



159 FORWARD AVENUE PLANNING RATIONALE AND DESIGN BRIEF

SITE PLAN CONTROL APPLICATION

APRIL 2020





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Prepared For:
Centretown Citizens Ottawa Corporation (CCOC)
415 Gilmour Street, Suite 200
Ottawa, ON, K2P 2M8

Prepared By:
WSP
2611 Queensview Drive, Suite 300
Ottawa, ON, K2G 8K2

Nadia De Santi, MCIP, RPP
Senior Project Manager
T: 613-690-1114
E: Nadia.De-Santi@wsp.com

and

Anita Sott, MCIP, RPP
Senior Planner
T: 613-690-1121
E: Anita.Sott@wsp.com

SIGNATURES

PREPARED BY



Nadia De Santi, MCIP, RPP
Senior Project Manager



Anita Sott, MCIP, RPP
Senior Planner

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APPENDIX

Appendix A

Site Plan

Appendix B

Streetscape Character Analysis



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1 INTRODUCTION

WSP was retained by Centretown Citizens Ottawa Corporation (CCOC) to prepare a Planning Rationale and Design Brief (the “Report”) in support of a Site Plan Control application for the property municipally known as 159 Forward Avenue (“the site”), in the City of Ottawa.

The proposed development consists of a four-storey, Part 9, universally accessible low-rise apartment dwelling, with a proposed gross floor area of approximately 3,104 m² (33,411 ft²), to be located on the east side of Forward Avenue, between Burnside Avenue and Lyndale Avenue. The low-rise apartment dwelling has a total of 31 proposed units, ranging from studio units to 3-bedroom units, to provide a mix of unit sizes and affordability to accommodate the needs of a diverse population.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development; and
- **Section 5** summarizes the planning opinion.

A number of technical studies have been prepared in support of the application and submitted to the City; the supporting studies are available under separate cover.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The site is legally described as: Part of Lots 7,8 and 9 (East Forward Avenue) and Part of Lane (Closed by Judge’s Order CR316311), Registered Plan 35, in the City of Ottawa, as per the Topographic Plan of Survey prepared by Fairhall, Moffat & Woodland Limited (March 9, 2020). It is municipally known as 159 Forward Avenue and is located in Ward 15 (Kitchissippi), on the east side of Forward Avenue as illustrated in **Figure 2-1**. The site was transferred to CCOC from the City, as part of a successful Action Ottawa proposal.

The site has frontage of approximately 46 m along Forward Avenue (a Local road running north-south), with a total lot area of approximately 1,653 m² (17,793 ft²), or 0.165 hectares (0.408 acres). It is generally rectangular in shape. The front lot line along Forward Avenue is currently set back approximately 1.5 m further away from the street than the two adjacent properties. As

further discussed in **Section 3**, CCOC is also pursuing a road closure application to adjust the front lot line.

Figure 2-1: Site Location



The site is currently occupied by a three-storey building, formerly occupied by the Forward Avenue Family Shelter (see **Figure 2-2**). It is accessed from Forward Avenue, and primarily comprised of hardscaped surfaces, with several street trees and planter boxes along Forward Avenue. The existing building is proposed to be demolished. Two existing play structures located in the rear yard will be transferred to Ottawa Community Housing. There is a right-of-way and utility easement which runs along the rear yard, and a 3.2 m x 3 m utility (Hydro) easement at the southwest corner of the site. The site is fully serviced by municipal water and sewer.

Figure 2-2: Existing Three-storey Building (Google Streetview, 2019)



A site visit was conducted on April 2, 2020. Photos contained herein are from WSP, unless otherwise stated.

2.2 COMMUNITY CONTEXT

The site is located within the Hintonburg-Mechanicsville neighbourhood, which is primarily comprised of a mix of low, medium, and high density residential uses. There are some neighbourhood commercial uses and institutional uses in the vicinity of the site, including St. Leopold Mandic Croatian Church, as well as the Tunney's Pasture federal government office campus. The site is also located approximately 500 m from Tunney's Pasture LRT Station. The neighbourhood is in close proximity to various community amenities, including Laroche Park, the Ottawa River Parkway, and Tom Brown Arena.

Land uses adjacent to the site are as follows:

- **North:** Two-storey single-detached dwellings and a private parking lot are located immediately north along Forward Avenue, as well as a five-storey apartment building further to the north at Burnside Avenue.
- **South:** A parking lot associated with a low-rise apartment building fronting on Lyndale Avenue.
- **East:** Two-storey single-detached dwellings are located immediately east of the site on Hinchey Avenue, with the rear yards abutting the rear yard of the site.
- **West:** Three-storey townhouse dwellings are located immediately west of the site on the west side of Forward Avenue. The townhouses feature sunken garages, and main entrances above-grade accessed by stairways.

Figure 2-3: Site looking south



Figure 2-4: Site looking north



Figure 2-5: Rear yard looking north



Figure 2-6: Northern interior side yard



Figure 2-7: Southern interior side yard and utility easement



Figure 2-8: Looking north from site



Figure 2-9: Looking south from site

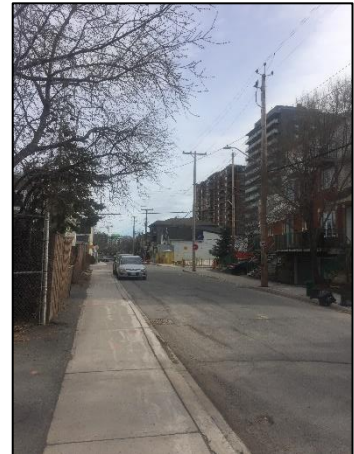


Figure 2-10: Adjacent residential use to north



Figure 2-11: Adjacent residential uses to west



Figure 2-12: Adjacent residential parking lot use to south



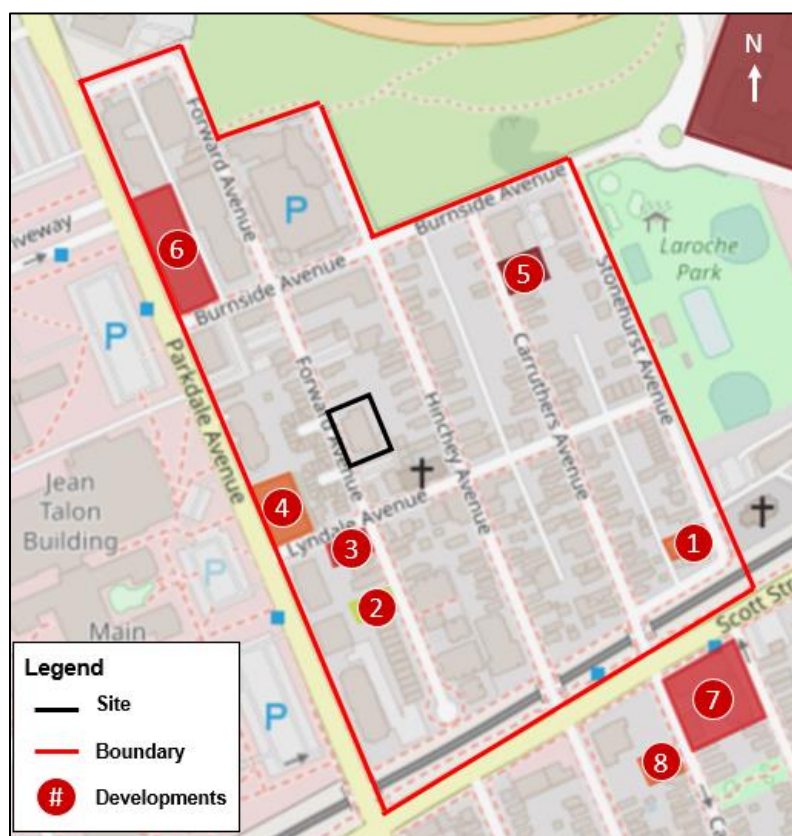
2.2.1 SURROUNDING DEVELOPMENT ACTIVITY

Figure 2-13 identifies active development applications in the vicinity of the site, in the area generally bounded by Emmerson Avenue to the north, Parkdale Avenue to the west, Scott Street to the south, and Stonehurst Avenue to the east. **Table 2-1** provides a summary of these development applications.

Table 2-1: Development Activity within the Vicinity of the Site

| NO. | ADDRESS | LAND USE | MAX. HEIGHT (STOREYS) | NO. OF UNITS or GFA | DEVELOPMENT APPLICATION STATUS |
|-----|--|-------------|---------------------------|-----------------------------------|---|
| 1 | 92 Stonehurst Ave. | Residential | 4 | 6 units / 862 m ² | Site plan approved in 2016 |
| 2 | 190-192 Forward Ave. | Residential | 3 or 4 | 8 units | Draft Plan of Condominium circulated in 2018 |
| 3 | 174 Forward Ave. | Residential | 4 | 18 units | Under construction |
| 4 | 159, 163 & 167 Parkdale Ave. | Residential | 29 | 172 units | Site plan submitted and pending since 2012 |
| 5 | 55 & 59 Carruthers Ave. | Residential | 5 | 36 units / 2,317 m ² | Built and occupied |
| 6 | 71 Burnside Ave., 11, 115, and 121 Parkdale Ave. | Commercial | 32 | 225 units / 16,500 m ² | Under construction |
| 7 | 12 Stirling Ave., 175 Carruthers Ave. | Residential | Phase 1: 5 Phase 2: 18 | 378 units / 17,910 m ² | Phase 1: Built Phase 2: Under construction |
| 8 | 178 Carruthers Ave. | Residential | 4 | 21 units | Site plan pending as of 2016 |

Figure 2-13: Development Activity within the Vicinity of the Site



2.3 TRANSPORTATION NETWORK

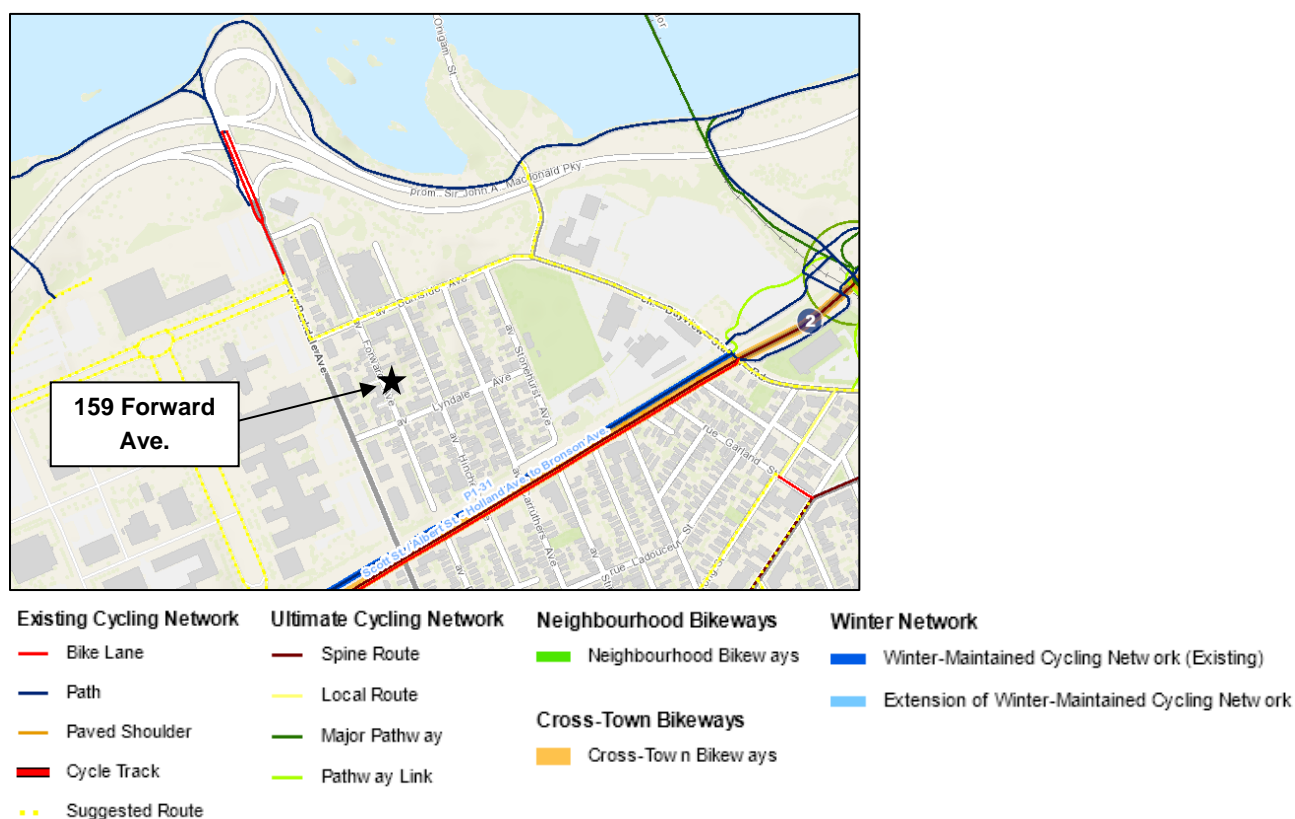
As per Schedule E Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation), Forward Avenue (running north-south) is identified as a Local Road, as illustrated in **Figure 2-14**. At its southern end, Forward Avenue terminates in a cul-de-sac, adjacent to the existing Light Rail Transit (LRT corridor). Other Local Roads, including Burnside Avenue and Lyndale Avenue (running east-west), provide access from Forward Avenue to Parkdale Avenue (running north-south), one block to the west. Parkdale Avenue is an existing Arterial Road on Schedule E, which provides vehicular and transit access to the greater Ottawa area, including Sir John A. Macdonald Parkway (running east-west) to the north of the site, and to Highway 417 (running east-west) further south of the site.

There are sidewalks on both sides of Forward Avenue and adjacent streets, including Parkdale Avenue. Parkdale Avenue also connects to multi-use pathway networks along the Ottawa River and Scott Street, both running east-west. Scott Street is a designated cross-town bikeway, and the multi-use pathway is identified as being winter-maintained on geoOttawa (see **Figure 2-15**).

Figure 2-14: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan



Figure 2-15: Pathway and Cycling Network Surrounding the Site (geoOttawa, 2020)



The site is also well serviced by existing public transit, as illustrated in **Figure 2-16**. As illustrated in **Figure 2-17**, the site is located approximately 500 m from Tunney's Pasture Station, which connects to the Confederation LRT service (running east-west), as well as numerous rapid transit routes, frequent service routes, and local routes.

Figure 2-16: OC Transpo Network Map (January 2020)

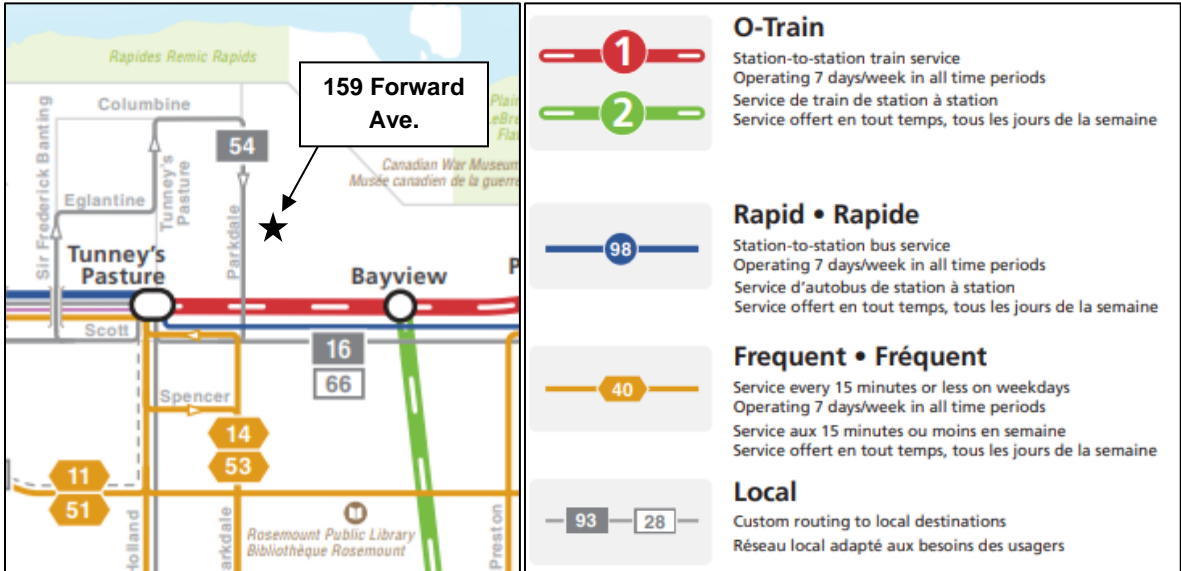
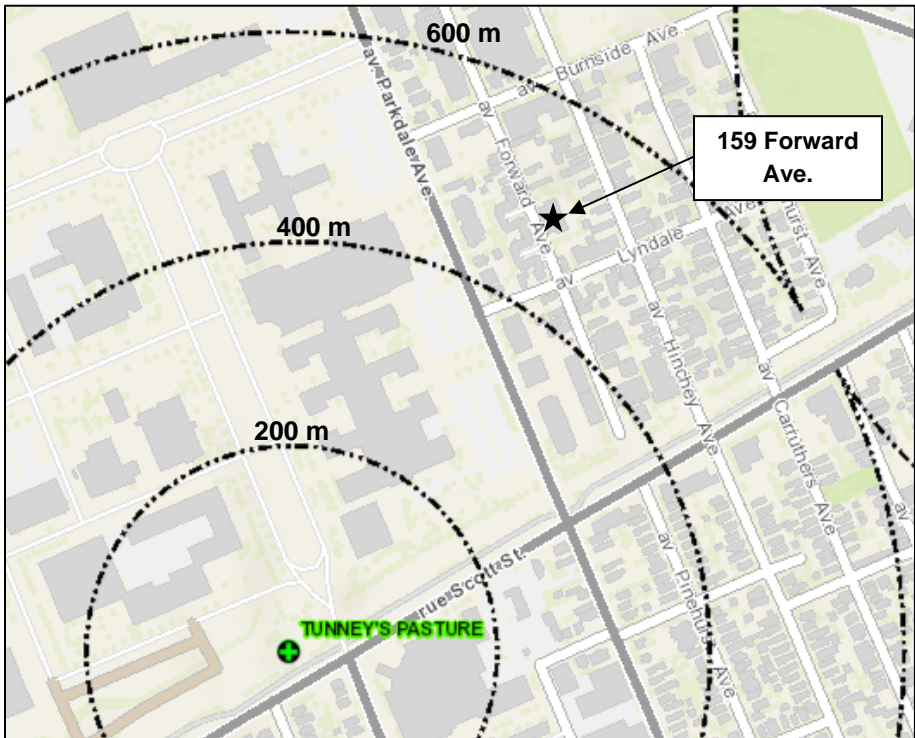


Figure 2-17: Site Location in Proximity to Tunney's Pasture Station (geoOttawa, 2020)

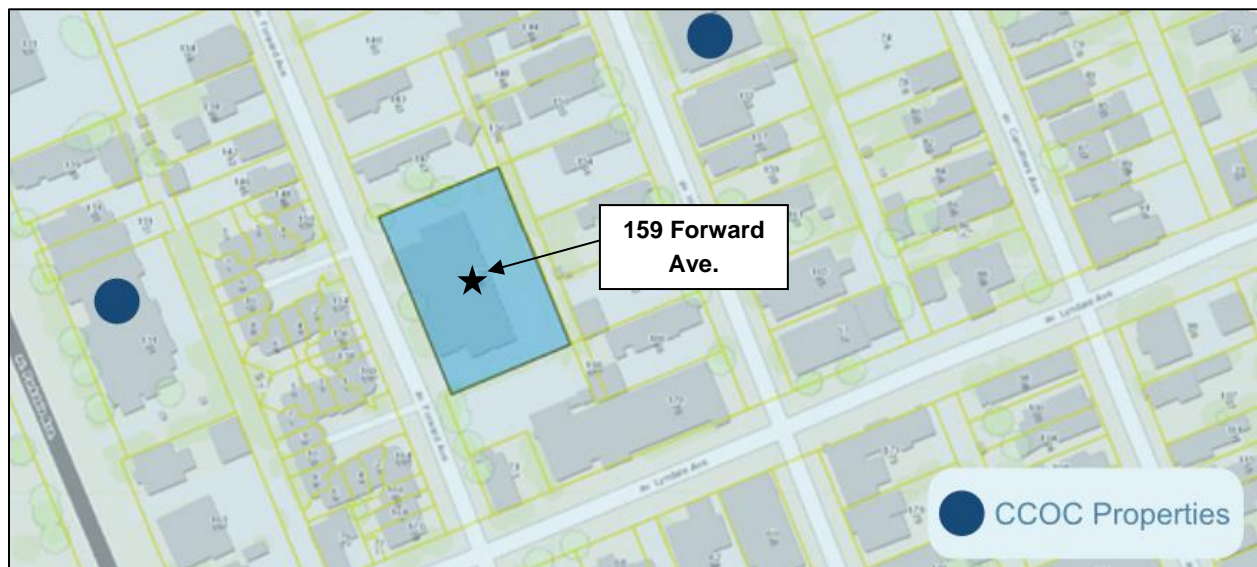


3 THE PROPOSED DEVELOPMENT

The proposed development consists of a four-storey (and mechanical penthouse), Part 9, universally accessible low-rise apartment dwelling, with a proposed gross floor area of approximately 3,104 m² (33,411 ft²), to be located on the east side of Forward Avenue, between Burnside Avenue and Lyndale Avenue. The proposed building area is 641 m² (6,900 ft²).

The low-rise apartment dwelling has a total of 31 proposed units, ranging from studio units to 3-bedroom units, to provide a mix of unit sizes and affordability to accommodate the needs of a diverse population, such as families, seniors, youth, newcomers and refugees, who wish to remain in the urban centre of Ottawa. With this proposed development, CCOC intends to expand upon its successful portfolio of affordable housing for low- to moderate-income levels, which includes two other properties in the immediate neighbourhood at 151 Parkdale Avenue and 147 Hinchey Avenue, located within one block of the site at 159 Forward Avenue, as illustrated in **Figure 3-1**. The proposed development would provide a third CCOC apartment building, and help to foster a strong sense of community.

Figure 3-1: Neighbouring CCOC Properties



The existing building on the site served as the former Forward Avenue Family Shelter, which was closed in late 2018. The existing building is proposed to be demolished. Two existing play structures located in the rear yard will be transferred to Ottawa Community Housing.

The proposed development is designed to provide housing and promote a strong sense of community for a wide range of tenants of varying household sizes, socio-economic backgrounds, and accessibility requirements. The range of units will be provided at three

different rent levels (Average Market Rent [AMR], Below Market Rent [BMR], and Ontario Disability Support Program [ODSP]). All of the units will meet universal accessibility standards, including six (6) units that will be barrier-free, as well as an additional four (4) units designed to be easily adapted to the barrier-free standard, should the need arise. The proposed unit mix is presented in **Table 3-1**. Six (6) units are proposed at the basement level; nine (9) units on the first floor; eight (8) units on the second floor; and eight (8) units on the third floor.

Table 3-1: Proposed Residential Unit Mix

| Proposed Unit Type | Proposed Number of Units |
|--------------------|--------------------------|
| Studio | 2 |
| One-bedroom | 9 |
| Two-bedroom | 12 |
| Three-bedroom | 8 |
| Total | 31 |

The building would also include an elevator, as well as a Limited Use Limited Application (LULA) lift, which would allow tenants with accessibility requirements to enter and exit their units even if the main elevator was to be out of service for maintenance or repair.

The proposed development has been designed to replace the former family apartments on the site, and also to increase the total number of units available on the site. CCOC strives to promote a strong sense of community and neighbourly connections, by providing communal amenity spaces that encourage positive interactions between tenants. Further, an interior laundry room is provided, as well as interior and exterior bike storage areas to encourage active transportation.

The site currently has two accesses from Forward Avenue. The proposed development would maintain the southerly access to a proposed parking lot, with both ingress and egress. The existing northerly vehicle access would be removed; however, an above-grade building exit and walkway are proposed along the northern interior side yard. The main building entrance provides access to the basement level of the building, and is located at the southwest corner of the site. It is proposed to be located slightly below-grade with four entry steps down and a seating area adjacent to the entrance. Two accessible ramps are proposed: one at the front of the building with a 1:16 slope; and one at the rear of the building adjacent to the parking area with a 1:12 slope. The ramp at the front of the building is designed to blend in with the building's architectural design, and will include landscaping and lighting. The frontage will be further defined through landscaping and pavers at the main entrance, to contribute to an active frontage along Forward Avenue.

A total of 5 parking spaces are proposed for the site, despite the zoning requirements of 0 resident parking spaces and 2 visitor parking spaces. CCOC has determined the need to

provide some parking to provide flexibility for tenant families. Of the 5 proposed parking spaces, three (3) will be for residents, and two (2) will be for visitors. Of these, one (1) parking space will be barrier-free, meeting the Type A and access aisle requirements established in the Accessibility for Ontarians with Disabilities Act (AODA). The parking spaces would be sheltered, to assist tenants who might otherwise have difficulties clearing their vehicles of snow and ice.

The rear yard amenity space of 375 m² is proposed to include urban agriculture, comprised of individual garden plots for residents and a shared herb garden.

CCOC is also pursuing the Passive House design standard for the proposed development, which allows a building to decrease its impact on the environment, improve living conditions, and reduce tenant living costs. The building decreases its impact on the environment by reducing the amount of energy that is used and eliminating the use of natural gas. Tenant living conditions are improved by the building's ability to maintain interior conditions despite changes in weather, and by limiting the effect of increasing energy costs. Decreased energy use and the building's resiliency allow tenants to have affordable and consistent utility bills. CCOC is also considering a solar PV array, to bring the proposed development closer to Net Zero design standard. **Table 3-2** provides a summary of sustainability / energy efficient features.

Table 3-2: Sustainability / Energy Efficient Features (CCOC, Action Ottawa Proposal)

| Sustainability / Energy Efficient Features | |
|--|---|
| Item | Meets or Exceed OBC 2012 Requirements |
| Design | The building will be designed to meet Passive House Standards. It exceeds the energy efficiency requirements of the OBC and the MNECB. |
| Air Tightness | A thick air-tight envelop will aim to limit the air change rates to 0.6 AC/H. This exceeds minimum requirements for airtightness. |
| Ventilation | An Energy Recovery Ventilator (ERV) will be used to handle the ventilation. It will help manage both the moisture content and temperature of the air. |
| Mechanical Systems | Centralized mechanical systems will limit penetrations into the building increasing the integrity of the building's envelop and maximizing air tightness. |
| Windows, Walls, Roof | The envelope will be designed to maximize R-value, minimize air flow through the envelope, and limit sound penetration. This will limit heating and cooling costs to a quarter of a traditional building. |
| Appliances | All appliances will be energy Star rated and the building will seek to achieve an EnerGuide rating greater than 80. |
| Plumbing and Lighting | All plumbing fixtures will conserve water and all lighting will be LED and minimize energy use. |

Municipal services currently exist on the site. The estimated date of construction is Fall 2020.

As previously noted, the front lot line along Forward Avenue is set back approximately 1.5 m further away from the street than the two adjacent properties. City staff have confirmed that the City had previously taken this land for the purposes of road widening; however, there is no existing right-of-way protection on Forward Avenue and the City does not have plans to widen the road. As such, CCOC is also pursuing a road closure application to acquire the land. Should the road closure application be successful, the site plan will be adjusted and the proposed building may be moved closer to the front lot line. This adjustment will likely result in changes to the minor variances currently identified as being required (e.g. a minor variance for a reduced front yard setback would no longer be required).

A detailed Site Plan is shown in **Figure 3-2**, and is also included in **Appendix A**. Proposed building elevations are shown in **Figure 3-3** to **Figure 3-6**.

159 Forward Avenue | Planning Rationale and Design Brief
Site Plan Control Application
CCOC



Figure 3-3: Proposed Building Elevation – West Elevation (Figurr, dated April 28, 2020)



Figure 3-4: Proposed Building Elevation – East Elevation (Figurr, dated April 28, 2020)



Figure 3-5: Proposed Building Elevation – North Elevation (Figurr, dated April 28, 2020)



Figure 3-6: Proposed Building Elevation – South Elevation (Figurr, dated April 28, 2020)



4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement, 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Part IV: Vision for Ontario's Land Use Planning System identifies that healthy, liveable and safe communities are sustained by promoting efficient development, cost effective land use patterns and development standards, accommodating an appropriate range of mix of uses to meet long term needs, and focusing growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, includes policies to sustain healthy, liveable, resilient and safe communities. Policy 1.1.1 states that healthy, liveable and safe communities are sustained by promoting efficient development patterns and land use patterns, accommodating an appropriate range and mix of residential (including affordable housing) and other uses to meet long-term needs, improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on 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;
4. support active transportation; and
5. are transit-supportive, where transit is planned, exists or may be developed; [...].”

Further, Policy 1.1.3.2 (b) states that land use patterns within settlement areas shall be based on 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.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by: a. establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households; b. permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and d. 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.

Policy 1.8.1 provides 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: b. promote the use of active transportation and transit; and f. promote design and orientation which maximizes energy efficiency and conservation.

4.1.1 PROVINCIAL POLICY STATEMENT, 2020

The Ministry of Municipal Affairs and Housing has released a new Provincial Policy Statement, 2020, which will come into effect on May 1, 2020. The following proposed policy changes are relevant to this application:

- Section 1.1.1(b) emphasizes that healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing and affordable housing;

- Section 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment;
- Section 1.4.3 is amended to direct planning authorities to provide for an appropriate range and mix of housing options and densities to meet market-based and affordable housing needs of current and future residents. “Housing options” is defined as “a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life leasing housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.”; and
- There is a greater emphasis on preparing for impacts of a changing climate, including an amended Policy 1.8.1, which directs planning authorities to promote design and orientation of development which maximizes energy efficiency and conservation, and consider the mitigating effects of vegetation and green infrastructure.

The proposed development is consistent with the 2014 and 2020 PPS, as it represents residential intensification and redevelopment within a settlement area, utilizing land and existing infrastructure efficiently. It provides for multi-unit housing which contributes to a range and mix of affordable and market-based housing options to meet the social, health, economic and well-being requirements of future residents. The proposed development is transit-supportive, promotes active transportation, and improves accessibility for persons with disabilities within the urban centre of Ottawa. It supports energy conservation and efficiency, improved air quality for residents, and prepares for the impacts of a changing climate by employing Passive House design standards.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 BUILDING A SUSTAINABLE CITY

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of

housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choices for transportation.

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa's 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 options, and places to work and shop. Opportunities will be provided to increase the supply of affordable housing throughout the City.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, 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.

Section 2.2 – Managing Growth indicates that the majority of the City's growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city's liveable communities through intensification and infill.

Section 2.2.2 – Managing Intensification Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The City supports compatible intensification in the General Urban Area, and states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings.

Section 2.4.1 – Air Quality and Climate Change states that the City will encourage energy efficient and sustainable site and building design through subdivision and site plan approvals.

Section 2.5.1 – Design Ottawa encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but can enhance an established community and coexist with existing development without causing undue adverse impact on the surrounding properties. The design objectives of the proposed development are addressed in detail in **Section 4.3 Design Brief** of this Report.

Section 2.5.2 – Affordable Housing recognizes the shortage of affordable rental housing as one of Ottawa’s most compelling problems, as well as the need to accommodate social diversity and diversity in the housing supply. This can be achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs. The City will give priority to the processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes.

The proposed development supports the strategic directions of the OP by accommodating growth and new residential uses within the urban area, through redevelopment that is compatible with the surrounding established neighbourhood. The proposed development contributes to low-rise intensification within the City’s urban boundary and General Urban Area, that is transit-supportive and promotes active transportation. It provides a high quality of urban design that is compatible with the existing and evolving character of the immediate neighbourhood. The design of the proposed development also promotes energy efficiency through Passive House design standards. Importantly, the proposed development contributes affordable rental housing intended for persons of low- or moderate-income to the City’s housing stock, and provides universally accessible and barrier-free dwelling unit for persons with disabilities.

4.2.3 LAND USE DESIGNATION

The site is located within the City’s urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**. Policy 3.6.1.1 states that the 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, industrial, cultural, leisure, entertainment and institutional uses.”

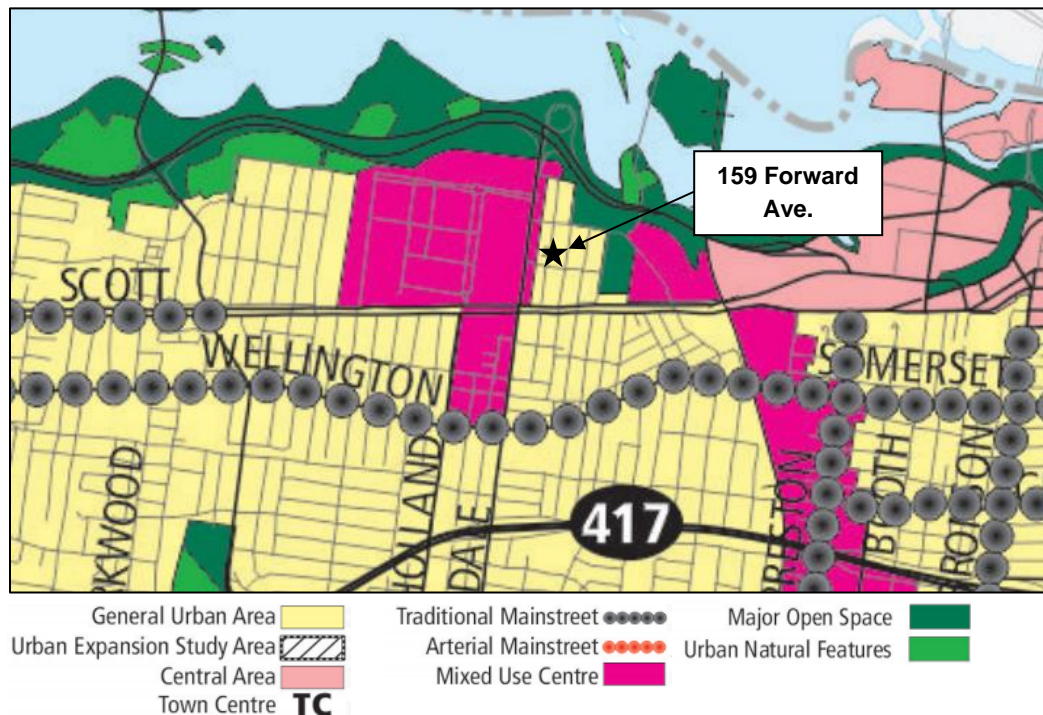
Furthermore, Policy 3.6.1.3 states that, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- 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 proposed development conforms to the General Urban Area policies of the OP. It represents residential intensification in the urban area that contributes to the balance of

housing types by providing compact, low-rise residential development that is compatible with the existing community, which is primarily characterized by a mix of low, medium, and high density residential uses.

Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan



4.2.4 SCOTT STREET SECONDARY PLAN (AMENDED 2015)

The purpose of the Scott Street Secondary Plan (Amended 2015) is to direct greater intensification to certain areas, while maintaining the low-rise character in other areas. The Plan introduces the “Neighbourhood Line” to provide clear distinction between low-rise areas and other areas that are anticipated to undergo significant change, greater intensification, and increased density, as well as taller buildings.

The site is designated as Low-Rise Residential on Schedule A – Land Use of the Scott Street Secondary Plan, as illustrated in **Figure 4-2**. The maximum building height for the site is four (4) storeys, as identified on Schedule B – Maximum Building Heights, illustrated in **Figure 4-3**.

Within the Low-Rise Residential designation, Policy 4.5.1.1 provides that permitted uses include the range of uses permitted in the General Urban Area designation in the Official Plan. Further, Policy 5.2 states that development applications shall address Transportation Demand Measures on a site-specific basis, such as: a. reduced/free transit passes; reduced parking rates; employee incentives to reduce parking demands; and employees and/or residents with bicycle parking and other facilities.

Figure 4-2: Schedule A - Land Use, Scott Street Secondary Plan

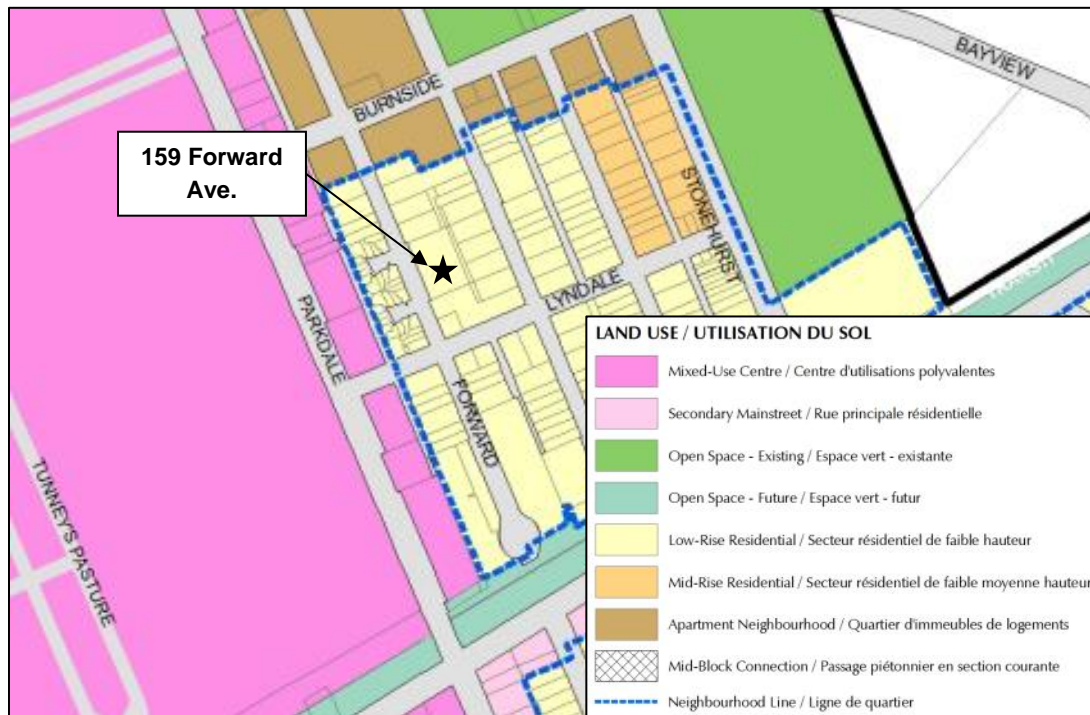
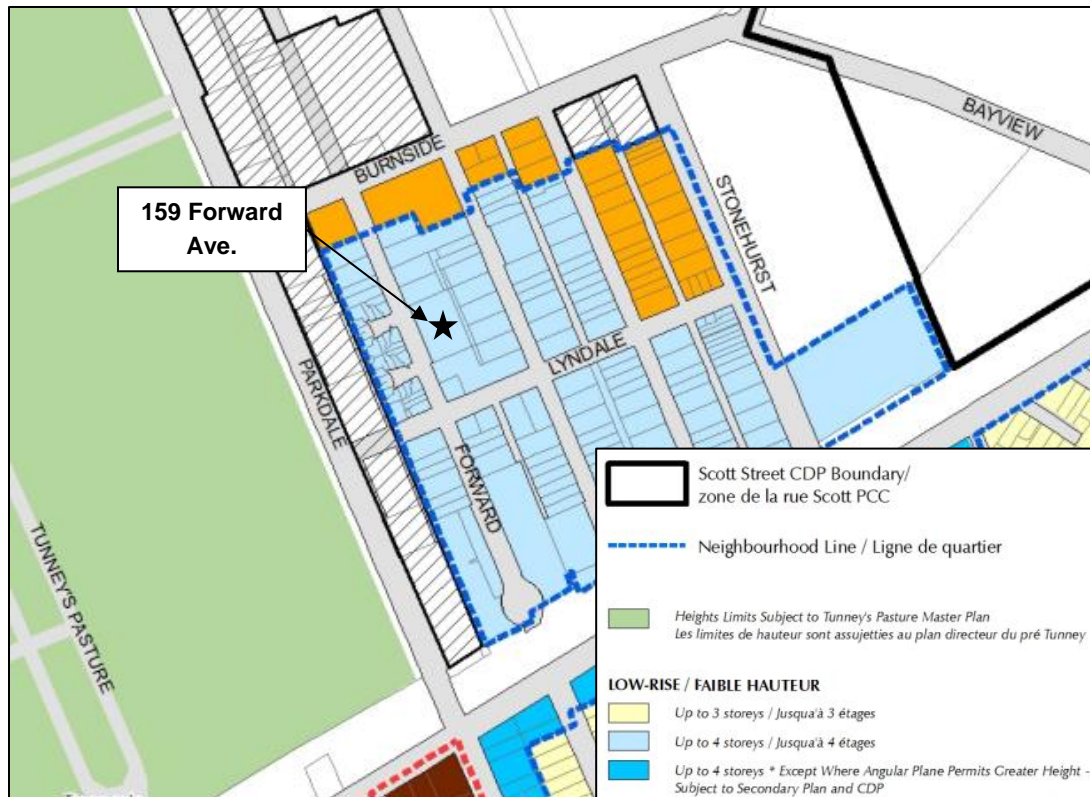


Figure 4-3: Schedule B - Maximum Building Heights, Scott Street Secondary Plan



The proposed development conforms with the policies of the Scott Street Secondary Plan, as it maintains the low-rise character of the neighbourhood through the proposed four-storey apartment dwelling, which is a permitted use within the General Urban Area designation in the OP. Further, the site provides a minimal amount of surface parking to serve the needs of future tenants, including families, while also providing ample bicycle parking to support active transportation, in excess of the zoning requirements for the site.

4.2.5 SCOTT STREET COMMUNITY DESIGN PLAN (JANUARY 2014)

Community Design Plans (CDPs) are a tool for implementing the principles and policies of the City of Ottawa OP at the community scale. CDPs provide direction regarding density, desired land use and built form, development of the public realm, place-making, mobility, and servicing in a defined CDP area. CDPs are approved by City Council and may be implemented through a Secondary Plan.

The Scott Street CDP (January 2014) is guided by six core principles:

- Reinforce and respect the character of existing neighbourhoods;
- Establish a vibrant, diverse and attractive mixed-use centre;
- Integrate higher density development strategically and sensitively;
- Enhance and interconnect the open space network;
- Improve mobility connections and create complete, inviting streets; and
- Promote design excellence.

The proposed land use for the site is Low-Rise Residential, as illustrated in **Figure 4-4**. The proposed maximum building height is up to 14.5 m, or four (4) storeys, as illustrated in **Figure 4-5**.

The CDP recommended that the established core of Mechanicsville be removed from the Mixed-Use Centre designation in the OP, to reflect that it is not an appropriate area for significant intensification. This has since been reflected in the redesignation of the area to General Urban Area, which is the current land use designation for the site in the OP. The CDP has been implemented through the Scott Street Secondary Plan and amendments to the Zoning By-law.

The proposed development conforms with the policies of the Scott Street CDP, as it is comprised of a low-rise residential use and falls within the proposed maximum building height of 14.5 m, or four (4) storeys.

Figure 4-4: Proposed Land Use (Excerpt), Scott Street Community Design Plan

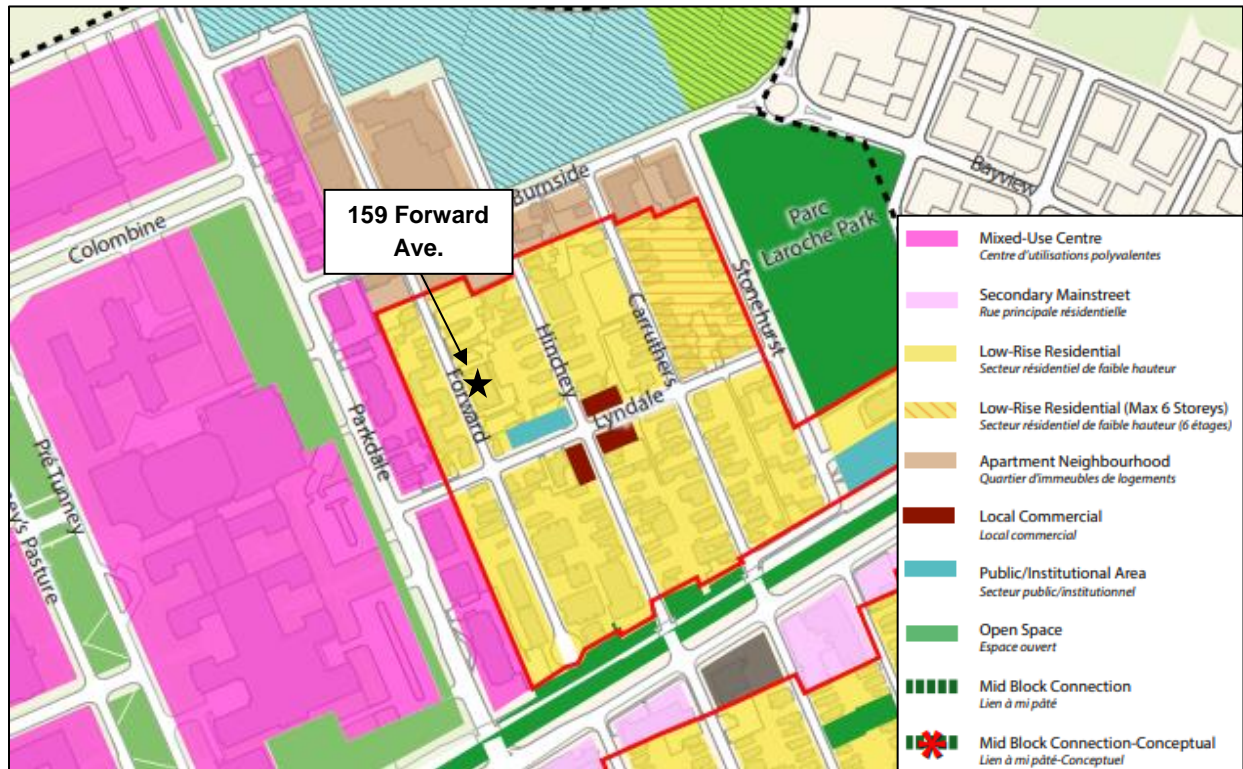
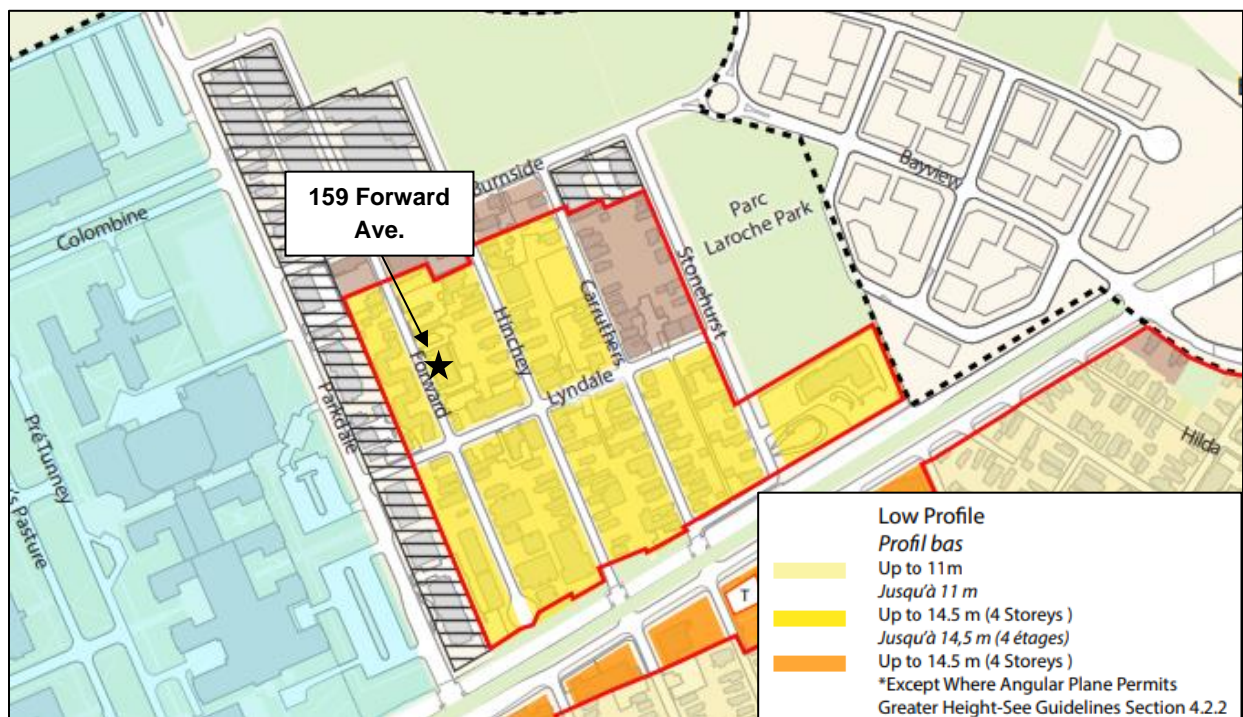


Figure 4-5: Proposed Height Map (Excerpt), Scott Street Community Design Plan



4.2.6 WALKING, CYCLING, TRANSIT, ROADS AND PARKING LOTS

Policy 4.3.3 provides that, to promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will:

- a. Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;
- b. Locate any proposed high-density employment and residential development close to transit stations;
- c. Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;
- d. Minimize walking distances from buildings to stations/major transit stops; and
- e. Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.

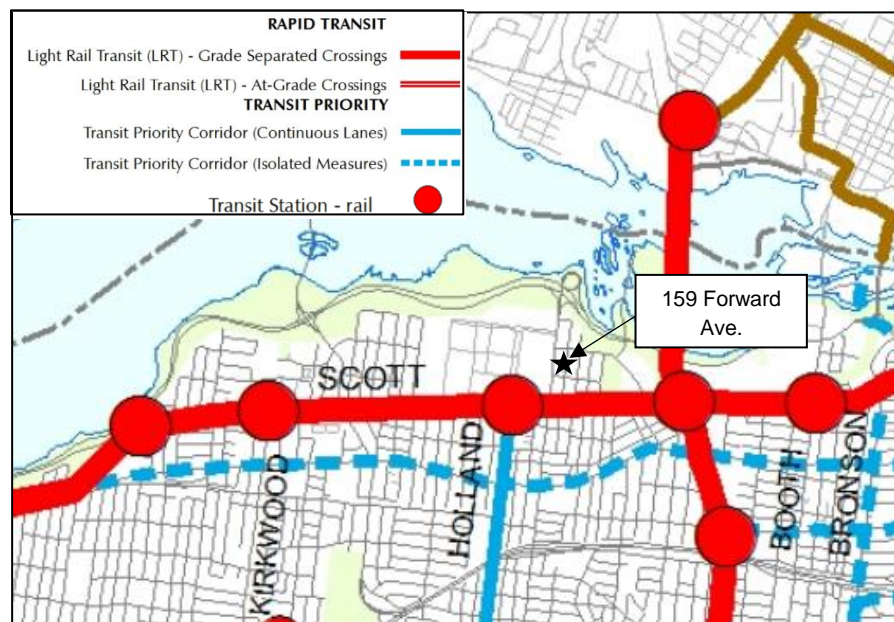
The proposed development is located within approximately 500 metres of Tunney's Pasture Station, as previously illustrated in **Figure 2-17** and on Schedule D of the OP, as illustrated in **Figure 4-6**.

Further, Policy 4.3.5 states that the City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. This is further discussed in **Section 4.4.6** of this Report.

In keeping with Policy 4.3.9 which requires that parking areas for motorized vehicles are screened from the street, the proposed development includes landscaping and a cantilevered overhang to provide sheltered parking spaces which are screened from the street.

The proposed development provides a low-rise apartment building of appropriate density for the neighbourhood, conveniently located in close proximity to an existing rapid transit station with both LRT and bus connections. While no on-site motor vehicle parking spaces are required, five (5) parking spaces are proposed to serve the needs of future tenants, including families. Bicycle parking is provided in excess of the zoning requirement, to encourage active transportation. The existing pedestrian network links the proposed development to Parkdale Avenue and to Tunney's Pasture Station.

Figure 4-6: Schedule D – Rapid Transit and Transit Priority Road Network (Excerpt), City of Ottawa Official Plan



4.2.7 ANNEX 1 – ROAD CLASSIFICATION AND RIGHTS-OF-WAY

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads. Table 1 does not include a specific ROW protection requirement for Forward Avenue, which is a local road on OP Schedule E Urban Road Network. Further, the City did not identify a specific ROW protection requirement as part of the Pre-consultation meeting held on September 10, 2019.

As previously noted, the front lot line along Forward Avenue is set back approximately 1.5 m further away from the street than the two adjacent properties. **City staff have confirmed that the City had previously taken this land for the purposes of road widening; however, there is no existing right-of-way protection on Forward Avenue and the City does not have plans to widen the road. As such, CCOC is also pursuing a road closure application to acquire the land.**

4.3 DESIGN BRIEF

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

- “The provisions of this Plan that affect the design of a site or building;
- Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.”

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.3.1 DESIGNING OTTAWA

Policy 3.6.1.2 of the OP states that development proposals within the General Urban Area will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies, “Proponents are free to respond in creative ways to the Design Objectives and are not limited only to those approaches as suggested in this Plan.”

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

- The proposed development will enhance the sense of community by replacing the existing vacant building with a vibrant multi-unit residential use that includes a mix of unit sizes and

affordability to accommodate the needs of a diverse population. The design of the apartment building encourages a sense of community within the development itself, and will also integrate a mix of tenants into the neighbourhood, such as families, seniors, youth, newcomers and refugees.

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

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through redevelopment of the site.
- With respect to public space, the proposed development will enhance the existing public realm along Forward Avenue through improved streetscaping features and architectural articulation, to form an attractive and continuous street frontage.
- With respect to private space, the proposed development will include private outdoor amenity space in the rear yard, including garden plots and a shared herb garden, to facilitate interaction and a sense of community among tenants.

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

- The proposed development will be accessed from Forward Avenue, an existing Local Road, and will connect to Parkdale Avenue through the local road and pedestrian network. The site is also within 600 metres of Tunney's Pasture Station, and the proposed development will encourage active transportation.

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

- The site is located within the Hintonburg-Mechanicsville neighbourhood, the character of which is primarily comprised of a mix of low, medium, and high density residential uses. The proposed development will contribute to the existing mix of residential uses, and will remain largely consistent with the existing character of the site, as it will provide a similar building footprint and building height as currently exists.

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.

- All of the dwelling units in the proposed development will meet universal accessibility standards, including six (6) units that will be barrier-free, as well as an additional four (4) units designed to be easily adapted to the barrier-free standard, should the need arise. The proposed development represents an inclusive and accessible residential use that contributes to the diversity of housing options and rental unit sizes in the area.

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

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include ample landscaping in the front and rear yards, to minimize the impact of the building area.

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 will be constructed in accordance with Passive House design standards to achieve energy efficiency, eliminate the use of natural gas, improve interior tenant living conditions, and affordable utility costs for tenants. CCOC is also considering the addition of a solar PV array, to bring the proposed development closer to Net Zero design standard.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

Table 4-1 provides an evaluation of the proposed development against the compatibility criteria set out in Section 4.11.

Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

| Policies | Measure of Compatibility |
|---|---|
| Views | The proposed development is of a similar scale to the existing building on the site. It is not anticipated to impact or obstruct views from neighbouring properties. |
| Building Design | The proposed development design fits within the existing desirable character and planned function of the surrounding area by providing a low-rise residential use that conforms to the City's goals, objectives, and policies for the area in the Official Plan and Scott Street Secondary Plan and Community Design Plan. The proposed development contributes to a high-quality pedestrian environment on Forward Avenue by providing enhanced streetscaping through the use of landscaping and architectural features and materials, and by increasing the front yard setback from that provided by the existing building. |
| Massing and Scale | The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted in the Zoning By-law for the site is 14.5 m. The proposed development would have a building height of approximately 12.8 metres, which is below the maximum permitted. Accordingly, the proposed development is of an appropriate massing and scale. |
| High-Rise Buildings | N/A |
| Outdoor Amenity Areas | The proposed development will include a communal outdoor amenity area of approx. 375 m ² in the rear yard, which exceeds the zoning requirement. |
| Public Art | N/A |
| Design Priority Areas | The site is not within a Design Priority Area. |
| First Nations Peoples Design Interests | N/A |

The proposed development meets the intent of the City of Ottawa's urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.3.2 URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING (2012)

The Urban Design Guidelines for Low-rise Infill Housing were completed in May 2012. They are intended to guide development of vacant lots or portions of vacant lots in established urban areas, including within the General Urban Area designation in the OP. 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; and
- Incorporate environmental innovation and sustainability.

The proposed development meets the following guidelines presented in **Table 4-2**, as outlined in the City's Urban Design Guidelines for Low-rise Infill Housing. However, the City's website notes that zoning regulations which implement the Mature Neighbourhoods Overlay take precedence over these Guidelines.

Table 4-2: Applicable Urban Design Guidelines for Low-rise Infill Housing

| Guideline | Measure of Compatibility |
|--|--|
| STREETSCAPES | |
| 2.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level. | The ground floor and street façade of the proposed development are emphasized through the use of windows and a variety of architectural materials. The principal entry to the building will be slightly depressed below-grade, and will include a landing with a small seating area, to be consistent with adjacent residential uses. It will be easily accessible by the front ramp or front steps. |
| 2.2 Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a | The streetscape character varies along Forward Avenue and between the adjacent residential uses. There is a mix of at-grade and elevated entrances, front-facing garages, asphalt parking lots, and predominantly hardscaped front yards. The proposed development will enhance the |

| Guideline | Measure of Compatibility |
|--|---|
| more desirable pedestrian character and landscape pattern. | streetscape by providing architectural interest along the street façade, enhanced landscaping, and a parking lot in the side yard that is screened from view from Forward Avenue. |
| 2.3 Design accessible walkways, from private entrances to public sidewalks. | The proposed development will include accessible ramps leading to the main and rear building entrances, and an accessible grade to the public sidewalk. |
| LANDSCAPE | |
| 3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character. | The front yards and public right-of-way of adjacent residential uses are predominantly characterized by hardscaping, with minimal or no landscaping. The proposed development will include enhanced landscaping and an interlock walkway to the main building entrance to enhance the existing street façade. |
| 3.2 Where the soft surface boulevard in the right-of-way is limited, increase front yard setbacks to allow more room for tree planting. | The existing right-of-way along Forward Avenue does not include a soft surface boulevard at the site. The proposed development has been set back further from the street line than the existing building on the site, to allow for additional landscaping. |
| 3.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable. | Existing trees in the front yard will not be retained; however, three (3) new street trees are proposed along Forward Avenue. Existing trees on adjacent properties will not be impacted. |
| 3.4 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. | The proposed development includes enhanced landscaping, including planting beds and ground cover, between the building and the sidewalk edge. |
| BUILDING DESIGN (BUILT FORM) | |
| 4.1.1 Ensure new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street, contribute to the animation, safety and security of the street. | The proposed development includes a landing with a small seating area at the principal building entrance, as well as windows along the building façade. Windows will be located at-grade along the front building wall to further animate the street level. |
| 4.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. | The proposed development maintains the existing building height and orientation, as well as the location of the existing southern building entrance. As the building entrances along Forward Avenue vary in elevation, the proposed main building entrance is compatible with adjacent residential uses. The proposed development provides an increased front yard setback as compared to the |

| Guideline | Measure of Compatibility |
|--|--|
| | existing building, to achieve more desirable landscaping in the front yard. |
| 4.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. | The proposed development is oriented to include a rear yard amenity space, and does not require any sound attenuation walls. |
| 4.1.5 In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots. | The site's property line is slightly set back from that of adjacent properties; as such, the front yard setback required by the zoning would result in the building being further set back than adjacent residential buildings. The proposed development includes a minor deviation from the required front yard setback, to better maintain a continuous street edge along with adjacent buildings. |
| 4.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy. | The proposed development will maintain the building height and orientation of the existing building on the site, and will include significant rear yard and southern side yard setbacks. The adjacent property to the north has a large side yard with landscaping. As such, the proposed development is not anticipated to result in impacts to adjacent residential properties related to light, views, and privacy. |
| 4.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks. | Existing rear yards of neighbouring residential uses are predominantly hardscaped, include various accessory structures, and vary in their setbacks. The proposed development will provide a rear yard amenity space that meets the setback required by the zoning. |
| 4.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes. | The proposed development will maintain the building height and orientation of the existing building on the site; as such, the scale and mass of the proposed development is not anticipated to impact adjacent residential buildings. |
| 4.3.3 Provide primary building entrances that are inviting and visible from the street by: Using quality and eye-catching materials and features at the entry; Adding architectural elements such as porches which promote street-oriented interaction; Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance; Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. | The proposed development will include a front-facing main building entrance which is visible from the street, is slightly depressed by approximately four (4) steps down and has a landing, in keeping with the character of various elevations of residential building entrances along Forward Avenue. A front ramp is also proposed for accessibility, and will be integrated into the building façade using landscaping and lighting. The route to the main building entrance will be clearly delineated through an interlock walkway, and framed by planting beds and landscaping. |
| 4.3.5 Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor | The proposed main building entrance is depressed by approximately four (4) steps and includes a landing, and is considered to be |

| Guideline | Measure of Compatibility |
|--|--|
| elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape. | compatible with the building entrances of adjacent residential uses along Forward Avenue, which vary in their elevations. |
| 4.3.6 Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street. | The proposed development will include a landing and a small outdoor seating area, as well as windows located along the front wall of the building at-grade to animate the building façade. |
| PARKING AND GARAGES | |
| 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas. | The proposed development includes a parking lot in the southern side yard which is screened from view of the street through landscaping. The driveway access width has been reduced to the extent possible, while meeting zoning requirements. |
| 5.2 Where driveways and walkways abut, use contrasting materials to distinguish and highlight the walkway to front door. | The driveway and interlock walkway leading to the main building entrance will use contrasting materials. |
| 5.8 Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible. | The proposed development will eliminate the existing northern side yard driveway access. The proposed building will be located closer to the northern side lot line, and will include a 1.2 m wide interlock walkway between the building exit and the street. |
| SERVICE ELEMENTS | |
| 7.1 Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance. | A garbage enclosure is proposed towards the rear of the building and parking lot, and would not be visible from Forward Avenue. The existing Hydro pad in the southwestern corner of the property will be maintained but will be screened from view with proposed landscaping. |
| 7.5 Respect safety clearances and setbacks from overhead and underground services and utilities. | Required setbacks and safety clearances from overhead and underground utility services will be maintained. An existing gas meter in the front yard will be relocated, and some existing overhead wires in the rear yard will be removed. |

The proposed development has taken into consideration the applicable Urban Design Guidelines for Low-rise Infill Housing, and incorporated these design elements wherever possible.

4.3.3 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES (2007)

The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed (Policy 4.3.3).

The Transit-Oriented Development Guidelines were approved by Council on September 26, 2007. According to the Guidelines, "Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use".

The purpose of these Guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are applied throughout the City for all development within a 600 m walking distance of a rapid transit stop or station, in conjunction with the policies of the City of Ottawa Official Plan and other applicable regulations such as the City of Ottawa's Zoning By-law.

The proposed development meets the following guidelines presented in **Table 4-3**, as outlined in the City's Transit-Oriented Development Guidelines, recognizing the location of the proposed development is within 600 m of Tunney's Pasture Station.

Table 4-3: Applicable Transit-Oriented Development Guidelines

| Guideline | Measure of Compatibility |
|---|--|
| Guideline 1: Provide transit supportive land uses within a 600 metres walking distance of a rapid transit stop or station. | The proposed development would be located within 600 metres walking distance of the existing Tunney's Pasture Station. It includes ample bicycle parking spaces and minimal vehicle parking spaces, to encourage active transportation. |
| Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians. | The proposed development includes windows and a variety of building materials along the lower storeys of the building, as well as a landing, a small seating area, and a ramp enhanced with landscaping and lighting, to provide visual interest to pedestrians along Forward Ave. |
| Guideline 16: Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit. | The proposed development has been arranged to provide accessible connections that meet the needs of pedestrians. An interlock walkway is proposed from the main building entrance and ramp to the street. Sidewalks link the proposed development from Forward Avenue to Tunney's Pasture Station. |

| Guideline | Measure of Compatibility |
|---|--|
| Guideline 26: Ramps must have a maximum slope of 1:20. A level walking space should be provided at the top of the ramp. | The proposed front ramp would have a slope of 1:16, and the proposed rear ramp would have a slope of 1:12. Level spaces are provided at the entry of both ramps, as well as at the building entrances. |
| Guideline 29: 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. | The proposed development would include both an interior bicycle storage room accessible from the main lobby of the building, as well as exterior bicycle parking area located in the rear yard near the back ramp and building entrance. |
| Guideline 35: Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. | The proposed parking lot is located within the southern side yard of the building, and would be screened from the public right-of-way with landscaping. It does not encroach past the front of the building. |
| Guideline 54: Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view. | A garbage enclosure is proposed towards the rear of the building and parking lot, and would not be visible from Forward Avenue. |

The proposed development has taken into consideration the applicable Transit-Oriented Development Guidelines, and incorporated these design elements wherever possible.

4.4 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATION FEBRUARY 12, 2020)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation February 12, 2020), the site is currently zoned Residential Fourth Density, Subzone S, Exception 486 (R4S[486]), as illustrated in Error! Reference source not found.. The site is also located within the Mature Neighbourhoods Overlay, and requires a Streetscape Character Analysis to be completed in accordance with Sections 139 and 140 of the Zoning By-law.

All properties which are immediately adjacent to the site are zoned Residential Fourth Density, Subzone S (R4S).

Figure 4-7: Site Zoning (geoOttawa, 2019)



4.4.1 STREETSCAPE CHARACTER ANALYSIS

The Streetscape Character Analysis was completed by Figurr Architects Collective and is included in **Appendix B**. The proposed development seeks to provide a more pedestrian-friendly streetscape along Forward Avenue than currently exists at the site, through additional landscaping and greenery. In addition, while many of the existing residential dwellings along Forward Avenue have street-facing entrances, they vary considerably in elevation. The proposed development includes a recessed main building entrance located slightly below-grade (four steps down), however, a proposed outdoor seating area is located adjacent to the main entrance to promote visibility and to animate the street, which is further provided through enhanced landscaping and windows along the front building wall at grade.

The results of the Streetscape Character Analysis indicate the following dominant Character Groups:

- **Front and Corner Side Yard Character: Character Group D** – No front yard (buildings at or close to the front property line), or short, undersized front yard occupied mainly by permitted projections such as a front porch or stoop;
 - The proposed development complies with the following Character Group Requirement, permitted in Character Group D: (iii) The front yard consists of a mix of soft landscaping and hard landscaping across the entirety of the front wall of the principal dwelling, except for a driveway, where a driveway is permitted, and may also contain a walkway (Sec. 140, Table 140A).

- In addition, Character Group D permits a projection which extends beyond the distance permitted by Section 65 of the Zoning By-law between the front lot line and the principal dwelling. The proposed development includes steps which are 0.21 m from the front lot line, as documented in **Table 4-6**.
- **Access and Parking Character: Character Group D** – Driveways are ½ or more of the lot width;
 - The proposed development complies with the following Character Group Requirement, permitted in Character Group D: (v) Single driveway that provides access to interior side yard surface parking, garage or carport (Sec. 140, Table 140B).
- **Main Door Character: Character Group A** – Main door faces the front lot line and the street, or is accessed by a structure located along the front wall of the dwelling but does not face the front lot line and street.
 - The proposed development complies with the following Character Group Requirement, permitted in Character Group A: (i) The principal entranceway faces the front lot line.

4.4.2 ZONING PROVISIONS

The general purpose of the R4 Zone is to:

- 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;
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home;
- 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 R4 Zone generally permits a range of residential building types, including low-rise apartment dwellings and urban agriculture. Subzone S requires buildings to meet certain performance and design standards depending on the use, including minimum lot width and area, minimum setbacks, and maximum building height.

Exception 486 provides that a maximum resident(s) count is not applicable, and that Section 134(1) does not apply. Section 134(1), regarding shelter accommodation, states, “Where it is a permitted use in a zone, in addition to the provisions of the zone in which it is located, a shelter must be separated from any other lot containing a shelter, a distance of 500 metres from each

property line of the lot on which the shelter is located.” **It should be noted that Exception 486 applied to the former use of the property as the Forward Avenue Family Shelter; the proposed development does not include a shelter use, and as such the Exception does not apply.**

Section 82 of the Zoning By-law contains provisions for urban agriculture, which requires that cultivation of plants for consumption may only be undertaken on lands having soils suitable for food production, and includes specific provisions for buildings and structures developed exclusively as part of urban agriculture (e.g. greenhouses). The proposed development does not include any buildings or structures associated with the proposed urban agriculture use.

Based on the site plan prepared by Figurr Architects Collective, dated April 28, 2020, **Table 4-4** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the R4S[486] Zone. **Seven (7) minor variances are anticipated to accommodate the proposed development.**

Table 4-4: Zoning Compliance for Residential Fourth Density Zone, Subzone S

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|-----------------------------|----------------------------|
| Minimum lot width – Sec. 162, Table 162A (iv) | 15 m | N/A | Yes – 46 m |
| Minimum lot area – Sec. 162, Table 162A (v) | 450 m ² | N/A | Yes – 1,653 m ² |
| Maximum building height – Sec. 162, Table 162A (vi) | 14.5 m Endnote 20: Despite the definition of grade in Section 54, the existing average grade will be used for development in Area A on Schedule 342 and will be as follows: Existing average grade must be calculated prior to any site alteration and based on the average of grade elevations taken along both side lot lines at the minimum required front yard setback and at the minimum required rear yard setback of the zone in which the lot is located. (OMB Order File No 150797, issued July 25, 2016 -By-law 2015-228) | N/A | Yes – 12.8 m |
| Minimum front yard setback – Sec. 162, Table 162A (vii) | 3 m | N/A | No – 2.5 m |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|---|--|---|
| Mature Neighbourhoods Overlay: Yard Setbacks for Yards Abutting Streets – Sec. 139(3)(a)(i) | <p>Min. required yard setback for a yard abutting a street must be: (a) in the case where there are residential use buildings on the lots abutting each side lot line of the affected lot, the setbacks for those yards that abut a street must align with the setbacks of abutting lots, such that: (iv) on an interior lot abutting a corner lot where the dwelling on the corner lot faces a different street, the front yard setback of the abutting residential lot that faces the same street as the affected lot.</p> <p>Requirement: Based on geoOttawa, the front building wall for the abutting residential lot to the north is approx. 2.2 m from the lot line; while the front porch projection is approx. 0.6 from the lot line.¹</p> | N/A | Yes – 2.5 m |
| Minimum corner side yard setback – Sec. 162, Table 162A (viii) | 3 m | N/A | N/A – the lot is an interior lot with no corner side yard |
| Minimum rear yard setback – Sec. 162, Table 162 (ix) | <p>Varies</p> <p>Endnote 3: The minimum required rear yard setback is equal to 25% of the lot depth but need not exceed 7.5 metres. Notwithstanding the foregoing, where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line. (By-law 2010-354) (By-law 2013-320)</p> | <p>Lot depth 35.94 m x 0.25 = 8.99 m (but need not exceed 7.5 m)</p> <p>Requirement: 7.5 m</p> | Yes – 10.78 m |
| Alternative Setbacks for Urban Areas – Minimum rear yard setback – Sec. 161 (11)(a)(iii) | For any lot with a lot depth greater than 25 metres, except for a lot containing a Planned Unit Development: a distance equal to 30 per cent of the lot depth which must comprise at least 25 per cent of the area of the lot. | <p>Rear yard setback equal to 30% of lot depth: 35.94 m x 0.30 = 10.78 m</p> <p>25% of lot area: 417.5 m²</p> <p>Requirement: 10.78 m (417.5 m²)</p> | Rear Yard Setback: Yes – 10.78 m (417.5 m ²) |

¹ As the preamble to Sec. 139 Low-Rise Residential Infill Development in Mature Neighbourhoods states that Sec. 139 does not take precedence over all of Part 6 – Residential Zones, it is assumed that the min. front yard setback requirement in the R4S Zone (Sec. 162, Table 162A(vii) of 3 m prevails and constitutes the min. front yard setback requirement; as such, a minor variance would be required.

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|---|---|
| Minimum interior side yard setback – Sec. 162, Table 162A (x) | Varies Endnote 3 (applicable provisions only): For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows: Where the building wall is greater than 11 m in height: 2.5 m; In all other circumstances the minimum required interior side yard setback is 6 m. | N/A | Southern interior side yard, within 21 m of front lot line: Yes – 5.06 m Southern interior side yard, beyond 21 m from front lot line: No – 5.06 m Northern interior side yard: No – 1.5 m |
| Minimum landscaped area for a lot containing an apartment dwelling, low rise – Sec. 161(8) | 30% of lot area | Lot area 1,653 m ² x 0.30 = 495.5 m ² | Yes – 504 m ² |

4.4.3 AMENITY AREA PROVISIONS

The Zoning By-law contains provisions for amenity areas, as set out in **Table 4-5**.

Table 4-5: Amenity Area Provisions

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|--|---|
| Minimum required amenity area for a low-rise apartment dwelling in any Residential Zone within the area shown as Area A on Schedule 321 – Sec. 137, Table 137(3) | Total amenity area: 15 m ² per dwelling unit up to 8 units, plus 6 m ² per unit in excess of 8 Communal amenity area: 100% of the amenity area required for the first 8 units Location: Community amenity area required for the first 8 units must be located at grade and in the rear yard; be landscaped; consist of at least 80% soft landscaping; and be located at grade and in the rear yard and | 8 units x 15 m ² = 120 m ² 23 units x 6m ² = 138 m ² Total requirement: 258 m ² Communal requirement: 120 m ² | Yes – 375 m ² communal amenity area provided at grade and in the rear yard |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|------------------|--|-----------------------------|------------------------|
| | may include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane | | |

4.4.4 PERMITTED PROJECTIONS ABOVE THE HEIGHT LIMIT AND PERMITTED PROJECTIONS INTO REQUIRED YARDS PROVISIONS

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 4-6**.

Table 4-6: Provisions for Permitted Projections Above Height Limit / into Required Yards

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|--|---|---|
| Permitted projections above the height limit – Sec. 64 | Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely: – Mechanical and service equipment penthouse, elevator or stairway penthouse | N/A | A mechanical penthouse is provided and is permitted to exceed the maximum building height of 14.5 m. |
| Canopies and awnings – Sec. 65, Table 65(4) | i) a distance equal to $\frac{1}{2}$ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and | i) rear yard: $10.78 \text{ m} / 2 = 5.39 \text{ m}$ | Yes – 1.525 m projection into rear yard; 0.94 m projection into the required interior side yard of 6 m, and 5.06 m from southern interior side lot line |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|--|-----------------------------|---|
| | ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line | | |
| Ramps – Sec. 65, Table 65(5) | Wheelchair ramps – no limit | N/A | Front ramp: Yes - 2.5 m Rear ramp at southern side of building: Does not project beyond building wall |
| Steps / Landing – Sec. 65, Table 65(5) | Where at or below the floor level of the first floor: Interior side yard and rear yard – no limit; Front yard – no closer than 0.6 m to a lot line | N/A | Northern interior side yard steps/landing: Yes – 0 m to interior side lot line Front steps: Yes – 0.21 m to front lot line, as permitted in Character Group D |
| Mature Neighbourhoods Overlay: Front Yard Patterns and Provisions – Sec. 140, Table 140A | Character Group Requirement, permitted in Character Group D: (vii) A projection extends beyond the distance permitted by Section 65 of the Zoning By-law between the front lot line and the principal dwelling. | N/A | |

4.4.5 ACCESSORY STRUCTURE AND WASTE MANAGEMENT PROVISIONS

The Zoning By-law contains provisions for accessory uses, buildings and structures, as well as provisions for waste management, as set out in **Table 4-7**. The proposed development includes a garbage enclosure, accessory to the proposed low-rise apartment dwelling, and located between the exterior bicycle storage area and the northernmost parking space.

Table 4-7: Provisions for Accessory Uses, Buildings and Structures, and Waste Management

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|-----------------------------|---|
| Minimum setbacks for an accessory structure – Sec. 55, Table 55(1)&(3) | (1) From a front lot line: same as principal building – 3 m (3)(e) From an interior side lot line or rear lot line not abutting a street: (i) in a front or interior side yard – same as principal building; (ii) in a rear yard – 0.6 m | N/A | Garbage enclosure: Yes – Located at rear of building far beyond the 3 m front yard setback, and 7.45 m from the interior side lot line Shed from rear lot line: |

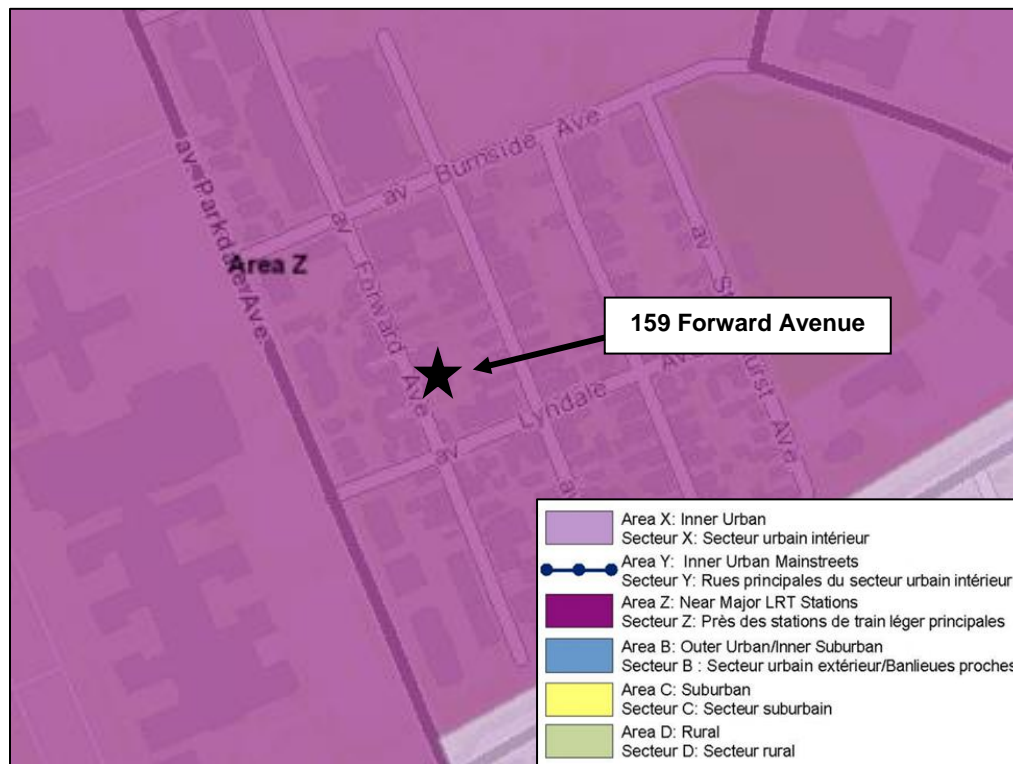
| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|--|-----------------------------|---|
| | | | Yes – 0.92 m Shed from northern interior side lot line: No – 2.64 m (whereas 6 m is required) |
| Minimum required distance from any other building located on the same lot, except for a hot tub – Sec. 55, Table 55(4) | 1.2 m | N/A | Garbage enclosure: Yes – 2.04 m from side wall of principal building Shed: Yes – 7.06 m from principal building |
| Maximum permitted height for an accessory structure – Sec. 55, Table 55(5) | In an R4 Zone: 3.6 m, with the height of the exterior walls not to exceed 3.2 m | N/A | Garbage enclosure: Yes – will not exceed 2.1 m in height (7 ft) Shed: Yes – will not exceed 3.2 m in height |
| Maximum permitted size for an accessory structure – Sec. 55, Table 55(6) | Lot coverage of 50% of the yard in which they are located, with a maximum floor area of 55 m ² | | Garbage enclosure: Yes – Not located within a required yard, and is 13.8 m ² Shed: Yes – 10.08 m ² (4.8% of rear yard area) Total: 23.88 m ² |
| Maximum number of accessory buildings permitted on a lot – Sec. 55, Table 55(7) | 2 | N/A | Yes – a total of 2 accessory structures are provided (garbage enclosure and shed) |
| Path for movement of garbage contains between a garbage storage area and the street line – Sec. 143(1)(a) | In an R4 Zone, any building exceeding 400 m ² in total floor area must provide: (a) a path for the movement of garbage contains between a garbage storage area and the street line, and such path must be: (i) not less than 1.2 m in width; (ii) | N/A | Yes – A path between the garbage enclosure and the street line via the 6 m wide parking aisle and 3.6 m wide driveway aisle |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|------------------|---|-----------------------------|------------------------|
| | unobstructed by any window well, depression or grade change that would impede the movement of a wheeled garbage container; (iii) for that part of the path located outside a building, paved or finished with hard landscaping and may be on a driveway or walkway. | | |

4.4.6 PARKING PROVISIONS

The Zoning By-law contains provisions for parking, as set out in **Table 4-8**. The site is within Area Z on Zoning By-law Schedule 1A, as illustrated in **Figure 4-8**. Section 101(2) of the Zoning By-law provides that, within Area Z on Schedule 1A, no off-street motor vehicle parking is required; however, visitor parking spaces are required as identified in **Table 4-8**.

Figure 4-8: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa, 2020)



Section 103 of the Zoning By-law includes provisions for a maximum limit on the number of parking spaces near rapid transit stations, as shown in Schedule 2A and 2B of the Zoning By-law. Tunney's Pasture Station is identified as an existing and future rapid transit station on both Schedules 2A and 2B. For the purposes of applying the provisions of Section 103 of the Zoning By-law, the site is located in Area B: Inner Urban on Schedule 1 of the Zoning By-law, as illustrated in **Figure 4-9**. Applicable provisions are identified in **Table 4-8**.

Figure 4-9: Schedule 1 - Boundaries of the Central, Inner Urban, Suburban and Rural Areas (Excerpt), City of Ottawa Zoning By-law (via geoOttawa, 2020)



Table 4-8: Parking and Loading Space Provisions

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|--|--|--|
| Minimum parking space rate for Area Z – Sec. 101(2) | No off-street motor vehicle parking is required | N/A | Yes – 3 resident parking spaces |
| Minimum visitor parking space rate for Area Z, low-rise apartment dwelling – Sec. 102, Table 102 (ii) & Sec. 102(2) | 0.1 per dwelling unit, but none required for the first twelve dwelling units on a lot | 19 units x 0.1 = 1.9 parking spaces Requirement: 2 visitor parking spaces | Yes – 2 visitor parking spaces |
| Maximum number of parking spaces permitted (near rapid transit | Low Rise Apartment Dwelling, Area B, Schedule 1 other than MC Zone at Tunney's Pasture | 31 units x 1.75 = 54.25 spaces | Yes – 5 spaces (3 resident, 2 visitor) |

| Zoning Provision | | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|-------------------|---|--|--|
| stations) – Sec. 103, Table 103 | | (Inner City Area): 1.75 per dwelling units (combined total of resident and visitor parking) | Requirement: Max. 54 spaces (resident and visitor) | |
| Dimension requirements for a motor vehicle parking space – Sec. 106(1) | (a) Width | Minimum width of 2.6 m; maximum width of 3.1 m | N/A | Yes – 4 parking spaces provide a width of 2.6 m and a length of 5.2 m; 1 parking space is a barrier-free parking space with a width of 3.4 m and a length of 5.2 m |
| | (b) Length | 5.2 m | N/A | |
| Minimum number and type of accessible parking spaces – Accessibility for Ontarians with Disabilities Act (AODA), Regulation 191/11, Sec. 80.36(1), 1² | | One parking space for the use of persons with disabilities, which meets the requirements of a Type A parking space, where there are 12 parking spaces or fewer. | N/A | Yes – 1 barrier-free parking space is provided |
| Type A parking space width requirement – AODA, Regulation 191/11, Sec. 80.34(1)³ | | A wider parking space which has a minimum width of 3.4 metres and signage that identifies the space as “van accessible”. | N/A | Yes - 1 parking space is a barrier-free parking space with a width of 3.4 m |

² Section 111(2) of the City of Ottawa Traffic and Parking By-law, Part C – Parking required for persons with disabilities, requires that every owner or operator of a “public parking area” shall provide reserved parking spaces for the exclusive use of persons with disabilities, or persons conveying persons with disabilities, to park their motor vehicles. The proposed development provides a total of 5 parking spaces; for public parking areas with 1-19 parking spaces, the Table in Section 111(2) requires a minimum number of 0 spaces to be reserved for persons with disabilities. However, the proposed development provides 1 barrier-free parking space.

³ Section 112(1) of the City’s Traffic and Parking By-law, Part C requires that reserved parking spaces in a “public parking area” referred to in the Table in Section 111(2) must be a minimum width of 3.66 m. However, the parking area for the proposed development does not meet the definition of “public parking area” under the By-law, which means “an open area or structure, other than a street, used by the public at the invitation of the owner for the temporary parking of more than four (4) passenger vehicles whether free, for compensation, or as an accommodation for clients, customers or visitors.” The proposed development is a private residential development which only includes 2 visitor parking spaces. As such, it is interpreted that the City’s Traffic and Parking By-law standards for the required dimensions for a barrier-free parking space do not apply; the proposed development complies with the standards for Type A parking spaces and access aisle widths under the Accessibility for Ontarians with Disabilities Act (AODA), Regulation 191/11.

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|--|--|------------------------------------|---|
| Access aisle width – AODA, Regulation 191/11, Sec. 80.35(1)&(2) | <p>Access aisles must be provided for all parking spaces for the use of persons with disabilities in off-street parking facilities.</p> <p>Access aisles may be shared by two parking spaces for the use of persons with disabilities in an off-street parking facility and must meet the following requirements:</p> <ol style="list-style-type: none"> 1. They must have a minimum width of 1.5 m. 2. They must extend the full length of the parking space. <p>They must be marked with high tonal contrast diagonal lines, which discourages parking in them, where the surface is asphalt, concrete or some other hard surface.</p> | N/A | Yes – A 1.56 m wide access aisle which extends the length of the barrier-free parking space is provided |
| Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a) (i) | 3 m for a single traffic lane | N/A | Yes – 3.6 m |
| Maximum permitted width for a driveway that leads to less than 20 parking spaces (low-rise apartment dwelling) – Sec. 139(10)(b)(i) | 3.6 m | N/A | Yes – 3.6 m |
| Minimum vertical clearance for aisle providing access to or located within a parking lot – Sec. 107(1)(b) | 2 m | N/A | Yes – vertical clearance will be a minimum of 2.1 m |
| Minimum aisle width – Sec. 107, Table 107 | 6.7 m for angle of parking that is 90 degrees | N/A | No – 6 m |
| Steep Driveways – Sec. 108(1)(b) | The gradient of a driveway leading to more than one parking space, must not exceed that specified in the | N/A | Yes – Driveway has a 0.5% grade |

| Zoning Provision | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|---|---|---|
| | <p>City of Ottawa Private Approach By-law.</p> <p>Requirement for private approach servicing a parking area with less than 50 parking spaces: 2% grade within the private property for a distance of 6 m from the highway line or future highway line</p> <p>Sec. 25(t), City of Ottawa Private Approach By-law No. 2003-447</p> | | |
| Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110 | <p>Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of:</p> <p>(a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer; (b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.</p> <p>Requirement for landscaped buffer for a parking lot containing 10 or fewer spaces:</p> <ul style="list-style-type: none"> – Abutting a street: 3 m – Not abutting a street: 0 m | <p>15% of parking lot area: 313 m²</p> <p>$\times 0.15 = 46.95 \text{ m}^2$</p> | <p>No – 23 m² (7.4%) of adjacent landscaping is provided to the south and east of the parking lot</p> <p>Yes – landscaped buffer of 3.58 m is provided between the parking lot and the front lot line</p> |
| Outdoor loading and refuse collection areas within a parking lot – Sec. 110(3) | <p>Requirements:</p> <ul style="list-style-type: none"> – 9 m from a lot line abutting a public street – 3 m from any other lot line – Screened from view by an opaque screen with a min. height of 2 m | N/A | Yes – Proposed garbage enclosure is located 7.45 m from the southern interior lot line and 11.77 m from the rear lot line |

| Zoning Provision | | Requirement | Calculation (if applicable) | Compliance (Yes or No) |
|---|-----------------------|--|---|--|
| Minimum number of bicycle parking spaces for low rise apartment dwelling – Sec. 111(2), Table 111A(b)(i) | | 0.50 per dwelling unit | 31 units x 0.50 = 15.5 spaces | Yes – 20 interior spaces (vertically stacked); 14 exterior spaces in rear yard |
| Minimum bicycle parking space dimensions – Sec. 111, Table 111B | (a) Horizontal | Width: 0.6 m Length: 1.8 m | N/A | Yes – 0.6 m wide x 1.8 m long |
| Bicycle parking spaces may be located in landscaped area – Sec. 111 (7) | | Max. of 50% or 15 spaces, whichever is greater | 15.5 / 2 = 7.75 spaces Requirement: Max. 15 spaces | Yes – 14 exterior spaces are located in rear yard |
| Minimum bicycle parking aisle width - Sec. 111 (9) | | 1.5 m | N/A | Yes – 1.5 m |
| Mature Neighbourhoods Overlay: Pedestrian Access – Walkways – Sec. 139(16) | | A walkway located in a front yard or corner side yard is permitted only: (a) where it provides access between a driveway and an entranceway to the dwelling, or; (b) where extending from the right-of-way back to the dwelling and it is not abutting the driveway, and; (c) if it does not exceed 1.25 metres in depth, in the case of subsection (16) (a), or in width, in the case of subsection (16) (b). | N/A | Walkway between driveway and entranceway: Yes – 1.2 m wide Walkway between right-of-way and entrance: No – 4.5 m wide |

The proposed development complies with the general intent of the Zoning By-law, and the proposed low-rise apartment dwelling, with associated urban agriculture in the rear yard, is a permitted use. Seven (7) minor variances are anticipated to accommodate the proposed development, summarized below:

- A reduced front yard setback of 2.5 m, whereas the R4S provisions of the Zoning By-law require a minimum front yard setback of 3 m;
- A reduced northern interior side yard setback of 1.5 m, whereas the Zoning By-law requires a minimum interior side yard setback of 2.5 m within 21 m of the front lot line;

- A reduced southern interior side yard setback of 5.06 m beyond 21 m from the front lot line, whereas the Zoning By-law requires a minimum interior side yard setback of 6 m beyond 21 m from the front lot line;
- A reduced northern interior side yard setback of 2.64 m for the shed accessory structure, whereas the Zoning By-law requires the accessory structure to be setback the same distance as required for the principal building, which in this case is a minimum interior side yard setback of 6 m beyond 21 m from the front lot line;
- A reduced minimum aisle width of 6 m for a parking lot, whereas the Zoning By-law requires a minimum aisle width of 6.7 m for parking spaces with an angle of 90 degrees;
- A reduced landscaped area of 23 m² (7.4%) within a parking lot, whereas the Zoning By-law requires a minimum of 15% of the parking lot area to be provided as perimeter or interior landscaped area; and
- A walkway width of 4.5 m between the right-of-way and the main building entranceway, whereas the Mature Neighbourhoods Overlay provisions of the Zoning By-law require a maximum width of 1.25 m.

5 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed four-storey apartment dwelling at 159 Forward Avenue represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the 2014 and 2020 Provincial Policy Statements.
- The proposed development conforms to the strategic directions and policies of the Official Plan by supporting redevelopment and intensification in the urban area, with an accessible and transit-supportive residential use in proximity to a rapid transit station.
- The proposed development meets several policies under the urban design objectives in Section 2.5.1, and the compatibility criteria in Section 4.11 of the OP.
- The proposed development has taken into consideration the applicable Urban Design Guidelines for Low-rise Infill Housing and Transit-Oriented Development Guidelines, and incorporated these design elements wherever possible and applicable.
- The proposed development complies with the general intent and purpose of the Zoning By-law; however, seven (7) minor variances are anticipated to accommodate the proposed development.

In conclusion, the Site Plan Control approval being sought to support the proposed development at 159 Forward Avenue represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114, or Anita.Sott@wsp.com or 613-690-1121, if you have any questions or require additional information.

Yours truly,

WSP

A handwritten signature in black ink, appearing to read 'N. De Santi'.

Nadia De Santi, MCIP, RPP
Senior Project Manager

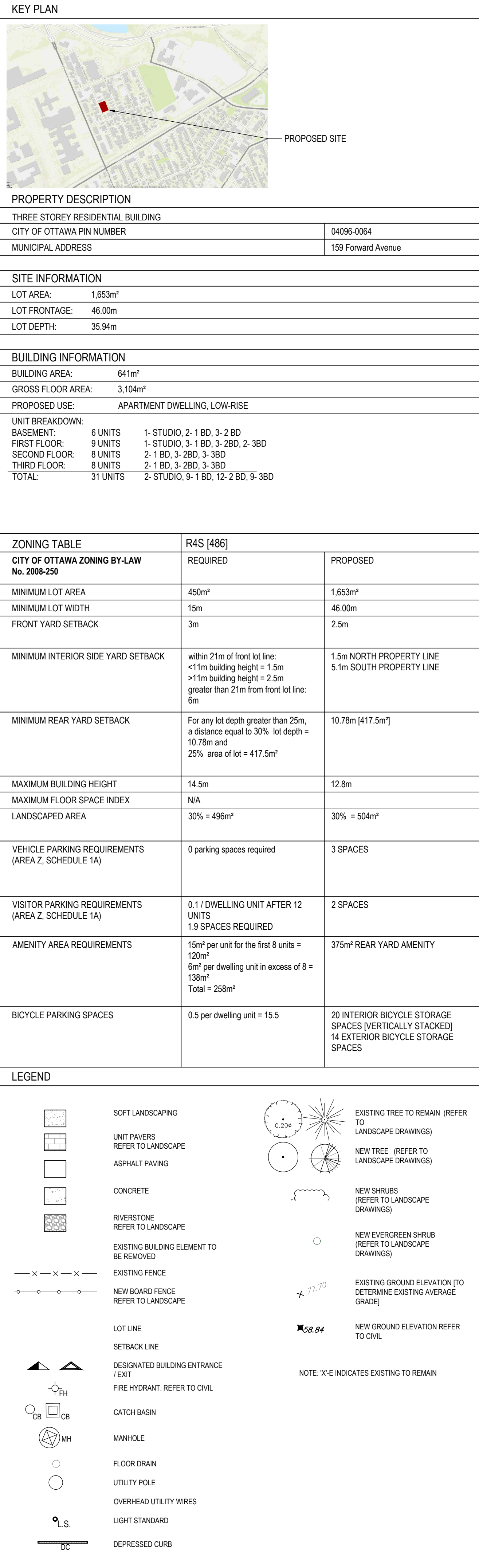
A handwritten signature in black ink, appearing to read 'A. Sott'.






Anita Sott, MCIP, RPP
Senior Planner

APPENDIX

A

SITE PLAN



| No. | Date | Émis pour / Object |
|---|------------|--------------------|
| 1 | 2020-03-30 | COORDINATION |
| 2 | 2020-04-28 | SITE PLAN CONTROL |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| --- | --- | --- |
| <hr/> | | |
| Ingénieur / Engineer (Mécanique & Électrique / Mechanical & Electrical) | | |
| <hr/> | | |
| Ingénieur / Engineer (Structure / Structure) | | |
| <hr/> | | |
| Architecte / Architect (paysagiste / Landscapist) | | |
| <hr/> | | |
| <div></div> | | |
| <hr/> | | |
| Ingénieur / Engineer (Civil / Civil) | | |
| <div></div> | | |
| <hr/> | | |
| Client / Client | | |
| <hr/> | | |
| <hr/> | | |
| Architecte / Architect | | |
| Collectif d'architectes / Architects Collective | | |
| <div><div><p>fig. 1</p><p>3550, Saint-Antoine O. Montréal QC H4C 1A5 T. 514. 881-6122</p><p>fig. 2</p><p>150 Somerset St W #206 Ottawa ON K2P 1J4 T. 613. 688-6122</p></div><div><p>www.figuri.ca</p></div></div> | | |
| <hr/> | | |
| Droit d'auteur / Copyright | | |
| <p>Ce dessin est sujet au droit d'auteur. Il ne peut être reproduit pour quelques intentions ou usages que ce soit. Il ne peut être utilisé uniquement avec l'approbation de la signature et du festonnage originale.</p> <p>This drawing is subject to copyright. It is not to be reproduced for any purpose or by any means, and may only be used if it bears an original stamp and signature.</p> | | |
| <hr/> | | |
| Sceau / Seal | | |
| <div><div></div><div><p>Note:</p><p>L'entrepreneur doit vérifier toutes les dimensions et informations sur le site et avoir immédiatement l'architecte de toutes erreurs ou omissions.</p><p>Contractor shall verify all information and dimensions on site and immediately report any errors or omissions to the architect.</p></div></div> | | |
| <hr/> | | |
| Projet / Project | | |
| <div><h2>FOUR STOREY APARTMENT BUILDING</h2><p>159 Forward Avenue Ottawa, ON</p></div> | | |
| <hr/> | | |
| Titre / Title | | |
| <h2>SITE PLAN</h2> | | |
| <hr/> | | |
| Dessiné par / Drawn by | | |
| MD | | |
| No. projet / Project number | | |
| 2021 | | |
| Vérifié par / Verified by | | |
| RC | | |
| No. dessin / Drawing number | | |
| Révision / Revision | | |
| <div><div>Echelle / Scale</div><div>AS SHOWN</div></div> <div></div> | | |
| <div><div>Déls de création du dessin / Drawing creation date</div><div>2020-03-01</div></div> <div><h1>A105</h1></div> | | |

APPENDIX

B

STREETSCAPE CHARACTER ANALYSIS





50 Burnside Ave.



133 Forward Ave.



122 Forward Ave.



134 Forward Ave



138 Forward Ave



143 Forward Ave.



147 Forward Ave.



71 Lyndale Ave.



142 Forward Ave.



146 Forward Ave



148, 150 Forward Ave



72 Lyndale Ave.



177 Forward Ave.



179 Forward Ave.



154, 156, 158, 160 Forward Ave.



164, 166, 168, 170 Forward Ave.



178 Forward Ave.



182 Forward Ave.