



4 Range Road

Planning Rationale + Design Brief
Site Plan Control & Minor Zoning By-law Amendment Applications
August 14, 2020



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Introduction

Fotenn has been retained by the owner, JMCD Ottawa Range Road Holding Inc., to assess the appropriateness of a proposed redevelopment of their lands known municipally as 4 Range Road ("subject property") in the Sandy Hill neighbourhood of the City of Ottawa. Based on the findings of our analysis, the conversion of an existing diplomatic mission and embassy to a residential apartment building is an appropriate use of the subject property. Fotenn has prepared the following Planning Rationale and Design Brief in support of the enclosed Site Plan Control and Minor Zoning By-law Amendment Applications, required to facilitate appropriate development of the subject lands.

2.0 Context

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Subject Property

The subject property is located in the Sandy Hill neighbourhood of the City of Ottawa, a distinct and historic neighbourhood near the central area of the City of Ottawa.

2.1 Subject Property

The subject property, which is municipally known as 4 Range Road, has a frontage on Range Road of approximately 18.3m metres, and a total lot area of approximately 603 square metres. The property is irregular in shape due to a shared garage / accessory building with the abutting property owner to the rear at 5 Marlborough Avenue (Embassy of Switzerland).

The property and building, the former Embassy of Gabon, includes a driveway along the north property line and parking in the front yard.

2.2 Land Use Context

The subject property is located on the west side of Range Road, a historic street in Sandy Hill that includes several embassies and diplomatic uses. Across the street is a large park (Strathcona Park) that marks the eastern edge of Sandy Hill. The 15-acre park is located on the west bank of the Rideau River and includes a recently constructed pedestrian and cycling bridge (Adawe Crossing Bridge, 2015) connecting to the Rideau River Eastern Pathway and the neighbourhood of Overbrook.



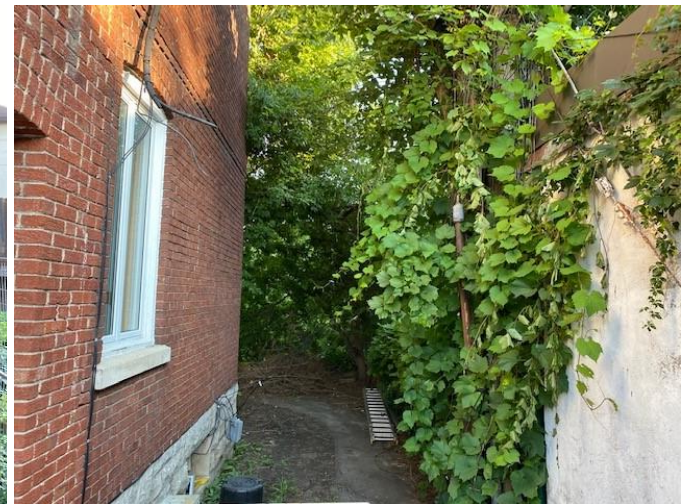
Street facing (east) elevation



South facing elevation



Shared garage in rear yard



Rear yard



View of subject lands looking south-west

The following land uses are found in the vicinity of the subject property:

/ **North**

Directly north of the subject property at 454 Laurier Avenue East (corner of Range Road) is the Egyptian Embassy, currently under construction. Laurier Avenue East includes a mix of land uses including residential and retail/commercial uses to service the wider neighbourhood.



Egyptian Embassy

/ **East**

East of the subject property, and across the street from Range Road is Strathcona Park. This 15-acre park is one of Ottawa's most prominent parks and includes many mature trees and a historic fountain along Laurier Avenue.

/ **South**

Immediately abutting the subject property to the south (6 Range Road) is a large multi unit residential building that was converted from a single dwelling. It is unclear whether the building is currently occupied. Further south along Range Road is Ottawa's 'Embassy Row' that includes several ambassadorial residences, high commissions and consulates.



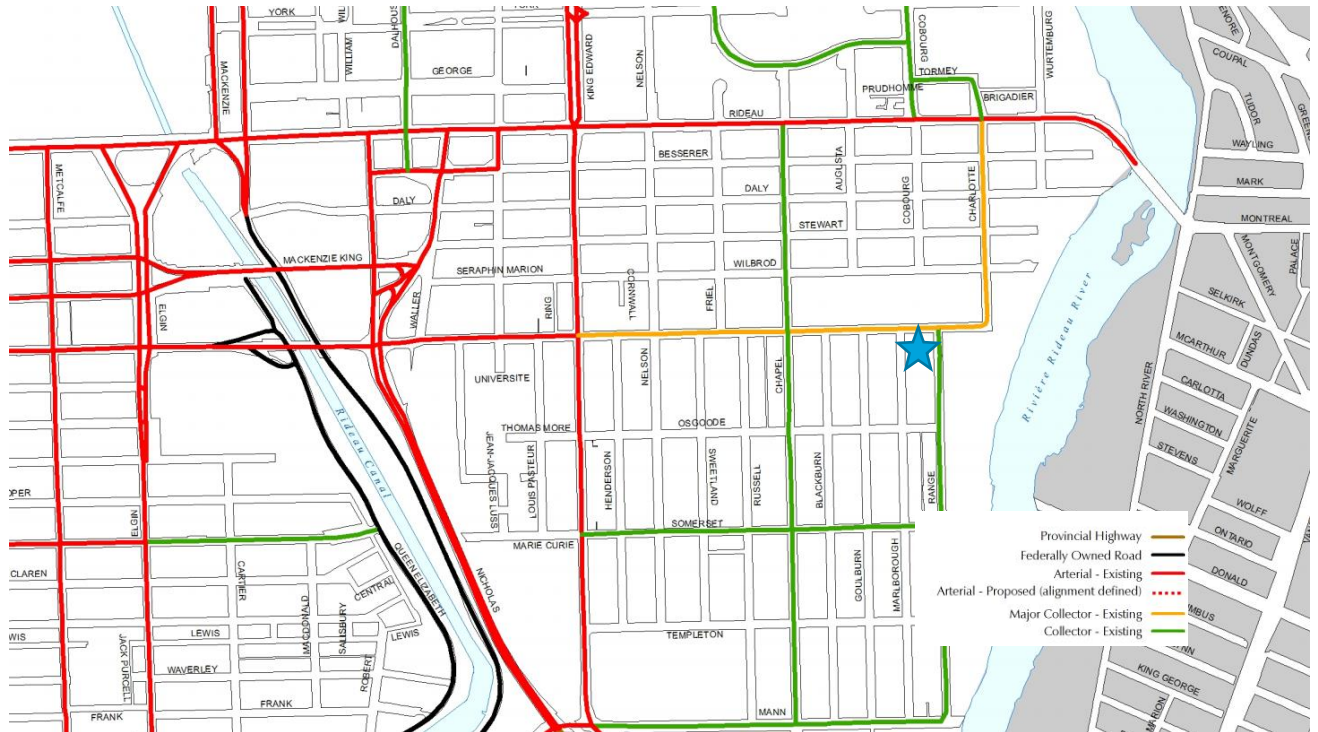
6 Range Road multi-unit building

/ **West**

Directly west of the subject property, fronting onto Marlborough Street, is the Embassy of Switzerland. Built form and land uses to the west of the subject property includes a range of residential uses and tenures, including single-detached dwellings, semi-detached, row houses and low-rise apartment buildings.

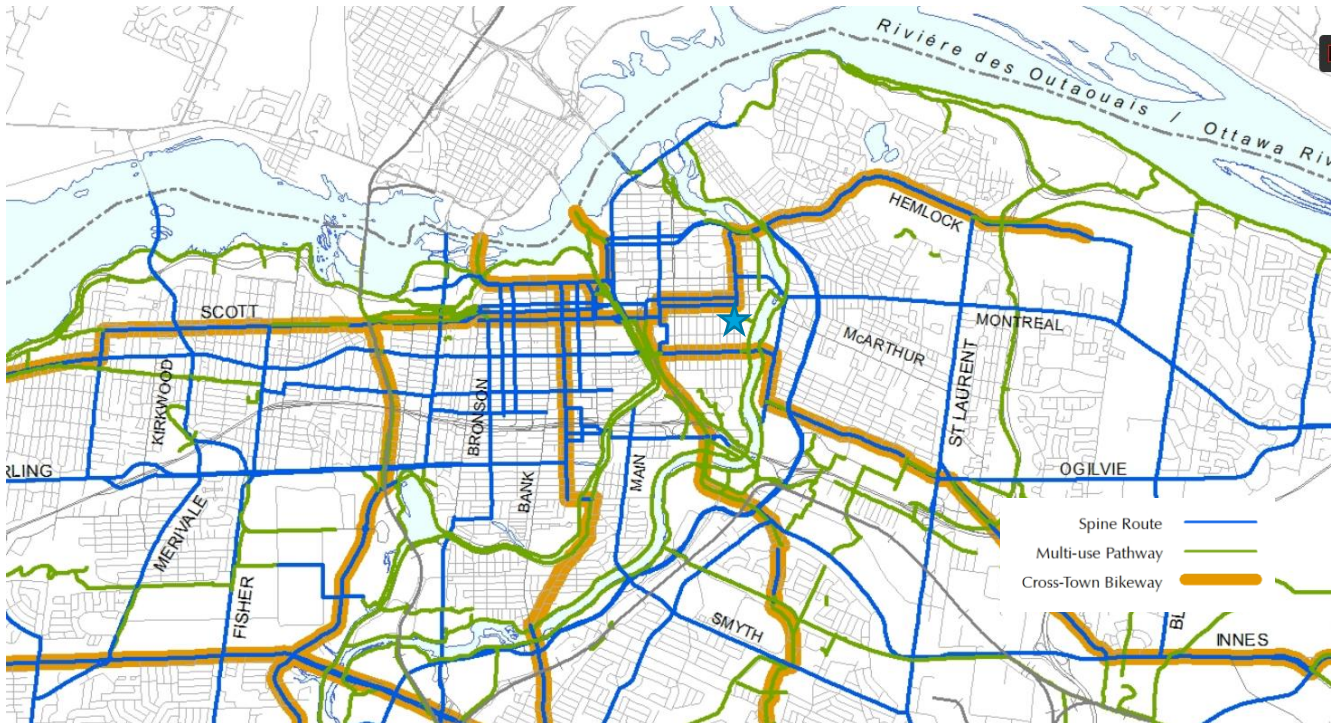
2.3 Transportation Network

A robust, multi-modal transportation network supports the Westboro neighbourhood. The following infrastructure allows for easy mobility through the neighbourhood and good connections to the rest of the City:



Central Area Inner City Road Network (extract from Schedule F to the Official Plan)

- / The subject property is a +1 kilometre walk to the City's UOttawa LRT Station and a 30 metre walk to Laurier Avenue East with OC Transpo bus connections (#19), among others;
- / Range Road is identified as an existing Collector Road and Laurier Avenue East is identified as an existing Major Collector Road on Schedule F of the City's Official Plan;
- / Range Road is a medium-stress route for cycling, per analysis conducted by Bike Ottawa, and connects directly to protected multi-use paths on both side of the Rideau River, providing connections to the rest of the City;
- / A robust sidewalk network is available throughout Sandy Hill, including all local streets;
- / Sidewalks along Laurier Avenue are two and three + metres wide.

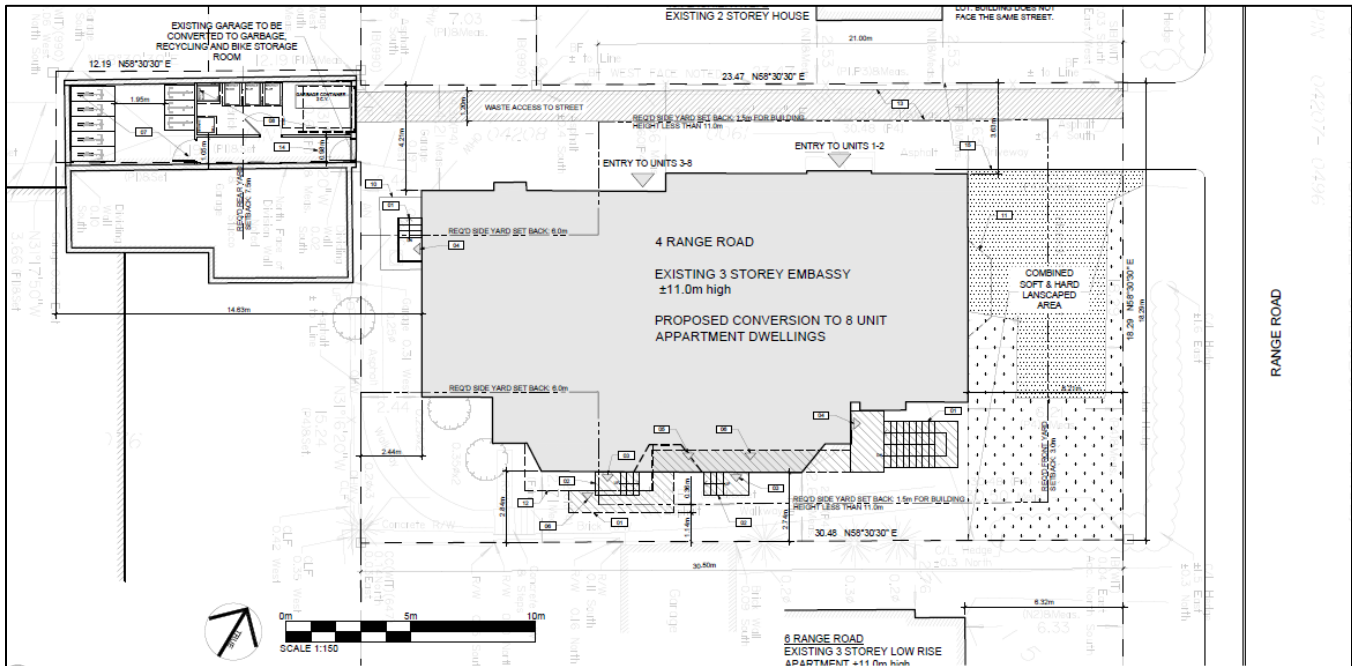


Planned Cycling Network (extract from Schedule C to the Official Plan)

3.0

Proposed Development

The proposed development seeks to convert the existing 3-storey embassy into a multi-unit residential apartment with eight (8) units. Aside from converting a few existing windows into doors to facilitate the addition of an exterior exit stair along the south facing elevation, no exterior building alterations are proposed. The exterior exit stair is to be used as a secondary egress as per the requirements of the Ontario Building Code.



Snapshot of the Site Plan

The proposed conversion maintains the existing accessory building / garage in the rear and utilize this space for bicycle parking (8 spaces) and waste management (garbage, composting and recycling). The rear and interior side yards would be reconditioned to include a combination of soft and hard landscaping to provide for outdoor communal amenity space (approximately 102 m²), whereas the existing asphalt and parking in the front yard would be removed in favour of landscaping. The proposal would remove five (5) trees which currently straddle property lines and/or are rooted into the building's foundation. The existing asphalt driveway leading to the accessory building / garage is to remain. Overall, these enhancements will provide for a more suitable space for residents as well as a more attractive treatment as viewed from the public street.



Existing Manitoba Maple trees to be removed

Policy and Regulatory Context

4.1 Provincial Policy Statement, 2020

The latest version of the Provincial Policy Statement (PPS) came into effect on May 1, 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for transit-supportive development, including through intensification and redevelopment, taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policies 1.1.3.2 and 1.1.3.3).

All new development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This is to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that 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;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The PPS also states that efficient use should be made of existing and planned transportation systems. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable options for public transit and active transportation modes.

Section 1.8 of the PPS addresses energy conservation and climate change. Land use planning shall support reduced greenhouse gas emissions and development patterns that are resilient to the impacts of a changing climate in a variety of ways. By encouraging a mix of housing and employment uses, commutes can be shortened, reducing congestion. The impacts of a changing climate are now defined as “the potential for present and future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.”

The proposed development is consistent with the PPS 2020, supporting the evolution of healthy, liveable and safe communities. The proposed development represents residential intensification in a location where infrastructure, including existing and planned modes of transportation (including transit), exists to support it. The proposed development will contribute to an efficient land-use pattern

that minimizes the use of resources, while also maintaining to the residential and heritage character of Range Road.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2021. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

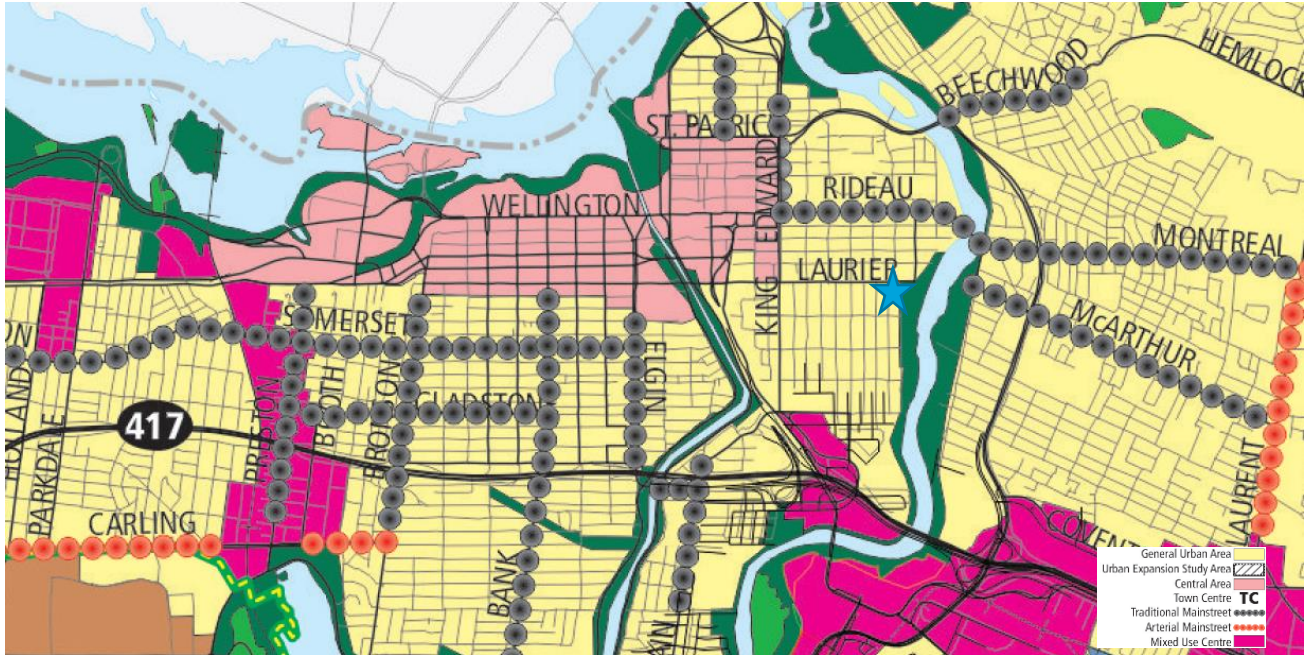
The proposed development intensifies an under-utilized property within the City's urban area and in an area identified as a target for intensification. The existing compact form of the proposed development will encourage active modes of transportation and transit use. Added residential units will support existing commercial uses along Laurier Avenue, while also taking advantage of existing amenities in the surrounding neighbourhood. A converted residential apartment that is ground-oriented maintains the attractive and desired character of Range Road and integrates well into the wider neighbourhood.

4.2.1 Managing Growth

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the redevelopment (the creation of new units, uses or lots on previously developed land in existing communities)". The Central Area is defined as 'Target Areas' for intensification in Policy 3 of Section 2.2.2 of the Official Plan, and while the site is not designated within the Central Area on Schedule B (Urban Policy Plan), it is located within Schedule F (Central Area / Inner City Road Network).

The proposed development meets the definition of residential intensification as defined above, and helps to achieve the growth management objectives of the Official Plan in a low-rise built form. The proposed development's response to Section 2.5.1 and 4.11 is discussed below.

4.2.2 Land Use Designation



Official Plan Designations (extract from Schedule B to the Official Plan)

The subject property is designated General Urban Area on Schedule B to the Official Plan, as shown above. **Error! Reference source not found.** The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

The Official Plan supports low-rise residential intensification within the General Urban Area subject to Policy 5 of Section 3.6.1, which states:

The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

1. *Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
2. *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;*

Further, development applications will be in accordance with the policies of Section 2.5.1 (Compatibility and Community Design) and Section 4.11 (Compatibility)

An eight (8) unit residential apartment will facilitate the conversion of an under-utilized single detached within the existing building footprint. This ground-oriented apartment maintains the established pattern of built form and will contribute to the achievement of a balance of housing types and tenures to provide for a full range of housing throughout the General Urban designation.

The following sections address Sections 2.5.1 and 4.11 of the Official Plan.

4.2.3 Urban Design and Compatibility

Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

Designing Ottawa (Section 2.5.1)

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is identified as development that, although not necessarily the same as or similar to existing buildings in the vicinity nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.

This Planning Rationale, particularly the following sections, address the requirement for a Design Brief. The proposed development responds to the identified Design Objectives in the following way:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**
The proposed conversion maintains the character of Range Road all the while respecting and enhancing the public realm as viewed from Range Road. Given no exterior building alterations are proposed, the street character and identity will not change.
- 2. To define quality public and private spaces through development.**
The proposal will re-establish a front yard by removing the existing asphalt parking area in favour of landscaping. This will help to define the public and private spaces and enhance the overall streetscape.
- 3. To create places that are safe, accessible and are easy to get to, and move through.**
A single existing driveway, with the introduction of pavers delineating the building entrances on the side will allow for easy movements to and from the site. The proposed development will maintain the sidewalk and create an enhanced pedestrian environment. The added residential units, particularly the street-facing units, will add "eyes on the street" as well as the park, contributing to community safety.
- 4. To ensure that new development respects the character of existing areas.**
The height and scale of the existing building is consistent with the height of neighbouring properties despite some of the changes in grade. Overall, the development maintains the character and street cadence of Range Road.
- 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.**

Sandy Hill is one of the most desirable communities in Ottawa. The proposed development will allow more people to choose to live in a neighbourhood where they can meet the majority of their weekly needs within a 15-minute walk.

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

The proposed development design allows for the protection of existing mature trees in the public right of way, which confer significant local environmental benefits, including shade and heat island management.

Urban Design and Compatibility

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. The proposed development responds to the applicable policies in the following ways:

	Policy	Proposed Development
Views		
	The proposed development triggers no view policies	
Building Design		
5.	Design the parts of the structure adjacent to existing buildings and facing the public realm to achieve compatibility through a range of design features, including setbacks, heights and transition.	The portion of the façade facing the public realm is not proposed to change, thereby maintaining compatibility with the streetscape along Range Road.
6.	Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The principle façade is oriented to Range Road, however the existing entrance is located on the north facing building elevation. While the architect explored shifting the building entrance to face the public street, there were structural issues to resolve, resulting in major cost implications. Further, the existing main entrance has distinct architectural qualities and shifting it to the front would compromise the exiting heritage characteristics. The arched doorway and entrance are covered and should not be altered. The proposed conversion will enhance the front area with new landscaping and will also include distinct pavers leading pedestrians to the building entrances. Overall, the conversion will maintain and articulate the front façade, while also emphasizing the entrances and preserving the heritage character.
8.	Servicing and other required equipment should be internalized into the building where possible.	Servicing is proposed to be internalized and away from public view.
Massing and Scale		
10.	Developments will respond to specific design criteria set out in a Secondary Plan or Community Design Plan	Secondary Plan specific criteria are addressed below.

11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	Given the nature of this development, no wind or shadow analysis is required.
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller than the existing or planned context should demonstrate an effective transition in massing.	The existing building envelope and footprint is being maintained and is consistent with the scale of buildings along Range Road.
13.	Building height and massing transitions will be accomplished through a variety of means, including: <ul style="list-style-type: none"> a. Incremental changes in building height; b. Massing; for example incorporating podiums along a Mainstreet); and c. Building setbacks and step-backs. 	No change to the building height is proposed.
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	Due to the nature of the proposed changes, no impacts are anticipated on adjacent private amenity spaces.
20.	Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	Though not a mixed-use development, amenity space in the form of private balconies, and the interior side yard/rear yard to serve the future residents of the proposed development.

The proposed design responds to the compatibility policies set out in Section 2.5.1 and Section 4.11 of the Official Plan.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Summer 2021. The first phase of the New Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions.

While documents and policy directions published through the new Official Plan process do not yet represent actual policies, five “Big Moves” have been identified. These include the following relevant moves:

1. Achieve, by the end of the planning period, more growth through intensification than by greenfield development.
2. By 2046, the majority of trips in Ottawa will be made by sustainable transportation.
4. Embed public health, environmental, climate and energy resiliency into the framework of our planning policies.

One of the core organizing concepts for the new Official Plan will be the “15-minute neighbourhood”: the idea that most people will be able to access the majority of their daily destinations, not including employment, within a 15-minute walk of their homes.

It is also important to note that the new Official Plan will be based on the City of Ottawa’s Climate Change Master Plan and Energy Evolution strategy. In January 2020, Council committed to reduce greenhouse gas emissions by 100 per cent by 2050 – a goal which will have significant implications for land use patterns.

The proposed development will facilitate the development of a 15-minute neighbourhood, add incremental residential intensification, and contributes to a land use pattern that is consistent with significant emissions reductions.

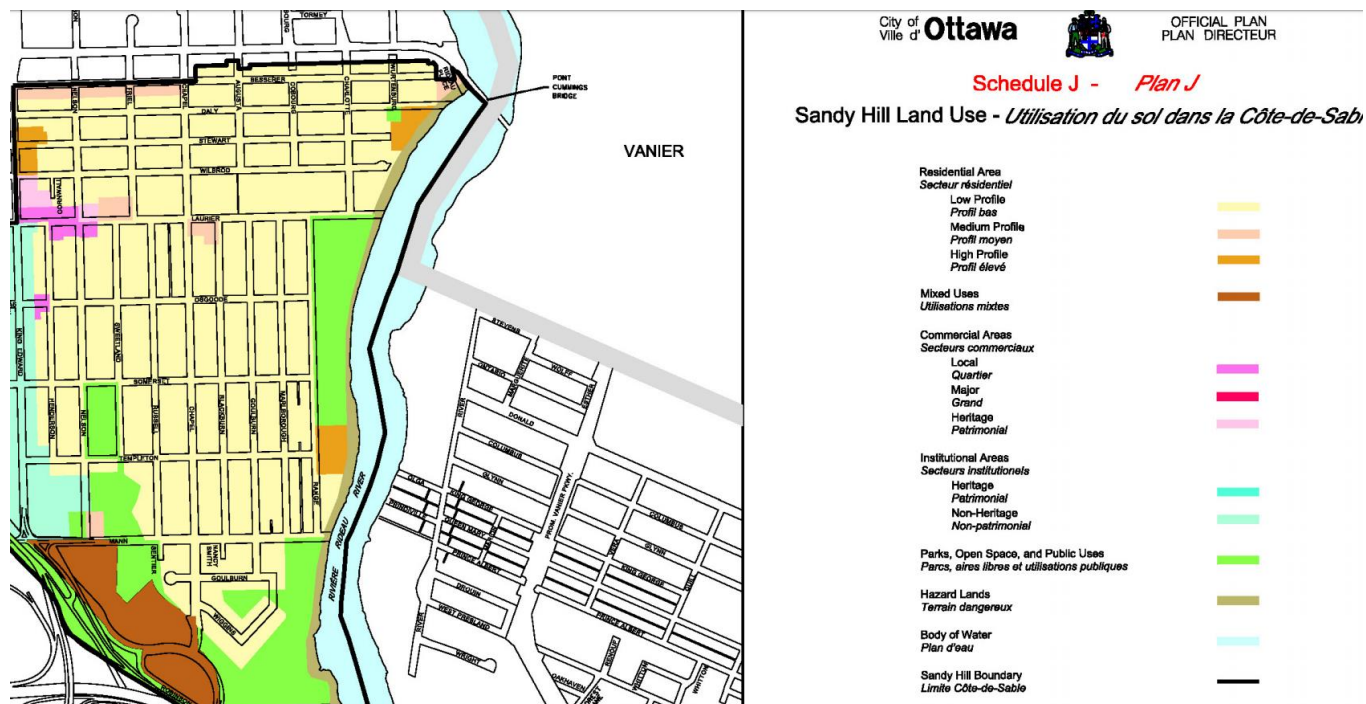
4.4 Sandy Hill Secondary Plan

The Sandy Hill Secondary Plan, initially approved circa 1994, is to establish a Secondary Official Plan to guide future growth and change in Sandy Hill. The Plan includes policies for land use, transportation, heritage, physical and social services, site development and public participation.

Section 5.3.1 of the Secondary Plan includes some General Policies as set out below:

1. To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living.
2. To provide for a broad range of socio-economic groups.
3. To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force.
4. To maintain and co-ordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area.

Schedule J (Sandy Hill Land Use Plan) designates the property Residential Area, Low-Profile; a designation that makes up the majority of the neighbourhood.



Sandy Hill Secondary Plan (Schedule J)

Section 5.3.2 includes land use policies within the Residential Area Land Use designation. Of relevance to this development application policy (i) states: to preserve and enhance the existing stock of good housing, and (ii) which states: to distinguish among types of new housing on the basis of scale and to locate the different types in areas appropriate to them.

The proposed conversion will maintain and preserve the existing building for residential uses. Further, the proposal only modestly increases the overall density, while enhancing the existing stock of good housing along a collector street which is an appropriate location for low-rise built form.

In addition to the Land Use policies, Section 5.3.4 of the Sandy Hill Secondary Plan provides direction for heritage within the Planning Area. Specifically, Policy 1b states:

In establishing heritage designations in Sandy Hill, the following neighbourhood planning considerations are involved:

- The location of individual designated buildings and heritage districts generally corresponds to the intention to preserve as much of the existing neighbourhood structure as possible, with areas of change located on the periphery of the community;*
- In addition to preservation of the existing physical structure of the neighbourhood, the intention is to further the sense of "community". The existing historic structures, with their special associations and architectural character, identify Sandy Hill as a unique neighbourhood and contribute to this sense of place and community;*
- Preservation of heritage structures, now primarily residential, corresponds to the intention of maintaining Sandy Hill as a residential neighbourhood.*

4 Range Road is not individually designated under the Ontario Heritage Act. Further, the existing building is not subject to Section 60 (Heritage Overlay) in the City's Comprehensive Zoning by-law (2008-250). However, the

property is located within the Russell Range Heritage Conservation District and identified as a 'Contributing Property'. A more fulsome heritage discussion is provided in the section below.

4.5 Russell-Range Heritage Conservation District Plan

The Russell-Range Heritage Conservation District Plan, prepared in 2018, provides direction to ensure that new developments and any site alteration conserve the cultural heritage values and heritage attributes within the HCD planning area. The Ontario Heritage Act requires that an HCD include a statement of objectives, a statement of cultural heritage value, a description of attributes of the HCD, policy statements and guidelines. The Plan must also contain procedures for achieving the objectives of the Plan and managing change, as well as describing the types of alterations that are minor in nature and can be undertaken without a permit.

The Russell-Range Road HCD contains a representative sample of building types in Sandy Hill from the late 19th to the late 20th century. During this time the area evolved from being home to civil servants and business people to a more mixed neighbourhood associated with both the wider city and the nearby University of Ottawa. Several significant persons resided or worshipped in the District, including former Prime Ministers, clergy, musicians, war heroes and professional athletes.

The historical significance of the subject property derives in part from its age (built c. 1911), its associations with noteworthy Ottawa figures (such as Honourable Sydney Fisher, minister of Agriculture, and Asciano Major, president and manager, Major Investments Ltd and member of University of Ottawa Board of Governors.), and from its role in shaping the residential development of Range Road.

The HCD identifies the subject property as a 'Contributing' property in the Russell-Range Road HCD. Any and all alterations and conservation work on Contributing properties requires an application for alteration as defined in the District Plan and the Ontario Heritage Act. Further, 4 Range Road is individually designated Category 2 in terms of heritage value.

The Heritage inventory for 4 Range Road notes the architectural style of the building was influenced by Tudor Revival. Comments on the architectural significance note that it's 'characterized by its form with sloped hipped roofs and prominent gable end with stucco and half-timber detailing, the bay window and the decorative stone elements at the window surrounds. The side entrance and symmetrical front facade composition are characteristic of post 1900 planning ideals. These character defining details should be maintained in future renovations. Incompatible replacement windows have affected the integrity. Efforts to replace these elements with those more closely resembling the original should be encouraged in future renovations.'

It is important to highlight that despite the urban design comments received by City Staff, the side entrance and symmetrical front façade composition are 'character defining detail(s)' that 'should be maintained'. Again, the owners are not proposing to shift the building entrance to the front as the existing entrance has significant heritage value as shown below.



Wood front door with round arched hood with brackets over recessed entry

With regards to the exterior elements and architectural characteristics, the building includes a sloped hipped roof of asphalt shingles with front gable. The roof also includes dormers and two (2) brick chimneys. Decorative roof elements include barge boards, hipped dormers, eave brackets and exposed rafters. Exterior brick wall with string courses, stone lintels, stone sills, stone decorative window surrounds, voussoirs, quoins of brick and Tudor timbers and stucco on front gable and bay. The stone foundation is composed of coursed rock.

The proposal will maintain the heritage resource in-situ and is not proposing any exterior alterations or modifications that would compromise the heritage value of the property. As previously discussed, a few windows on the south facing elevation (non-street facing elevation) will be changed to doors for reasons of egress. These doors and the exterior exit stairs are required for Building Code compliance. Some of the other windows will be replaced and upgraded with either a wood or metal-clad wood (no white vinyl), consistent with the requirements outlined in the Russell-Range Road HCD. Discussion between the City's Heritage Staff and the owners and architect are on-going and, given the minor changes, it is expected that Staff will be able to issue a heritage permit upon review of the building elevations and manufacture specifications for the proposed doors and window.

4.6 Comprehensive Zoning By-law 2008-250

The property is zoned Residential Fourth Density, Subzone F (R4F), Exception 492. The 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.

Exception 492 permits 'office' use limited to a diplomatic mission.

The following table provides the zoning provisions for the R4F Zone for a low-rise apartment and identifies provisions on non-compliance:

Apartment Dwelling, Low-rise

Zone Provision	Requirement	Provided	Compliance
Lot Width (min)	12m	18.29m	Yes
Lot Area (min)	360m ²	602.77m ²	Yes
Building Height (max)	11m	11m*	Yes
Front Yard Setback (min)	3m	6.1m*	Yes
Rear Yard Setback (min)	25% of the lot depth, but not more than 7.5m	14.63m*	Yes
Interior Side Yard Setback (min)	For the first 21m from the Front Lot Line and where a building is less than 11m in height: 1.5m	3.56m north* 2.63m south*	Yes
Parking (Area X)	No parking required for first 12 units	0 spaces	Yes
Bicycle Parking (min) Section 111A	0.5 per dwelling unit 4 spaces required	8 spaces (garage)	Yes
Bicycle Parking access (min)	1.5m	0.98m	No
Bicycle Space	Horizontal: 0.6m width x 1.8m length; Vertical: 0.5m width x 1.5m length	5 Horizontal Spaces 3 Vertical Spaces	Yes
Amenity Area (min)	15m ² per dwelling unit for the first 8 units 120m ² required	109m ²	No
Landscaped Area (min)	30%	30% soft landscape	Yes
Number of Dwelling Units (max)	4	8	No
Waste Management (Section 143) Garbage Path	1.2m wide path for the movement of garbage containers between a garbage storage area and the street	1.2 m	Yes
Waste Management (Section 143) Garbage Location	Must be located within the principal building (Subject to Schedule 383) and have a minimum floor area of 2m ²	Within the Accessory Building (Garage) Size: 13m ²	No

Accessory Buildings (Section 55) Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a Street: For Shared garages or carports erected on a common side lot line (Table 55 (3) (b))	0m from common side lot line	0m to southern Interior Lot Line* 0.35 to northern Interior Lot Line* 0.38m from Rear Lot Line*	Yes
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* denotes an existing condition

Based on the above table, the project team has identified a few zoning provisions of non-compliance to be addressed through the Minor Zoning By-law Amendment Application. These include:

- / A reduced communal amenity area from 120m² to 109m²;
- / An increase to the number of overall units in a low-rise apartment building from 4 to 8 units;
- / To permit the location of garbage within an accessory building; and
- / To permit a bicycle path in the existing garage that is 0.98m rather than 1.5m

Additional zoning provisions of non-compliance may be identified through the technical circulation review with the City's Development Review.

Amenity Area

The proposed conversion to permit eight (8) units within a low-rise built form falls short of providing the required communal amenity area by 11m². Given the existing building footprint and the limited opportunity for the provision of amenity area at-grade within the interior and rear yards, it is our opinion that the reduced communal amenity area is appropriate and suitable for these lands.

The proposed Landscape Plan provides a combination of soft and hard landscaping along the rear and interior side yards in the form of sod and pavers and includes a raised deck for residents in the south-west corner of the site. A pathway delineates access to the front of the property where, adjacent to the existing building, there is another hard-surfaced (pavers) area overlooking the street. The landscaping measures located within the front yard did not form part of the amenity area calculations, but operationally would contribute to the provision of amenity area for residents.

Despite the need to address this zone provision of non-compliance, it should also be noted that across the street is Strathcona Park, a historic and beautiful park and open space that is used by residents of Sandy hill and beyond.

Number of Unit:

The R4F zone limits the number of units contained within a low-rise apartment to four (4), whereas the proposed development seeks to include eight (8) units. The floor plans identify six (6) two-bedroom units and two (2) one-bedroom ranging in size from 510 to 973 square feet. Given the overall size of the building, re-purposing the interior for eight (8) units is appropriate for the development of the lands.

It is important to underline the emerging policy direction from the new Official Plan which places a heavy emphasis on intensifying within established neighbourhoods through incremental unit additions. Both the current and emerging policies of the Plan support this type of conversion and development, that is ground-oriented, low-profile development that is supported by existing infrastructure (i.e. servicing) and community amenities (i.e. parks, commercial areas), further contributing to the 15-minute neighbourhoods.

In addition to existing and emerging Official Plan policies, the City is undergoing a review of all the R4 zones within Wards 12 through 17 (central wards, including Sandy Hill) in order to facilitate and support this type of development. The City-initiated R4 Zoning Review (Phase 2) is proposing to increase the maximum number of units to: eight (8) for lots with a minimum lot width of 10m, and; thirteen (13) for lots with a minimum lot width of 15m. Given the existing property has a lot width of 18+ metres, it is assumed that this variance to the by-law would not be required upon Council approval of the Phase 2 R4 Zoning Review.

Garbage Location

Section 143 of the City's Zoning By-law provides performance standards on Waste Management. Given the property is located within Schedule 383 of the By-law, 'the garbage storage area must be contained only within the principal building'. Due to site constraints, the development proposes the garbage storage be located within the existing garage rather than interior to the principal building. A 13 m² garbage room is dedicated for waste management, also providing for a 1.2 metre path to the street for pick up. It is reasonable and appropriate to seek a modification to this performance standard as the existing garage is to be used by all residents of the proposed low-rise apartment and is a logical space to store waste for the eight (8) units.

Bicycle Path

Section 111 (Bicycle Parking) outlines the requirements for bicycle parking and includes a provision (9) that necessitates a 1.5m wide path from the bicycle storage area to the front lot line. While the majority of the existing driveway will be maintained at a width of 3.5 metres, a small section of the garage includes a pinch point that is approximately 0.98m in width, thus requiring a variance to the By-law. The average width of a bicycle ranges from 15 to 24 inches (38 - 61cm). As a result, the proposed width of 98cm is sufficient to provide unconstrained access to and from the bicycle raking system located within the garage. As such, the proposal to reduce the width of the bicycle path is appropriate and suitable for the function of the building.

5.0

Supporting Plans and Studies

5.1 Adequacy of Servicing

A Servicing Brief and Grading and Drainage Report was prepared by D.B. Gray Engineering Inc. (dated July 27, 2020). The brief concluded that existing water and sanitary sewer services are suitable for the proposed 8-unit conversion.

There is no evidence that a storm sewer service connection exists, as is typical of a building over a hundred years old in Ottawa. A storm sewer connection is not proposed.

There is no evidence that foundation drains (weeping tiles) exists around the perimeter of the foundation, as is common of a building this age. The subject property is approximately 5 m higher than Strathcona Park across the road, immediately to the east; therefore, foundation drains were not likely required. Foundation drains are not proposed.

No changes in grading and drainage are proposed. All existing overland flow, including the discharge from existing eave trough downspouts, drain to the Range Road ROW.

5.2 Tree Conservation Report & Landscape Plan

The Tree Conservation Report and Landscape Plan were prepared in conjunction by Landmark Environmental Group Ltd. While the majority of the trees on-site are proposed to be retained, the Arborist Plan identifies five (5) Manitoba Maples for removal. These trees are identified to be removed due to the health of the trees and/or due to their encroachment on the building's foundation. The remaining trees will be retained, protected and preserved as part of the redevelopment, details of which are contained within the TCR and Landscape Plan.

The Landscape Plan proposes to remove the front yard parking in favour of sod and a combination of shrubs and perennials. The interior sided yard along the south property line and a portion of the rear yard will be completely revamped to include a combination of soft and hard landscaping. These areas are to be used as communal amenity area, including a raised deck, pathways, planters, sod and other plant materials. Overall the side yard amenity area is approximately 110 m², with a 30/70 percent split of soft and hard landscaping.

The proposed Landscape Plan and treatment will greatly improve upon the existing condition and contribute to reconstituting the subject property to its former prestige.

Conclusions

It is our professional opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control Applications constitute good planning and will facilitate a development that is in the public interest. As outlined in the preceding sections:

- / The proposed development represents residential intensification in a location where adequate public service infrastructure and facilities exist to support the development, consistent with the PPS 2020;
- / The proposed development is an intensification project in a target area for intensification, helping to achieve the growth management objectives of the Official Plan as well as the emerging policy direction of the City's new Official Plan;
- / The proposal maintains the intent of the Sandy Hill Secondary Plan;
- / The proposed residential conversion does not alter the exterior of the existing heritage building and will contribute to strengthening the streetscape by removing front yard parking and replacing it with landscaping;
- / The proposed development conforms with the vast majority of the provisions of the Zoning By-law, including the proposed zoning provisions related to the City-initiated R4 zoning review; and
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Matthew McElligott MCIP RPP
Fotenn Consultants