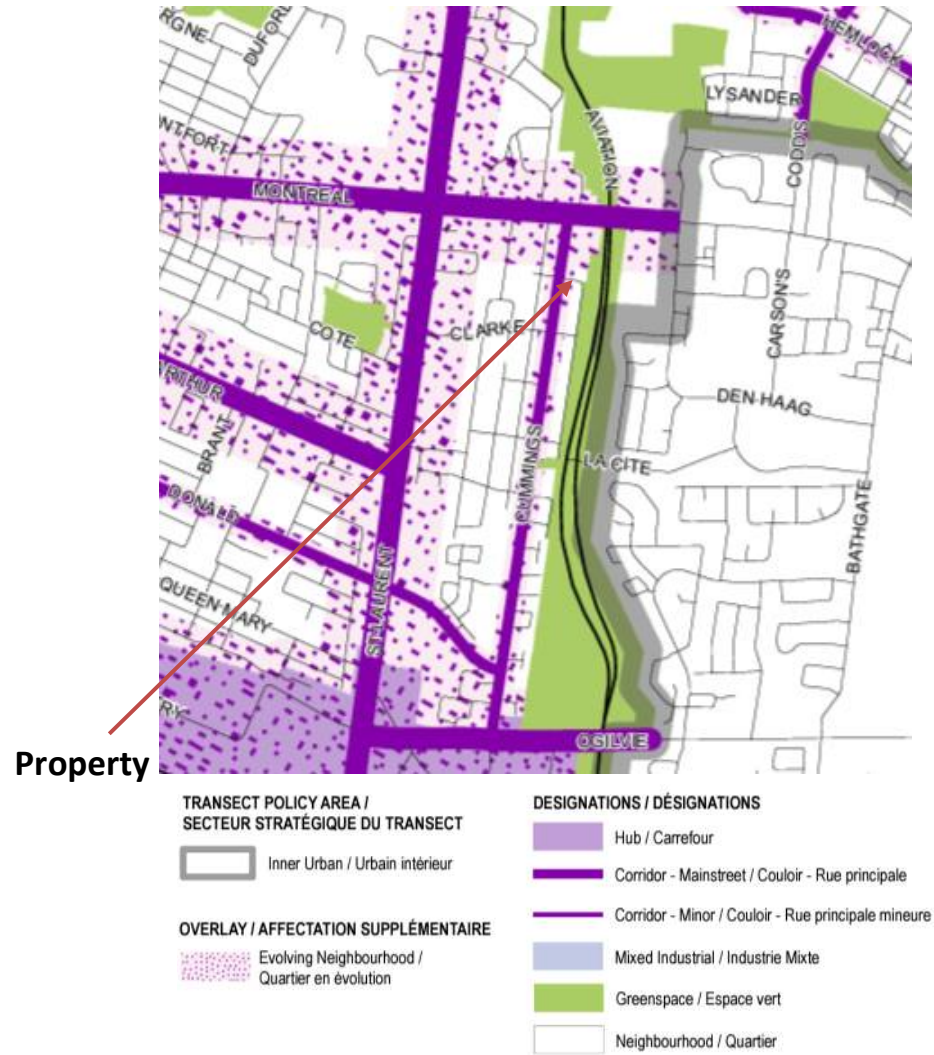


Property



F - New Official Plan

a. Excerpt - Schedule B2 – Inner Urban Transect



b. Excerpt - Schedule C2 – Transit Network Ultimate



c. Excerpt – Schedule C3 – Active Transportation Network – Urban Major Pathways



d. Excerpt – Schedule C4 – Urban Road Network



Property

- Arterial - Existing ———
- Arterial - Future (alignment defined) - - - - -
- Major Collector - Existing ———
- Major Collector - Future - - - - -
- Collector - Existing ———
- Collector - Future - - - - -
- Provincial Highway ———
- Federally Owned Road ———

G - Existing Zoning



Property - R4-UC

