

# FOTENN

## 82 & 84 ECCLES STREET





Prepared for:



Prepared by:

**FOTENN** Planning  
+ Design

Fotenn Planning + Design  
223 McLeod Street  
Ottawa, ON K2P 0Z8  
[fotenn.com](http://fotenn.com)

October 25, 2019

Fotenn Consultants Inc., acting as agents for 2B Developments, is pleased to submit the enclosed Site Plan Control Application to facilitate the proposed development on the lands municipally known as 82 & 84 Eccles Street in the City of Ottawa.

## 1.1 Property History

The property owner has previously received permits for the construction of a residential building on the previously vacant western portion of the lot. As per the historic aerial imagery as accessed through the City of Ottawa's GeoOttawa database, the western portion of the lot has been vacant since 1928.

## 1.2 Purpose of Applications

The purpose of the enclosed application is to seek permission to construct a two-storey, six-unit residential building. The existing building at 82 Eccles Street will be retained, while construction of a new two-storey, four-unit wing of the building is proposed at 84 Eccles Street.

A Site Plan Control application is required for the proposed development. A Minor Variance Application to the Committee of Adjustment will also be submitted to address non-conformity with certain zoning by-law provisions, as follows:

- / To permit a total of six units, whereas the Zoning By-law permits a maximum of four units for a low-rise apartment;
- / To permit a reduced interior side yard setback of 0 m (east side, existing) and 1.25 metres (west side) whereas the Zoning By-law requires a 1.5 metre setback;
- / To permit a reduced rear yard setback of 7.9m (29% of lot depth) whereas the Zoning By-law requires a rear yard setback of 8.2m (30% of the lot depth);
- / To permit a reduced path width of 1.17m to access the waste and bicycle parking area at the rear of the site, whereas the Zoning By-law requires a minimum width of 1.2m;
- / To permit a path of 3.38m at the front of the site, whereas the Zoning By-law permits paths of no greater than 1.25m.



## 2.0 SURROUNDING AREA AND SITE CONTEXT

2

### 2.1 Subject Property

The subject property is located in Somerset Ward in the established neighbourhood of West Centretown of the City of Ottawa.



Figure 1. Site Context Aerial.

**North** of the subject site is Somerset Street West, a Traditional Mainstreet rich in services, amenities and restaurants. Beyond it is an extended area of low-rise residential uses sloping downhill to the currently vacant lands of LeBreton Flats, which will (presumably) be developed as a dense mixed-use centre in the future.

**East** of the subject site is the neighbourhood of Centretown West, an area largely defined by low-rise residential uses in varied formats ranging from single-detached to low-rise apartments. The area is characterized by narrow streets, minimal front- and side-yard setbacks, and a mixture of architectural styles.

**South** of the subject site is the neighbourhood of Centretown West, an area largely defined by low-rise residential uses in varied formats ranging from single-detached to low-rise apartments. The area is characterized by narrow streets, minimal front- and side-yard setbacks, and a mixture of architectural styles.

**West** of the subject site is the boundary of Centretown West with the neighbourhood informally known as Little Italy, which is defined by the Preston Traditional Mainstreet. Beyond Preston is the O-Train Trillium line running north-south.



Figure 2. Subject property 2018. The building has since been demolished.



Figure 3. Streetscape context 2018.



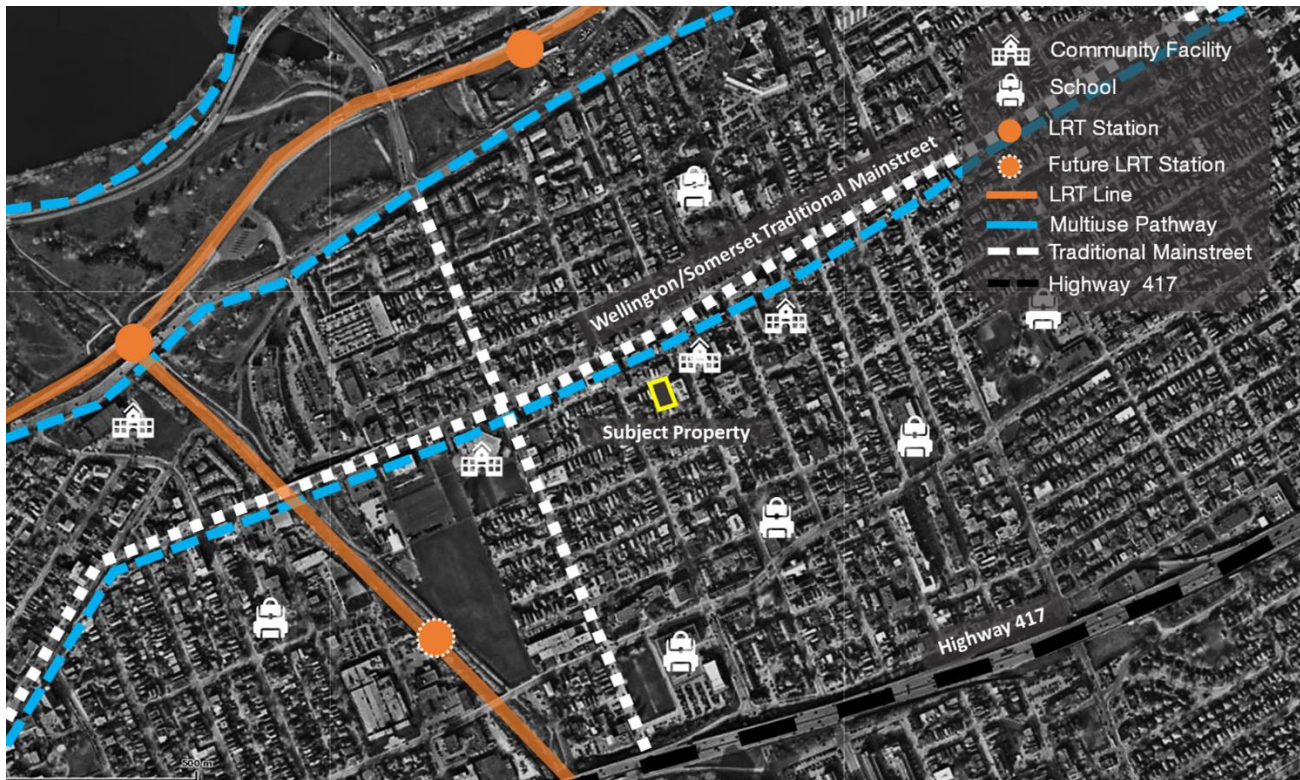


Figure 4. Surrounding area and amenities

## 2.2 Transportation Network + Road Network

The subject site is in a central area of the city and is well served by transportation networks.

### 2.2.1 Road Network

The subject site is 50 metres from the intersection with Booth Street, which is identified a major collector road on Schedule E of the Official Plan (Figure 6), and is close to Somerset Street and Preston Street, which are arterial roads.

### 2.2.2 Cycling Network

Both Somerset Street and Booth Street are identified as spine routes in the City of Ottawa's primary urban cycling network, Schedule C of the Official Plan. The subject site is also within 650m of the multi-use pathway that follows the O-Train Trillium Line, and by which cyclists can connect to multi-use pathways across the city.

### 2.2.3 Public Transportation

The subject site is located within walking distance of two LRT stations, being approximately 600 metres from both Pimisi Station on the east-west Confederation Line and the future Gladstone Station on the north-south Trillium Line.

Nearby Somerset Street is serviced by OC Transpo bus route 11, running between Parliament and Bayshore in the west end, and nearby Preston Street is serviced by OC Transpo bus route 85, running between Hull and Bayshore.



Figure 5. Schedule E - Urban Road Network.



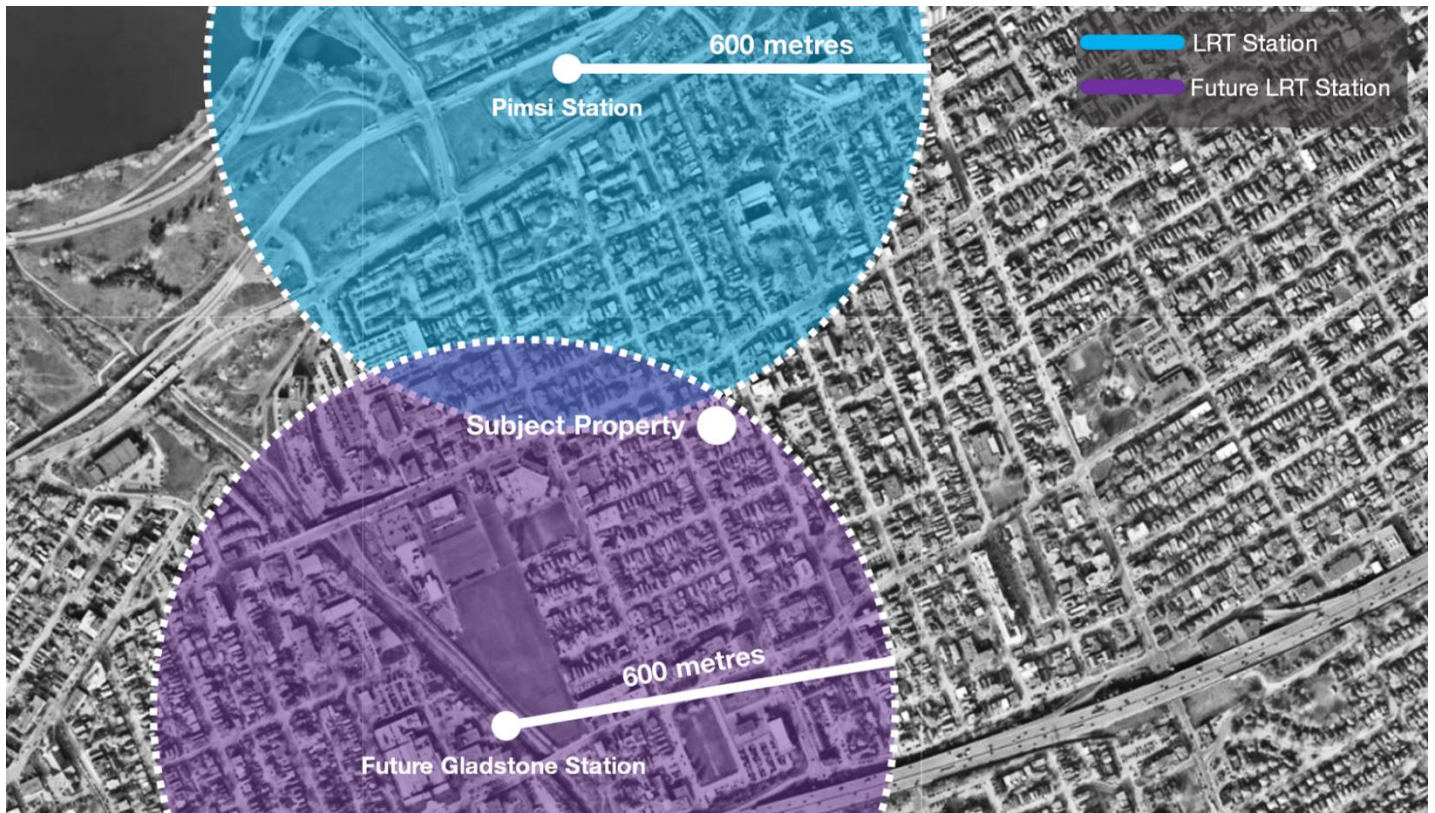


Figure 6. 600 metre radii from Pimisi Station and the future Gladstone Station.



## 3.0 PROPOSED DEVELOPMENT

### 3.1 Building and Site Design

The intent of the enclosed application is to permit the re-development of the subject site into a low-rise apartment building containing six dwelling units. Previously the existing building at 82 Eccles Street functioned as a duplex and 84 Eccles Street was a surface parking area.

The proposed building consists of two 2-storey volumes joined at the rear and containing six units – two in the existing building and four in the addition. The height and massing maintain consistency with the surrounding urban fabric, which is notably granular and low-rise. Masonry facades, with contemporary windows and details, are employed to enhance the proposed building's street presence. Five building entrances are proposed, providing most units with independent private entrances directly from the street or along the footpath that runs between the two main building volumes. The entrances to two of the upper-floor units share an entry and stair.

Recycling and bicycle storage are proposed in an enclosure at the rear of the site, accessed via a path that runs along the western edge of the property. Garbage is to be stored in a low-profile enclosure at the front of the site.

Whereas presently the site is bereft of vegetation except for a grassy back yard, this proposal includes shrubs at the front and rear of the new proposed volume (84 Eccles) as well as two new backyard trees.

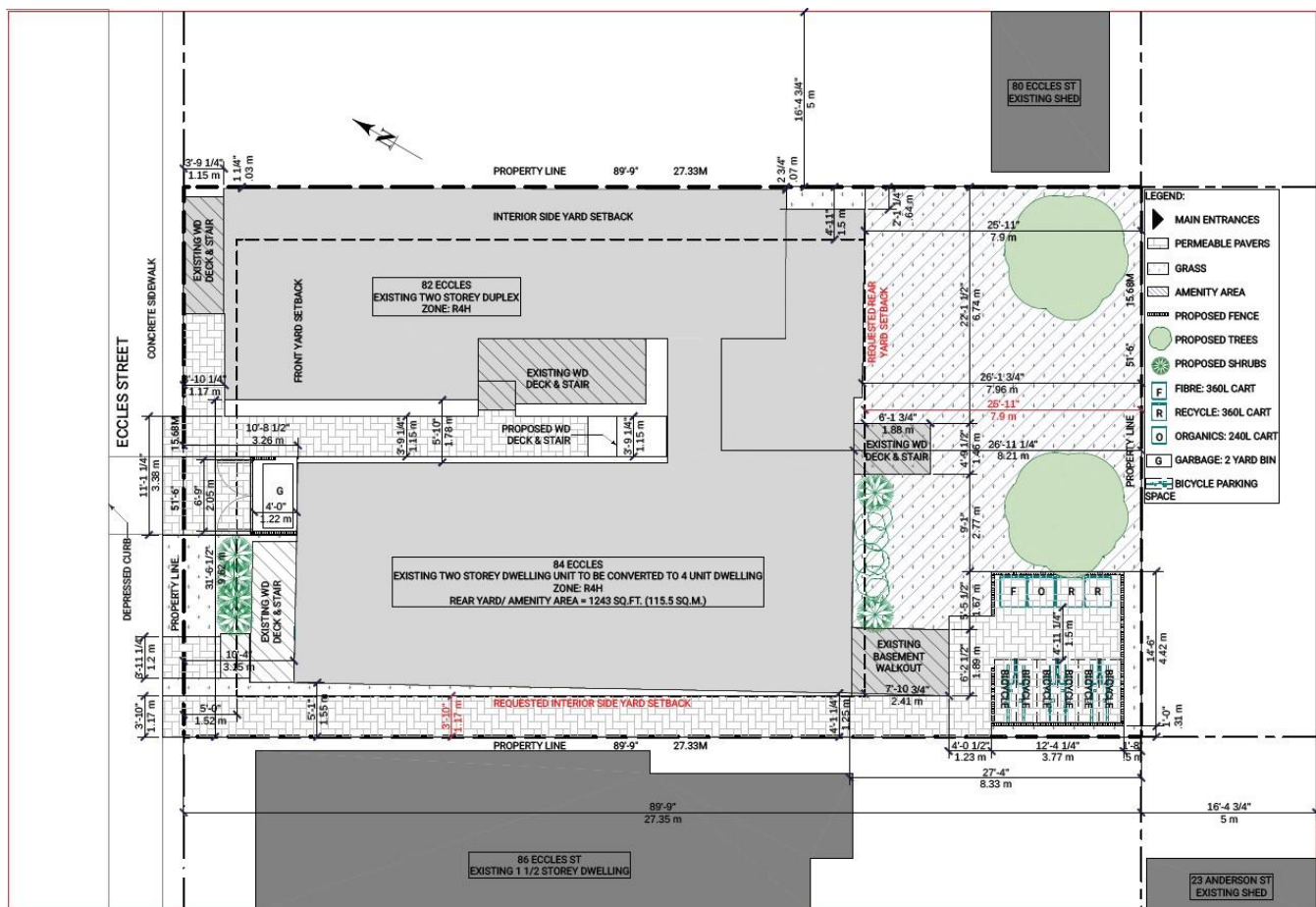


Figure 7. Site plan.



Figure 8. Frontal view of the proposed development.



Figure 9. Rear view of the proposed development.

## POLICY AND REGULATORY FRAMEWORK

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- 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, employment, 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;
- 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) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 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.

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

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires 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.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies 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.

Policy 1.8.1 of the PPS requires 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, among other things:

- 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, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**Overall, the proposed development is consistent with the policies of the Provincial Policy Statement. This redevelopment contributes to an efficient and cost-effective pattern of growth by capitalizing on an intensification opportunity within the city's urban area. The subject property is in a walkable neighbourhood and in close proximity to services and amenities. Intensification of the subject property will make efficient use of existing infrastructure and public service facilities, and will support the City's investment and commitment to public transit.**

## 4.2 Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole. The City intends to meet its growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan addresses the pressures of growth by establishing a set of strategic objectives. Two overarching Official Plan objectives which are applicable to the proposed development are:

### 1. Managing Growth

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

### 2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together;
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop; and,

- 
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

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

#### **4.2.2 Managing Growth (OP Section 2.2)**

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

Policy 11 of Section 2.2.2 identifies target areas for intensification including underutilized sites in the General Urban Area like 82 & 84 Eccles Street, and especially in close proximity to Transit Priority Corridors, future LRT Stations, and established Arterial Mainstreet Commercial Areas are areas where intensification is encouraged.

**The proposed development constitutes residential intensification as defined by the Official Plan. The planned development efficiently intensifies the site in an area best suited for higher density residential development and currently well served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will further complement the existing neighbourhood and services including recent investments in the rapid transit network.**

**Through providing a low-rise residential building with predominantly two-bedroom units, the proposed design will ensure that this infill project will be compatible with the existing context and planned function of the area while also contributing to the increased inventory and diversity of housing.**

The proposed mass and design of the building represents an investment in a building typology commonly referred to as the 'missing middle' and is compatible in scale with the existing building inventory/planned function of this zone and will assist in meeting the growing demand for compact, efficient, and walkable urban living within the City of Ottawa.

#### 4.2.4 Land Use Designation

The subject property is designated General Urban Area on Schedule B: *Urban Policy Plan* of the Ottawa Official Plan. Schedule B assigns land use designations to properties within the City.

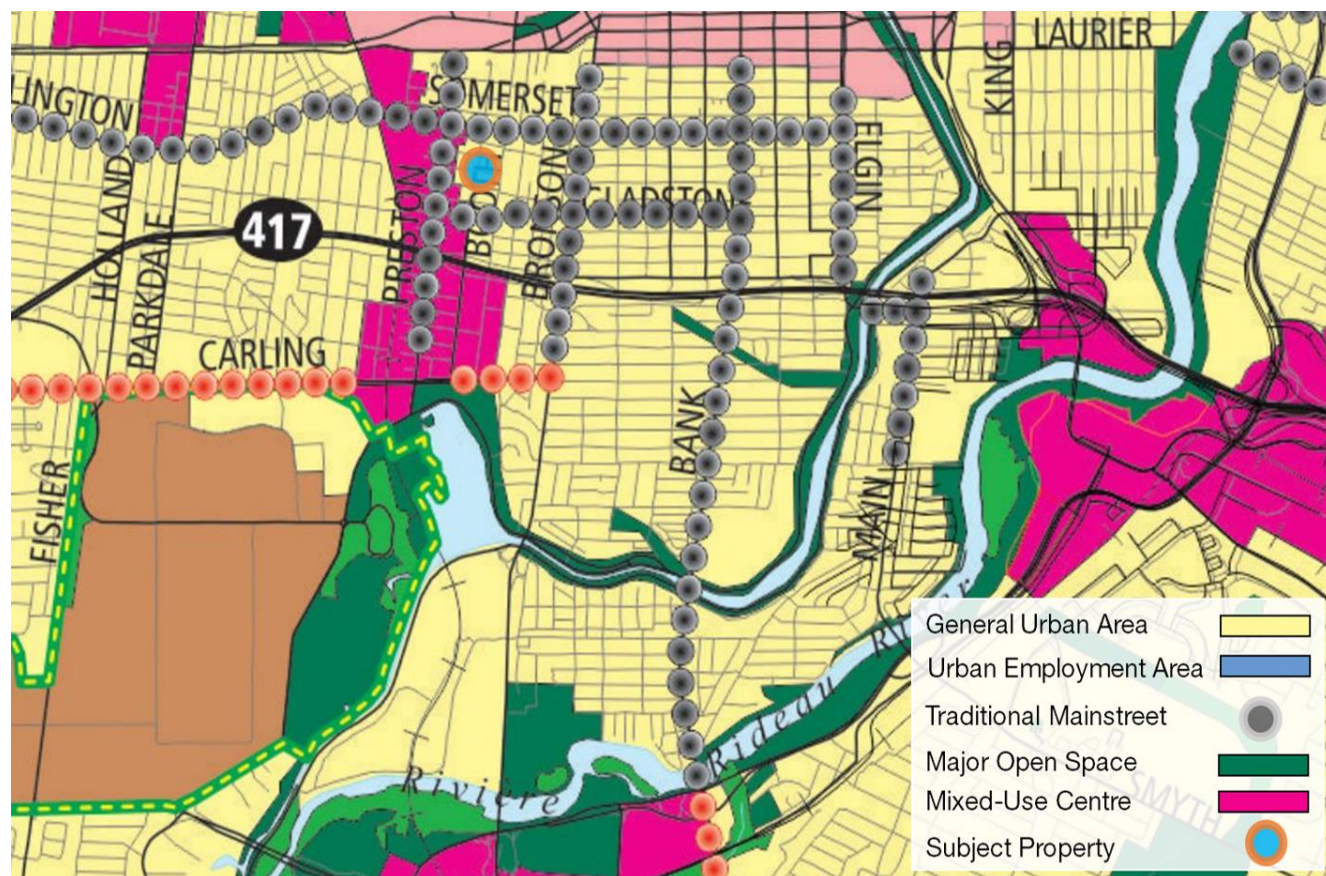


Figure 10. Schedule B - Official Plan Land Use Designation

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.

Specifically, relevant policies under the General Urban Area Designation include:

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

**The proposal will provide additional housing opportunities in the community in the form of a well-designed, low-rise residential building.**



Policy 3: 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.

**The proposed development will result in a low-rise, residential building that is consistent with the planned function of the area as a whole. Through providing a low-rise built-form, the design meets the intent of the General Urban Area Policies.**

**The building design, including the massing and height are considered appropriate and compatible given the size of the site and nearby built-form, allowing for an appropriate level of intensification. The rear yard setbacks, building orientation, and the proposed landscaping program will provide for a compatible and appropriate transition to the abutting properties.**

Policy 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;

**The development provides a residential low-rise building contributing to a broad and varied mix of residential typologies and units in the immediate area to foster a vibrant and diverse community in close proximity to key amenities and the transit system.**

**The two-storey residential building proposed represents intensification that is sensitive to the existing community character and provides a building typology often missing in Ottawa's current development context within a building design that reads like two detached dwellings (given the separation of the masses at the streetfront) which is a prevalent built form in the community.**

#### 4.2.5 Building Liveable Communities

Section 2.5 proposes that Ottawa's communities be built on the basics of appropriate and affordable housing, ample greenspace, places for people to shop, socialize, and play nearby, access to community services, and workplaces within a reasonable commute. More liveable communities will be created by focusing more on community design and through engaging in collaborative community building, particularly around established neighbourhood hubs and nodes including mixed-use centres and main streets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policies states that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The City guides the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

The following objectives are considered the most applicable to the proposed development:

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

The proposal responds to the surrounding built-form and character of the area through height and massing.

The proposed building will provide additional housing options at a scale consistent with its surroundings and in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

**To define quality public and private spaces through development.**

The building as proposed defines quality public and private spaces by proposing a building that better defines the street, whereas previously 84 Eccles Street was defined by monolithic asphalt and a surface parking area.

**To create places that are safe, accessible and are easy to get to.**

The building proposes additional options for residential uses with adequate glazing and outdoor amenity spaces that improves passive surveillance along the street.

The proposed development and the overall concept for the property will help to promote a vibrant and safe environment along this segment of Eccles Street.

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

The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The two (2) storey design responds to the policies established for low-rise building heights within the General Urban Area, and the height provisions of the applicable R4H zone, while also providing ample setbacks, ensuring that the rear and side-yards interface appropriately with the existing low-rise community.

**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 proposal considers adaptability and diversity by intensifying an existing single-detached property and providing additional accommodations for new residents.

#### **4.2.6 Compatibility**

In order to achieve compatibility of scale and use requires a careful design response that appropriately addresses impacts generated by infill or intensification. The policies of Section 4.11 in the Official Plan are intended to set the stage for requiring both high-quality urban design in all parts of the City and design excellence in design priority areas.

The urban design and compatibility policies of the Official Plan have been recently amended to better align with the City's overarching objectives. The purpose of the updated policies is to establish criteria for high-quality urban design. The City will therefore evaluate the design and compatibility of a development in context with the policies below and the design objectives in Section 2.5.1.

The proposal promotes the policies of Section 4.11 as follows:

**Views**

Given the 7.8 metre height of the building and the surrounding built context, no historic or significant views will be adversely impacted by the proposed development.

**Building Design and Compatibility**

The provision of a low-rise, residential, apartment building will represent a fitting addition to this area. The façade and materiality choices, provide a selection of cladding and colours which add visual texture to the building in a way that is compatible with neighbouring buildings. The window pattern of the building has been designed to ensure placement does not unduly impact the privacy of the neighbours.

The building design also includes a prominent front entry feature, a front-yard patio, and large front facing windows to ensure the building's interface with Eccles Street is positive and complementary.

The yard setbacks, building orientation, rear-yard communal amenity space, and the proposed landscaping program compliment the design approach and assist in mitigating potential concerns regarding noise and privacy impacts on the surrounding community.

**Massing and Scale**

At 7.8 metres in height the proposed building adheres to the zoning by-law provision and provides a context sensitive building form.

The surrounding built context is comprised of various buildings at and above the 2-storey built form of the proposal.

Due to the relative massing and scale of the proposed building no significant impacts related to noise or air quality are expected as a result of the proposed development. Furthermore, the low-rise built-form and massing of the proposal ensures that this building will not have any significant shadowing impacts on nearby properties or the public realm.

**Outdoor Amenity Areas**

91m<sup>2</sup> of amenity space is provided at grade in the rear yard. Given the proposed building's setbacks and scale are consistent with surrounding uses, the proposed development does not overshadow or impinge on the privacy of abutting amenity areas.

**Overall, the proposed development meets the policies of the Official Plan, including the Urban Design and Compatibility policies of Sections 2.5.1 and 4.11.**

**The proposed development conforms to the policies on the Official Plan by intensifying the subject property with a low-rise, residential building, in a location that is in proximity to transit routes and community amenities. The proposal contributes to the redevelopment on a currently low-density site which previously contained substantial surface parking area. The additional housing will provide new opportunities for people to live in proximity to parks, schools, transit routes, and retail, employment, and entertainment uses.**

**4.3 Urban Design Guidelines for Low-rise Residential Infill**

In 2012, the City of Ottawa established a set of guidelines to establish a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.



In general, the aim of the guidelines is to help create infill development that will:

- / Enhance streetscapes
- / Support and extend established landscaping
- / Be a more compact urban form to consume less land and natural resources
- / Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage
- / Provide new housing designs that offer variety, quality and a sense of identity
- / Emphasize front doors and windows rather than garages
- / Include more soft landscaping and less asphalt in front yards
- / Create at grade living spaces that promote interaction with the street
- / Incorporate environmental innovation and sustainability

Since these Guidelines were created in 2012, Council has adopted two sets of infill zoning regulations affecting one- to four-storey residential dwellings. The zoning regulations known as Infill I and Infill II have implemented provisions impacting the use of lands in the front and corner side yards including amount of landscaping, rear lane access, driveway widths and on-site parking, as well as front door orientation under the banner of the Mature Neighbourhoods Streetscape Character Analysis.

**The design proposed is informed by the relevant regulations and guidelines for low-rise residential infill and follows the existing character of the neighbouring properties while also implementing modern design styles and materiality.**

#### 4.4 City of Ottawa Comprehensive Zoning By-law

The property is currently zoned Residential Fourth Density, Subzone H – (R4H), in Ottawa Zoning By-law 2008-250, as shown on Figure 15. The intent of the Residential Fourth Density Zone is to accommodate predominantly low-rise, residential built-form of up to a height of four storeys on lands designated “General Urban Area” in the Official Plan.

The R4H Zone is applied to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings and to regulate development in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

The R4H zone permits low-rise apartment buildings up to a maximum of four storeys, but restricts the number of units to four (4), as per Table 162B. The following Zoning By-law provisions apply to the subject property with compliance indicated in the far right column.

##### Selected R4H Zoning By-law Provisions:

Provision	Performance Standard	Proposed	
<b>Lot Width (minimum)</b>	Min: 12 m (apartment)	15.7m	✓
<b>Lot Area (minimum)</b>	Min: 360 m <sup>2</sup> (apartment)	429.4m <sup>2</sup>	✓
<b>Height (maximum)</b>	Max: 11m	7.81m	✓
<b>Front Yard (minimum)</b>	Average of abutting lots (up to 6m): 1.62m	1.17m (existing)	✓
<b>Rear Yard (minimum)</b>	30% of lot depth: $27.35 \times 0.3 = 8.2$ 25% of lot area: $(27 \times 15.7) / 429 = 28\%$	7.9m	✗

<b>Interior Side Yard (minimum)</b>	1.5 for the first 21 m, then 6 m (for apartment)	E: 0 m (existing) W: 1.25m	E: <b>x</b> W: <b>x</b>
<b>Permitted Projections</b>	Stairway and landing: no limit in rear yard	Rear stair: 2.41m	✓
<b>Unit count</b>	Max. 4 units permitted for “apartment, low-rise” use	6	<b>x</b>
<b>Parking (s.101)</b>	Area X – none required for first 12 units	0	✓
<b>Visitor Parking (s.102)</b>	Area X – none required for first 12 units	0	✓
<b>Bicycle parking (s.111)</b>	0.5 per unit: $0.5 \times 7 = 4$ spaces required	4	✓
<b>Walkways (s.139)</b>	Must extend from sidewalk to door max. 1.25 m width	3.38m	<b>x</b>
<b>Waste Management (s.143)</b>	Path from garbage storage area to the street must be 1.2m wide	1.17m	<b>x</b>
<b>Landscaped Area</b>	Minimum 30% of lot area (128.7m <sup>2</sup> )	40% (173m <sup>2</sup> )	✓
<b>Amenity Area (s.137)</b>	15m <sup>2</sup> /unit for first 8 units: $15 \times 6 = 90\text{m}^2$ 100% of required area must be communal, 80% soft landscaped (72m <sup>2</sup> ) and located at-grade in rear yard	91m <sup>2</sup>	✓
<b>Streetscape Character Analysis (s.140)</b>	Character group... Front/corner side yard: D Access/parking: B Location of front door: A	Front/corner side yard: D(vii) Access/parking: A(i) Location of front door: A(i)	✓ ✓ ✓

Subsequent to this application for Site Plan Control, an application will need to be considered by the Committee of Adjustment for the following variances:

- / To permit a total of six units, whereas the Zoning By-law permits a maximum of four units for a low-rise apartment;
- / To permit a reduced interior side yard setback of 0 m (east side, existing) and 1.25 metres (west side) whereas the Zoning By-law requires a 1.5 metre setback;
- / To permit a reduced rear yard setback of 7.9m (29% of lot depth) whereas the Zoning By-law requires a rear yard setback of 8.2m (30% of the lot depth);
- / To permit a reduced path width of 1.17m to access the waste and bicycle parking area at the rear of the site, whereas the Zoning By-law requires a minimum width of 1.2m;
- / To permit a path of 3.38m at the front of the site, whereas the Zoning By-law permits paths of no greater than 1.25m.

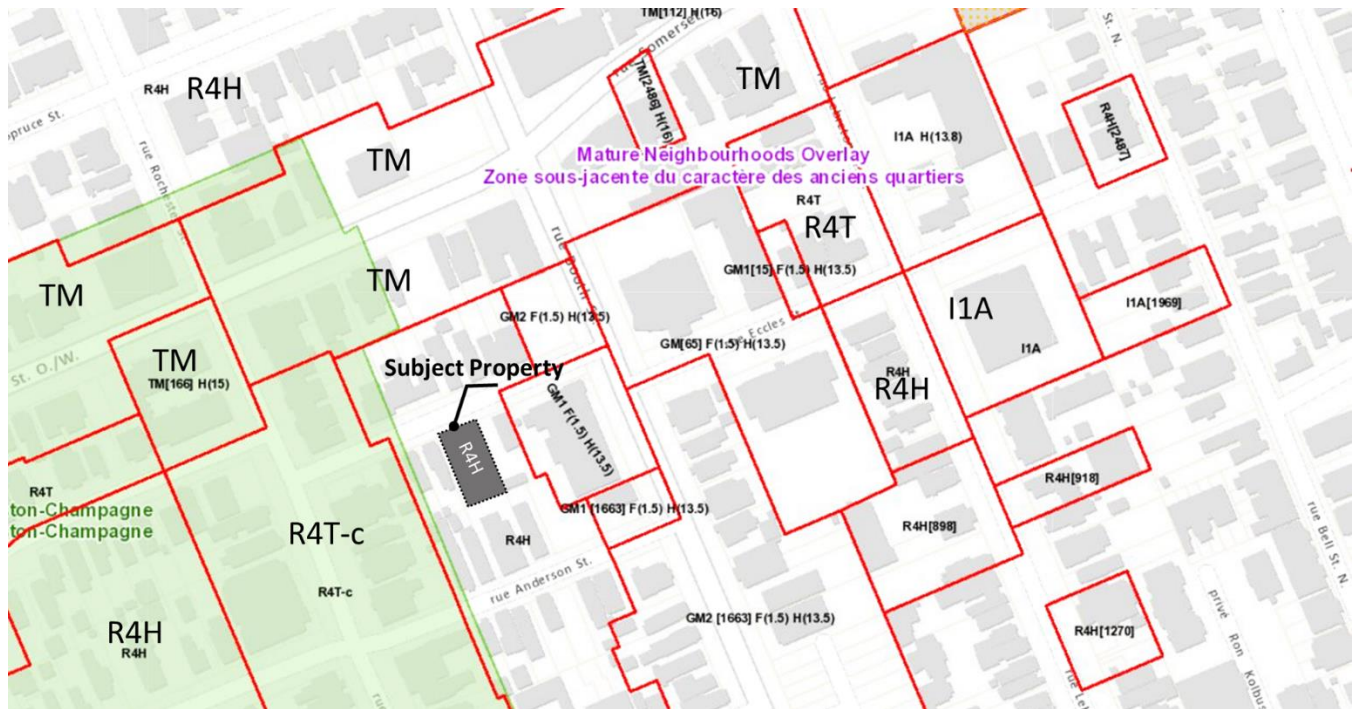


Figure 11. Zoning map.

#### 4.4.1 Residential Fourth Density (R4) Zoning Review

The R4 Zoning Review was initiated by the City of Ottawa in January 2016 to address the development of unlicensed de-facto rooming houses, or “bunkhouses” in the R4 zone. Phase 1 of this study concluded in June 2018 with a zoning amendment that clarified the definitions of “rooming house” and “dwelling unit” in the zoning by-law, closing loopholes.

Phase 2 is intended to address the persistent low rental vacancy rate in the City’s inner-urban neighbourhoods by developing policies that encourage well designed and context-sensitive low-rise multi-unit infill housing. While this Phase is ongoing and recommendations have not yet been published, Fotenn believes that the proposed development helps to address the study objectives by providing low-rise infill housing. Furthermore, because guidelines and policies have not yet emerged, the Site Plan Control and Minor Variance application processes allow City staff sufficient oversight to review the development and ensure that it is appropriate and compatible.

**The proposed development represents well-designed, context sensitive intensification within an inner-urban neighbourhood. The Site Plan Control and pending Minor Variance processes are an appropriate approvals pathway for this scale of development while Phase 2 of the R4 Zoning Review is still underway.**



In assessing the appropriateness of the Site Plan Control applications, it is Fotenn's professional opinion that the applications represent good land use planning, are appropriate for the site, and are in the public interest.

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

The proposed development conforms to the policies of the Official Plan with regards to achieving infill and intensification goals in the General Urban Area. The proposed development also conforms to urban design and compatibility policies in the Official Plan. The proposed development is in keeping with the provisions and general intent of the Zoning By-law, and the variance(s) that will be required for compliance are minor and appropriate within the context.

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels, including optimizing the use of serviced lands within the existing urban boundary and promoting residential intensification within the urban boundary.

Based on the above analysis, it is our professional opinion that the proposed development represents good planning and is therefore in the public interest.



Brian Casagrande, MCIP RPP  
Partner  
Fotenn Consultants Inc.



Jeff Nadeau  
Planner  
Fotenn Consultants Inc.



Timothy Beed  
Planner  
Fotenn Consultants Inc.