

# FOTENN

## 250 BESSERER STREET



May 09, 2019

Planning Rationale

Zoning By-law  
Amendment and Site  
Plan Control



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# 1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for 250 Besserer Limited Partnership, is pleased to submit the enclosed Site Plan Control and Minor Zoning By-law Amendment Applications for the lands municipally known as 250 Besserer Street in the Sandy Hill community of the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 1.1 Site Context and Surrounding Area

### 1.1.1 Subject Property

The subject property is located at the southeast corner of King Edward Avenue and Besserer Street in the Sandy Hill community in Ottawa, and is known municipally as 250 Besserer Street. The square shaped corner lot has a total area of 910.8 square metres with equal frontages of 30.18 metres along Besserer Street to the north and King Edward Avenue to the west.

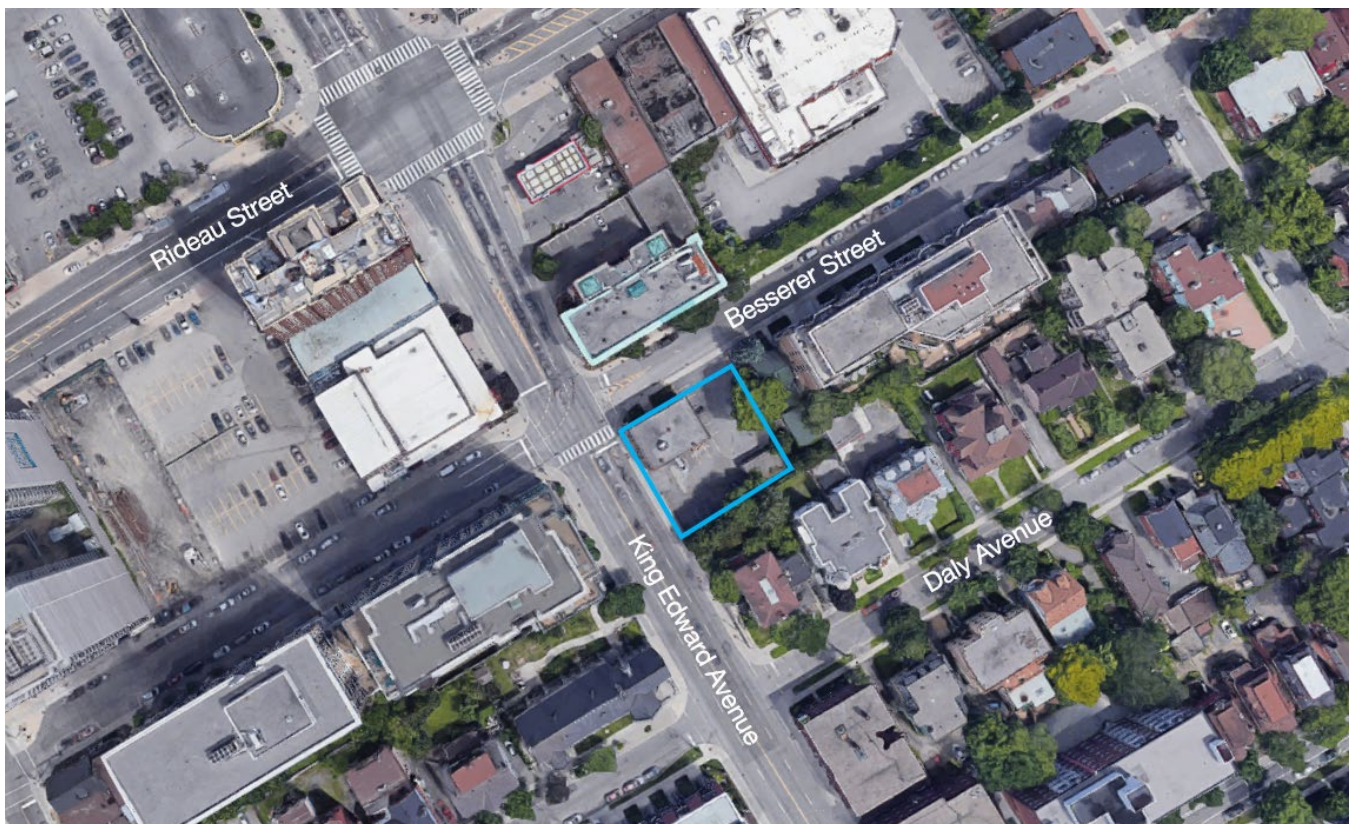


Figure 1: Aerial view of the subject property (outlined in blue)

The subject property is currently occupied by a low-rise office building, a commercial parking lot, and a small garage. The subject property features a significant change in grade, sloping down from the south toward the north.

### 1.1.2 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property:

**North:** To the north of the subject property is Besserer Street, across from which is a low-rise designated heritage building known municipally as 251 Besserer Street. Further north is the Rideau Street mixed-use corridor, with uses such as high-rise apartment buildings, an office building, a gas station, retail, and restaurants.



Figure 2: View to the north of the subject property

**South:** To the south of the subject property is a predominantly residential, low- to mid-rise neighbourhood known as Sandy Hill. A designated heritage building is located on the abutting property to the south. The main campus of the University of Ottawa is also located to the south, less than 300 metres from the subject property.



Figure 3: View to the south of the subject property



Figure 4: View of the heritage building to the south, on the property known as 149 Daly Avenue

**East:** Immediately to the east of the subject property is a two (2) storey detached dwelling. Further east is a seven (7) storey mid-rise apartment building, beyond which is a low- to mid-rise residential neighbourhood.



Figure 5: View to the east of the subject property

**West:** Immediately to the west of the subject property is King Edward Avenue, a four (4) lane north-south arterial road. A mix of uses is located on the other side of King Edward Avenue, including several high-rise residential buildings, St. Alban's Church, ground floor commercial uses, and the Ottawa Little Theatre.



Figure 6: View to the west of the subject property (existing office building on the subject property shown on the left)

### 1.1.3 Transportation Network

#### Road Network

The subject property is well served in terms of the surrounding road network. Schedule F of the City of Ottawa's Official Plan (Figure 7) designates King Edward Avenue as an Arterial Road. Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. Where it runs along the subject property, King Edward Avenue is a four (4) lane roadway.

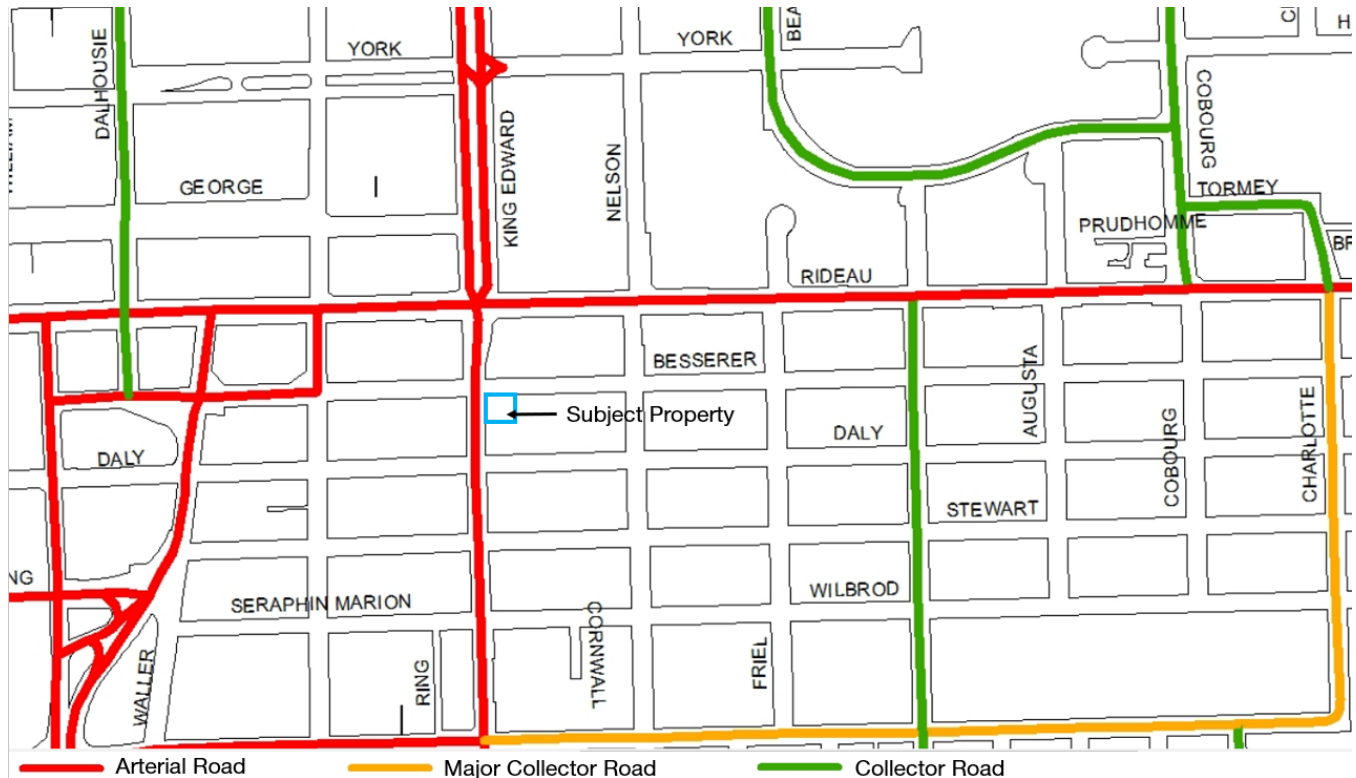


Figure 7: Excerpt from Schedule F – Central Area / Inner City Road Network of the City of Ottawa Official Plan

The subject property is also located in close proximity to other arterial roads including Rideau Street, Laurier Avenue East (west of King Edward Avenue), and Nicholas Street; major collector roads including Laurier Avenue East (east of King Edward Avenue) and Charlotte Street; and collector roads including Chapel Street, Cobourg Street, Dalhousie Street, and Beausoleil Drive.

### Rapid Transit

The subject property is also well served from a rapid transit perspective. As per Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (Figure 8), the subject property is less than 600 metres from the future Rideau Light Rail Transit (LRT) Station, part of the planned Confederation Line, and less than 100 metres from Transit Priority Corridors along King Edward Avenue and Rideau Street.

As identified in its 2013 Transportation Master Plan (TMP), the City intends to implement transit signal priority to complement the existing southbound bus lane between Sussex Drive and Rideau Street, just to the north of the subject property, in order to accommodate the large number of Société de transport de l'Outaouais (STO) buses preparing to turn onto Rideau Street.

Another nearby Transit Priority Project identified in the TMP is the creation of all-day bus lanes along Rideau Street between Sussex Drive and Cumberland Street and peak period bus lanes between Cumberland Street and Charlotte Street, supported by transit signal priority (from Sussex Drive to Cummings Bridge). Bus lanes as described are already in place; though peak periods for which bus lanes are in effect are to be extended. This measure will accommodate increasing congestion on Rideau Street outside of existing peak periods.

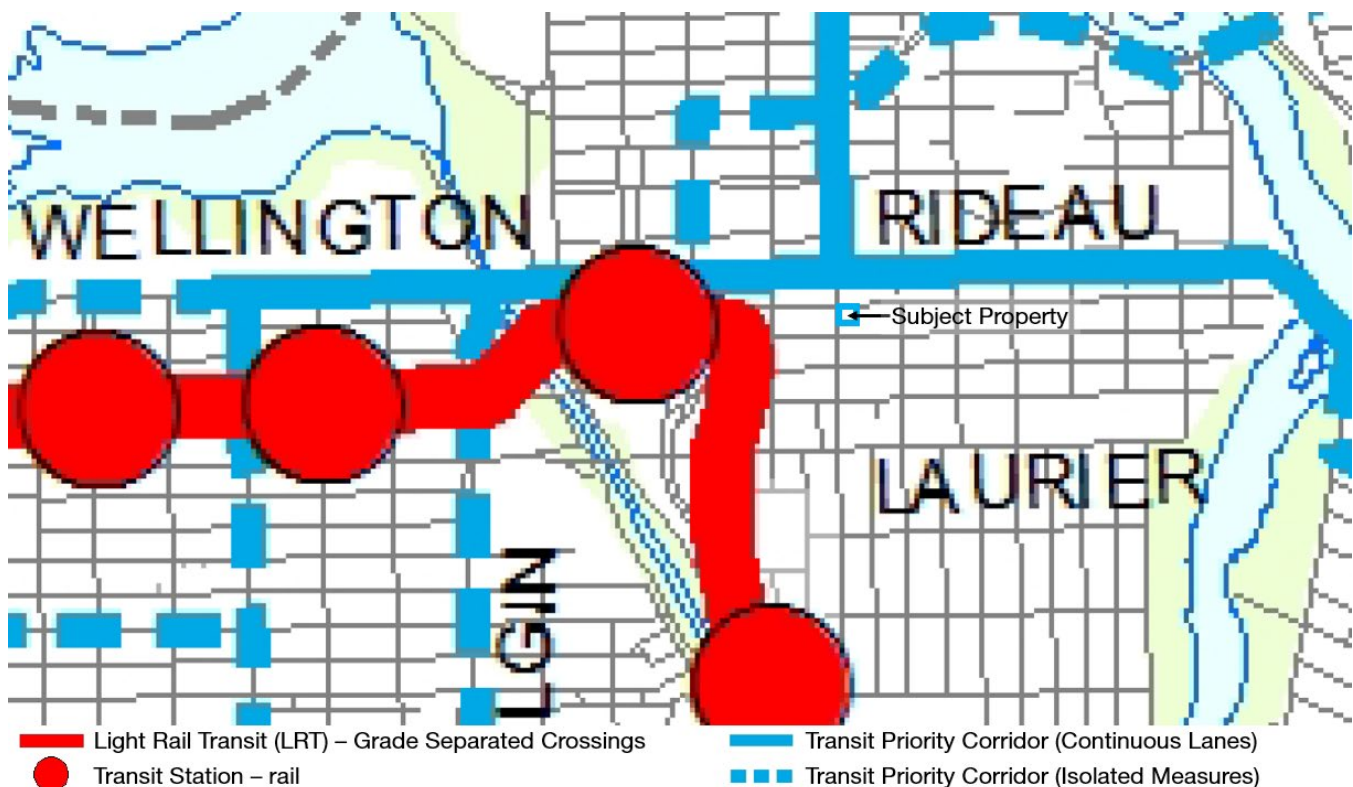


Figure 8: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

## 2.0 PROPOSED DEVELOPMENT

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The owner of the subject property proposes to demolish the existing office building and garage and redevelop the property with a nine (9) storey, mid-rise residential apartment building consisting of a total of 99 dwelling units, with associated parking. The building is proposed to be 28.76 metres in height from the finished grade.

The proposed building will feature a mix of unit options, as follows:

- / 18 bachelor units;
- / 63 one-bedroom units; and
- / 18 two-bedroom units.

The building's main entrance will front onto Besserer Street; a fire exit door is located along King Edward Avenue, though separated from the public right-of-way by a retaining wall due to site grading.

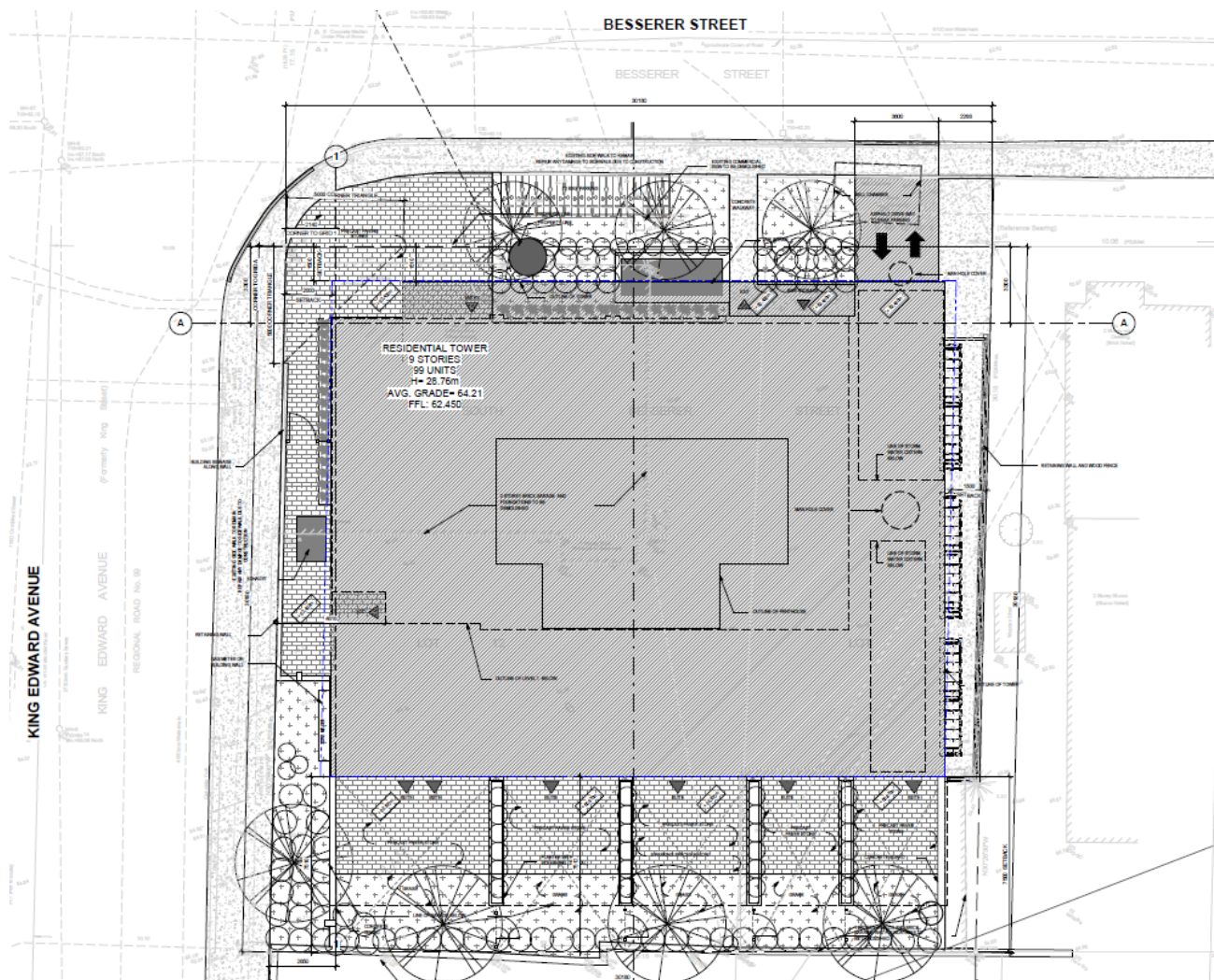


Figure 9: Excerpt from the Site Plan of the proposed development

### Grade

The determination of the grade on the subject property represents a significant challenge given that the subject property slopes down significantly from the south to the north, and that the grading has already been significantly altered to accommodate the surface parking lot at the rear of the existing building. It is our opinion

that the clearest and most representative determination of grade for the proposed development is a measurement of the average elevation of the finished level of the ground adjoining all the walls of a building. This grade has been measured to be 64.21 metres above sea level.

For the purposes of the applicable provisions in the Zoning By-law, it is proposed that the grade for the subject property be fixed, at 64.21 metres above sea level.

### Massing

The proposed building will be nine (9) storeys in height. The mid-rise character of the proposed development and of the nearby seven (7) storey building at 260 Besserer provides an appropriate transition between high-rise buildings along Besserer Street to the west of King Edward Avenue, and the predominantly low-rise profile of Besserer Street to the east of 260 Besserer. Given the significant change in grade, which slopes down toward the north, the building profile is much less imposing on the low-rise residential properties to the south. The proposed development's limited floorplate of 549.8 square metres per floor (for levels 2 to 9) will also mitigate impacts with respect to massing and shadowing.

### Building Setbacks

The proposed building will occupy a rectangular footprint, with setbacks of 2 metres from the lot line along King Edward Avenue, 1.5 metres from the lot line along Besserer Street, and 1.5 metres from the interior side lot line abutting the adjacent property known as 256 Besserer Street to the east; the setback from the front lot line at the street level along Besserer Street is increased in order to provide a larger outdoor space in front of the main entrance of the building.

The proposed reduced front and corner side yard setbacks represent an increase over the existing building, which has minimum setbacks of 0 metres from King Edward Avenue and 0.69 metres from Besserer Street. The proposed development will maintain the as-of-right rear yard setback of 7.5 metres, allowing for outdoor terraces at the south side of the building and an appropriate separation distance from the heritage building to the south.

### Amenities

Several amenity areas are proposed to be provided as part of the development, including the following:

- / Private, exterior terraces in the rear yard of the building (totalling 194 square metres);
- / Interior ground floor amenities including a lounge area and a fitness room (116 square metres); and
- / An exterior rooftop amenity area (285 square metres).

The proposed provision of amenities complies with the requirements of the Zoning By-law.

### Parking

A covered parking garage is proposed to provide the nine (9) required parking spaces for visitors. Access to the parking garage will be provided via a driveway near the east interior side lot line, along Besserer Street.

No parking is proposed to be provided for the building's residents. The absence of resident parking is judged to be appropriate given the subject property's proximity to the Central Area, the University of Ottawa Campus, the Rideau LRT Station, and two Transit Priority Corridors. A review of a nearby parking garage and on-street parking on nearby streets, submitted as part of the application package, also indicates that there is sufficient capacity in the area to accommodate additional parking associated with the proposed development should it be required.

In order to encourage alternative transportation modes, 99 bicycle parking spaces (at a rate of one (1) per unit, or double the minimum rate required by the Zoning By-law) will be provided onsite as part of the proposed development, 61 of which will be indoors. An additional twelve (12) bicycle parking spaces are proposed to be

provided just outside of the subject property, on City property along Besserer Street. As such, a total of 111 bicycle parking spaces will be associated with the proposed development.

### **Refuse and Utilities**

A garbage room is proposed to be located on the ground floor of the building, with direct access to the parking garage. Garbage containers will be placed along the appropriate frontage on garbage collection days.

Mechanical equipment is proposed to be located underground, in a small mechanical penthouse, or on the roof (though screened), away from public view.



Figure 10: 3D rendering of the proposed development, looking southeast



Figure 11: 3D rendering of the proposed development, looking south toward the entrance



Figure 12: 3D rendering of the proposed development, looking west along Besserer Street



Figure 13: 3D rendering of the proposed development, looking north along King Edward Avenue



Figure 14: 3D rendering of the proposed development, looking south



Figure 15: 3D rendering of the proposed development, looking north



Figure 16: 3D rendering of the proposed development, looking west



Figure 17: North elevation drawing of the proposed development

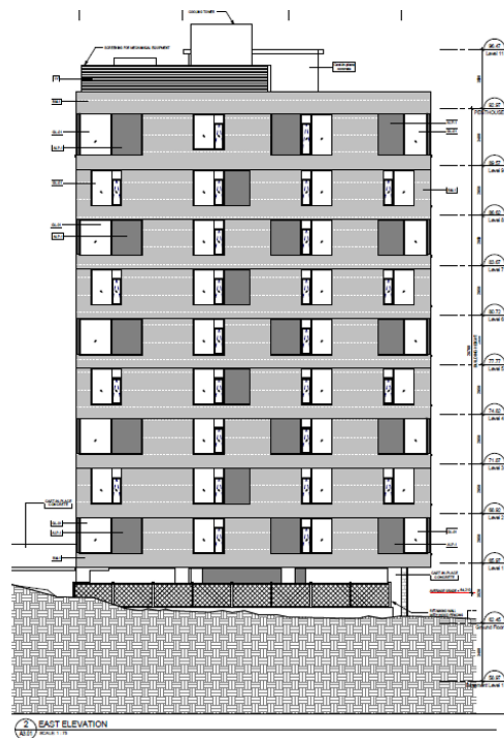


Figure 18: East elevation drawing of the proposed development

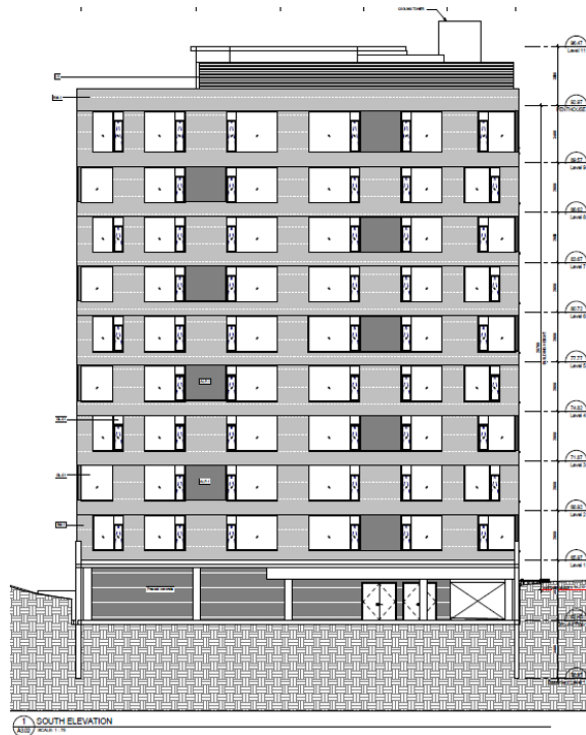


Figure 19: South elevation drawings of the proposed development



Figure 20: West elevation drawing of the proposed development

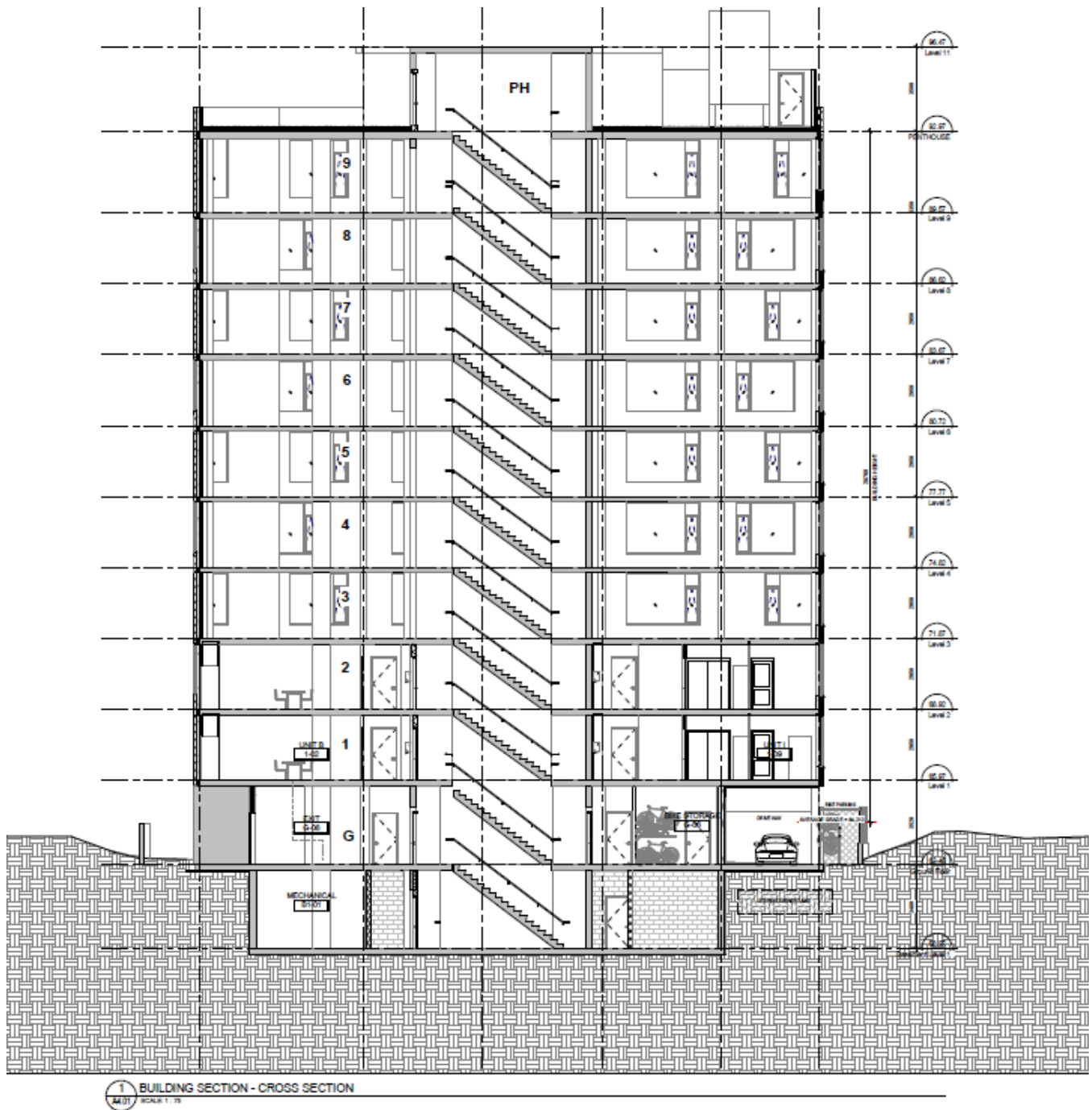
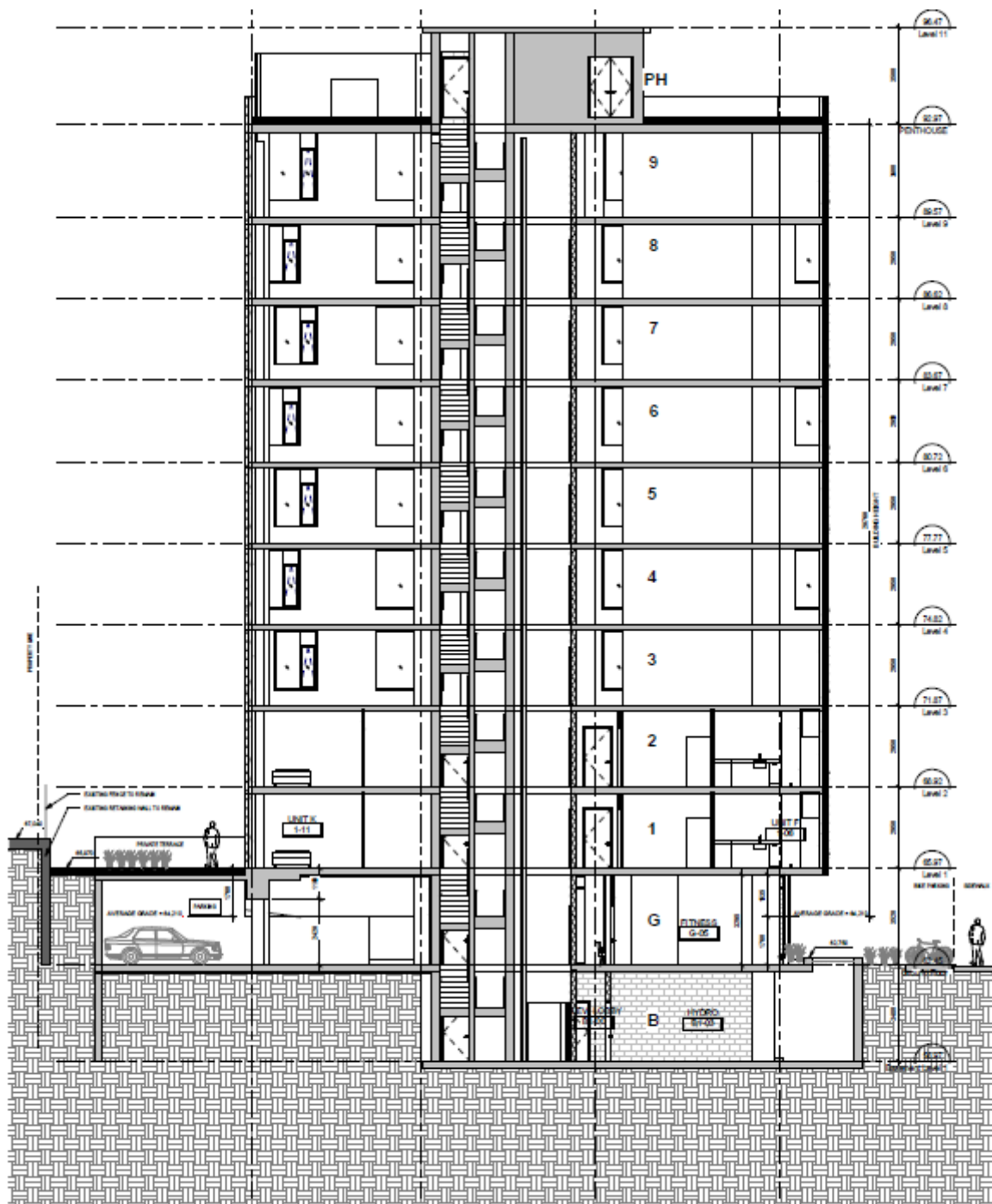


Figure 21: Cross section drawing of the proposed development



1 BUILDING SECTION - LONGITUDINAL SECTION  
A4.12 SCALE: 1/8" = 1'-0"

Figure 22: Longitudinal section drawing of the proposed development

## POLICY & REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st, 2005, 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' such policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities and to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed development meets the following policies, among others:

#### 1.1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that 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 range and mix of residential (including second units, 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;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

**The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject property, which is located in a built-up area of the City where services are readily available, with convenient access to public transit and several nearby amenities.**

#### 1.1.3 Settlement Areas

Policy 1.1.3 of the PPS states that the vitality of settlement areas is critical to the long-term economic prosperity of our communities, and that it is interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures. According to Policy 1.1.3.1 of the PPS, settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
  - 1. efficiently use land and resources;
  - 2. 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;
  - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - 4. support active transportation;
  - 5. are transit-supportive, where transit is planned, exists or may be developed; and
  - 6. are freight-supportive; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to Policy 1.1.3.4 of the PPS, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

**The proposed development is consistent with Policy 1.1.3 (Settlement Areas) of the PPS, as the subject property is located in a built-up settlement area with sufficient servicing and infrastructure. The proposed development will intensify the subject property with a compact, mid-rise building form. The subject property is in an ideal location with convenient access to alternative transportation modes and nearby commercial amenities, thus helping to promote air quality, energy efficiency, and public health.**

#### 1.4 Housing

According to Policy 1.4.3 of the PPS, planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. Some of the listed strategies include:

- a) 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;
- b) 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; and
- c) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available.**

#### 1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 of the PPS states that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.6.1 of the PPS states that planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
  - 1. municipal sewage services and municipal water services; and
  - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;

- b) ensure that these systems are provided in a manner that:
  - 1. can be sustained by the water resources upon which such services rely;
  - 2. is feasible, financially viable and complies with all regulatory requirements; and
  - 3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

Policy 1.6.6.2 of the PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas, and that intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

According to Policy 1.6.7.2 of the PPS, efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Further, Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**The proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject property is located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure and public service facilities, including sewage and water services and alternative transportation modes such as public transit and active transportation.**

### 1.7 Long-Term Economic Prosperity

Policy 1.7.1 of the PPS outlines a variety of strategies that should support long-term economic prosperity. Relevant strategies for the purposes of the above-noted application include the following:

- / optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- / maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

**The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify a property in a built-up area with existing services and promote active transportation and public transit use. The proposed development has also been designed to be sensitive to the character of the neighbourhood, in particular the heritage property to the south.**

### 1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
  1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
  2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- g) maximize vegetation within settlement areas, where feasible.

**The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as the application promotes the intensification of a property in a compact built form. Further, the location of the subject property lends itself well to active transportation and public transit opportunities.**

### 3.2 City of Ottawa Official Plan

The subject property is designated General Urban Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan, as shown in Figure 23 below.

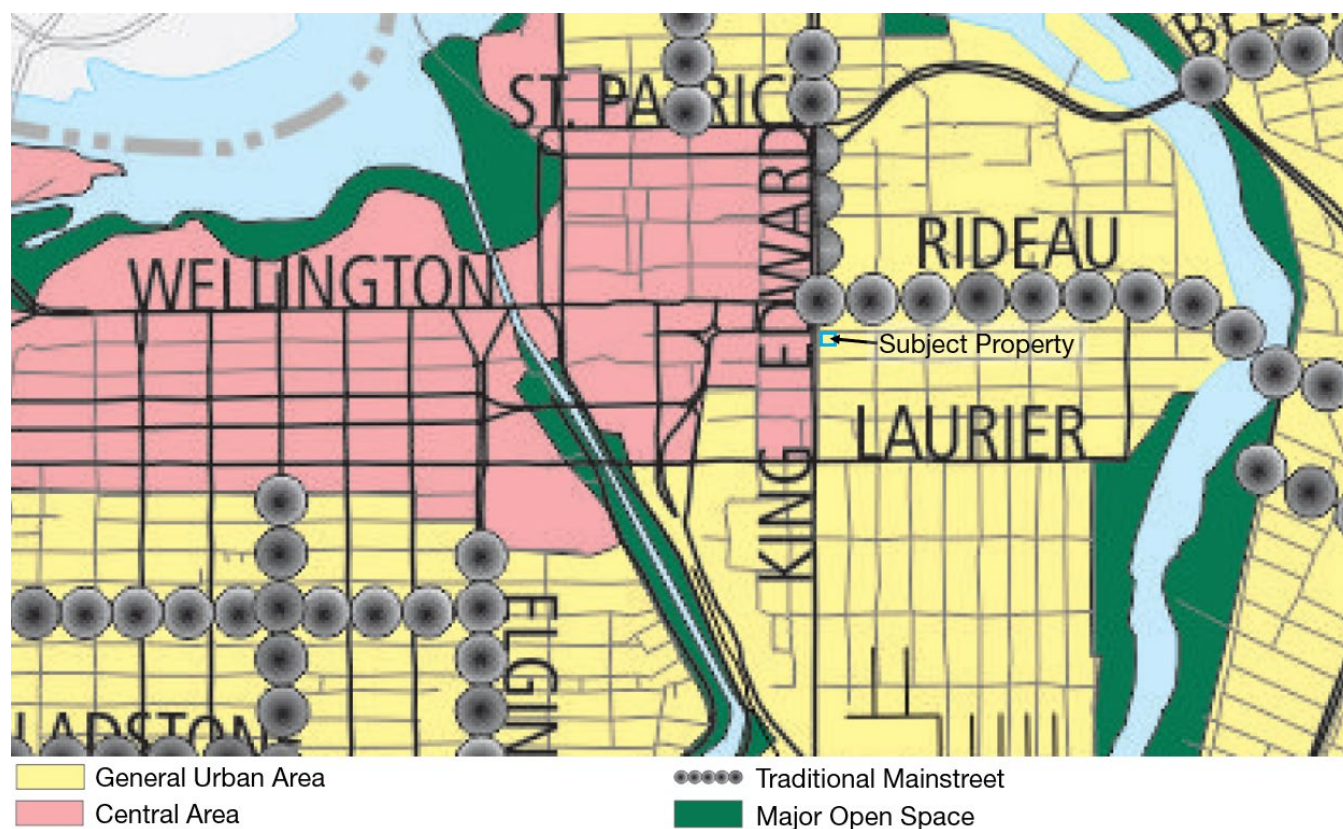


Figure 23: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the

development of complete and sustainable communities. Mid-rise residential buildings are a permitted use in this designation.

Policy 3 of Section 3.6.1 of the Official Plan states that 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 4(b) of Section 3.6.1 of the Official Plan states that, notwithstanding Policy 3, new taller buildings may be considered for sites that are in an area already characterized by taller buildings or sites zoned to permit taller buildings.

**The proposed development meets the intent and purpose of the Official Plan policies for the General Urban Area designation by proposing a permitted residential use that will contribute to the provision of housing in Sandy Hill. The subject property's proximity to existing commercial, institutional, and employment uses also contributes to the creation of a complete community. From a height perspective, the proposed development is in conformity with the Medium Profile Residential Land Use designation for the subject property in the Sandy Hill Secondary Plan, and is in an area already characterized by taller buildings.**

### **3.2.1 Urban Design and Compatibility (Section 2.5.1)**

Section 2.5.1 of the Official Plan contains objectives and principles for urban design and compatibility. The proposed development meets these objectives and associated principles as follows:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity.**  
The proposed development creates a distinctive place that appreciates the local identity by incorporating a design that considers the sensitivity of nearby heritage properties, in particular the abutting property to the south.
- / **To define quality public and private spaces through development.**  
The proposed development clearly defines private terraces by enclosing them with fences. The proposed development provides a continuity of street frontages along Both Besserer and King Edward, and its façades will be designed to provide an attractive pedestrian streetscape. A noise study has been included as part of the submission materials to address any noise concerns and identify required mitigation measures. Mechanical equipment will be stored in the basement and in a rooftop penthouse, away from public view.
- / **To create places that are safe, accessible and are easy to get to, and move through.**  
The proposed development will be designed to be accessible to all users. The building's continuous frontage onto both King Edward and Besserer will provide "eyes on the street" and contribute to creating places and spaces that are visible and safe.
- / **To ensure that new development respects the character of existing areas.**  
The proposed development has been designed to complement and respect the heritage building on the abutting property to the south, known municipally as 149 Daly Avenue.
- / **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**  
The proposed development achieves a more compact urban form than the existing development on the subject property. The proposed development accommodates the needs of a range of people of different

incomes and lifestyles at various stages in the life cycle by contributing to the supply and range of housing types in Sandy Hill.

/ **To understand and respect natural processes and features in development design.**

The proposed development will provide enhanced natural landscapes in the form of grass areas at the rear of the building and the provision of street trees along its frontages.

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

The proposed development reduces the hard surfaces currently found on the subject property, and maximizes opportunities for sustainable transportation modes by providing an abundant bicycle parking supply and limiting the supply of vehicle parking spaces.

### 3.2.2 Urban Design and Compatibility (Section 4.11)

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of development applications. The proposed development meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
<b>Traffic</b>	The proposed development will have a limited impact on traffic in the surrounding neighbourhood, especially given its limited provision of onsite parking.
<b>Vehicular Access</b>	Vehicular access to the development is proposed to be provided via Besserer Street, near the east lot line of the subject property. The proposed driveway will provide access to and from a parking garage with nine (9) spaces. The access has been reviewed and confirmed by CGH Transportation.
<b>Parking Requirements</b>	The proposed development provides a total of nine (9) spaces, which meets the minimum zoning requirement for visitor spaces.
<b>Outdoor Amenity Areas</b>	Outdoor amenity areas are proposed to be provided in the form of rear yard private terraces and a communal rooftop terrace.
<b>Loading Areas, Service Areas and Outdoor Storage</b>	<p>A garbage room is proposed to be located in the building's basement, adjacent to the parking garage. The refuse will be brought outside and placed near Besserer Street to be picked up by a garbage truck.</p> <p>No other loading, services areas, or outdoor stage are proposed as part of the development.</p>
<b>Lighting</b>	Site lighting has been designed to meet minimum City Standards and to mitigate any negative impacts on adjacent properties.

Compatibility Criteria	Proposed Development
<b>Noise and Air Quality</b>	A noise study has been prepared by Gradient Wind Engineering Inc. to assess potential impacts of noise from nearby roadways. The study recommends various noise mitigation measures, including building materials, central air conditioning, and warning clauses. The study also notes that, although noise levels at the rooftop and rear yard terraces are high, the inclusion of barriers helps mitigate noise impacts.
<b>Sunlight</b>	A shadow analysis prepared by Hobin Architecture has been included in this application submission under separate cover.
<b>Microclimate</b>	No microclimate impacts are anticipated as a result of the proposed mid-rise development.
<b>Supporting Neighbourhood Services</b>	The subject property is in close proximity to a wide range of services and amenities, including the University of Ottawa, Ottawa Little Theatre, St. Alban's Church, and a variety of commercial uses including along the Rideau Street mainstreet corridor and Besserer Street west of King Edward Avenue.

### 3.3 Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs (MMAH) in April 2014. Several appeals of OPA 150 are currently before the Ontario Municipal Board (OMB) with portions having been approved.

OPA 150 does not propose any changes that have any impact on the proposed development. The subject property retains its General Urban Area designation and the proposed development continues to be permitted.

Policies under Section 2.5.1 have been revised in a manner to allow development proponents to respond in creative ways to the Design Objectives. The responses provided in the previous Official Plan section continue to apply.

Section 4.11 has been revised to address a variety of new policy objectives. Applicable new objectives are listed and discussed in the following table:

Compatibility Criteria	Proposed Development
<b>Views</b>	As a mid-rise building, the proposed development will have a limited impact on the area's skyline.  The proposed development will not impact any protected views identified in the City's Official Plan.

Compatibility Criteria	Proposed Development
<b>Building Design</b>	<p>The proposed development fits with the existing desirable character and planned function of the surrounding area. For instance, the proposed materiality of the building is varied to break up the massing and responds to the heritage context to the south in a sensitive manner.</p> <p>The primary building entrance is oriented towards Besserer Street as a result of grading challenges along King Edward Avenue, and to fit in with the existing patterns of building orientations along Besserer.</p> <p>Mechanical equipment is confined to the basement and a rooftop penthouse.</p>
<b>Massing and Scale</b>	<p>The scale of the proposed development is as anticipated in the Sandy Hill Secondary Plan, and is similar to the existing scale of several nearby buildings, including high-rise buildings along Besserer to the west of King Edward and the seven (7) storey mid-rise building at 260 Besserer to the east.</p> <p>The relatively small floor plate of the proposed development will not result in heavy massing concerns.</p>
<b>Outdoor Amenity Areas</b>	<p>The proposed development will have no undue adverse impacts on the outdoor amenity areas of adjacent properties, primarily thanks to a large rear yard setback that allows for enjoyable rear yard amenity space for the abutting lots to the east and south.</p>

### 3.4 Sandy Hill Secondary Plan

The purpose of the Sandy Hill Secondary Plan, which was originally approved in 1994, is to guide future growth and change in Sandy Hill. The Plan includes policies for land use, transportation, heritage, physical and social services, site development and public participation.

General policies include the following:

- To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living.
- To provide for a broad range of socio-economic groups.
- To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force.
- To maintain and co-ordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed uses area along Rideau Street and the University of Ottawa).

The proposed development meets the purpose and intent of the general policies of the Sandy Hill Secondary Plan by proposing a residential use that will contribute to a modest increase in population.

### 3.4.1 Residential Land Use Designation

The following general residential land use policies apply to the subject property:

- i. To preserve and enhance the existing stock of good housing.
- ii. To distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.
- iii. To provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs.
- iv. To permit public uses that complement the residential ones in type and intensity.

As per Figure 24 below, the subject property is designated Medium Profile Residential in Schedule J – Sandy Hill Land Use of the Sandy Hill Secondary Plan.

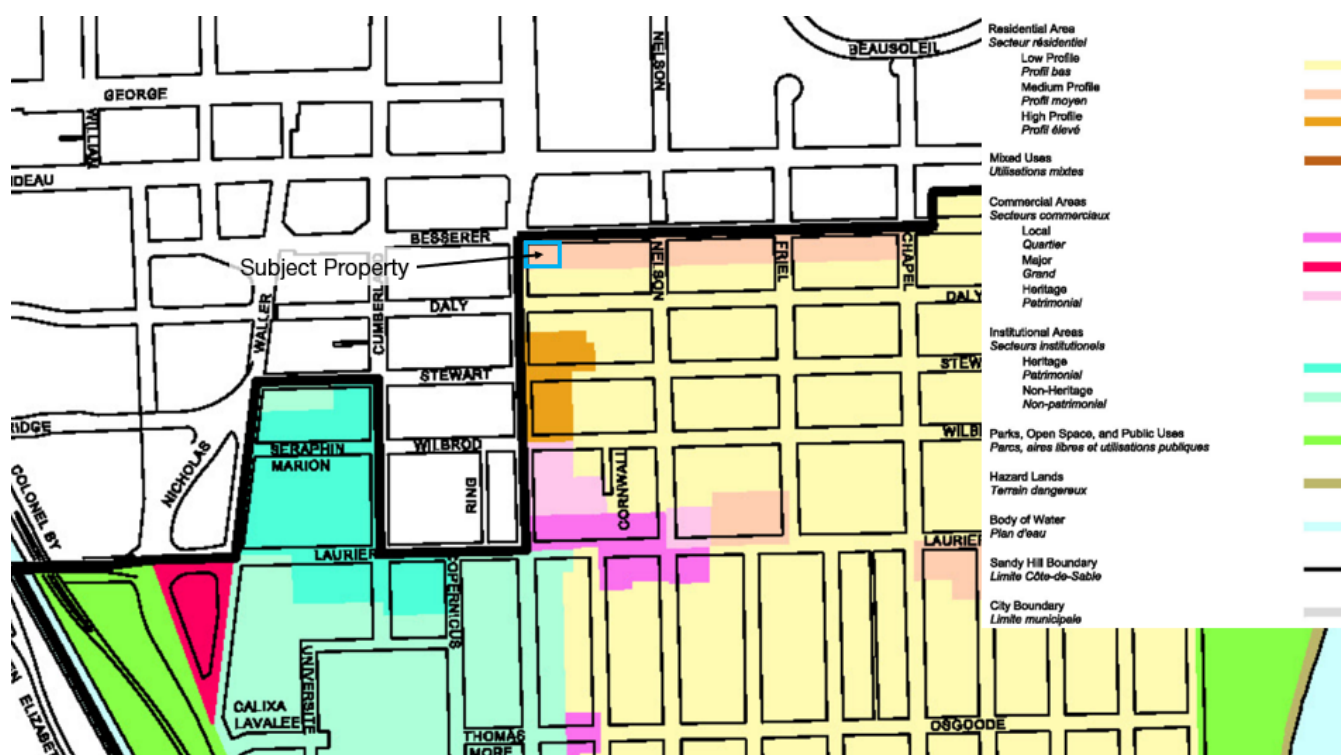


Figure 24: Excerpt from Schedule J – Sandy Hill Land Use of the Sandy Hill Secondary Plan

The Secondary Plan provides no definition for a “Medium Profile” residential use. However, Policy 7 of Section 4.11 of the Official Plan states that the following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:

- a. Low-Rise – a one to four storey building;
- b. Medium-Rise – a five to nine storey building;
- c. High-Rise – a building 10 storeys or more.

**Given the Official Plan definition above, it is our opinion that the proposed nine (9) storey residential development is in keeping with what the Sandy Hill Secondary Plan anticipates for the subject property.**

### **3.4.2 Transportation**

Section 5.3.3 – Transportation of the Secondary Plan offers the following policies:

- a. To provide a transportation system that combines good access with minimal adverse effects on the physical and social environment.
- b. To emphasize public transportation and bicycle and pedestrian networks over the private auto.
- c. To direct through auto traffic around rather than into the neighbourhood.
- d. In future planning, to make land use the initial determinant of transportation needs. The latter should then be used to set any necessary limits on future development in the light of access requirements.
- e. To provide additional secure bicycle parking, particularly within the campus area.

**The subject property's proximity to the Rideau LRT station, the proposed provision of an abundance of secure bicycle parking spaces, and the requested reduction in vehicle parking spaces will all contribute to achieving the Secondary Plan's transportation policies by encouraging alternative transportation modes.**

### **3.4.3 Heritage**

Section 5.3.4 – Heritage of the Secondary Plan seeks to preserve and restore buildings, structures, sites and areas of architectural, historical and cultural significance.

**The subject property is located within the Sandy Hill Cultural Heritage Character Area (SHCHCA) and is identified as a Category 3 property. However, City staff have acknowledged that the existing building on the property receives a low overall score and was not added to the heritage register as part of the SHCHCA project as the contribution to the history and architecture is moderate.**

**The proposed development has been designed to be sympathetic to the character of the neighbourhood.**

### **3.4.4 Site Development**

Section 5.3.6 – Site Development of the Secondary Plan outlines the following policies:

- a. To ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.
- b. To ensure that new development shall provide for internal and external on-site amenity areas.
- c. To enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.
- d. To ensure that new infill development along the eastern side of King Edward Avenue is of a scale that transitions down from the larger university buildings to the smaller residential buildings of Sandy Hill.
- e. To ensure that new development between the Central Area and the north side of the University respects the scale and character of the historic university core and the scale of Laurier Avenue.

**The proposed development meets Section 5.3.6 of the Sandy Hill Secondary Plan as follows:**

- / **The proposed building's mid-rise profile and limited floor plate, and large rear yard setback will help mitigate potential impacts to surrounding properties.**
- / **Internal and external on-site amenity areas are proposed to be provided as part of the development.**
- / **The development will be enhanced with landscaping in the front and rear yards.**

### 3.5 Sandy Hill Cultural Heritage Character Area Guidelines

As the subject property is located within the Sandy Hill Cultural Heritage Character Area (SHCHCA), any development is to consider Section 5.4 – Guidelines for Infill. The guidelines in this section are intended to guide the design of new buildings in the cultural heritage character area. These guidelines should be read in conjunction with applicable municipal planning policy and by-laws, including the Zoning By-law and the Official Plan.

The guidelines are as follows:

1. New buildings should be of their own time and not attempt to replicate a historic style, but should be sympathetic to the character of the neighbourhood.
2. Any new residential development in the cultural heritage character area should be in keeping with the traditional scale of residential buildings in the heritage character area. New construction should be sympathetic to the immediate neighbours in terms of setback, footprint, and massing.
3. The existing lot pattern contributes to the character of the neighbourhood. Lot sizes north of Laurier Avenue are typically larger than those south of Laurier Avenue. Where lots are proposed to be severed, this character should be considered.
4. Cladding materials should reflect the character of the neighbourhood. Some appropriate materials include stucco, brick, natural stone, wood siding or fibre cement board.

**The proposed development is of its own time and does not replicate a historic style. The building design is sympathetic to the character of the neighbourhood through the use of materials that are common to the area. The proposed development also reinforces the primarily residential character of the SHCHCA.**

### 3.6 Transit-Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets several of the guidelines including the following:

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station (Guideline 1).
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another (Guideline 3).
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7).

- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (Guideline 29).
- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law. Consider cash-in-lieu and on-street parking. Reductions in Development Charge fees may also be available for developments that provide reduced parking (Guideline 32).
- / Encourage underground parking or parking structures over surface parking lots (Guideline 39).
- / Provide quality benches, tree guards, street lighting, bicycle racks, and garbage receptacles. A Maintenance and Liability Agreement may be required for the installation of non-standard streetscape material in the public right-of-way (Guideline 48).
- / Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate (Guideline 52).
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).
- / Incorporate signage that respects building scale, architectural features and the established design objectives of the streetscape (Guideline 56).

**Given the above, the proposed development meets the intent and purpose of several of the City's Transit-Oriented Development Guidelines.**

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

As per Figure 25 below, the subject property is zoned "Residential Fifth Density Subzone B, Site-Specific Exception 483, with a Height Limit of 19 metres" (R5B[483] H(19)).



Figure 25: Zoning map of the subject property (outlined in blue) and surrounding area

The purpose of the R5 zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / 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
- / 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 proposed **mid-rise apartment dwelling** use is permitted in the R5B zone.

Exception 483, which applies to the subject property, permits a dwelling unit in addition to the listed permitted uses in the R5B zone.

The following table summarizes the proposed development's compliance with the existing R5B[483] H(19) zoning. Areas of noncompliance are noted with an 'x'.

Zoning Mechanism	Required	Provided	Compliance ✓ or ✗
<b>Minimum Lot Area</b>	675 m <sup>2</sup>	910 m <sup>2</sup>	✓
<b>Minimum Lot Width</b>	22.5 m	30.2 m	✓
<b>Minimum Front Yard Setback</b> (Besserer)	3 m	1.5 m	✗
<b>Minimum Corner Side Yard Setback</b> (King Edward)	3 m	2 m	✗
<b>Minimum Rear Yard Setback</b>	7.5 m	7.5 m	✓
<b>Minimum Interior Side Yard Setback</b>	Within 21 m of the front lot line: 1.5 m Further than 21 m from the front lot line: 6 m	1.5 m for the first 22.68 m from the front lot line	✗
<b>Maximum Building Height</b>	19 m	28.76 m	✗
<b>Amenity Area</b>	Total (6 m <sup>2</sup> per dwelling unit): 594 m <sup>2</sup>	Total: 594 m <sup>2</sup>	✓
	Communal (50% of required total): 297 m <sup>2</sup>	Communal: 400 m <sup>2</sup>	
<b>Minimum Landscaped Area</b>	30% of the lot area must be provided as landscaped area	374 m <sup>2</sup> , or 41% (including the first floor terraces)	✓

Zoning Mechanism	Required	Provided	Compliance ✓ or ✗
<b>Minimum Required Vehicle Parking Spaces</b>	0.5 per dwelling unit (after the first 12 units): 44	0	✗
<b>Minimum Required Visitor Parking Spaces</b>	0.1 per dwelling unit (after the first 12 units): 9	9	✓
<b>Minimum Vehicle Parking Space Dimensions</b>	Length: 5.2 m Width: 2.6 m	Length: 5.2 m Width: 2.6 m	✓
<b>Driveway Width (less than 20 parking spaces)</b>	Maximum: 3.6 m	3.6 m	✓
<b>Minimum Drive Aisle Width</b>	6 m	6 m	✓
<b>Minimum Required Bicycle Parking Spaces</b>	0.5 per dwelling unit: 50	99 (+12 additional spaces on City property)	✓
<b>Minimum Width of Aisle Accessing Bicycle Parking</b>	1.5 m	1.2 m	✗
<b>Bicycle Parking Space Dimensions</b>	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m	Hybrid racking system to be used; unlikely to comply with standard specifications	✗
<b>Maximum Percentage of Vertical Bicycle Parking Spaces</b>	50%: 25	Hybrid racking system to be used; unlikely to comply with standard specifications	✗

### 3.7.1 Required Amendments to the Zoning By-law

The following provides a rationale for specific changes requested as part of the Minor Zoning By-Law Amendment:

#### Minimum Front and Corner Side Yard Setbacks

The proposed development requires an amendment to reduce the front and corner side yard setbacks from 3 metres to 1.5 metres and 2 metres, respectively. The proposed setbacks represent an improvement over the existing office's buildings setbacks from the front (0 metres) and corner side (0.69 metres) lot lines.

The proposed reductions are appropriate given the surrounding context, as most existing buildings on nearby properties generally provide reduced setbacks.

#### Minimum Interior Side Yard Setback

The proposed development requires an amendment to reduce the interior side yard setback from the east lot line. Whereas the Zoning by-law requires a 6 metre interior side yard setback further than 21 metres from the front lot line, the proposed building maintains a 1.5 metre setback until 22.68 metres from the front lot line,

beyond which is a landscaped rear yard that is raised slightly above grade to provide a flat surface for private terraces. The reduced setback will not preclude the proposed development or the adjacent property to the east from providing a quality rear yard, outdoor amenity space.

### Maximum Building Height

The proposed development requires an amendment to increase the maximum permitted building height from 19 metres to 28.76 metres.

The increased building height continues to be consistent with what the Sandy Hill Secondary Plan envisions for the subject property. Further, the subject property is located in an area that is already characterized by several buildings over 19 metres in height, including a seven (7) storey building at 260 Besserer and a fourteen (14) storey building at 238 Besserer, directly across the street from King Edward Avenue. Given the area's topography, which slopes down from south to north, the increased building height's impact on nearby residential lots to the south will be greatly reduced.

### Basement Definition and Permitted Projection

The existing topography of the subject property has been significantly altered to accommodate the surface parking at the rear of the building. Given the intent to restore a more natural slope to the subject property, it is proposed that the finished grade of 64.21 metres be used for the purposes of determining a basement.

A basement will thus mean that level of a building having more than half of its floor to ceiling height below grade, which represents the average elevation of the finished level of the ground adjoining all the walls of a building.

Due to the subject property's challenging topography, a portion of the ground floor (considered a basement as more than half of its floor to ceiling height is below grade) projecting out of the building is also technically located above grade, as shown in Figure 26 below.

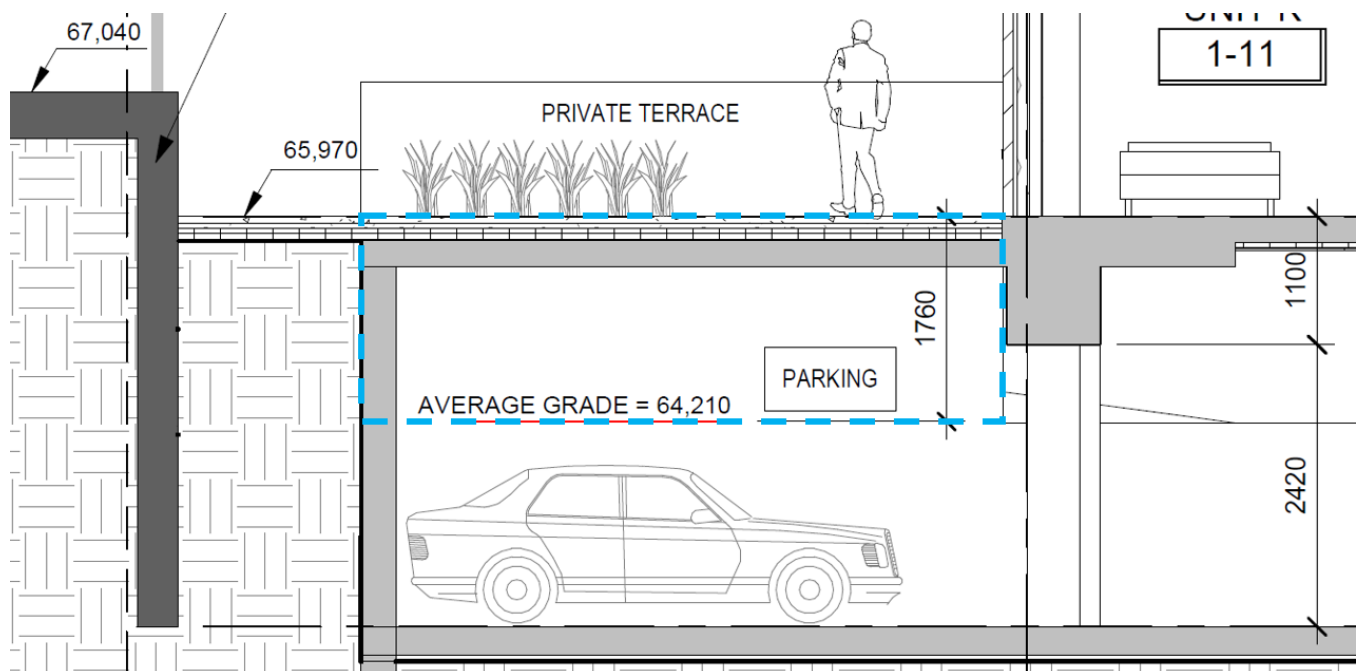


Figure 26: Excerpt from a cross section drawing of the proposed building; the portion of the ground floor projecting above the finished grade is outlined in blue

The inclusion of a basement as a permitted projection is a technical variance that is requested out of an abundance of caution due to the subject property's topography. The projection will have no impact on adjacent properties and will not affect the function of the rear or side yards.

### **Minimum Required Vehicle Parking Spaces**

Aside from meeting the minimum required amount of nine (9) visitor parking spaces, the proposed development will not provide any resident parking spaces. The subject property is located in Area X (Inner Urban) of Schedule 1A – Areas for Minimum Parking Space Requirements of the Zoning By-law. As such, the proposed development is required to provide 0.5 parking spaces per dwelling unit (minus the first 12 units), for a total minimum requirement of 44 spaces. However, the subject property is located across King Edward Avenue from Area Z (Near Major LRT Stations), where no parking is required to be provided at all for residents. The subject property itself is located less than 600 metres from the nearest LRT station (Rideau Station) and less than 100 metres from two Transit Priority Corridors.

In an effort to further encourage alternative modes of transportation, the proposed development will instead provide one (1) bicycle parking space per dwelling unit, a significant increase from the zoning requirement of 0.5 bicycle parking spaces per dwelling unit. The units will not be marketed as having available parking, thereby helping to eliminate potential tenants with vehicles.

A review of the parking supply in a nearby garage across the street from King Edward, as well as on-street parking along nearby streets, indicates that there is enough parking capacity in the area to justify the proposed reduction of required vehicle parking. This analysis is included under separate cover as part of the Transportation Impact Study prepared by CGH.

### **Bicycle Parking Space Provisions**

The proposed development requires an amendment to several zoning provisions relating to bicycle parking in order to provide one (1) space per unit and to take advantage of recent improvements in racking systems, including horizontal and vertical bicycle parking space dimensions; minimum required width of an aisle accessing bicycle parking; and maximum percentage of vertical bicycle parking spaces. It is our opinion that the proposed development be exempt from Subsections (8) through (11) of Section 111 of the Zoning By-law, as these provisions may be more adequately resolved through the Site Plan approval process.

It is our professional opinion that the proposed Site Plan Control and Minor Zoning By-law Amendment applications represent good planning and are in the public interest, due to the following:

- / The proposed development is consistent with the PPS in that it is an intensification of the subject property, which is located in a built-up area of the City where services, infrastructure, and amenities are readily available. The proposed development will be supportive of active transportation and public transit.
- / The proposed development is in conformity with the General Urban Area designation of the City of Ottawa Official Plan, as its proposed use and height are permitted and will contribute to the provision of housing in Sandy Hill.
- / The proposed development meets the intent and purpose of the Urban Design and Compatibility criteria in Sections 2.5.1 and 4.11 of the City of Ottawa Official Plan.
- / The proposed development conforms with the revised policies of OPA 150.
- / The proposed development meets the intent and purpose of the Sandy Hill Secondary Plan, in particular Schedule J – Land Use of the Secondary Plan, which contemplates a Medium Profile Residential use for the subject property.
- / The proposed development meets the intent and purpose of the Sandy Hill Cultural Heritage Character Area Guidelines through the provision of a large separation from the heritage building to the south and massing, footprint, setback, and materials that are sympathetic to the surrounding context.
- / The proposed development generally meets the intent and purpose of several of the City of Ottawa Transit-Oriented Development Guidelines;
- / The proposed development generally meets the intent and purpose of the City of Ottawa's Zoning By-law; and
- / The requested amendments are supported by a range of supporting technical plans and studies.

Sincerely,



Nico Church, M.P.I.  
Planner



Carl Furney MCIP RPP AICP  
Principal, Planning and Development