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PLANNING JUSTIFICATION REPORT

MINOR ZONING BY-LAW AMENDMENT
SUBJECT SITE: 12 ROSS AVENUE

COLIZZA BRUNI

architecture



REPORT DATE: AUGUST 12, 2026
PREPARED FOR: CITY MAKER HOMES
PREPARED BY: Q9 PLANNING + DESIGN INC.

Prepared by:

Q9 Planning + Design Inc.

Christine McCuaig, MCIP RPP

www.q9planning.com

P : [+613-850-6345](tel:+6138506345)

Ottawa, ON

E: christine@q9planning.com

Dayna Edwards, MCIP RPP

www.q9planning.com

P : [+519-501-1115](tel:+5195011115)

Ottawa, ON

E: dayna@q9planning.com

Q9 Planning + Design have been retained by City Maker Homes to prepare a Planning Rationale regarding the minor Zoning By-law Amendment application in order to sever the north half of the lot to permit a semi-detached dwelling with additional dwelling units and retain the existing single detached dwelling on the southern half of subject site at 12 Ross Avenue.

The following represents the Planning Rationale required as part of the submission requirements for a minor Zoning By-law Amendment application.

1.0 EXECUTIVE SUMMARY

The subject property at 12 Ross Avenue is designated *Mainstreet Corridor*, within the Inner Urban Transect in the Official Plan. The property is designated *Low-Rise* within the Scott Street Secondary Plan. The property is zoned R3T – Residential Third Density Zone, Subzone T, in the City of Ottawa Zoning By-law 2008-250 and N4B H(11) - Neighbourhood Zone 4, Subzone B, Height 11 m.

The property is located within the Island Park/Wellington Village neighbourhood in Ward 15 – Kitchissippi. The Island Park/Wellington Village which is an established inner-urban mixed-use neighbourhood, characterized by a fine-grained street network, a traditional mainstreet built form, and a stable low-rise residential fabric.

The proposed development is to sever the north half of the lot to permit a semi-detached dwelling with additional dwelling units and retain the existing single detached dwelling on the southern half of subject site.

The proposed development requires minor relief from the Zoning By-law as detailed below. As this report concludes, the proposed minor rezoning is consistent with Provincial Planning policy, the Official Plan and is considered good land use planning.

Minor Zoning By-law Amendment

The minor amendments to the Zoning By-law are identified below:

Parts 1 & 2 – Semi-Detached Dwelling

By-law 2008-250

1. To permit a minimum lot area of 316.8 m² for the entire semi-detached building lot whereas the By-law requires a minimum lot area of 330 m² (Section 160, Table 160A)
2. To permit a maximum building height of 11m whereas the By-law requires a maximum building height of 10 m (Section 160, Table 160A)
3. To permit a minimum rear yard setback of 4.88 m whereas the By-law requires that the rear yard setback be 1.2 m plus the projection of the 7.5 m abutting rear yard 30% into the subject rear yard (Section 144)(5)(6))
4. To permit a minimum exterior side yard setback of 1.85 m, whereas the By-law requires that the exterior side yard setback be 3.0 m (Section 160, Table 160A)
5. To permit a minimum interior side yard setback of 0.61 m, whereas the By-law

requires a minimum side yard setback of 1.2 m for semi-detached dwellings (Section 160, Table 160A)

6. To permit canopies and awnings to project a maximum of 2.66 m (front yard), and 2.76 m (rear yard) and to be 0.0 m from the exterior side property line, whereas the By-law requires a maximum projection of half the depth of the applicable yard (0.92 m - Front) and no closer than 0.6 m to the property line (Section 65)
7. To permit fire escapes open stairs to project 1.13 m into the exterior side yard and be 0.15 m from the property line, whereas the By-law requires a maximum projection of 1.5 m in most cases and 2.2 m for switchbacks but no closer than 0.6 m for first floor or below to property line and no closer than 1.0 m in all other cases to property line (Section 65, Table 65)
8. To permit covered/uncovered porches and deck to project 2.66 m into the front yard and be 0.34 m to the property line in the front yard and 0.15 m to the property line in the exterior side yard, whereas the By-law requires a maximum projection of 2 m and no closer than 1.0 m to the property line (Section 65, Table 65)
9. To permit a front yard soft landscaping area of 21.5%, whereas front landscaping area requirement is 35% (Section 139(1))
10. To permit a monitor window that extends beyond the top of the roof to 12.3 m above grade, whereas the maximum building height is 10 m (Section 160, Table 160A)
11. To permit a parking space width of 2.4 m, whereas the required width of a parking space is 2.6 m (Section 106(1))

By-law 2026-050

1. To permit a minimum rear yard setback of 4.88 m with an area of 18.2 m² whereas the By-law requires a minimum setback of 1.2 m with an area equivalent of 30% of the lot width multiplied by the required rear yard which necessitates a rear yard area of 22.5 m² (Section 801, Table 801A)
2. To permit a minimum rear soft landscape area of 10.9 m whereas the By-law requires a minimum rear soft landscaped area of 35 m² (Section 802(12))
3. To permit canopies and awnings to project a maximum of 2.66 m (front yard), and 2.76 m (rear yard) and to be 0.0 m from the exterior side property line, whereas the By-law requires a maximum projection of half the depth of the applicable yard (0.92 m - Front) and no closer than 0.6 m to the property line (Section 204)
4. To permit fire escapes open stairs to project 1.13 m into the exterior side yard and be 0.15 m from the property line, whereas the By-law requires a maximum projection of 1.5 m in most cases and 2.2 m for switchbacks but no closer than 0.6 m for first floor or below to property line and no closer than 1.0 m in all other cases to property line (Section 204)
5. To permit covered/uncovered porches and deck to project 2.66 m into the front yard and be 0.34 m to the property line in the front yard and 0.15 m to the property line in the exterior side yard, whereas the By-law requires a maximum projection of 2 m and no closer than 1.0 m to the property line (Section 204)
6. To permit a minimum exterior side yard setback of 1.85 m, whereas the By-law requires that the exterior side yard setback be 3.0 m (Section 801, Table 801A)

7. To permit a parking space width of 2.4 m, whereas the required width of a parking space is 2.6 m (Section 605(1)(a))
8. To permit a front yard soft landscaping area of 21.5%, whereas front landscaping area requirement is 35% (Section 802(10))
9. To permit a monitor window that extends beyond the top of the roof to 12.3 m above grade, whereas the maximum building height is 11 m (Section 801, Table 801A)

Part 3 – Existing 2-Storey Dwelling (Retained Parcel)

By-law 2008-250

1. To permit a minimum lot area of 174.3 m² whereas the By-law requires a minimum lot area of 270 m² (Section 160, Table 160A)
2. To permit a minimum lot width of 6.78 m, whereas the By-law requires a minimum lot width of 9.0 m (Section 160, Table 160A)
2. To permit an interior side yard setback of 0.27 m on one side with a total interior side yard setback of 1.49 m, whereas the By-law requires a minimum side yard setback of 0.6 m and a total setback of 1.8 m (Section 160, Table 160A)
3. To permit a rear yard setback of 3.83 m whereas the By-law requires a minimum setback of 7.20 m (Section 144(3)(a)(ii)(iii))
4. To permit a rear yard area of 18.30% whereas the By-law requires a minimum rear yard area of 25% (Section 144(3)(a))
5. To permit a porch to be 0.61 m to an interior property line, whereas the By-law requires a porch be no closer than 1.0 m to a property line (Section 65, Table 65)

By-law 2026-050

1. To permit a minimum lot width of 6.78 m, whereas the By-law requires a minimum lot width of 7.5 m (Section 801, Table 801B)
2. To permit an interior side yard setback of 0.27 m on one side with a total interior side yard setback of 1.49 m, whereas the By-law requires a minimum side yard setback of 0.6 m and a total setback of 1.8 m (Section 801, Table 801B)
3. To permit a rear yard setback of 3.83 m where the By-law requires a minimum setback of 6.00 m (Section 801(7)(d))
4. To permit a minimum rear soft landscape area of 30.8 m² whereas the By-law requires a minimum rear soft landscaped area of 35 m² (Section 802(12))
5. To permit a porch to be 0.61 m to an interior property line, whereas the By-law requires a porch be no closer than 1.0 m to a property line (Section 204)

2.0 SITE & CONTEXT

2.1 Site

The subject site is an irregular rectangular corner lot with frontage on both Scott and Ross Avenue in Kitchissippi. The property is currently developed with an existing 2-storey dwelling along with the existing frame garage in the rear.

- [Lot frontage: 17.64 m (Ross) / 32.12 m (Scott)
- [Lot depth: 31.82 m
- [Lot area: 490.39 m²
- [Legal Description: PCL 833-1 SEC 4M-52; LT 833, PL 4M-52; Ottawa

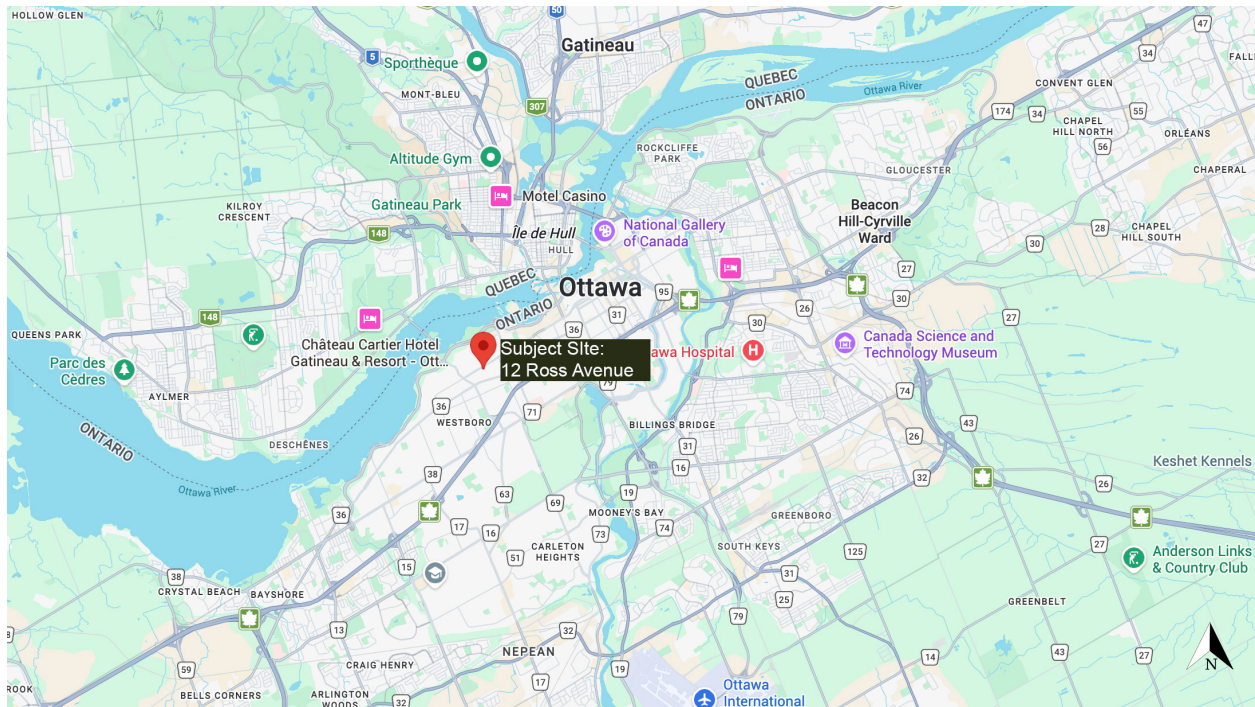


Figure 1: Locational Map (Source: GeoOttawa)



Figure 2: Site Map (Source: GeoOttawa)

2.2 Context

The property is located within the Island Park/Wellington Village neighbourhood in Ward 15 – Kitchissippi. The Island Park/Wellington Village area represents an established inner-urban mixed-use neighbourhood, characterized by a fine-grained street network, a traditional mainstreet built form, and a stable low-rise residential fabric. Centered along Wellington Street West, the area functions as a pedestrian-oriented corridor with a compact mix of commercial, residential, institutional, and community-serving land uses that support a complete community structure. The neighbourhood is defined by a transition from higher-intensity mixed-use development along the arterial and mainstreet corridors to lower-density detached and semi-detached residential areas within the interior neighbourhood blocks. Mature tree canopy coverage, consistent streetwall conditions, rear-lane servicing in select areas, and a highly walkable public realm contribute to its strong urban design character. The established street grid, short block lengths, and interconnected road network create a highly walkable environment.

The subject area is located in close proximity to Tunney's Pasture, one of Ottawa's largest employment centres and a major federal government campus. The presence of Tunney's Pasture has historically influenced development patterns in the surrounding neighbourhood by generating demand for housing within walking and cycling distance of a significant concentration of employment opportunities. The area's proximity to Tunney's Pasture Station on the Confederation Line further enhances its attractiveness as a residential location by providing direct rapid transit access to downtown Ottawa and other parts of the city. The context map below illustrates the surrounding context.



Figure 3: Context Map (Source: Open Streets Map)

2.2 PEDESTRIAN AND TRANSIT NETWORK

The Ross Avenue/Scott Street area is well-served by pedestrian, cycling, and transit infrastructure, contributing to a highly accessible and walkable urban environment. Located within Ottawa's Hintonburg/Mechanicsville neighbourhoods, the area benefits from its proximity to the Confederation Line and several key active transportation corridors.

Pedestrian connectivity is supported by a continuous network of sidewalks along Scott Street and adjacent local roads, providing direct access to nearby residential areas, commercial destinations, parks, and transit stations. The fine-grained street network and relatively short block lengths enhance pedestrian permeability and support comfortable walking conditions. Signalized intersections, marked crossings, and traffic-calmed residential streets further contribute to pedestrian safety and accessibility.

Cycling infrastructure (see Figure 4) in the area is extensive and continues to improve as part of the City's active transportation network. Dedicated cycling facilities are provided along Scott Street and connect to broader east-west and north-south cycling routes, including links to the Ottawa River Pathway and other major multi-use pathways. These facilities provide cyclists with convenient access to employment areas, transit stations, and destinations throughout the inner urban area.

Transit accessibility (see Figure 4) is a significant strength of the area. Scott Street functions as a major transit corridor and is located within walking distance of both Tunney's Pasture Station and Bayview Station on the Confederation Line. These stations provide rapid transit connections to downtown Ottawa, the west end, and regional destinations. Local bus routes also operate throughout the surrounding neighbourhood, offering additional connectivity and supporting multimodal travel options.

The area demonstrates a high level of walkability and multimodal accessibility. The combination of frequent transit service, connected cycling infrastructure, continuous pedestrian facilities, and a mix of nearby destinations supports reduced automobile dependence and aligns with contemporary transit-oriented development and complete streets planning objectives.

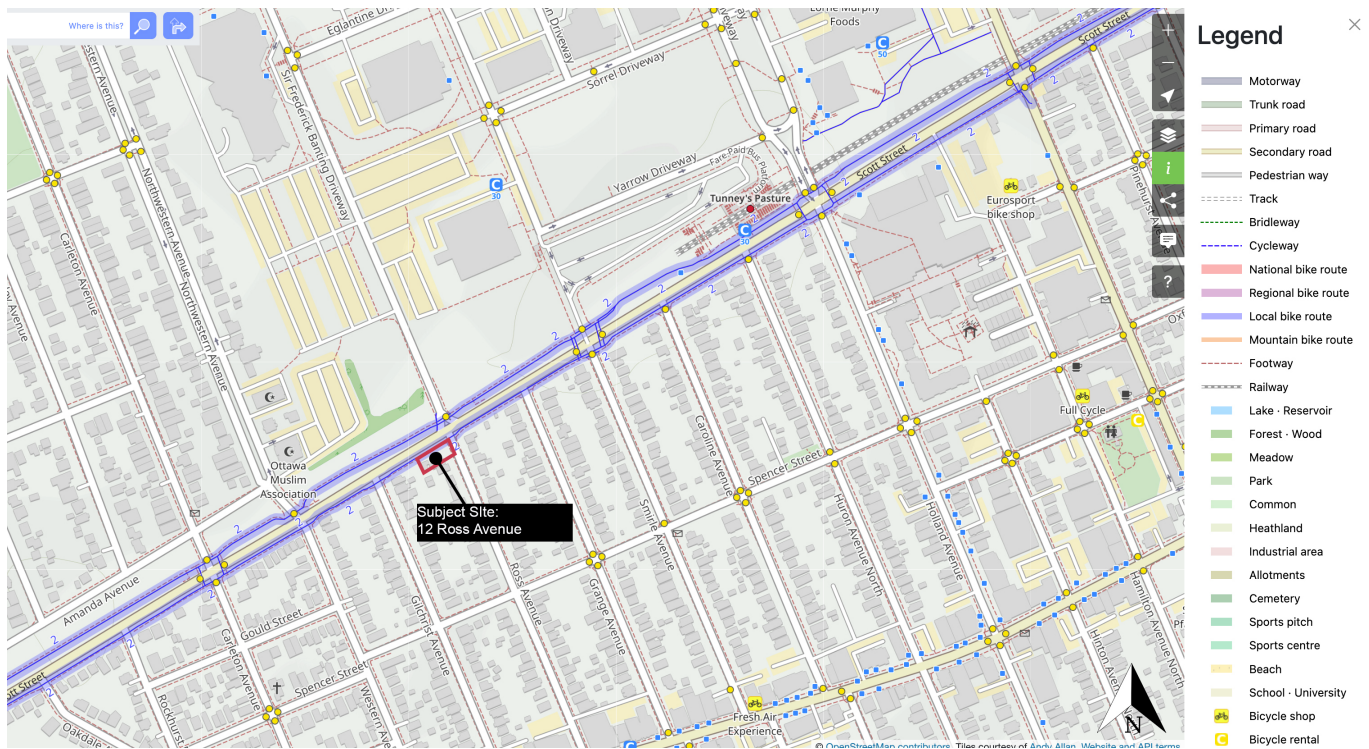


Figure 4: Cycling Map (Source: Open Streets Map)

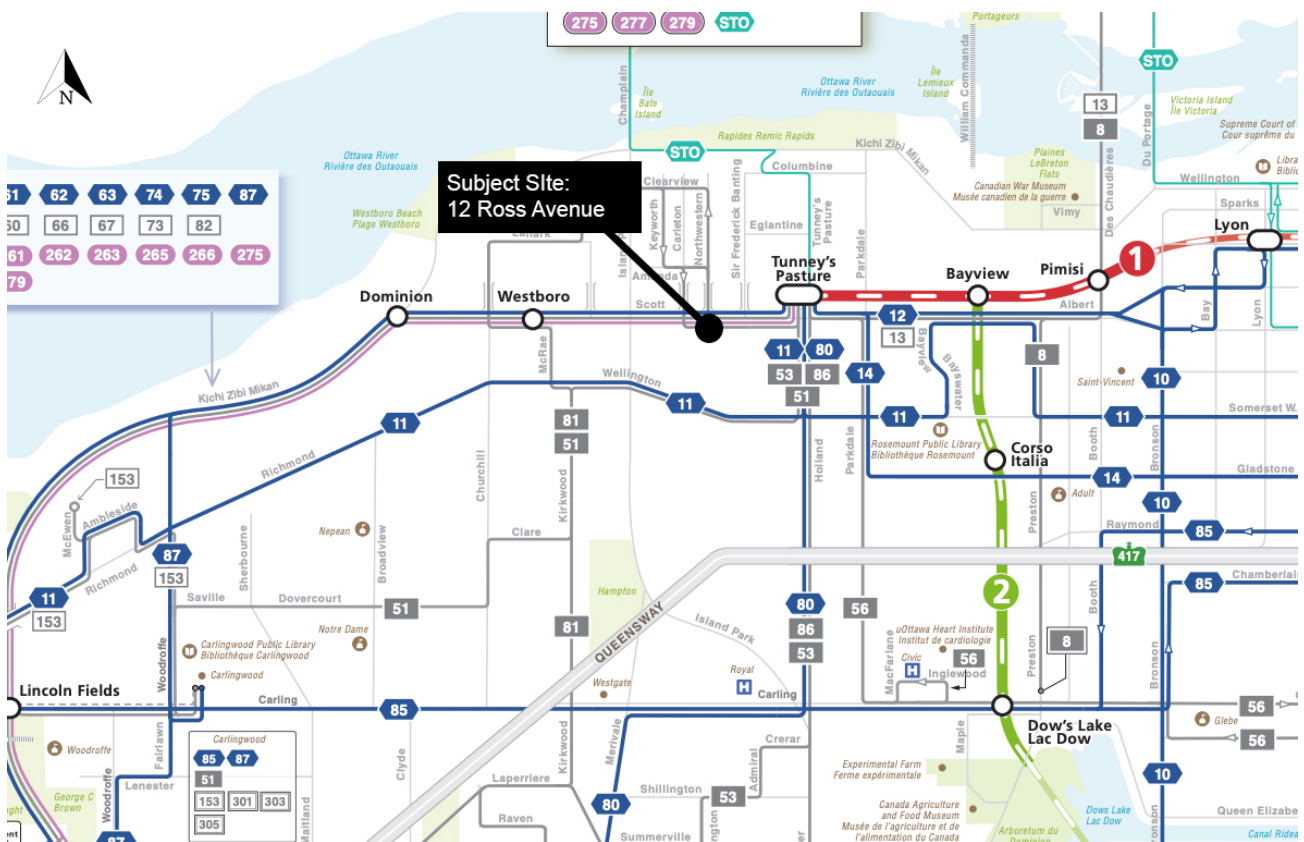


Figure 5: Transit Map (Source: OC Transpo)

3.0 PROPOSED DEVELOPMENT

The proposed development is to sever the north half of the lot to permit a semi-detached dwelling with additional dwelling units and retain the existing single detached dwelling on the southern half of subject site at 12 Ross Avenue.

The built form features a 4.5 m front yard setback, a 1.5 m south interior yard setback, a 1.5 m north interior yard setback, and a 7.5 m rear yard setback. The entirety of the rear yard is soft landscaped which will provide an area greater than 25 m² for tree planting.

The semi-detached dwelling will have 3 units in each principal building for a total of 6 units. 4 of the units will be 3-bedroom units and 2 of the units will be 1-bedroom units. The proposed development provides a strong supply of family-oriented housing, with 66% of the units containing three bedrooms. This unit mix directly supports the City of Ottawa Official Plan's objective of delivering a diverse range of housing options that meet the needs of households at different life stages, including families with children, while encouraging complete and inclusive communities.



Figure 6: 3D Elevation Rendering (Source: Colizza Bruni Architecture)



Figure 7: 3D Elevation Renderings (Source: Colizza Bruni Architecture)

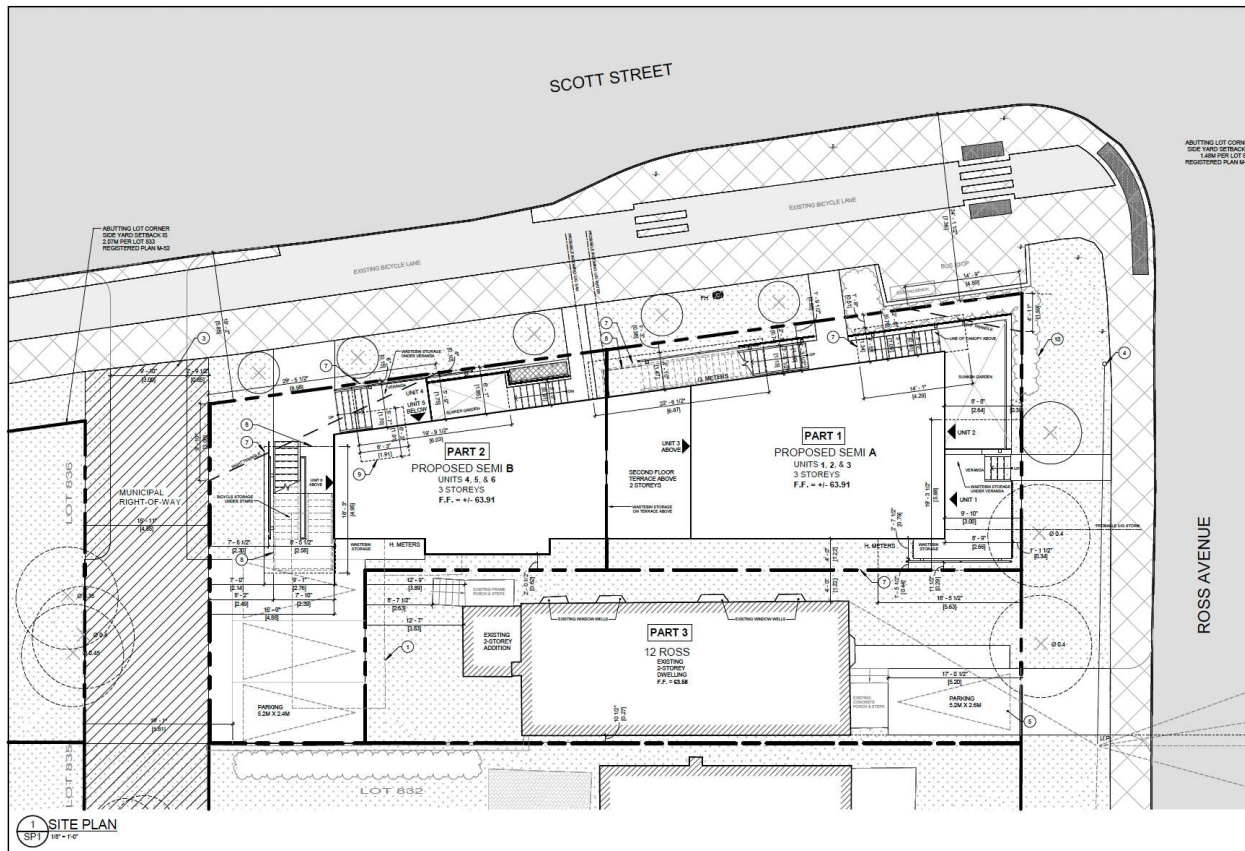


Figure 8: Site Plan (Source: Colizza Bruni Architecture)

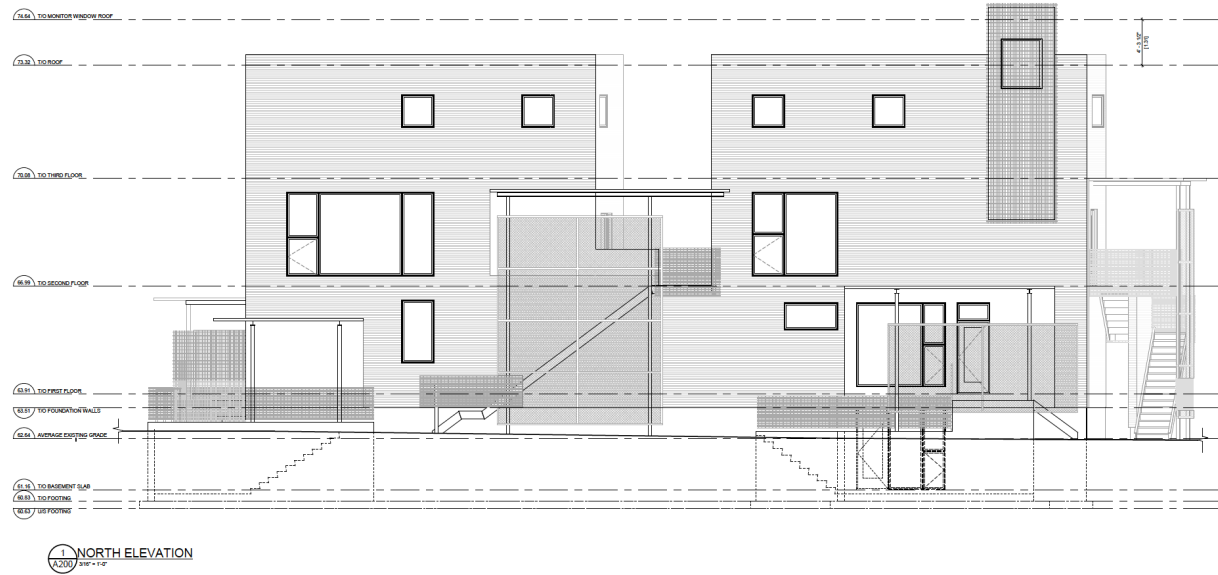


Figure 9: North Elevation (Source: Colizza Bruni Architecture)

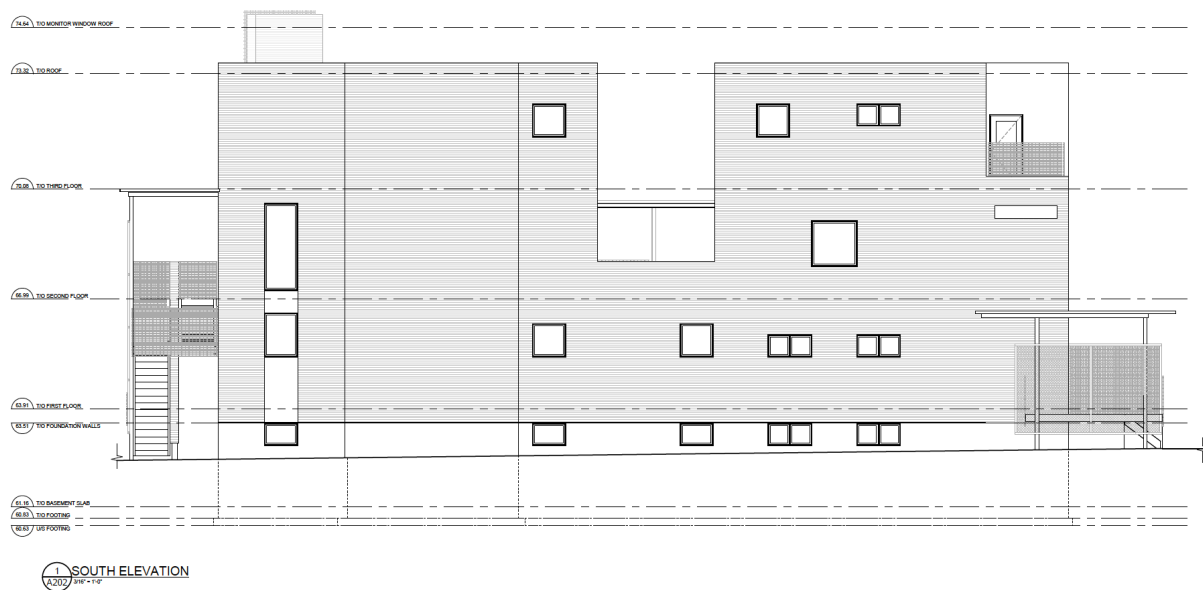


Figure 10: South Elevation (Source: Colizza Bruni Architecture)

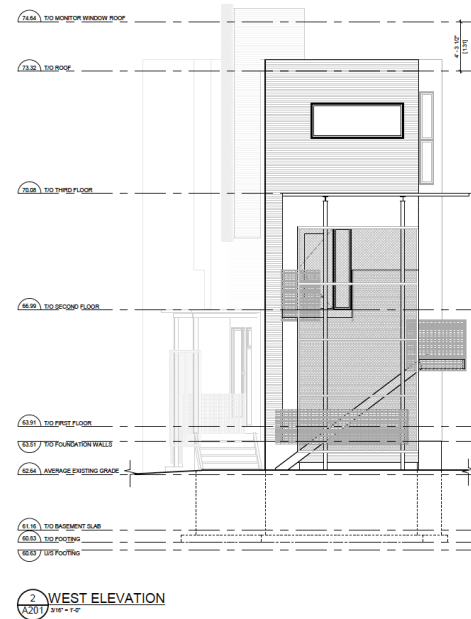
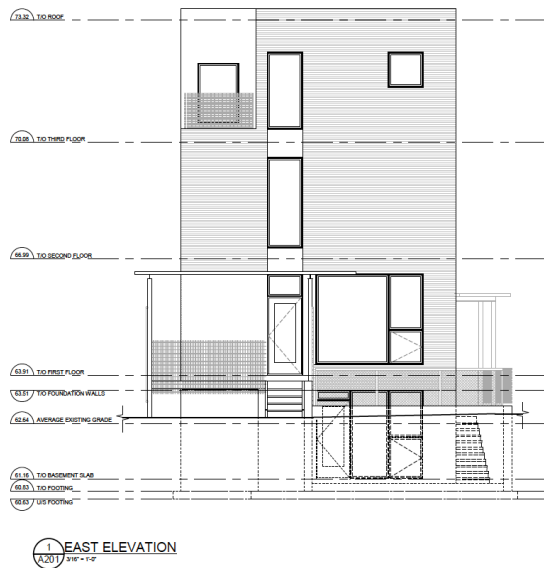


Figure 11: East & West Elevations (Source: Colizza Bruni Architecture)

4.0 POLICY REVIEW

4.1 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in italics. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

Section 2.1 - Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.2 - Housing

Policy 2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b. permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within*

previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Comment | The proposed addition of six (6) units in a low-rise form will provide critical housing units to the area by effectively utilizing the available lot, resulting in a more efficient lot that maintains the prevailing low-rise context of the area and provides a development that supports transit and active transportation opportunities within the greater community. The majority of the units are 3 bedrooms which will provide for family sized units.

Section 2.3 - Settlement Areas and Settlement Area Boundary

Section 2.3 directs growth in Ontario's settlement area, particularly near strategic growth areas and major transit stations. It states that planning authorities shall establish minimum intensification and redevelopment targets to create complete communities within designated growth areas to ensure orderly development and sufficient infrastructure provision.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. efficiently use land and resources;*
- b. optimize existing and planned infrastructure and public service facilities;*
- c. support active transportation;*
- d. are transit-supportive, as appropriate; and*
- e. are freight-supportive.*

2.3.2.1 States that planning authorities shall consider the following for new settlement areas and boundary expansions:

- a. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b. if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c. whether the applicable lands comprise specialty crop areas;*
- d. the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- e. whether the new or expanded settlement area complies with the minimum distance separation formulae;*

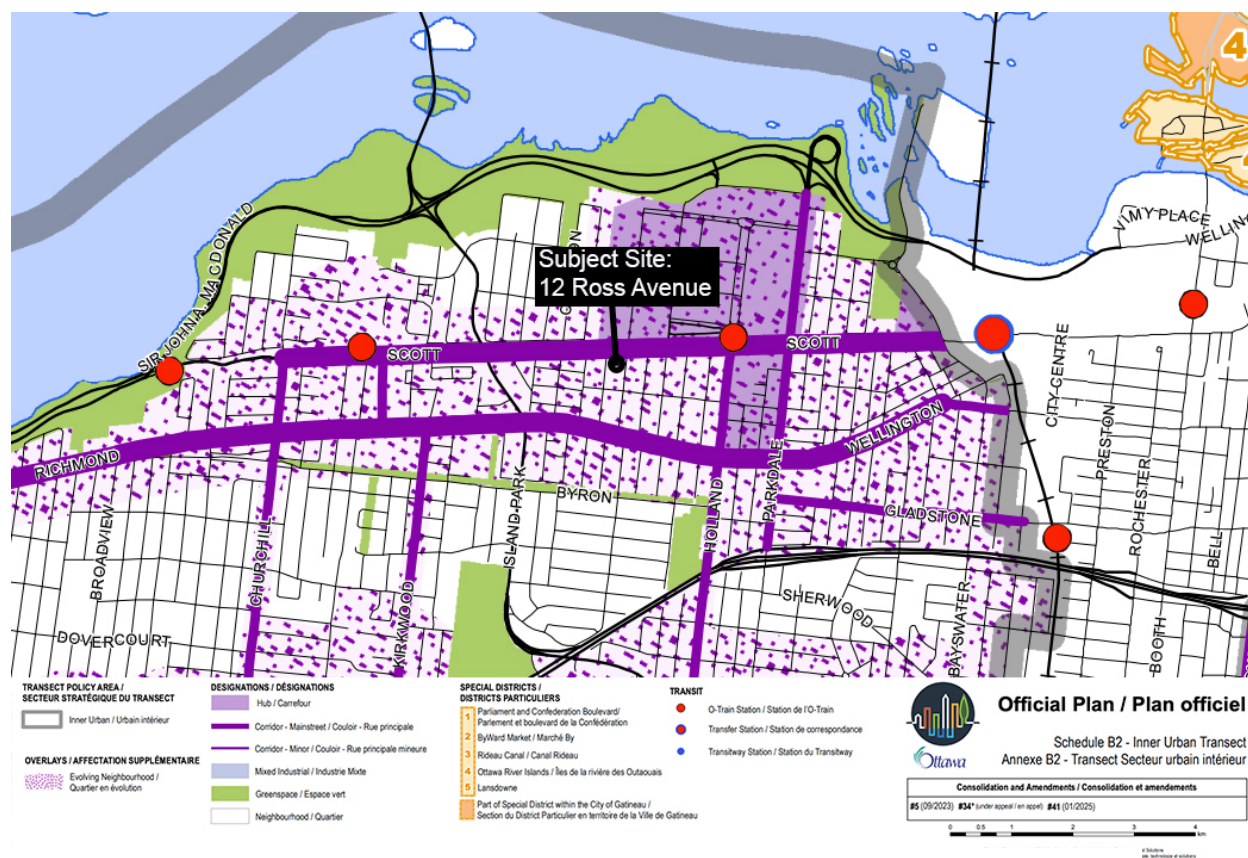


Figure 12: City of Ottawa Official Plan, Schedule B2

- f. whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and
- g. the new or expanded settlement area provides for the phased progression of urban development.

Comment | The subject site is located within the urban boundary, within walking distance to transit stops, supports intensification, and is an efficient use of land and infrastructure. By developing within an existing serviced area, in an area identified for intensification and growth, the proposal supports optimal use of municipal infrastructure and public transportation services. The proposed development represents a contextual form of intensification, maintaining appropriate yard setbacks and height comparable to the other development in the neighbourhood and is a suitable location for intensification and new housing as there is appropriate levels of infrastructure and where active transportation and transit can be supported. The infill housing will contribute to the housing units available, and will help achieve housing targets, and support existing transit and infrastructure investments in the area.

Section 4.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 5.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Planning Statement (PPS), 2024.

4.2 City of Ottawa Official Plan

Designation: *Mainstreet Corridor, Inner Urban Transect*

The City of Ottawa Official Plan was adopted by City Council on November 24th, 2021 was approved by the MMAH on November 4th, 2022. The Plan is intended to manage growth and change in Ottawa to the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Comment: The proposed development results in an increase of 6 dwelling units through intensification of an existing site, contributing towards intensification that is planned for areas within proximity to transit and within proximity of Mainstreet Corridors.

Section 3 provides a growth management framework that directs various types of growth appropriately in order to accommodate projected population and employment growth. Most growth is anticipated to occur in the urban area, which is the built-up area where existing development is located and the greenfield area of vacant lands at the periphery of the urban area. Within the urban area, there are six different transect areas representing different contexts. Growth is expected to be accommodated in these transect policy areas in a manner that supports 15-minute communities. The balance of growth is to occur in the rural area. In order to accommodate anticipated population and job growth, an increasing amount of growth is to be absorbed through intensification.

Section 3.2 provides specific goals for the overall amount of growth in the urban area to be accommodated through intensification. The plan allocates 47% of growth to occur within the built-up portion and 46% of growth within the greenfield portions of the urban area. Growth through intensification is expected to support the creation of 15-minute neighbourhoods. Intensification may also occur through various built form and height profiles, based around Hubs, Corridors, and Neighbourhoods and housing choice with a variety of dwelling types and sizes are planned.

Comment: The proposed development is located within the urban area and is designated as '*Mainstreet Corridor*' within the Inner Urban Transect, which plans for the area to redevelop as a 15-minute neighbourhood at a density that supports additional public and active transportation use. The proposed development of a new low-rise semi-detached dwelling through infill of an existing lot contributes to the strategic direction of accommodating new housing units through intensification.

Section 4 of the Official Plan provides land use and transportation policies that apply to the entire city.

Section 4.1.2 plans for the promotion of healthy, 15-minute neighbourhoods, with safe walkable pedestrian networks and access to active and public transportation infrastructure.

Section 4.1.4 provides policies aimed at facilitating the shift towards sustainable modes of transportation, including through managing the supply of parking close to transit stations and regulating the design and location of parking garage entrances and surface parking areas.

Section 4.2 provides policies aimed at providing adequate, safe, and affordable housing by enabling a greater supply and diversity of housing options throughout the City. Housing should meet the needs of all ages, incomes, and backgrounds to create healthier communities.

Section 4.2.1 enables more flexibility to provide an adequate supply and diversity of housing options throughout the city, which shall primarily be provided through the zoning by-law. It provides for a variation in densities, building types, and tenure types, including the provision of more rental units.

Comment: The proposed development provides for compatible infill by creating additional density through the construction of a semi-detached dwelling. The proposed three storey height is compatible with the area where two-storey heights are common, and three-storey heights already exist. The maximum height in the Scott Street Secondary Plan is 3-storeys. The building contributes quality design to the area and constitute compatible infill of the subject site. The design integrates a combination of materials, glazing and articulation to provide interest facing the public realm on both Ross Avenue and the Scott Street frontages.

The proposed development provides a strong supply of family-oriented housing, with 66% of the units containing three bedrooms. This unit mix directly supports the City of Ottawa Official Plan's objective of delivering a diverse range of housing options that meet the needs of households at different life stages, including families with children, while encouraging complete and inclusive communities. The provision of a significant proportion of larger units also contributes to the City's goal of increasing the availability of family-sized housing within the urban area and in proximity to services, transit, and community amenities.

Section 4.6.5 of the Official Plan provides for effective site planning that supports the objectives of the designations. Effective site planning includes providing appropriate

setbacks, designs that minimize conflict between vehicles and pedestrians, and universal accessibility.

Section 4.6.6 includes policies aimed at integrating low-rise, mid-rise, and high-rise buildings to ensure that intensification targets are met while ensuring liveability. It provides for appropriate transitions in building heights and the use of angular planes to step-back the upper storeys of mid-rise and high-rise buildings.

Policy 6 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the **Inner Urban Transect** policy area. Within the Inner Urban Area, the site is designated as **Mainstreet Corridor**. Low-rise buildings at least two storeys in height and up to four storeys are generally permitted.

Section 5.1 provides policy direction for the Inner Urban Transect. The Official Plan states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods.

Comment | The proposed development supports the overall objectives of the Official Plan, which plans for an urban pattern of development, transit-supportive densities, and a strong mix of uses. The existing building addresses the street frontage, fits contextually with surrounding development and provides a positive pedestrian experience from all directions.

Section 5.2.1.4 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where: a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods; b) Small, locally oriented services may be appropriately located within Neighbourhoods; c) Existing and new cultural assets are supported, including those that support music and nightlife; d) Larger employment uses are directed to Hubs and Corridors; and e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

Section 5.2.3.2 provides direction to the Corridors located within the Inner Urban Transect.

Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes: a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and c) In all cases: i) The wall heights directly

adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

Comment: The proposed development is consistent with the intent and direction of Sections 5.1, 5.2.1.4 and 5.2.3.2 of the City of Ottawa Official Plan. The subject site is located within the Inner Urban Transect and designated Mainstreet Corridor, an area identified to accommodate growth through sensitive intensification that supports the creation of healthy 15-minute neighbourhoods. The subject property is located within an established residential neighbourhood that is well-served by transit, active transportation infrastructure, employment opportunities, and a range of commercial and community services. The proposal consists of a consent to sever the property to create a new residential lot for a semi-detached dwelling with additional dwelling units while retaining the existing single-detached dwelling on the remnant parcel. As such, the proposal represents a modest form of residential intensification that contributes to the City's growth management objectives.

The proposal is consistent with Section 5.2.1.4 of the Official Plan, which supports the continued evolution of the Inner Urban Transect as a mixed-use environment. The subject property is located within walking distance of Scott Street, a significant urban corridor, as well as Tunney's Pasture Station and the Tunney's Pasture employment campus. Residents of the proposed development will have convenient access to transit, commercial services, parks, employment opportunities, and community amenities, supporting the development of a complete and walkable 15-minute neighbourhood in accordance with Policy 5.2.1.4(a).

The proposal also implements Policy 5.2.1.4(e), which supports increases in residential density within the Inner Urban Transect to sustain local services, amenities, and transit investments. By introducing additional dwelling units on an under-utilized residential lot, the development will contribute additional housing opportunities within the urban area without altering the low-rise character of the surrounding neighbourhood. The modest increase in density will support existing businesses, services, and public transit infrastructure while making efficient use of municipal services and infrastructure.

Section 5.2.3.2 provides direction for development along Corridors within the Inner Urban Transect. While the subject property fronts onto Scott Street, it is located within the surrounding neighbourhood that supports and benefits from the function of this Mainstreet corridor. The proposal does not seek any increase in building height beyond what is contemplated for low-rise residential development.

The development places a strong emphasis on family-sized housing, with two-thirds of the proposed units containing three bedrooms. This reflects the Official Plan's direction to increase housing choice by providing a broader range of unit sizes, helping to accommodate families within the urban area while contributing to the creation of complete, mixed, and inclusive neighbourhoods.

The proposed semi-detached dwelling will maintain an appropriate scale and relationship with adjacent residential properties and will not create adverse impacts related to massing, height, or transition. The development contributes to the Official Plan's objective of accommodating growth through incremental residential intensification within established neighbourhoods while respecting existing community character.

Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.

4.3 Scott Street Secondary Plan

Designation: Low Rise Neighbourhood Designation, Maximum Height 3 Storeys

The subject site is located within the Low-Rise Neighbourhood Designation. As per Schedule B - Maximum Building Height, the maximum permitted building height is 3 storeys.

The goal of this secondary plan is to provide a vision for the Scott Street area that allows for intensification in strategic locations that is public transit supportive and contributes to a 15-minute walkable community. This secondary plan recognizes the relationship between these areas where change is anticipated and the surrounding established neighbourhoods. The Neighbourhood Line provides clear direction as to where significant intensification will occur and where established neighbourhoods will evolve over time with small-scale infill and intensification.

These neighbourhoods contain low-rise residential and other low-rise nonresidential uses. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification. Where development is proposed that encompasses lots within the Low-Rise Neighbourhood designation on Schedule A – Designation Plan and either Burnside Corridor or Minor Corridor designations, the Neighbourhood Line shall not be modified to align with the rear lot line of the assembled lots without an amendment to this secondary plan.

Permitted Uses: The range of uses permitted in the Hubs, Corridors and Neighbourhood designations in the Official Plan are permitted in the Low-Rise Neighbourhood designation, on Schedule A – Designation Plan.

Over time, existing non-residential uses are encouraged to evolve into other nonresidential uses that are compatible with low-rise residential uses. Location and Heights Maximum building heights within this designation are indicated on Schedule B – Maximum Building Heights and subject to the following policies:

The maximum permitted building height in Mechanicsville is four storeys, in north Hintonburg three storeys and in Wellington Village three storeys.

Comment: The Low-Rise Residential designation is intended to accommodate a range of low-rise housing forms, including detached, semi-detached, duplex, triplex, and other ground-oriented residential development that contributes to a diverse housing supply while maintaining a compatible built form within established neighbourhoods. The proposed

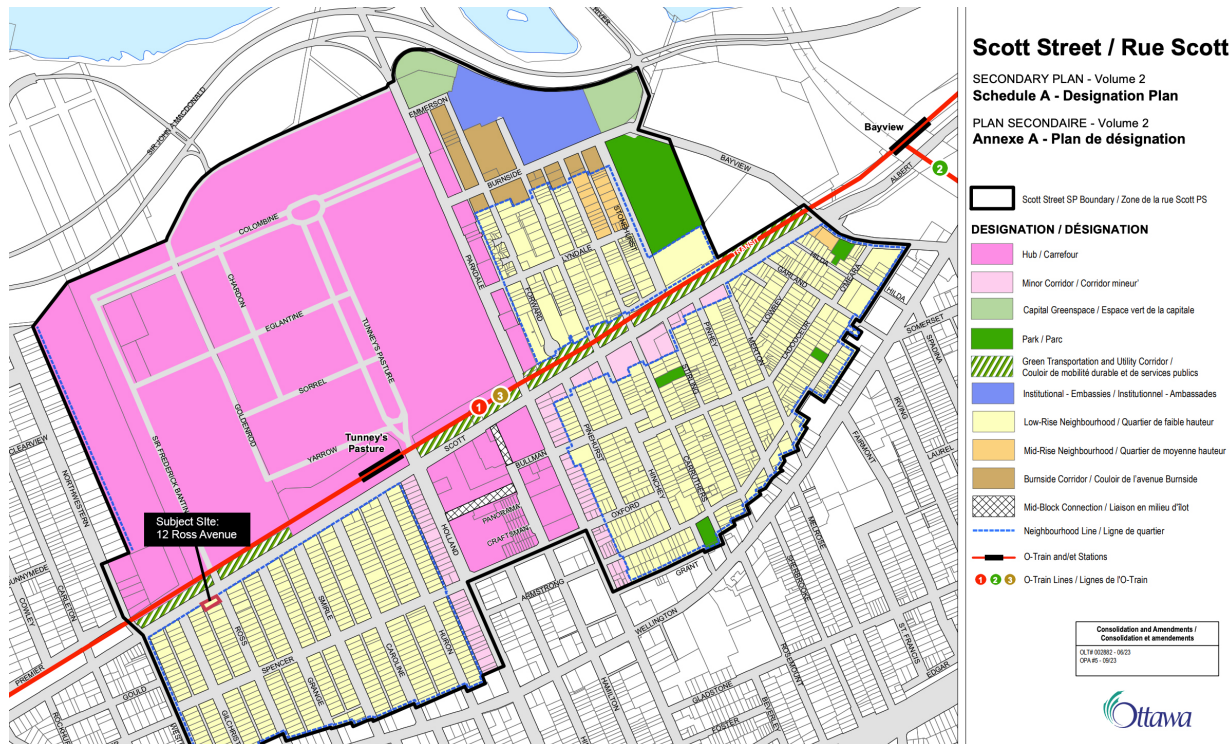


Figure 13: Scott Street Secondary Plan, Designation Plan

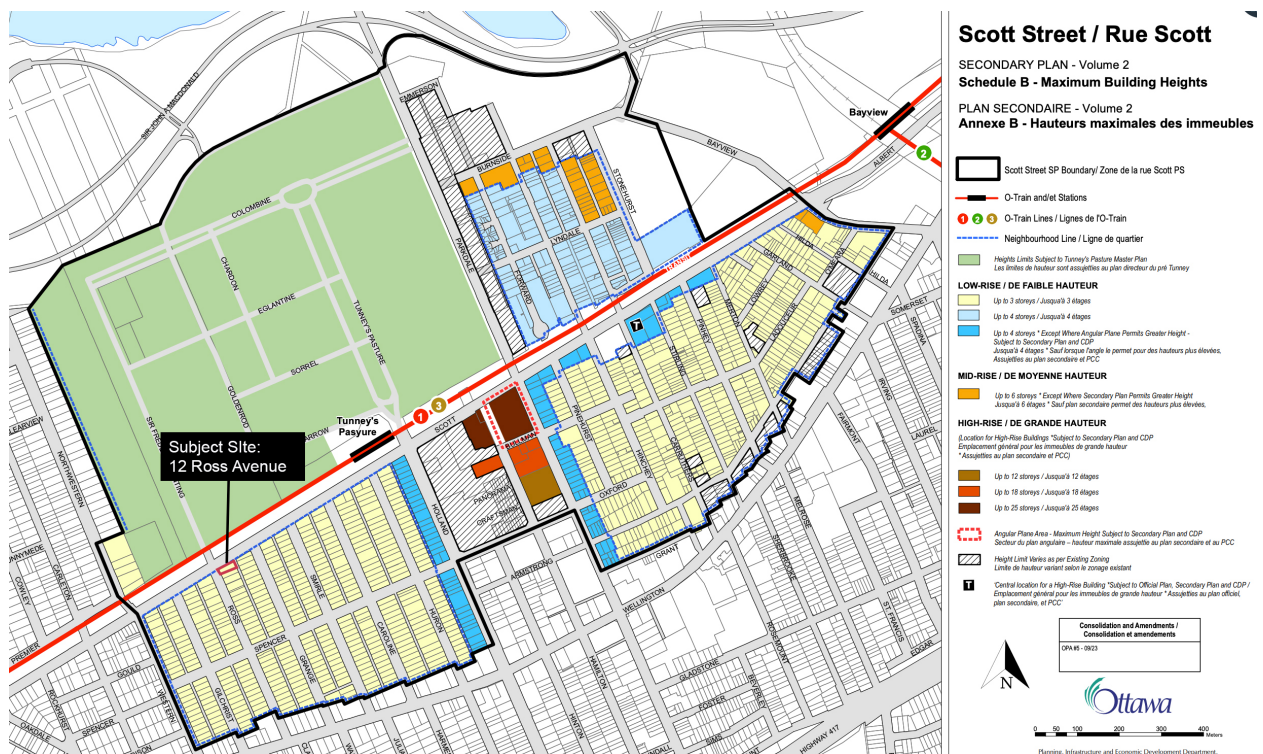


Figure 14: Scott Street Secondary Plan, Maximum Building Heights

development aligns with these objectives by introducing a gentle form of residential intensification that remains low-rise in scale and compatible with the surrounding residential context.

The proposed semi-detached dwelling and additional dwelling units represent an efficient use of existing urban land and infrastructure while maintaining the ground-oriented character envisioned by the Secondary Plan. The development contributes to housing diversity and supports increased residential density in an area well-served by transit, active transportation facilities, community services, and employment opportunities, including nearby Tunney's Pasture and the Confederation Line. The development places a strong emphasis on family-sized housing, with two-thirds of the proposed units containing three bedrooms. This reflects the Official Plan's direction to increase housing choice by providing a broader range of unit sizes, helping to accommodate families within the urban area while contributing to the creation of complete, mixed, and inclusive neighbourhoods. The proposed development complies with the maximum height requirements of the Zoning By-law.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Scott Street Secondary Plan.

4.4 City of Ottawa Zoning By-law

The City of Ottawa zones this site as R3T - Residential Third Density, Subzone T in the City of Ottawa Zoning By-law 2008-250. The City of Ottawa zones this site as N4B H(11) in the City of Ottawa Zoning By-law 2026-050. The performance standards in the zone seek to 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. As the property is located within the Greenbelt, it is subject to the alternative provisions of Section 139 and 144. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.

Lot Details:	[Lot frontage: 17.64 m (Ross) / 32.12 m (Scott) [Lot depth: 31 m [Lot area: 491.1 m² [Rear Yard Area: 490.39 m²				
Zoning	[2008-250: R3T [2026-050: N4B H(11)				
Unit Breakdown	Semi-Detached: 2, 1-bedroom units & 4, 3-bedroom units = 6 units total Existing 2-storey Dwelling				
Performance Standard	By-law 2008-250	By-law 2026-050	Part 1 (Corner Semi Fronting Ross)	Part 2 (Interior Semi Fronting Scott)	Retained Existing 12 Ross SD Fronting Ross
Uses	single, detached, semi-detached, duplex, three-unit	dwelling unit	Semi-detached - permitted	Semi-detached - permitted	Single-detached - permitted
Unit Maximum	NA	NA	3	3	1
Building Maximum	1 (+coach house)	NA	1	1	1
Minimum Lot Width (Part 1)	5.6 m (semi-detached), 9 m (detached)	7.5 m	10.82 m	10.82 m	6.78 m
Minimum Lot Width per Vertically Attached Unit	NA	4.5 m	10.82 m	10.82 m	NA
Minimum Lot Area	165 m ² (semi-detached), 270 m ² (detached)	NA	316.8 m ²		174.3 m ²

Maximum Building Height	10 m	11 m	12.3 m		8 m
Minimum Front Yard Setback	3 m	3 m	3.0 m		>5.2 m
Minimum Corner / Exterior Yard Setback	3 m	3 m	1.85 m		NA
Minimum Rear Yard Setback	7.5 m (Interior) 1.2 m + adjacent rear yard setback projected inward 30%	7.5 m (interior) May be reduced to 1.2 m + additional yard 30% of Lot Width (10 m) X Required Rear Yard (7.5 m) = 75 x .30 =22.5 m2	NA	4.88 m deep + 18.2 m2 additional yard Non-compliant	
Minimum Rear Yard Setback (Interior Lot)	On with a FY setback >4.5 m, lot depth greater than 25 m, 28% of the lot depth (7.20 m)	Minimum of 6 m	NA	NA	3.83 m
Minimum Rear Yard Area (Part 3 - Interior Lot)	25%		NA	NA	18.3%
Minimium Interior Yard Setback	1.2 m (Semi Detached), 1.8m total no less than 0.6 (single)	0.6 m	1.22 m	0.61 m	0.27 m
Minimum Total Interior Yard Setback	1.8 m (single)	1.8 m	NA	NA	1.49 m
Maximum Building Width	NA		TBD	TBD	NA
Landscaped Areas	35% Front / Exterior Parts 1 & 2— 30% Part 3	20% Front / Exterior	Front Part 1 & 2: 32 Area (Landscaped 6.9 m2) = 21.5% Corner Part 1 & 2: 53.5 m2 Area (Landscaped 20.8 m2) = 38%		Front Part 3: 45.5 Area (Landscaped 22.9 m2) = 50%
Rear Soft Landscape	NA	35 m2	10.9 m2		30.8 m2
Projections					
Canopies and Awnings	1.8 m / Not closer than 0.6 to P/L	Front, Rear, Ext. half depth of the yard / Not closer than 0.6 to P/L	Front: 2.66, 0.34 m to P/L Exterior Side: 1.85 m, 0.00 to P/L Rear: 2.76 m, 2.14 m to P/L		NA

Fire Escapes / Open Stairways: At or below the first level	Not closer than 0.6 to front / exterior P/L	Not closer than 0.6 to front / exterior P/L	Exterior Side Yard: 1.70 m / 0.15 to P/L		NA
Fire Escapes / Open Stairways: Other	1.5 m / Not closer than 1.0 m to P/L	1.5 m / Not closer than 1.0 m to P/L	Exterior Side Yard: 1.13 m / 0.74 to P/L		NA
Fire Escapes / Open Stairways: Switchbacks	2.2 m / Not closer than 1.0 to P/L	2.2 m / Not closer than 1.0 to P/L	Rear Yard: 2.58 m / 2.30 to P/L		NA
Covered / Uncovered Porch, Deck, etc: Other	2m / Not closer than 1.0 m to P/L	Greater of 2m (or 50% of the required yard) / No closer than 1.0 to P/L	Front: 2.66 m / 0.34 m to property line Exterior: 1.70 m / 0.15 m to the property line		1.05 m / 0.61 m
Parking Space Width	2.6 m	2.6 m	NA	2.4 m	NA

5.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- [Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- [Updates shared with the Community via the Councillor's office and the Community Association for an efficient line of communication moving forward.

6.0 SUPPORTING REPORTS & STUDIES

6.1 Summary of Reports and Studies

6.1.1 ENVIRONMENTAL SITE ASSESSMENT

A Phase I - Environmental Site Assessment was prepared by Paterson Group dated April 27, 2026. The report summarizes that according to historical research, the Phase I Property was first developed for residential purposes prior to 1928 and land use has remained unchanged. No environmental concerns were identified with respect to the historical use of the Phase I Property.

Historically, the neighbouring properties within the Phase I Study Area were primarily residential, with residential, commercial (offices), and industrial (rail line) use north of Scott Street. A rail line was formerly present north of Scott Street, and although it is considered a PCA, it is not considered to have resulted in an APEC on-site. No other environmental concerns were identified with respect to historical use of the properties within the Phase I Study Area.

An inspection of the Phase I Property and the neighbouring properties was conducted on April 2, 2026. The Phase I Property is currently occupied by a two-storey, multi-unit, residential dwelling with a full basement level and detached garage with car port. No environmental concerns were identified with respect to the current use of the Phase 1 Property.

The surrounding properties in the vicinity of the Phase I Property were observed to consist of primarily residential land use. No environmental concerns were identified with respect to the current use of surrounding properties within the Phase I Study Area.

Based on the findings of the Phase I ESA, it is our opinion that a Phase II ESA is not required for the subject property.

6.1.2 GEOTECHNICAL FEASIBILITY

A Geotechnical Assessment was prepared by Mendez & Associates Ltd. dated April 19, 2026. The report notes that the site features 2 to 3 meters of overburden and surficial materials, categorized as "till plain". While standard construction is generally expected to meet requirements, unanticipated geotechnical issues can arise during excavation at any location.

Feasibility and Construction Constraints

Basements: There is concern regarding deep basements due to potential groundwater issues and the stability of nearby foundations. However, the current plan for a 2-meter depth is considered a reasonable limit.

Proximity and Encroachment: The current site plan indicates insufficient space between the proposed building and the structure to be demolished to allow for construction activities.

Required Actions: An encroachment agreement is necessary to proceed with construction. Shoring may be required depending on the proximity of soil cuts to existing foundation undersides. An excavation review will be required to address these constraints.

6.1.3 ADEQUACY OF SERVICING MEMO

An Adequacy of Servicing Memo was prepared by D.B. Gray Engineering Inc. dated July 29, 2026.

The report concludes that The engineer concludes that existing municipal water infrastructure can service the development. Fire protection requirements are satisfied without a private hydrant. Municipal water pressure is adequate. The sanitary sewer has sufficient capacity for the additional flow. The proposed rooftop stormwater management system exceeds City requirements for the 100-year storm event.

From a planning perspective, this memo provides the technical justification that municipal services are available and adequate to support the proposed six-unit redevelopment at 12 Ross Avenue. It demonstrates that the development can be accommodated using existing municipal infrastructure without requiring upgrades to the water or sanitary systems, while also meeting the City's stormwater management requirements through an on-site controlled roof drainage system. These conclusions support the servicing component of the Zoning By-law Amendment application.

6.1.4 ENVIRONMENTAL NOISE CONTROL STUDY

An Environmental Noise Control Study was prepared by Paterson Group dated May 20, 2026.

This report describes several reception points were selected for the analysis, consisting of panes of glass reception points on both the first level and the third level in addition to the second floor terrace level.

The sound levels for Building A and Building B exceeded the 65 dBA threshold as specified by ENCG, and will require Warning Clause Type D. This noise level also triggered a review of the wall and window assemblies. It was determined that Building A will require materials that provide an STC rating of 38 and Building B will require materials that provide an STC rating of 39 for it to remain within compliance with the regulations.

One outdoor living area was analyzed as part of the current study. The results of the STAMSON modelling indicate that the Leq(16) from all sources was 73.69 dBA.

With the implementation of the noise-reducing measures as stated in Table 2.3a of the ENCG, including the use of the building orientations and the implementation of a 2.4 m noise barrier parallel to Scott Street, the STAMSON results indicate that the sound levels were reduced to 58.49 dBA. As the value still slightly exceeds the 55 dBA threshold, the outdoor living area will require Warning Clause Type B.

All warning clauses are reiterated below and are to be included on all applicable units Offers of Purchase and Sale. It should be noted that all units should receive the Aircraft Noise Warning Clause.

Warning Clause Type B: "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic (rail traffic) (air traffic) may, on occasions, interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment."

Warning Clause Type D: "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

7.0 PLANNING ANALYSIS & RATIONALE

The proposed Minor Zoning By-law Amendment application to permit a low-rise apartment dwelling at 12 Ross Avenue is appropriate, represents good land use planning, and is consistent with provincial and municipal planning policy. The proposal has been evaluated against the Provincial Planning Statement (2024), the City of Ottawa Official Plan, and the City of Ottawa Zoning By-law, as summarized below.

7.1 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS), 2024 establishes a clear policy direction to accommodate growth through intensification within existing settlement areas, support the delivery of housing, and promote complete, transit-supportive communities.

The subject site is located within an existing urban settlement area that is fully serviced and well-connected to transit, active transportation networks, and community amenities. The proposed redevelopment efficiently utilizes an underdeveloped urban lot and results in a net increase in residential units, directly supporting PPS policies that encourage residential intensification and the efficient use of land and infrastructure.

The proposal contributes to the provision of a broader range and mix of housing options in a central location, which supports housing affordability and choice for a range of household types and incomes. The development is compact in form, supports active transportation through the provision of bicycle parking and pedestrian-oriented design, and minimizes reliance on private automobiles in an area with excellent transit access.

The PPS also promotes development that improves overall quality of life and social equity by locating housing close to employment, education, and services. Given the site's proximity to commercial corridors, and frequent transit routes, the proposal aligns with these objectives. No natural heritage features or hazard lands are affected by the proposal.

Accordingly, the proposed development is consistent with the policy direction of the Provincial Planning Statement, 2024.

7.2 City of Ottawa Official Plan

The subject property is designated **Mainstreet Corridor** within the **Inner Urban Transect** in the City of Ottawa Official Plan. This designation is intended to accommodate compact, transit-supportive intensification through a range of low-rise and mid-rise housing forms while ensuring that new development is compatible with the surrounding neighbourhood and contributes to complete, 15-minute communities. The Official Plan places a strong emphasis on increasing housing supply within the existing urban area, making efficient use of municipal infrastructure, and directing growth to locations that are well served by transit, cycling infrastructure, and community amenities.

The proposed development directly advances these objectives by replacing an under-utilized residential lot with a modest increase in housing through the creation of a semi-detached dwelling with additional dwelling units while retaining the existing detached dwelling. The proposal provides a compact form of missing-middle housing that increases residential density without altering the established low-rise character of the

neighbourhood. The development remains within the three-storey built form contemplated by the Scott Street Secondary Plan and is designed to integrate with the surrounding streetscape through appropriate massing, articulation, landscaping, and pedestrian-oriented building entrances.

The site is located within walking distance of Tunney's Pasture Station, frequent transit service along Scott Street, cycling facilities, parks, commercial services, and employment opportunities. As such, the proposal represents an efficient use of existing municipal infrastructure and supports the Official Plan's objectives of reducing automobile dependence and encouraging active transportation. The modest parking supply, generous bicycle parking, and pedestrian-oriented site design reinforce these policy directions while contributing to the development of a complete and sustainable community.

The proposal also supports the Official Plan's housing objectives by introducing additional dwelling units in a location specifically identified for intensification. The requested zoning relief facilitates a context-sensitive form of infill development that maintains appropriate transitions to neighbouring properties, preserves opportunities for soft landscaping and tree planting, and contributes to the City's broader housing supply objectives.

Overall, it is our opinion that the proposed development conforms with the intent and purpose of the City of Ottawa Official Plan.

7.3 City of Ottawa Zoning By-law

The City of Ottawa zones this site as R3T - Residential Third Density, Subzone T in the City of Ottawa Zoning By-law 2008-250. The City of Ottawa zones this site as N4B H(110 in the City of Ottawa Zoning By-law 2026-050. The performance standards in the zone seek to 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.

Lot Area & Width Reduction Rationale

The requested reduction to the minimum lot area is appropriate and maintains the intent of the Zoning By-law. The proposed severance will create two lots that support low-rise residential development in a form envisioned by both the Official Plan and the Scott Street Secondary Plan.

The proposed semi-detached dwelling represents an efficient use of serviced urban land while maintaining appropriate setbacks, landscaping, and private amenity areas. Although the proposed lots are modestly reduced in area and width, they will continue to accommodate compatible residential development without creating adverse impacts on adjacent properties. The proposal represents an appropriate form of gentle intensification in an established neighbourhood that is well served by transit, active transportation infrastructure, and nearby community amenities.

Building Height Increase Rationale

The requested increase from 10.0 m to 11.0 m is minor in nature and primarily reflects contemporary construction methods and floor-to-ceiling heights rather than an increase in

building mass or intensity. The proposed building remains a three-storey low-rise form that is consistent with the maximum height contemplated by the Scott Street Secondary Plan and compatible with the evolving character of the surrounding neighbourhood. The additional height does not create unacceptable overlook, shadow, or privacy impacts and maintains an appropriate relationship with adjacent properties. The building is effectively 11 m tall, while the majority of the height increase belongs to the addition of a 'monitor' which is an architectural feature that projects allowing light into a smaller space (in this case a bathroom). The 'monitor' is only approximately 4 m² in total area, therefore the building height will be 11 m for the majority of the size, save and except a 4 m² area housing the monitor which will extend to 12.3 m in height.

Monitor Window Projection Rationale

The monitor window projection is an architectural feature intended to improve daylight penetration, interior livability, and visual interest. In this case, the monitor will contribute positively to allow light to infiltrate what would otherwise be a small darker bathroom space. Although it extends above the roofline, it occupies a limited portion of the building envelope and does not materially increase the perceived massing or density of the development. The feature contributes to architectural articulation and high-quality design while maintaining the overall low-rise character of the building. No adverse impacts related to shadowing, privacy, or overlook are anticipated as a result of the projection.

Rear Yard Setback Rationale

The reduced rear yard setback and rear yard area are appropriate given the irregular lot configuration and urban context of the site. Adequate outdoor amenity space and soft landscaping are maintained, and the proposal continues to provide functional rear yard space for residents. The reduced setback does not compromise access to light, air, privacy, or drainage and does not adversely impact neighbouring properties. The relief facilitates a compact building footprint while supporting intensification objectives identified in the Official Plan and Provincial Planning Statement.

Reduced Exterior and Interior Side Yard Setback Rationale

The requested reductions to the exterior and interior side yard setbacks maintain the intent and purpose of the Zoning By-law by facilitating a compact, context-sensitive form of urban infill while continuing to provide appropriate building separation, access to light and air, and opportunities for landscaping. The reduced setbacks are minor in the context of the surrounding neighbourhood, where buildings are commonly located in close proximity to side lot lines, reflecting the established urban fabric. The proposed setbacks enable an efficient building footprint that supports the creation of additional housing units while preserving the low-rise character of the area. Adequate separation from adjacent development is maintained, no adverse impacts related to privacy, overlook, drainage, or maintenance access are anticipated, and opportunities for soft landscaping and tree planting remain. Accordingly, the reduced side yard setbacks represent an appropriate design response for this urban infill site and are consistent with the Official Plan's objectives for gentle intensification and compatible development.

Reduced Rear Yard Area (Retained) Rationale

For the retained parcel, the reduced rear yard area is appropriate and represents a desirable planning outcome given the existing siting of the dwelling on the lot. The existing house is located further back on the property than is typical for the surrounding area, resulting in an unusually large front yard and a correspondingly smaller rear yard. The proposed severance does not alter the location, massing, or footprint of the existing dwelling, but rather recognizes the established condition of siting of the building on the property. Despite the reduced rear yard area, the retained parcel continues to provide functional outdoor amenity space and adequate soft landscaping while maintaining appropriate separation from adjacent properties. The variance reflects the unique configuration of the existing dwelling, preserves the existing built form, and facilitates gentle residential intensification without creating adverse impacts on neighbouring properties or the character of the surrounding neighbourhood.

Reduced Landscaped Area Rationale

The requested reduction in the front yard landscaped area is minor and is driven primarily by the need to provide functional and accessible entrances to the proposed semi-detached dwellings. The design incorporates front porches and exterior stairways that establish direct pedestrian connections to the public sidewalk, contribute to an active and attractive streetscape, and enhance the relationship between the dwellings and the public realm. These elements are characteristic of urban residential development and are important features that support the pedestrian-oriented character of the neighbourhood. While the porches and stairs reduce the amount of landscaped area within the front yard, sufficient soft landscaping remains to maintain an attractive streetscape and accommodate planting opportunities. The reduced landscaped area represents a reasonable balance between providing high-quality building entrances and preserving the visual character of the streetscape, while facilitating context-sensitive residential intensification on the site.

Canopy, Porch/Deck and Stair Projection Rationale

The proposed canopy, deck, and exterior stair encroachments are appropriate as they represent functional architectural elements that enhance the usability, accessibility, and streetscape presence of the proposed dwellings without altering the overall building massing or creating adverse impacts on adjacent properties. These features are open and lightweight in design, maintain appropriate sightlines, and preserve the established residential character of the neighbourhood. The encroachments are limited to projections that are customary for contemporary low-rise residential development and are necessary to provide weather protection, safe access to entrances, and usable outdoor amenity space for residents. Given the corner lot context of the semi-detached, the reduced separation to the exterior side lot line does not result in privacy or overlook concerns and maintains a generous building setback. While the distance to the property lines for the canopy and stair projections on the exterior side yards is reduced, there is >1.50 m landscape buffer on the City's property that separates the lot from the sidewalk and bike lane. As such, the requested relief is minor in nature, maintains the intent of the Zoning By-law's yard provisions, and supports high-quality urban design consistent with the City's objectives for compatible infill development.

Reduced Parking Width Rationale

The proposed parking space width reduction to 2.4 m is minor and remains functional for residential use. The site is located within walking distance of Tunney's Pasture Station, Scott Street transit services, cycling facilities, and a broad range of daily amenities, reducing dependence on private automobiles. The reduced parking dimension supports efficient site design while continuing to accommodate resident parking needs. The proposal aligns with Official Plan policies that encourage sustainable transportation choices and reduce reliance on private vehicle travel in transit-supportive locations.

8.0 CONCLUSION

The proposed development represents an appropriate and desirable form of residential intensification that is consistent with Provincial and municipal planning policy. The proposal will sever the north half of the property to facilitate the development of a three-storey semi-detached dwelling containing additional dwelling units while retaining the existing detached dwelling on the southern portion of the site. The result is a compact, context-sensitive development that contributes additional housing choice within an established urban neighbourhood while making efficient use of existing municipal services and infrastructure.

The subject property is located within the Mainstreet Corridor designation of the Inner Urban Transect, where the Official Plan encourages increased residential density, missing-middle housing forms, and transit-supportive development. The proposed development responds directly to these objectives by providing a low-rise built form that is compatible with the surrounding neighbourhood, supports the evolution of a complete 15-minute community, and reinforces the City's housing and intensification goals. The site's proximity to rapid transit, cycling infrastructure, employment, parks, and community amenities further supports the appropriateness of the proposed redevelopment.

The requested Minor Zoning By-law amendments are minor and site-specific in nature and are required primarily to facilitate a high-quality urban design response on a constrained urban infill site. The proposed relief does not result in unacceptable impacts on adjacent properties, the public realm, or neighbourhood character. Appropriate setbacks, landscaping, tree planting opportunities, and pedestrian-oriented design have been incorporated into the proposal, ensuring that the development maintains the intent of the applicable zoning provisions while delivering a more efficient and functional site layout.

The proposed development provides a strong supply of family-oriented housing, with 66% of the units containing three bedrooms. This unit mix directly supports the City of Ottawa Official Plan's objective of delivering a diverse range of housing options that meet the needs of households at different life stages, including families with children, while encouraging complete and inclusive communities.

Overall, the proposed development represents good land use planning. It is consistent with the Provincial Planning Statement, 2024, conforms with the City of Ottawa Official Plan and the Scott Street Secondary Plan, and appropriately implements the City's objectives for housing diversification, gentle intensification, and sustainable urban growth. It is therefore

our professional planning opinion that the requested Zoning By-law Amendment represents sound planning and is in the public interest.

Yours truly,

A handwritten signature in black ink that reads "Dayna Edwards". The signature is fluid and cursive, with the first name "Dayna" and last name "Edwards" clearly distinguishable.

Dayna Edwards, RPP MCIP M.PI
Partner, Senior Planner + Urban Designer

CC: City Maker Homes



LIMITATIONS OF REPORT

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