

FOTENN

404 DALY AVENUE



September 13, 2018

Planning Rationale
and Design Brief

Site Plan Control
and Minor Variance



Prepared for:



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1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for ZYER Developments, is pleased to submit the enclosed Site Plan Control application for the site municipally known as 404 Daly Avenue ("the subject site"). Subsequent to receiving and incorporating staff feedback on the Site Plan Control application, an application for Minor Variance will be made to the Committee of Adjustment.

2.0 SURROUNDING AREA AND SITE CONTEXT

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2.1 The Site

The subject site has a frontage of 20.17m along Daly Avenue, a lot depth of 30.2m, and an area of 609.27m². It shares a driveway with the lot to the east. The previous building on this site was an apartment building three (3) storeys in height; it was destroyed by fire in 2012 and the site has been vacant since.

2.2 Context

The subject site is located in a low-rise residential area of the neighbourhood of Sandy Hill.



Figure 1: Context

North of the site, Daly Avenue is lined with two- and three-storey residential buildings, mostly townhouses and low-rise apartments. The street is lined with mature trees. The busy Rideau Street corridor is two blocks north of the site.

South of the site are the varied low-rise residential uses characteristic of Sandy Hill, with some mid- and high-rise apartment buildings and embassies.

East of the site are more low-rise residential uses and Charlotte Street, a major collector linking Rideau Street to Laurier Avenue. The Rideau River is two blocks east.

West of the site are low-rise residential uses with occasional mid-rise apartments. Farther west is the University of Ottawa and, beyond it, the Rideau Canal and Ottawa's central business district.



Figure 2: Aerial view of the subject site



Figure 3: 404 Daly – existing conditions



Figure 4: North of the subject site – Daly Avenue streetscape



Figure 5: West of the subject site – Daly Avenue streetscape



Figure 6: East of the subject site – neighbouring buildings along Daly Avenue



Figure 7: South of the site – buildings sharing a rear lot line with 404 Daly

2.3 Community Amenities

The proposed development is near many community amenities, including commercial and retail uses along Rideau Street; the University of Ottawa to the west; schools including the York Street Public School, Sainte-Anne Catholic Elementary School, and De la Salle Public High School; the Lowertown Community Centre; and major parks including MacDonald Gardens and Strathcona Park.

2.4 Transportation Network

2.4.1 Active Transportation

The area surrounding the subject site is highly walkable and cycling-friendly. Schedule C of the Official Plan identifies several cycling routes through Sandy Hill (on Chapel, Cobourg, Charlotte, Stewart, Wilbrod, and Laurier) connecting to the rest of the city's cycling network.

The subject site is less than 100m from bus stops served by Routes 16 and 19, and is within easy walking distance of several other bus routes running on Rideau Street and connecting to the rest of the city.

2.4.2 Road Network

The subject site fronts on Daly Avenue, which is a quiet local street. Charlotte Street is a major collector only 45m west of the subject site, and connects to Laurier Avenue (another major collector) to the south and Rideau Street (an arterial road) to the north.

3.0 PROPOSED DEVELOPMENT

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ZYER Developments is proposing to construct a four (4) storey apartment building 404 Daly Avenue, which is presently vacant. The proposed building is to have 16 residential units and eight (8) parking spaces in an underground garage.

The proposal was developed with regard for numerous design guidelines and policies, including:

- / City of Ottawa Official Plan
 - o Managing Growth policies (Section 2.2.2)
 - o Building Liveable Communities policies (Section 2.5.1)
 - o General Urban Area policies (Section 3.6.1)
 - o Compatibility policies (Section 4.11)
- / Official Plan Amendment 150

Conformity with these policies is discussed in detail in Section 4.



Figure 8: Perspective of proposed building – as seen from Daly Avenue

Vehicular access to the site is provided via a driveway shared with the adjacent building at 400 Daly Avenue. The driveway splits at the lot line, with a 2.13 metres of the driveway committed to a laneway shared with 400 Daly Avenue and a 3-metre-wide ramp leading to an underground garage containing eight (8) parking spaces in the basement of 404 Daly Avenue. Locating parking in the basement allows for increased amenity space at grade in the rear yard.

Waste management is internal to the building, with a 9.46m² garbage room in the basement at the base of the access ramp.

Bicycle parking is provided in two locations – three spaces are provided at the front of the site for use by visitors, and eight enclosed spaces are provided in a shed at the rear of the site, accessed by the driveway that is shared with the neighbouring site.



Figure 9: Perspective of proposed building – as seen from Daly Avenue



Figure 10: Previous building at 404 Daly – the proposed new building is an incremental step up in density

POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas to promote the efficient use of land, existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. Planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed development capitalizes on an opportunity for mixed-use development and intensification within the City’s built-up area. It minimizes the consumption of new land for development and makes efficient use of existing infrastructure and public services, brings residential intensification to an underutilized site and adds housing in an area where public transit is easily available, and promotes densities that contribute to more sustainable land use patterns.

4.2 City of Ottawa Official Plan 2003, as amended

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. 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, including development on previously underutilized lots;
 - / Growth in the urban area 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.
2. Creating Liveable Communities
 - / The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
 - / 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;
 - / Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), and are discussed below.

4.2.1 Managing Growth

Section 2.2.2 of the Official Plan deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Policies 1b and 1c of Section 2.2.2 cite redevelopment of underutilized lots in existing built-up areas and infill development as forms of residential intensification. The subject site is presently vacant following a fire that destroyed the building that previously occupied this site; the proposed development is essentially filling the gap that was left in the streetscape.

Policy 15 states that the interior portions of low-rise residential neighbourhoods will continue to be characterized the low-rise buildings. The proposed development fits within that low-rise pattern and complements the existing pattern of close-set residential uses by redeveloping a vacant site.

4.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate.

The proposed development relates to key design objectives and principles in Section 2.5.1 as follows:

- / Defines quality public and private spaces through development;
 - o The proposed development is designed with varied materiality and an articulated façade to break up the building’s massing and relate to its surroundings.
 - o Restoring residential uses to the site eliminates a significant vacant site and closes a gap in an otherwise continuous streetscape, thereby contributing to the continuity of street frontages and the overall coherency of Sandy Hill’s urban fabric.
- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
 - o Residential intensification of in Sandy Hill helps achieve a more compact urban form over time and concentrates people in a central part of the city where they can walk, cycle, or take transit to employment opportunities, schools and services.
 - o Adding housing options to the neighbourhood helps accommodate the needs of a range of people of different incomes, lifestyles, and ages.

4.2.3 Land Use Designation

404 Daly Avenue is designated General Urban Area on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan. Under Section 3.6.1 of the Official Plan, the General Urban Area can permit all types and densities of housing. Residential intensification through infill or redevelopment is to relate to existing community character, apply policies of Section 2.5.1 and Section 4.11, and contribute to the balance and range of housing types and tenures.

4.2.4 Compatibility

Section 4.11 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments. These criteria include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate, supporting neighbourhood services. Not all of these criteria apply to this particular proposal.

The most applicable compatibility criteria are discussed in the following table:

Table 1. Compliance with Section 4.11 of the Official Plan

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
VEHICULAR ACCESS:	The driveway is 5.13 metres wide at the lot boundary with Daly Avenue. It splits into a 3-metre-wide driveway providing access to the building's underground parking. The remained of the width is for use by the residents of 400 Daly Avenue for access to their own rear yard parking.
PARKING:	To preserve rear-yard amenity space, underground parking for seven (7) vehicles is proposed.
PARKING REQUIREMENTS:	Vehicle parking is located in an underground parking garage. Per Table 101 of the Zoning By-law, four resident parking spaces are required. No visitor parking is required for a building of twelve units or less. Seven parking spaces are provided.
SUNLIGHT:	The proposed development is a low-rise apartment building consistent with the generally low-rise character of the neighbourhood. No undue adverse impacts are anticipated.
SUPPORTING NEIGHBOURHOOD SERVICES:	The proposed development is located in close proximity to several neighbourhood amenities including schools and parks. The site is within walking distance of a Traditional Mainstreet (Rideau Street) and has access to the many amenities and commercial services available there.

The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It is consistent with the character of the surrounding General Urban Area and adds infill housing that contributes to a liveable and more compact development pattern.

4.3 Official Plan Amendment 150

4.3.1 Sections 2.5.1 and 4.11

Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed. It clarifies that "compatible development" is not necessarily the same as or similar to existing buildings in its vicinity, and can enhance the established community through good design and innovation. Proponents are "free to respond in creative ways to the Design Objectives" and are not limited to approaches suggested in the Official Plan.

Section 4.11 has been significantly modified. As such, Table 2 assesses the proposed development with regard to the relevant policies of the revised Section 4.11.

Table 2. Compliance with Section 4.11 of OPA 150

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
VIEWS:	The building will not impact any protected views. [Policies 2, 3, 4]
BUILDING DESIGN:	The proposed development is a four-storey residential building with a height and setback that fits within the existing character of Sandy Hill. The façade is articulated with bay windows characteristic of the area and with belt courses that break up the vertical massing of the building. This is also achieved with a

	<p>change in colour and materials that reduces the visual impact of the building's fourth storey. [Policy 5];</p> <p>The principal façade and entrances are oriented to the street, and windows are visible from the public realm [Policy 6];</p>
MASSING AND SCALE:	The proposed building fits within the prescribed height for development in the General Urban Area, and its massing is broken up visually with articulation and varied materials [Policy 12];
OUTDOOR AMENITY AREAS:	The proposed development will have no undue impact on the amenity spaces of adjacent residential units. The building is positioned at the front lot line and, as such, will not overshadow rear yards to the south, east or west [Policy 15].

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is zoned Residential, 4th density zone, subzone T (R4T) in the City of Ottawa Zoning By-law. The purpose of the TM zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings under four storeys, and 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.

The following table summarizes the proposal's compliance with the current zoning:

Table 3: Zoning Compliance for R4T Zone (s.162)

Provision	Required	Proposed	Compliance
Minimum Lot Area (m²)	450m²	609.27m²	✓
Minimum Lot Width (m)	15m	20.17m	✓
Building Height (m)	14.5m	12.5m	✓
Minimum Front Yard (m)	3.57m (Infill: average of neighbouring buildings)	3.57m	✓
Minimum Rear Yard (m)	30% of lot depth (9.06m), and 25% of lot area	9.21m	✓
Interior Side Yard (m)	<p>For any part of a building located within 21 metres of a front lot line:</p> <ul style="list-style-type: none"> / building wall equal to or less than 11m in height: 1.5m / building wall greater than 11m in height: 2.5m <p>In all other circumstances, 6m.</p>	<p>2.1m (west side)</p> <p>1.5m (east side)</p>	✗
Parking (s.101)	4 spaces	8 spaces	✓

Provision	Required	Proposed	Compliance
Aisles & Driveways (s.107)	Minimum 3m driveway Minimum 6.0m aisle	3m driveway 6.0m aisle	✓
Bicycle Parking (s.111)	8 spaces	11 spaces	✓
Amenity Area (s.137)	168m ² total; 120m ² communal	168m ² total; / 153m ² communal at grade / 1 m ² balconies	✓

A variance is required to accommodate the proposed building as follows:

- / Whereas the Zoning By-law requires a 2.5m interior side yard setback where a building wall is greater than 11m in height, the proposed development provides setbacks of 2.1m (on the west side) and 1.5m (on the east side).

The same provision requires a setback of 6m for any part of a building located more than 21m from the front lot line. The proposed development complies with this requirement.

Where the provision is intended to mitigate overshadowing of adjacent yards by requiring taller buildings to have larger setbacks, the proposed building does not have any adverse impact on adjacent side yards or amenity space; the lot to the west, 400 Daly, has a driveway along the shared lot line, whereas 406 Daly to the east is effectively built to the lot line. Moreover, the proposed building (at 12.5m in height) is well below the maximum permitted height of 14.5m.

Fotenn believes that the proposed deviations are minor, and that the proposed development maintains the general intent and purpose of the Zoning By-law. An application for Minor Variance will be submitted after the proponent has received and incorporated City of Ottawa staff feedback during the Site Plan Control application process for this project.

5.0 CONCLUSION

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The proposed development is consistent with the objectives of the Provincial Policy Statement, such as the provision of a range of residential uses to meet current and projected needs, the efficient use of land, infrastructure and public service facilities that will meet the long-term needs of the community, and is proposed in a settlement area that is adjacent to existing built up areas and is accessible by existing active transportation and transit networks.

The proposed development conforms to the policies of the Official Plan with regards to context-appropriate infill and intensification in the General Urban Area, and is consistent with the height, massing and scale called for in the General Urban Area. The proposed development follows the general intent of the Zoning By-law, complies with the majority of zoning provisions, and the variance(s) that will be required for compliance are minor.

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels, including optimizing the use of serviced lands and promoting residential intensification within the existing urban boundary. Based on the above analysis, it is our professional opinion that the proposed development represents good planning and is therefore in the public interest.

Please feel free to contact the undersigned at 613.730.5709 x288 or x235 respectively should you have any additional questions or require any additional materials.

Sincerely,



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