

58 Florence Street

PLANNING RATIONALE  
IN SUPPORT OF  
MINOR ZONING BY-LAW AMENDMENT AND  
SITE PLAN CONTROL APPLICATIONS

**Prepared by:**

**NOVATECH**

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July 2019

Novatech File: 119051  
Ref: R-2019-140



July 29, 2019

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Jenny Kluke, Planner II,  
Planning, Infrastructure and Economic Development**

Dear Ms. Kluke,

**Reference: 58 Florence Street  
Minor Zoning By-law Amendment and Site Plan Control Applications  
Our File No.: 119051**

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The following Planning Rationale has been prepared in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the redevelopment of the property located at 58 Florence Street. The proposal entails demolishing the existing dwelling on site and constructing a three-storey apartment dwelling, with no on-site parking.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish appropriate zoning standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

**NOVATECH**

Danna See-Har, M.PL.  
Planner

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## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the redevelopment of the property located at 58 Florence Street (the “Subject Site”), in the City of Ottawa. The proposal entails constructing a low-rise apartment building, with site specific exceptions to the Residential Fourth Density, Subzone S (R4S) zone.

The Minor Zoning By-law Amendment will seek relief to permit:

- A reduced lot area;
- A reduced lot width;
- A reduced front yard;
- Reduced interior side yards;
- A larger roof-top access;
- Wider walkways in the front yard; and
- An exemption from provisions of the Heritage Overlay.

This Planning Rationale will demonstrate that the proposed development and zoning amendment are:

- Consistent with the Provincial Policy Statement;
- Conform to the City of Ottawa Official Plan and the Centretown Secondary Plan; and
- Establish appropriate zoning standards for the Subject Site.

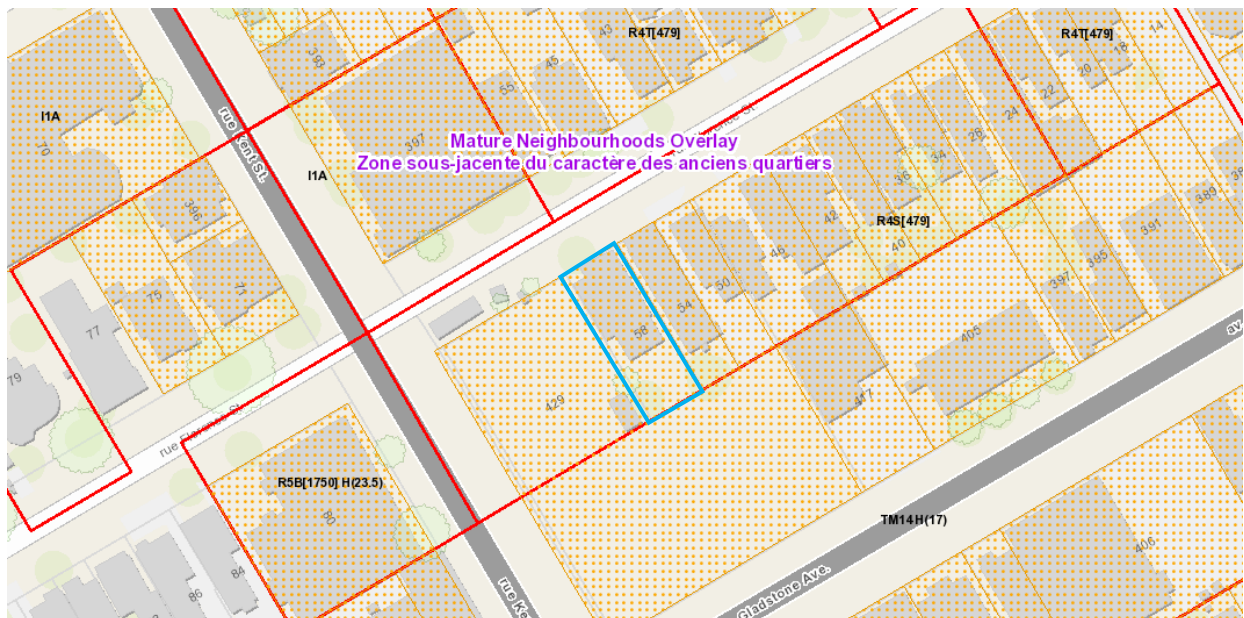


Figure 1: Existing Zoning of Subject Site

## 1.2 Site Description and Location

The Subject Site is located in the Somerset ward in the City of Ottawa, on the south side of Florence Street, between Kent Street and Bank Street (Figure 2). The lands that make up the Subject Site are legally described as Lot 8 and Part of Lot 9, South Side of Florence Street, on Registered Plan 21612, in the City of Ottawa. The land is municipally known as 58 Florence Street. The Subject Site is 353m<sup>2</sup> in size, with 11.5 metres of frontage on Florence Street.

The Subject Site is currently occupied by a three-storey apartment building, with driveway access to at-grade parking in the rear yard. The site is zoned Residential Fourth Density, Subzone S, Exception 479 (R4S [479]), in the City of Ottawa Zoning By-law 2008-250. The Subject Site is located within the Centretown Heritage Conservation District and is subject to the Heritage Overlay.



Figure 2. View of the Subject Site and Local Context

## 1.3 Surrounding Uses

**North:** To the north of the Subject Site exists a residential neighbourhood characterized by low to mid-rise developments. Further north residential densities increase with a few high-rise buildings existing along Somerset Street West. This stretch of Somerset also supports commercial uses.

**West:** West of the Subject Site are low-rise residential uses, with a few scattered institutional and commercial uses along Kent Street.

**South:** South of the Subject Site is a mid-rise apartment building fronting on Gladstone Avenue. Gladstone supports low-rise residential and commercial uses. Further south is a low-rise residential neighbourhood characterized by a smaller lot fabric.

**East:** East of the Subject Site along Bank Street exists a range of shops and services. Further east is a residential neighbourhood, with more commercial uses being supported along Elgin Street.

### 1.4 Transportation Network

The Subject Site is located on Florence Street, which is identified as a Local Road on Schedule F of the City of Ottawa Official Plan (Figure 3). Annex 1 – Road Classifications and Rights-of-Way states that:

*Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads.*



Figure 3. Urban Road Network, Markup of Schedule F of the City of Ottawa Official Plan

Florence Street will function as a local road for the Subject Site, supporting pedestrian and cyclist access to the property. No parking is proposed on site.

The Subject Site is located within a 10-minute walk of six (6) designated Transit Priority Corridors along Elgin Street, Bank Street, Bronson Avenue, Somerset Street, Gladstone Avenue and Catherine Street. In close proximity are bus routes 6, 7, 10 and 14, which run along Bank Street and Gladstone Avenue.

The Subject Site is also located near Arterial Roads Lyon Street, Kent Street, Bank Street and O’Connor Street. Arterial roads as well as Transit Priority Corridors accommodate several modes of transportation including, walking, cycling, public transit and driving.

## 2.0 DEVELOPMENT PROPOSAL

The proposal entails demolishing the existing structurally damaged building on site and constructing a nine-unit, three-storey apartment dwelling. A mix of one- and two-bedroom units are proposed. The principal entranceway will be at-grade and fronting onto Florence Street. Architectural features such as windows, planters, decorative metal panels and a cornice are proposed to reflect the desirable characteristics of the neighbourhood. All units will have access to communal rear yard and roof-top amenity areas.

Garbage storage and bicycle parking are proposed in the basement, with direct access to the street by way of a side ramp. No on-site parking is proposed for vehicles.

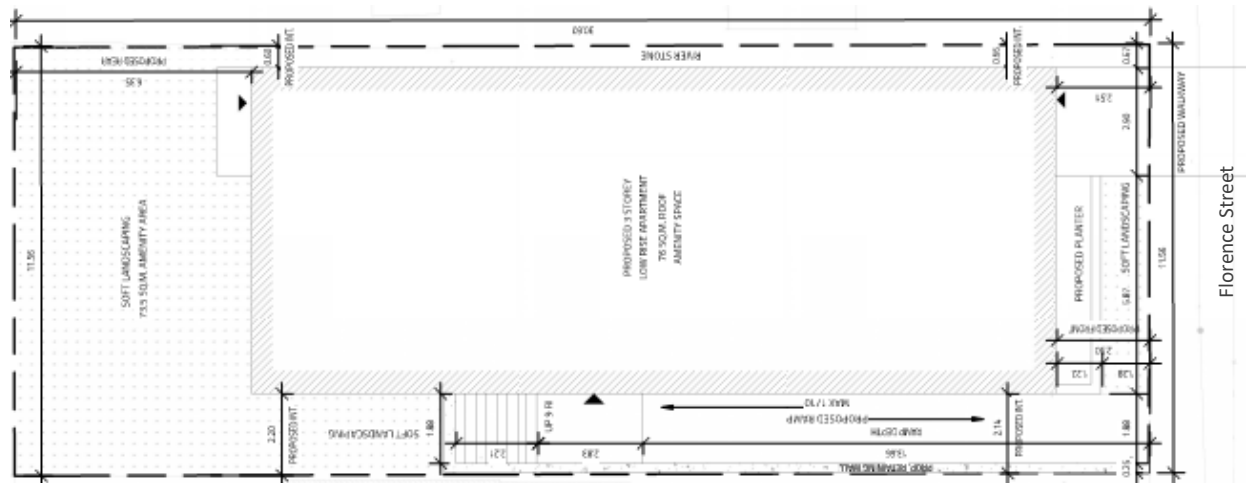


Figure 4. Site Plan (Evolution Design & Drafting)



Figure 5. Streetscape Rendering of Proposed Development (Tanner Vine Interiors)

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. This section will discuss relevant policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

The proposed apartment dwelling and minor rezoning of the Subject Site support an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also supports a cost-effective development pattern by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted*”. Section 1.1.3.2 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.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site will have access to cycling routes along O'Connor, Lyon, Bay and Percy. Several bus routes are in close proximity to the Subject Site along Somerset, Gladstone and Bank.

The proposal represents appropriate intensification within a central area in the City of Ottawa and is consistent with the Provincial Policy Statement.

#### 3.2 City of Ottawa Official Plan

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa Official Plan (OP).



### 3.2.1 Managing Growth Within the Urban Area

The Official Plan encourages intensification within the urban area. Section 2.2.2 of the Official Plan speaks to the promotion of intensification as a strategy to manage growth in a sustainable way and states that, “generally, intensification is the most cost-effective pattern for the provision of municipal services, transit and other infrastructure and supports a cleaner, healthier city. More vibrant, accessible and ‘complete’ communities are more compelling places to live. Communities where residents do not need to drive for everyday activities, where jobs, shopping, recreation and social activities lie within walking, rollerblading or cycling distance have far greater potential for reducing their carbon footprint and their net contribution to many of the negative consequences of our modern lifestyle, such as climate change”.

Section 2.2 states that, “Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.”

The proposed development and minor rezoning support the intensification of the Subject Site and a cost-effective land use pattern for the provision of services, transit and infrastructure. The proposed three-storey, apartment building is consistent with the scale of development and planned function along Florence Street. The proposal along with adjacent residential, commercial, institutional and recreational uses establish a ‘complete’, transit-oriented pattern of development in this neighbourhood.

### 3.2.2 General Urban Area

The purpose of the General Urban Area is to permit “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” in order to create sustainable communities (Section 3.6.1).

Policy 1 of Section 3.6.1 states that:

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

Policy 5 of Section 3.6.1 speaks to intensification in the General Urban Area and states that:

5. *When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*
  - a. *Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;*
  - b. *Apply the policies of Section 2.5.1 and Section 4.11;*

- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

The proposed development will contribute to providing a full range of housing types, tenures and densities in the Centretown neighbourhood and will help to meet the needs of all ages, incomes and life circumstances.

The proposed apartment building has been designed to fit in and complement the existing residential pattern and function of the area. The development is moderately sized, with a mass and scale being similar to neighbouring properties.

With regard to Section 2.5.1 and Section 4.11 of the OP, the design and compatibility of the proposed development will be further discussed in the following sections of this Rationale.

### **3.2.3 Design and Compatibility**

Section 2.5.1 of the OP speaks to how the City intends to influence the built environment as the city matures and evolves. The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

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

The materiality, color, glazing and articulations along the building facade have been designed to provide visual interest. Architectural details such as the cornice and metal decorative panels will contribute to the distinct identity of the neighbourhood. The proposed built form has also been designed to respect the scale and character of the surrounding area.

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

The principal entrance, wall mounted lights and large windows of the proposed apartment dwelling create an inviting street-oriented building form which clearly defines the private and public realm. To enhance the streetscape, a planter as well as soft landscaping are proposed in the front yard. Quality amenity areas are proposed in the rear yard and on the roof-top to meet the leisurely needs of residents.

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

The proposed apartment dwelling has been designed close to the street, improving safety and accessibility. A side ramp provides direct access to bicycle parking in the basement. The principal entrance of the building is well defined and has unobstructed views to and from the street. Ample glazing along the building facade provides "eyes on the street" and security for prospective tenants.

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

The proposed development is located on an interior lot, with a four-storey built form abutting the site to the west and a two-storey built form abutting the site to the east. The proposal provides an appropriate transition between adjacent properties. The proposed form, mass, finishes, materials as well as architectural elements result in a three-storey apartment dwelling that is compatible and fits in well with the neighbourhood.

5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The proposed development will contribute to the diversity of housing types within the Centretown Heritage Conservation District. The range in one- and two-bedroom unit sizes as well as barrier free access to a number of residential units will appeal to a variety of potential tenants.

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

A landscape plan has been prepared in support of the Site Plan Control application for the Subject Site. The proposed plantings will create an attractive natural environment while remaining low maintenance. No significant or sensitive environment features, or resources have been identified on or adjacent to the Subject Site.

7) *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 is a compact, higher density form of housing, which efficiently utilizes energy and land. Given the proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of transportation.

### **3.2.4 Review of Development Applications**

Section 4 of the Official Plan outlines policies related to the review of development applications, to ensure that new development meets the objectives of the Official Plan. The following section demonstrates how the proposed redevelopment of the Subject Site conforms to the policies in Section 4.1 through 4.11 of the Official Plan.

Relating to Section 4.1 (*Site-Specific Policies and Secondary Policy Plans*), the Subject Site is subject to the Centretown Secondary Plan. This document was reviewed in its entirety and the proposed low-rise apartment dwelling conforms with the policies of the Residential Character Area designation as well as the core principles of the Centretown Secondary Plan.

Relating to Section 4.2 (*Adjacent to Land-Use Designations*), the Subject Site is not adjacent to any areas of natural or scientific interest.

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance of six (6) designated Transit Priority Corridors along Elgin Street, Bank Street, Bronson Avenue, Somerset Street, Gladstone Avenue and Catherine Street. The Subject Site is also located near Arterial Roads Lyon Street, Kent Street, Bank Street and O'Connor Street.

In accordance with the policies of Section 4.3 of the Official Plan, a Transportation Impact Assessment Screening Form was submitted in support of the site plan application. The TIA Screening Form confirmed that no additional traffic analyses were required.

Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by an existing watermain and combined sewer within Florence Street. A Servicing and Stormwater Management Report (dated July 18, 2019) has been prepared by Novatech, for the Subject Site. The Report indicates that there are no major obstacles to servicing the proposed development.

Relating to Section 4.5 (*Housing*), the proposal for the Subject Site includes nine (9) new residential rental units.

Relating to Section 4.6 (*Cultural Heritage Resources*), the Subject Site is located within the Centretown Heritage Conservation District and is subject to the City of Ottawa Heritage Overlay. In keeping with Section 4.6.1, a Cultural Heritage Impact Statement (dated July 15, 2019) has been prepared by Commonwealth Historic Resource Management. The report concludes that the proposed development is sympathetic and respectful of the character of the heritage conservation district.

Relating to Section 4.7 (*Environmental Protection*), there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Landscape Plan (dated July 22, 2019) has been prepared by James Lennox & Associates (Figure 6). The Landscape Plan proposes plantings at the owner's discretion within the planter located in the front yard. Sod and riverstone mulch are proposed for the remainder of the site.

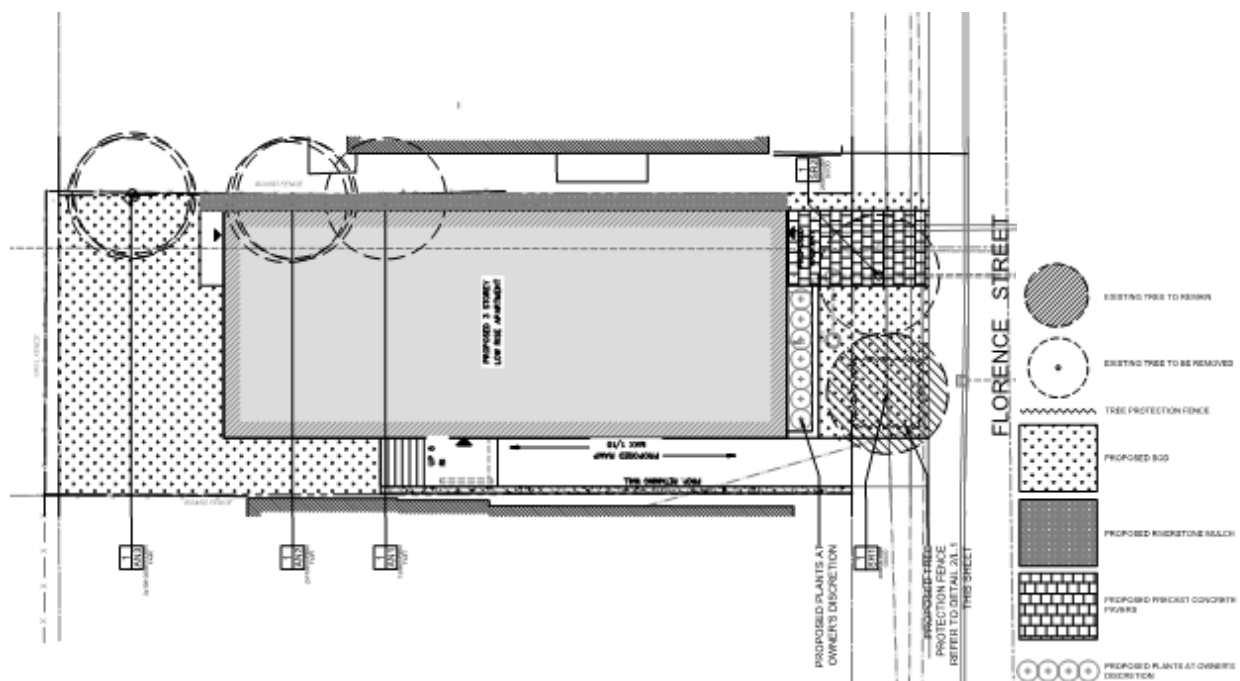


Figure 6. Landscape Plan (James Lennox & Associates)

Additionally, in keeping with Section 4.7.3 an Erosion and Sediment Control Plan (dated July 18, 2019) has been prepared by Novatech.

Relating to Section 4.8 (*Protection of Health and Safety*), the Subject Site is not affected by constraints identified on Schedule K *Environmental Constraints* of the Official Plan, such as flood plains, wellhead protection or unstable soils. In keeping with Section 4.8.3 and 4.8.4 of the Official Plan, a Geotechnical Investigation (dated June 5, 2019) and a Phase I Environmental Site Assessment (ESA) (dated April 5, 2019) have been completed by Kollaard Associates, for the Subject Site.

The Geotechnical Investigation indicates that the subsurface conditions encountered at the boreholes consisted of asphaltic concrete, crushed stone and deleterious fill materials, fine to coarse sand, silty clay followed by glacial till. With regard to the building foundation, the report recommends that a foundation system consisting of helical piles be used.

The Phase I ESA indicates that no areas of potential environmental concern were identified, and that a Phase II ESA is not required.

In keeping with Section 4.8.7 of the Official Plan, a Traffic Noise Assessment (dated June 14, 2019) has been prepared by Gradient Wind. The results of the noise analysis indicate that the development will require a forced air heating system with provisions for central air conditioning. A warning clause will also be required to be placed on all Lease, Purchase and Sale Agreements. Regarding indoor sound levels, building components in compliance with the Ontario Building Code will be sufficient to ensure indoor sound levels remain below the Environmental Noise Control Guidelines (ENCG) criteria. Outdoor noise levels are highest at the north façade on the rooftop, which is nearest and most exposed to Kent Street. Noise levels for the at-grade amenity area are expected to fall below the ENCG criterion.

Relating to Section 4.9 (*Energy Conservation Through Design*), the landscape plan for the proposed development includes areas of permeable and landscaped surfaces to reduce heat retention.

Relating to Section 4.10 (*Greenspace Requirements*), as there is insufficient land for park development, the City may require payment-in-lieu of parkland dedication.

Relating to Section 4.11 (*Urban Design and Compatibility*) the following outlines compatibility criteria of the proposed development.

- Traffic: No vehicular parking is proposed on site. No adverse effects on traffic are anticipated.
- Vehicular access: No vehicular access is required, promoting a pedestrian-oriented streetscape.
- Outdoor amenity areas: Ample, quality, outdoor amenity areas are proposed in the rear yard and on the roof-top terrace.
- Loading areas, service areas, outdoor storage: No outdoor storage is proposed.
- Lighting: Light spill over will be appropriately mitigated.
- Noise and air quality: A traffic noise study was prepared and indicated that the proposed development is compatible with surrounding land uses.
- Sunlight: The scale of the proposed development is consistent with neighbouring properties. No adverse effects are anticipated.

- Supporting neighbourhood services: The proposed development can be adequately serviced and supports neighbourhood parks, schools, commercial uses and local transit.

The proposed development and minor zoning amendment conform to the City of Ottawa Official Plan.

### 3.3 Centretown Secondary Plan

The proposed development is subject to the Centretown Secondary Plan. The following key principles outlined in the Secondary Plan are relevant to the proposal:

- 3.4.1 *Maintain and respect the character of Centretown's neighbourhoods*
- 3.4.2 *Accommodate residential growth*
- 3.4.3 *Accommodate a diverse population*
- 3.4.4 *Reinforce and promote commercial activity*
- 3.4.6 *Encourage walking cycling and transit use*
- 3.4.7 *Promote design excellence*

Additionally, the subject site is located within the Residential Character Area. Section 3.9.1 – Residential Character Areas states:

*3.9.1.1. The predominant land use designation in the Residential Character Areas is Residential, as identified in Schedule H1. This designation permits detached, semi-detached and converted houses, townhouses and low-rise apartment buildings. Public open spaces are also permitted throughout Residential areas.*

*3.9.1.3. New development in the Residential Character Areas shall be consistent with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing. The maximum height shall be the lesser of 14.5 metres or 4 storeys, except for the R4V zone east of Elgin Street where the maximum height shall be 11 metres, as identified in Schedule H2.*

The height, scale, massing and design of the proposed three-storey apartment dwelling respects the low-rise residential character of the surrounding established neighbourhood. The intensification of the Subject Site can be adequately supported by existing utilities, infrastructure and municipal services. The proposal will help to accommodate a diverse population by contributing to a range of dwelling types and sizes, including 2-bedroom rental units suitable for young families and barrier-free accessible units for groups with special needs. The additional density will also help to promote and support commercial activity along Bank Street and Gladstone Avenue. With regard to encouraging walking, cycling and transit use, no vehicular parking is proposed on site. Indoor bicycle parking will be conveniently accessed along the east side of the building. Several bus routes are also in close proximity to the Subject Site.

The proposed development and minor zoning amendment conform to the Centretown Secondary Plan.

### 3.4 Zoning By-law 2008-250

The Minor Zoning By-law Amendment is proposed to rezone the Subject Site from Residential Fourth Density, Subzone S (R4S) to Residential Fourth Density, Subzone S, with site-specific exceptions (R4S[xxxx]) to facilitate the development of a low-rise apartment building, containing nine units.

The purpose of the Residential Fourth Density Zone is to:

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

The proposal supports a development that is compatible with the existing residential character of the neighbourhood and will contribute to the mix of residential building forms ranging from detached to low-rise apartment dwellings. The proposed apartment dwelling use is consistent with the purpose of the R4 zone.

Table 1 summarizes relevant zoning performance standards for the site and the standards provided by the proposed development. Orange text identifies areas of non-compliance.

Table 1. Zoning Review Summary

| Zoning By-law 2008-250: R4S – Residential Fourth Density, Subzone S             |   |   |
|---|---|---|
| 58 Florence Street – Proposed Low-rise Apartment Dwelling (9 residential units) |   |   |
| Performance Standard  | Required  | Provided  |
| <b>Residential Fourth Density Zone Requirements (Sections 161-162)</b>          |   |   |
| Min. Lot Area   | 450m <sup>2</sup>   | 353m <sup>2</sup>   |
| Min. Lot Width  | 15m   | 11.5m   |
| Min. Front Yard Setback   | Average of abutting lots: 2.7m  | 2.5m  |
| Min. Interior Yard Setback  | Within 21m of front lot line: 2.5m<br>Beyond 21m: 6m  | 0.6m and 2.2m<br>0.6m and 2.2m  |
| Min. Rear Yard Setback  | Interior Side Yard Setback Requirement of TM Zone: 1.2m   | 6.35m   |
| Max. Building Height  | 14.5m   | 11.5m   |
| Min. Landscaped Area  | 30% of lot area   | 36% of lot area   |
| Roof-Top Access   | <ul style="list-style-type: none"> <li>▪ Setback 2.4m from the exterior front and rear walls</li> <li>▪ Max. total area of 10.5m<sup>2</sup></li> </ul> | <ul style="list-style-type: none"> <li>▪ 6.5m and 8m from exterior front and rear walls</li> <li>▪ 20m<sup>2</sup></li> </ul> |

|   |  |  |
|---|--|--|
|   | ▪ Not exceed 3m in height  | ▪ 2.4m   |
| Max. Walkway Width                                    | 1.25m  | 1.9m and 2.9m  |
| <b>Permitted Projections (Section 65)</b>             |  |  |
| Steps (interior yard)                                 | Where at or below the floor level of the first floor: No limit   | 0.3m   |
| Parapet Projection                                    | 0.3m above building height   | 0m   |
| <b>Amenity Area (Section 137)</b>                     |  |  |
| Min. Amenity Area                                     | <ul style="list-style-type: none"> <li>▪ Total (9-units): 126m<sup>2</sup></li> <li>▪ Communal: 120m<sup>2</sup> <ul style="list-style-type: none"> <li>- be located at-grade and in the rear yard</li> <li>- be landscaped</li> <li>- consist of at least 80% soft landscaping</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>▪ Total: 149.5m<sup>2</sup></li> <li>▪ Communal: 149.5m<sup>2</sup> <ul style="list-style-type: none"> <li>- be located at-grade and in the rear yard</li> <li>- be landscaped</li> <li>- consist of at least 80% soft landscaping</li> </ul> </li> </ul> |
| <b>Parking Provisions (Area X) (Sections 101-111)</b> |  |  |
| Min. Resident Parking                                 | First 12 units: None   | 0 spaces   |
| Min. Visitor Parking                                  | First 12 units: None   | 0 spaces   |
| Min. Bicycle Parking                                  | 0.5 per d.u.: 5 spaces   | 9 spaces   |
| <b>Heritage Overlay (Section 60)</b>                  |  |  |
| General Provision                                     | Where a building is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.  | Existing dwelling not to be rebuilt.   |

The proposed three-storey, residential development requires relief from the standard R4S lot width and lot area requirements. The proposed lot width and lot area reflect existing conditions and are consistent with the lot fabric of the neighbourhood. The proposed lot area can accommodate a functional footprint for a low-rise apartment as well as adequate at-grade amenity space. Relief from these provisions would support a desirable form of intensification in close proximity to neighbourhood amenities and transit.

Relief from the minimum front yard setback is required. The proposed reduction of 0.2m brings the building closer to the street, while maintaining required setbacks from overhead hydro lines. The property abutting the Subject Site to the east has a front yard setback of 2.26m. The proposed front yard setback of 2.5m is not out of character with setbacks along this stretch of Florence Street.

Relief from minimum interior side yard setbacks is required. The proposed interior side yard setbacks of 0.6m and 2.2m provide adequate space to accommodate a ramp with direct access to the garbage and bicycle room in the basement as well as pedestrian access to rear yard amenity area. The requested relief will have no negative impacts on neighbouring properties and the surrounding area.

Relief from the area of the roof-top access is required. The roof-top access has a total area of 20m<sup>2</sup> to accommodate stairs up to the roof. No indoor amenity areas are proposed on the roof. The roof-top access is significantly setback from the street and will not affect the streetscape along Florence.



Relief from permitted walkway widths is required. The proposed walkway connecting the principal entrance of the building to the sidewalk is well defined and has been designed to be consistent in width with the recessed building entrance. The pathway leading to the ramp and garbage room is 1.8m in width in order to comfortably accommodate a front-end garbage container. This container must be rolled up the ramp for curb side pickup. The proposed walkway widths have a desirable functional and aesthetic design.

With regard to requesting an exemption from provisions of the Heritage Overlay, the existing building has been significantly damaged and cannot be retained. The proposed apartment building is consistent with the front and interior yard setbacks of the existing building as well as the low scale development in this heritage district. The three-storey apartment dwelling is an appropriate built form that is respectful of the character of the Centertown Heritage Conservation District.

The proposed development establishes appropriate zoning standards for the Subject Site.

#### **4.0 CONCLUSION**

The Minor Zoning By-law Amendment proposes to rezone the Subject Site from Residential Fourth Density, Subzone S (R4S) to Residential Fourth Density, Subzone S, with a site-specific exception (R4S[xxxx]). This rezoning will facilitate the construction of a nine-unit apartment dwelling.

The proposed development and rezoning are consistent with the Provincial Policy Statement as they support an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes the efficient use of land, resources, infrastructure, municipal services and public facilities.

The proposed development and rezoning conform to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal also contributes to providing a full range of housing types to help meet the needs of individuals of all ages, incomes and life circumstances. The Centretown Secondary Plan was reviewed in its entirety and the proposed low-rise apartment dwelling conforms to the policies of the Residential Character Area as well as the core principles of this plan.

The proposed development and rezoning establish appropriate zoning standards for the Subject Site as the Residential Fourth Density Zone supports a mix of residential building forms ranging from detached to low rise apartment dwellings in areas designated as General Urban Area. The proposed development has regard for the cultural heritage value of the Centretown district and fits in well with the neighbourhood.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

**NOVATECH**

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