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Commercial &
Institutional
Environmental
Restoration

255 Metcalfe Street Planning Rationale & Design Brief



Prepared for: Falsetto Homes

255 Metcalfe Street

Ottawa, Ontario

Planning Rationale & Design Brief

in support of

Site Plan Control Application

Prepared For:

Falsetto Homes

Prepared By:

NOVATECH

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September / 28 / 2022

Novatech File: 121185

Ref:

September 28, 2022

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Kersten Nitsche, Planner III, Development Review, Central

**Reference: Site Plan Control Application
255 Metcalfe Street
Our File No.: 121185**

The following Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of three basement dwelling units in the existing eight storey building at 255 Metcalfe Street (the "Subject Property").

The Subject Property is within the Downtown Core Transect and is designated as Minor Corridor on Schedule B1 of the 2021 Official Plan adopted by Council on November 24th, 2021. The Subject Property is within the Evolving Neighbourhood Overlay of the 2021 Official Plan. The property is zoned Residential Fifth Density, Subzone B, Exception 479 with a Height Limit of 19 meters (R5B[479] H(19)) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to add three basement dwelling units in the existing building. The existing building is an eight-storey residential building with 60 dwelling units. The proposed basement dwelling units would increase the amount of dwelling units on the Subject Property to 63 dwellings.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the site, and makes a recommendation on the proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Simran Soor, M.PL.
Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application for the property at 255 Metcalfe Street (the “Subject Property”). The application proposes to add three dwelling units to the basement of the existing building.

The Subject Property is designated Corridor – Minor within the Downtown Core Transect of the City of Ottawa Official Plan (2021). The Evolving Neighbourhoods Overlay also applies to the Subject Property. The Subject Property is designated Corridor in the Central and East Downtown Core Secondary Plan. The Subject Property is zoned Residential Fifth Density, Subzone B, Exception 479, with a Height Limit of 19 meters (R5B[479] H(19)) within the City of Ottawa’s Zoning By-law 2008-250. The Subject Property is located within the Centretown Heritage Conservation District (HCD).

This Planning Rationale will demonstrate that the Site Plan Control application will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the adopted City of Ottawa Official Plan (2021);
- Conform to the policies of the adopted Central and East Downtown Core Secondary Plan;
- Generally comply with the Zoning By-law provisions for the Subject Property
- Maintain compatibility with the surrounding uses and community.

1.1 Description of Subject Property

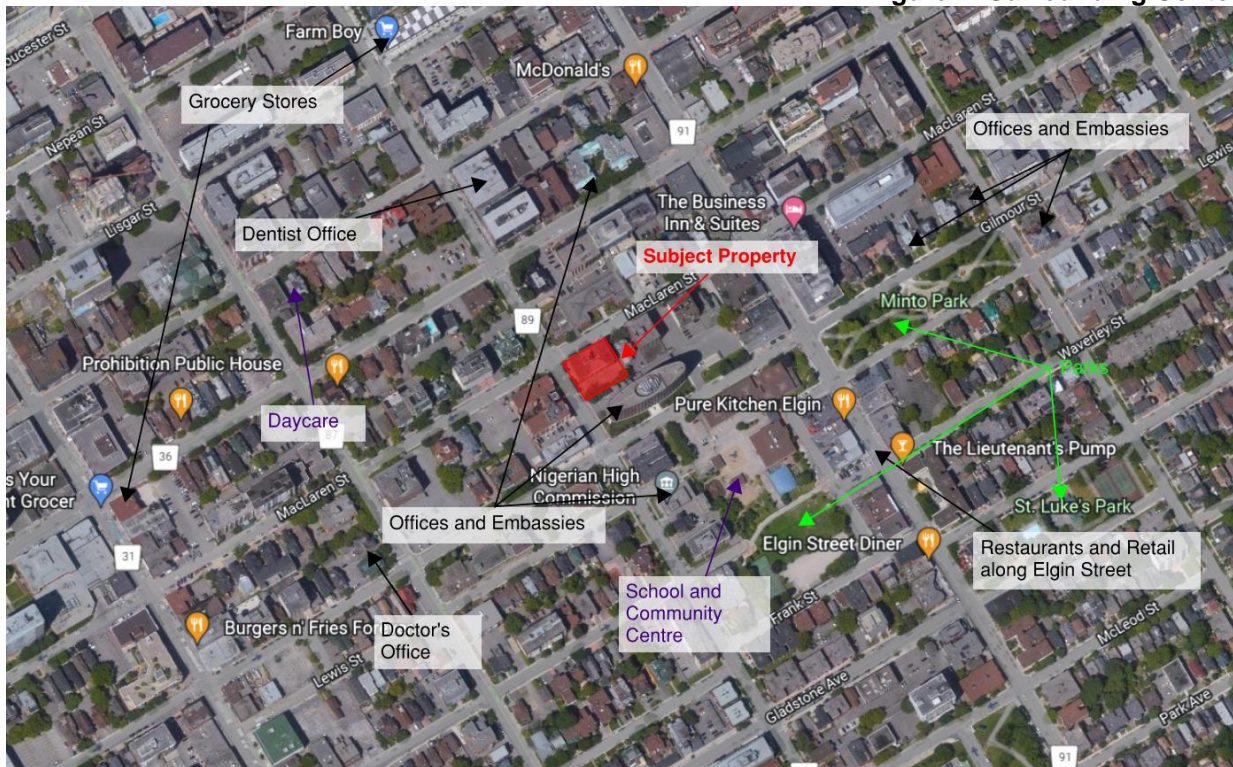
The Subject Property is located on the east side of Metcalfe Street in the Somerset Ward (Ward 14) in the City of Ottawa. The property is on a corner lot located on the southeast intersection of Metcalfe Street and MacLaren Street. The Subject Property has an approximate area of 1207 square meters with approximately 33.4 meters of frontage onto Metcalfe Street and 36.2 meters of frontage onto MacLaren Street. The Subject Property is bounded by Somerset Street to the north, Gilmour Street to the south, O’Connor Street to the west, and Elgin Street to the east.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

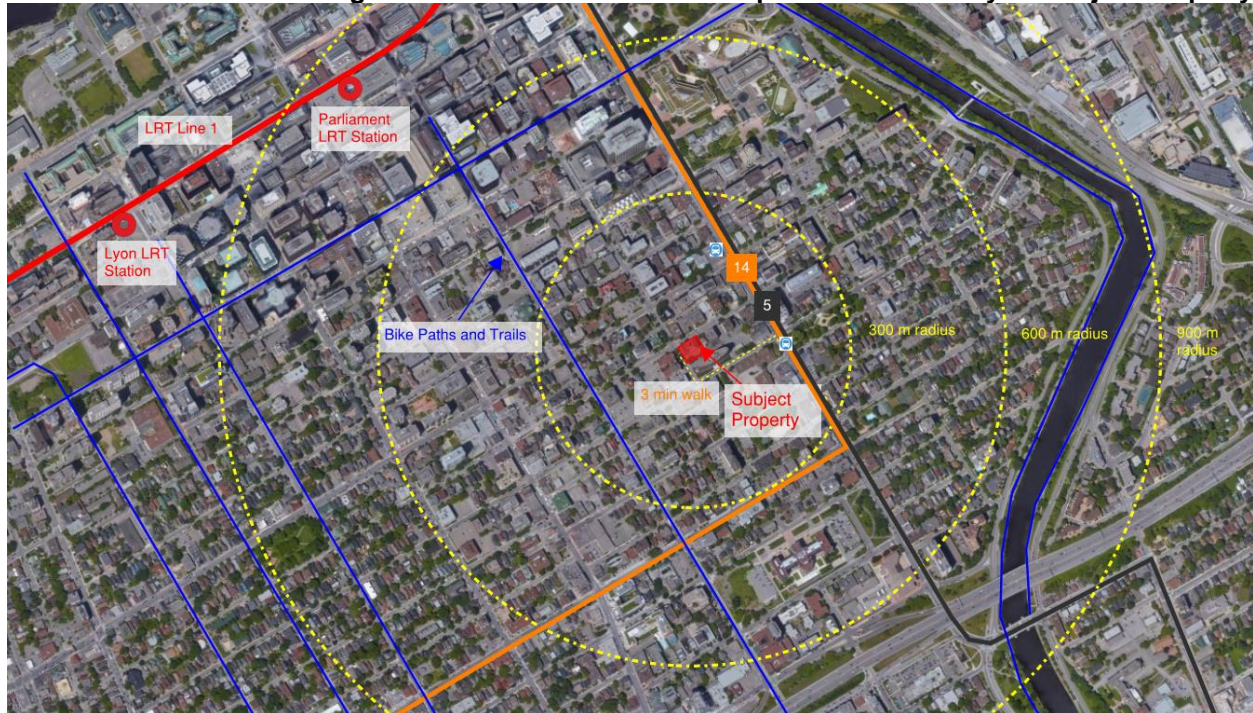
Figure 2: Surrounding Context



The Subject Property is surrounded by a mix of different uses. Directly to the north of the Subject Property are two low-rise residential buildings. To the west of Metcalfe Street is a mid-rise residential building. Directly to the south is a 12-storey office building and to the east of the Subject Property is another mid-rise residential building. A block to the east of the Subject Property is Elgin Street, where a number of different restaurants, bars, and retail stores are located.

Within 300 meters of the Subject Property, there are a number of restaurants and commercial amenities available as well as a number of offices, including embassies and professional services such as legal and medical offices. Schools, daycares, parks, community centres, and medical and dental services are also available to residents within 300 meters (see Figure 2). Bus service is available along Elgin Street. Within 600 meters of the Subject Property, a greater variety of restaurants, stores, and amenities are available as well as access to Ottawa City Hall and the Canadian Museum of Nature. Within 900 meters of the Subject Property is the Parliament LRT Station and the Rideau Canal Western and Eastern Pathways, which offer residents access to transit and recreational opportunities along the waterfront (see Figure 3).

Figure 3: Transit and Active Transportation Proximity to Subject Property



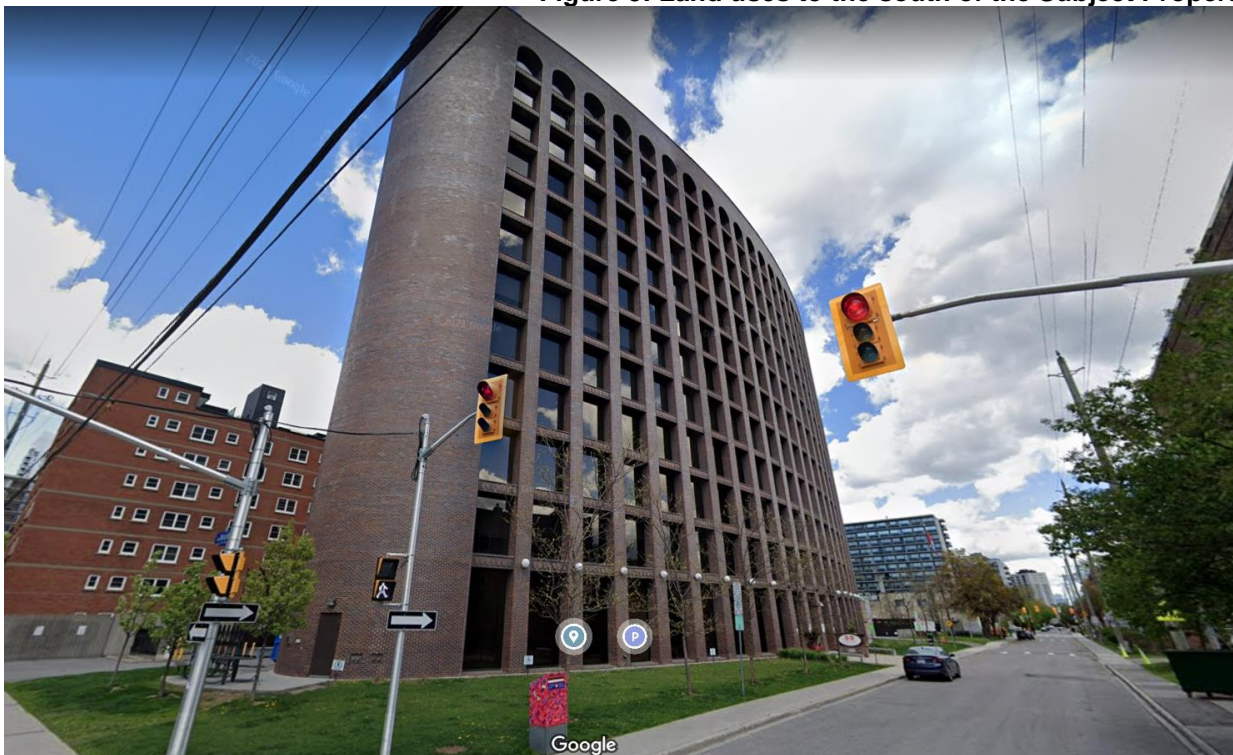
The Subject Property is surrounded by a number of older buildings, including some heritage buildings to the north and west. Many of these heritage buildings are built with masonry or red brick with unique façade elements that support and enhance the heritage character of the area. The existing building shares heritage characteristics with the surrounding area and uses a similar red brick material.

Figure 4: Land uses to the north of the Subject Property



North: To the north of the Subject Property are two low-rise residential buildings.

Figure 5: Land uses to the south of the Subject Property



South: To the south of the Subject Property is a 12-storey office building.

Figure 6: Land uses to the west of the Subject Property



West: To the west of the Subject Property across Metcalfe Street is a mid-rise residential building.

Figure 7: Land uses to the east of the Subject Property



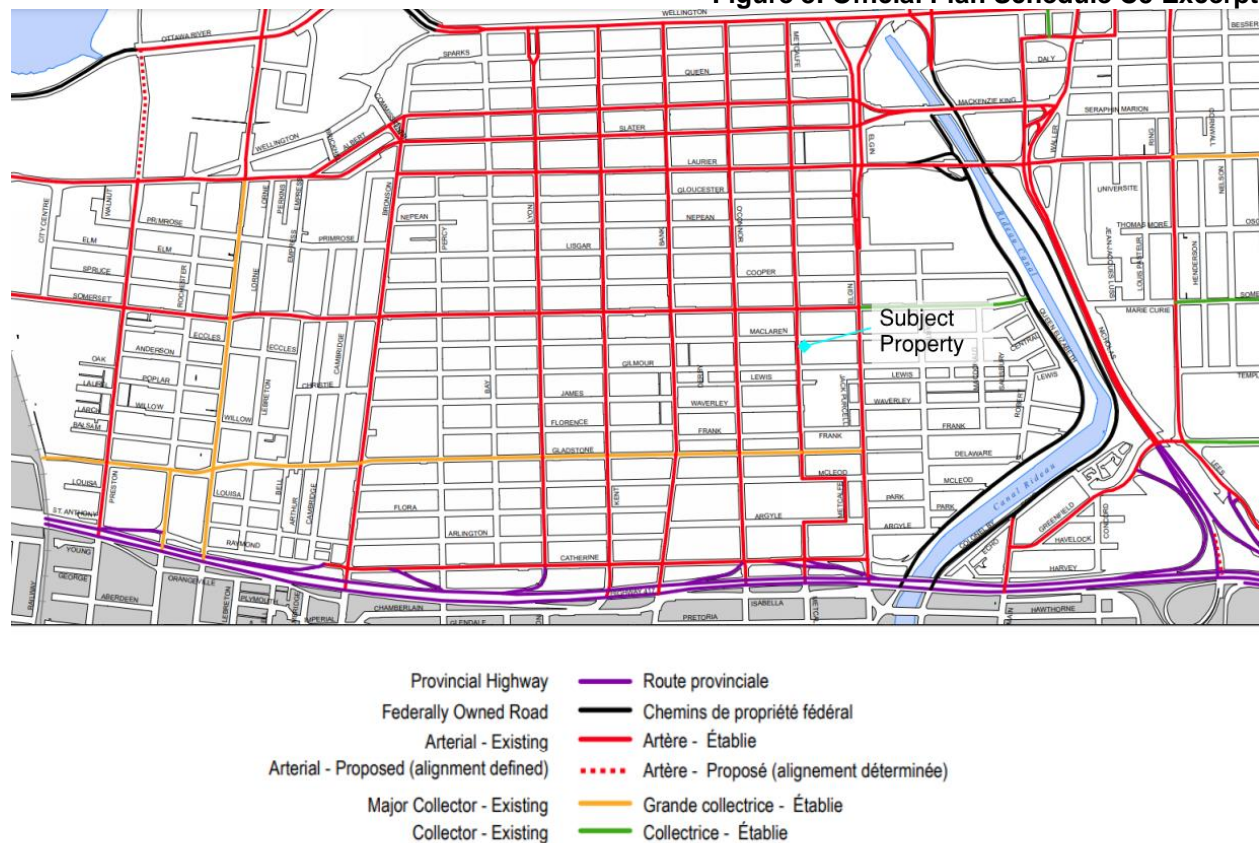
East: To the east of the Subject Property are a low-rise residential dwelling and a mid-rise residential building.

1.3 Linkages and Transportation Framework

255 Metcalfe Street is a corner lot on the southeast intersection of MacLaren Street and Metcalfe Street. The entrance to the building is located along Metcalfe Street. Metcalfe Street is designated as a Minor Corridor in Schedule B1 of the 2021 Official Plan.

Metcalfe Street is designated as an Arterial Road in Schedule C5 of the 2021 Official Plan (Figure 8). Elgin Street to the east, O'Connor Street to the west, and Somerset Street to the north are also designated as Arterial Roads. Gladstone Avenue to the south is designated as a Major Collector. The Subject Property is within proximity to the Queen Elizabeth Driveway, which is designated as a Federally Owned Road, and Highway 417 (Queensway), which is designated as a Provincial Highway.

Figure 8: Official Plan Schedule C5 Excerpt



The Subject Property is located within 900 meters of the Parliament LRT station. A bus stop on Elgin Street is located 260 meters (or a three-minute walk) away from the Subject Property (Figure 3). This bus stop is serviced by bus routes 5 and 14. Bus route 14 is designated as a frequent route, offering high frequency bus service along major roads on the OC Transpo network.

Sidewalks are provided on both sides of Metcalfe Street and MacLaren Street. There are a number of cycling paths and trails around the Subject Property, including along O'Connor Street

and Laurier Avenue (see blue lines on Figure 3). A number of parks surrounding the Subject Property, including Minto Park, St. Luke's Park, and Confederation Park, provide bike trails within the park. The Rideau Canal Western and Eastern Pathways are within 900 meters of the Subject Property, providing recreational opportunities and connections from the Ottawa River to Dow's Lake and beyond.

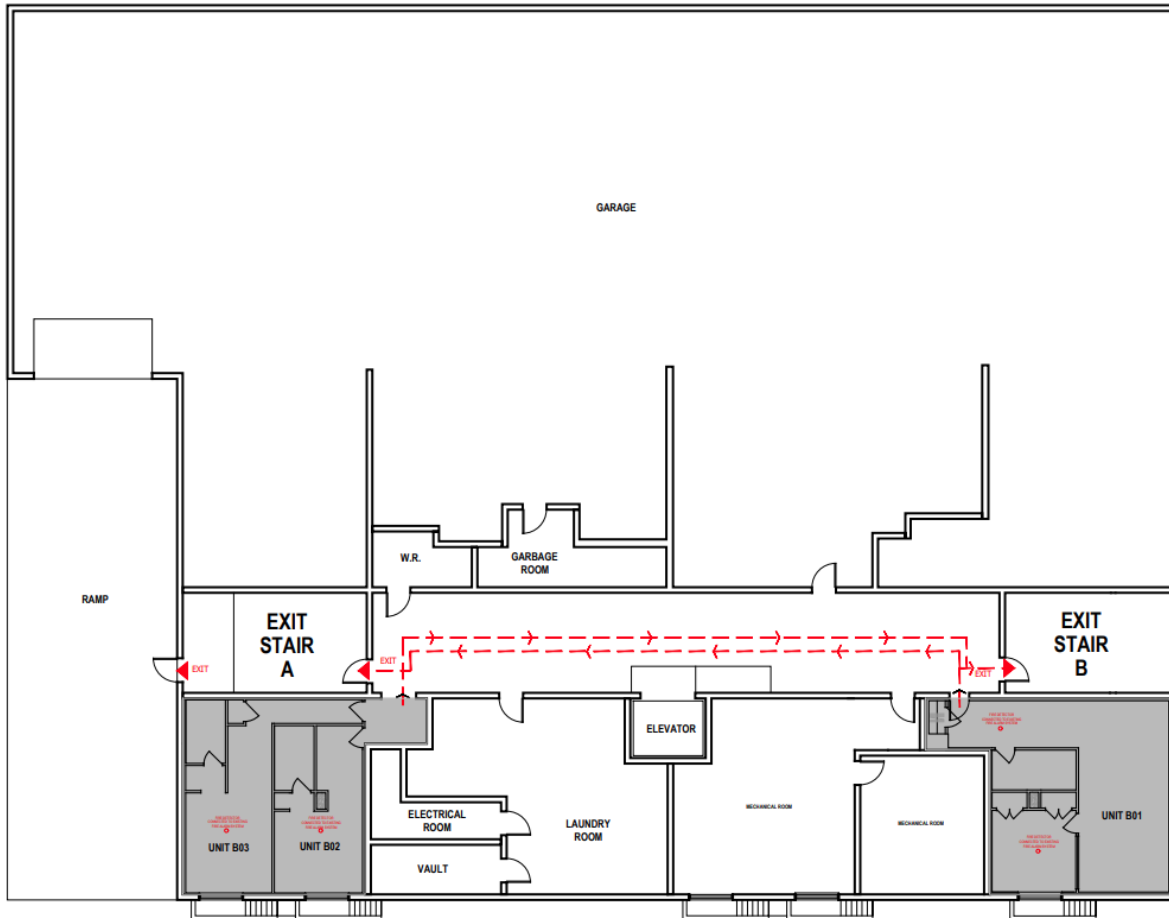
2.0 DEVELOPMENT PROPOSAL

It is proposed to add three new dwelling units to the basement level of the existing mid-rise apartment building on the Subject Property. The built form of the building will not be altered to facilitate the development of the basement dwellings and no modifications to the existing building façade, window openings, or building access are proposed above grade.

In order to facilitate the development of the basement units, window wells will be provided below grade along MacLaren Street to allow light and emergency egress from each newly created dwelling unit. The proposed window wells are not designed to provide direct residential access to the proposed dwelling units. The proposed window wells will include a stepped condition intended to allow natural light to enter each dwelling unit. Some of the window wells will replace existing ventilation shafts along MacLaren Street. The proposed window wells have been designed to have a smaller depth from the building façade compared to the existing ventilation shafts and will have no impact on existing trees located along MacLaren Street.

A black, wrought-iron guard railing is proposed to enclose each window well from the public realm. These guard railings draw from the black, wrought-iron fence that is provided at each of the four corners of the intersection of Metcalfe Street and MacLaren Street and is a common site feature in the immediate area.

Figure 9: Excerpt of Basement Floor Plan



01 - BASEMENT FLOOR PLAN
EXIT ANALYSIS / FIRE PROTECTION

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Policy 1.1.1 states:

- “1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate”*

The PPS defines “intensification” as:

“the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment, including the reuse of brownfield sites;*
- b) *the development of vacant and/or underutilized lots within previously developed areas;*
- c) *infill development; and*
- d) *the expansion or conversion of existing buildings”*

The proposed addition of three dwelling units at 255 Metcalfe will contribute to the intensification of the Subject Property. These dwelling units will provide a greater mix of unit types in the building, offering more affordability in the area. The Subject Property is well located to accommodate the increase in dwelling units. The Subject Property is located within walking distance to a number of food options along the neighbouring Elgin Street. Amenities such as grocery stores, dental offices, retail stores, and parks are also located within walking distance of the Subject Property, in addition to a number of employment opportunities. The proposed development is also transit-supportive. The Subject Property is within walking distance of bus stops along Elgin Street, where residents can access frequent transit service, as well as the Parliament LRT station. The proposed development contributes to the efficient use of land and infrastructure.

Section 1.1.3 of the PPS defines and lays out policies for settlement areas. The Subject Property is considered part of a settlement area, as it is within the Urban Area for the City of Ottawa. Policy 1.1.3.1 states: “*Settlement areas shall be the focus of growth and development.*” Policy 1.1.3.2 states:

“1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) 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;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;
and*
- g) are freight-supportive.”*

The proposed addition of three dwelling units is consistent with Policy 1.1.3.1 and 1.1.3.2. The proposal efficiently uses the site by providing additional housing within the existing building footprint. The Subject Property is also located within the urban area and has access to appropriate infrastructure and public service facilities. The Subject Property is located within walking distance of the Parliament LRT station and the site's close proximity to stores and restaurants makes walking, cycling, or transit the best way to get around.

Policy 1.1.3.3 states:

“1.1.3.3 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 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.”

The proposed basement dwelling units will add to the supply of housing on the site and in the broader area by providing three additional housing units. The proposal is also transit-supportive, as it is located within walking distance of the Parliament LRT station and a frequent bus route.

Policy 1.1.3.4 states:

“1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”

As the existing number of dwelling units is proposed to increase, the proposed addition of three units is subject to the City of Ottawa's Site Plan Control process.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) *permitting and facilitating:*
 - a. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - b. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *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;*
- 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;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

The proposed addition of three dwelling units to the existing building is considered intensification and is consistent with Policy 1.1.3.3. The Subject Property is located within the urban area, where adequate levels of infrastructure and public services are provided. The proposed basement dwelling units will add increased residential density to the site by providing three additional housing units to the existing building. The Subject Property is also well located near transit and active transportation routes.

Section 1.6.7 of the PPS sets out policies for Transportation Systems. Policy 1.6.7.4 states:

“1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

The proposed addition of three dwelling units to the existing building satisfies this policy by providing intensification and residential density within walking distance of the Parliament LRT station and frequent bus routes along Elgin Street.

Section 1.8 of the PPS provides policy direction related to energy conservation, air quality, and climate change. Policy 1.8.1 states:

“1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
e) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;”*

The proposed addition of three dwelling units to the existing building meets the climate change objectives and policies of the PPS by providing intensification that is located near rapid transit. The proximity to local restaurants, commercial amenities, employment opportunities, and the Parliament LRT station means that residents can fulfill most of their daily needs by walking, cycling, or taking transit.

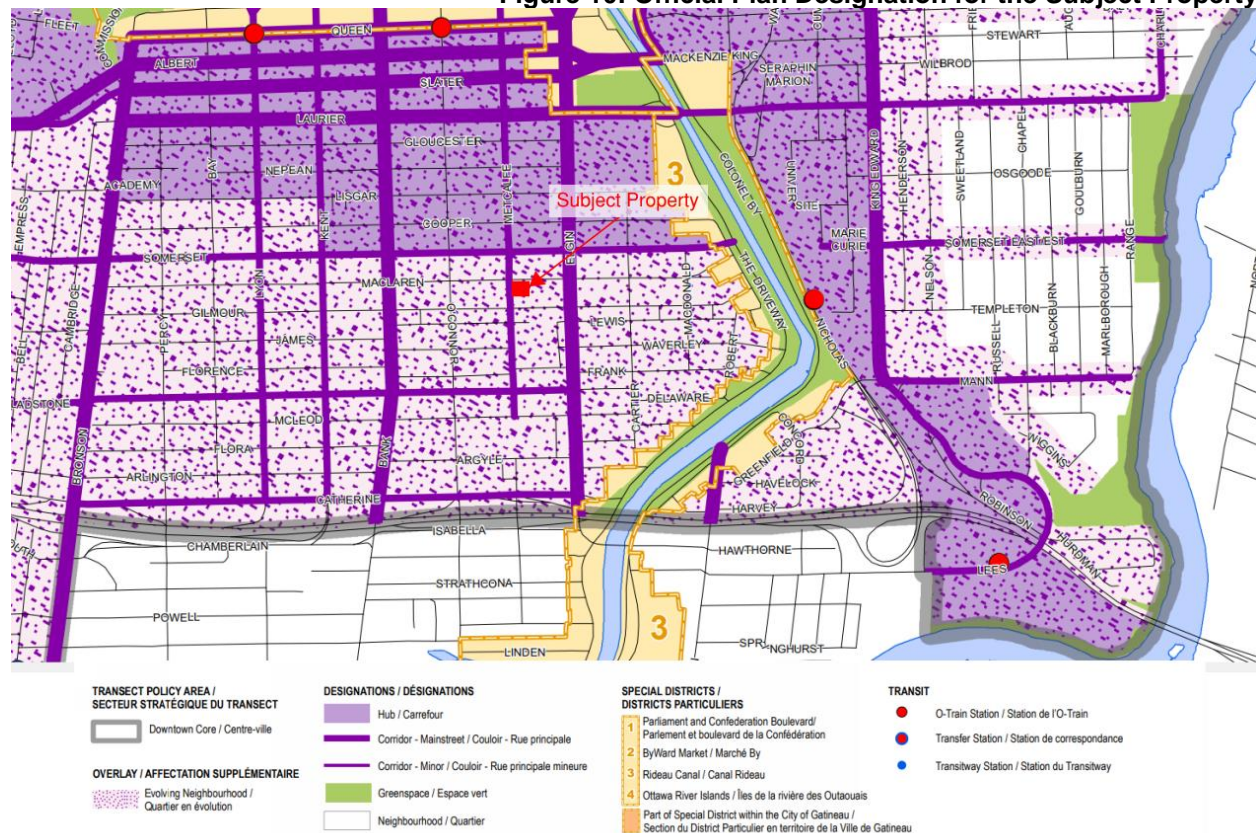
The proposed development is consistent with the policies of the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2021)

The new City of Ottawa Official Plan (the “2021 Official Plan”) was adopted by City Council on November 24th, 2021. The 2021 Official Plan has subsequently been sent to the Minister of Municipal Affairs and Housing and is awaiting a final decision. For the purposes of this Planning Rationale, the 2021 Official Plan dated November 24, 2021 was used for reference.

The Subject Property is designated Corridor – Minor in the Downtown Core Transect on Schedule B1 of the 2021 Official Plan. The Subject Property is also subject to the Evolving Neighbourhoods Overlay (Figure 10).

Figure 10: Official Plan Designation for the Subject Property



3.2.1 Growth Management Framework

Section 3 of the 2021 Official Plan provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

The Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area. The proposal will provide three additional dwelling units to an existing 60-unit apartment building. The proposed additional dwelling units will help accommodate the City’s expected growth through infill rather than greenfield development.

Section 3.2 states the following:

“Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.”

The Subject Property is designated Corridor – Minor on Schedule B1 of the 2021 Official Plan. The proposal is considered intensification as it adds three additional housing units to the Subject Property. The proximity to commercial amenities, employment opportunities, and rapid transit will provide residents with their daily needs within walking distance, contributing to the City’s 15-minute neighbourhood goals.

Policy 3 in Section 3.2 states:

“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”

The Subject Property is located within a Minor Corridor. Policy 3 directs residential intensification to areas that are within Corridors, which includes the Subject Property. The intensification and increased density on the Subject Property is appropriate to support the City’s growth and create 15-minute neighbourhoods.

Policy 4 in Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that

surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Property has access to municipal water and sewer services.

Policy 10 in Section 3.2 states:

“The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.”

The minimum residential density applicable to the Subject Property is identified in Table 3b of Section 3.2 of the 2021 Official Plan. Table 3b specifies that for Neighbourhoods and Minor Corridors in the Downtown Transect, there is a target residential range of 80 to 120 dwellings per net hectare. The addition of three dwelling units to the existing building would increase the residential density of the Subject Property to 522 dwelling units per hectare while having no visible impact on the streetscape.

3.2.2 Urban Design

Section 4.6 of the 2021 Official Plan provides policy direction on urban design and outlines Design Priority Areas for the City. The Subject Property is located within Design Priority Area 2 as it is designated Minor Corridor within the Downtown Core Transect.

Policy 2 in Section 4.6.5 states:

“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”

The existing building is designed to fit the surrounding context and is an appropriate scale to frame the street. The proposed basement dwelling units will have no impact on the streetscape. There will be adequate space in the basement for mechanical and electrical equipment.

3.2.3 Downtown Core Transect

Section 5.1 of the 2021 Official Plan sets out general policies and guidance for proposed development within the Downtown Core Transect.

Policy 2 in Section 5.1.1 states:

“The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;*
- b) A high concentration of employment is maintained and increased;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
- d) Residential densities are sufficient to support the full range of services noted in Policy a)”*

The proposed addition of three dwelling units contributes to healthy 15-minute communities by providing additional housing units within a 15-minute walking distance of transit, commercial amenities, and employment opportunities. Residents will be able to complete their daily trips by walking, cycling, or taking transit. The additional housing units will help provide sufficient residential densities to support surrounding restaurants, stores, and transit.

Policy 3 of Section 5.1.4 states:

“On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 4 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and setbacks. The height of such buildings: All buildings shall have active entrances facing the Mainstreet, regardless of use;

- a) Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);*
- b) May be limited further on lots too small to accommodate an appropriate height transition; and*
- c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.”*

The Subject Property is located on a Downtown Core Minor Corridor. The existing building has an active entrance on the Metcalfe Street Minor Corridor. The proposed basement dwelling units will have no impact on existing active entrances or the streetscape along Metcalfe Street.

3.2.4 Corridor Designation

Section 6.2 of the 2021 Official Plan provides policy direction for development in the Corridor designation. The Corridor designation applies to the following areas:

“1) Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) Generally, a maximum depth of:
 - ii. In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;”**

The Subject Property is abutting a Minor Corridor and is within 120 meters from the centreline of the street. Therefore, the Corridor designation applies to the Subject Property.

Policy 3 of Section 6.2.1 states:

“Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.”*

The proposed basement dwelling units comply with the policy by providing the residential density required to support surrounding commercial and office uses. The addition of three residential dwelling units within the existing building supports the surrounding mixed-use urban environment by increasing the supply of residential units in the area. These residents will be located within walking distance from surrounding commercial amenities and employment opportunities.

Policy 4 of Section 6.2.1 states:

“Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and*
- b) Vehicular access shall generally be provided from the parallel street or side street.”*

The existing residential building addresses the Corridor, with the principal entrance located on Metcalfe Street. The proposed basement dwelling units will have no impact on how the building addresses the street and will not reduce access to Metcalfe Street.

Policy 2 of Section 6.2.2 states:

“In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;*
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;*

- c) *Include limited commercial uses which are meant to mainly serve local markets; or*
- d) *Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.”*

The proposed basement dwelling units are within a residential-only building. Residential-only buildings are permitted along a Minor Corridor.

3.2.5 Evolving Neighbourhoods Overlay

Section 5.6.1 provides policy direction for Built Form Overlays, including the Evolving Neighbourhoods Overlay.

Policy 1 of Section 5.6.1.1. states:

“The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.”*

The Subject Property has a lot line along a Minor Corridor. The proposed basement dwellings will provide additional housing units and residential densities to the area and will help the City to reach the goals of its Growth Management Framework by increasing housing supply.

3.2.6 Development Review Requirements

The 2021 Official Plan requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. City staff requested that a Site Servicing study be included in the application. An Assessment of Adequacy of Public Services Report was completed by Novatech dated September 23, 2022. The report concludes that *“the existing municipal watermain should have adequate capacity to service the existing building both in terms of water for domestic use and for firefighting purposes.”* The conclusions of the Assessment of Adequacy of Public Services Report are consistent with the relevant policies in Section 4.7.1 of the 2021 Official Plan.

Relating to Section 10.2.1 – Noise

Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application, as the proposed development is in proximity to an arterial road. A Roadway Traffic Noise Brief was completed by Gradient Wind dated September 28, 2022. The recommendations of the Roadway Traffic Noise Brief concludes:

“Since noise levels exceed the ENCG objective limit of 55 dBA and 50 dBA during the daytime and nighttime respectively, upgraded building components will be required for noise mitigation purposes. Standard double pane windows having a minimum air space of 13 mm will be sufficient for noise attenuation. Results of the calculation also indicate that the development will require air conditioning, or similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment, along with a Type D Warning Clause on all Lease, Purchase and Sale Agreements.”

The recommendations of the Roadway Traffic Noise Assessment are consistent with the relevant policies in Section 10.2.1 of the 2021 Official Plan.

3.3 Central and East Downtown Core Secondary Plan

The Subject Property is located in the Centretown Character Area of the Central and East Downtown Core Secondary Plan. The Central and East Downtown Core Secondary Plan was adopted along with the new Official Plan by City Council on November 24, 2021. The Subject Property is designated Corridor on Schedule B of the Secondary Plan.

3.4 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned Residential Fifth Density, Subzone B, Exception 479, with a Height Limit of 19 meters (R5B[479] H(19)) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R5 zone is to:

1. allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as **General Urban Area, Mixed Use Centre** or **Central Area** in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
3. permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;
4. ensure that residential uses predominate in selected areas of the **Central Area**, while allowing limited commercial uses;
5. 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 (By-law 2009-392)
6. 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 addition of three basement dwelling units within the existing building is proposed for the Subject Property. The addition of three dwelling units will provide a mix of unit types within an existing mid-rise apartment building and will contribute to the dominant residential character of the area. The proposed addition of three dwelling units will have minimal impact on the character of the area and will not be visible from the streetscape.

Provision 1 of Section 163 of the Zoning By-law lists “apartment dwelling, mid rise” as a permitted use in the R5 zone. The proposed basement dwelling units are within an existing mid-rise apartment building and are permitted.

Table 1 below summarizes the applicable zoning provisions for the Subject Property.

Table 1: Zoning Provisions for the Subject Property

Zoning Provision	Required	Provided
Minimum Lot Area (m ²)	675 m ²	1205 m ²
Minimum Lot Width (m)	22.5 m	33.3 m
Minimum Front Yard Setback (m)	3 m	0 m
Min Interior Yard Setback (m)	7.5 m	13.6 m
Minimum Corner Yard Setback (m)	3 m	1.1 m
Minimum Rear Yard Setback (m)	25% of the lot depth but not more than 7.5 m	4.2 m
Maximum Building Height (m)	19 m	8 storeys

The existing building is not in compliance with the front and corner side yard setbacks. However, these setbacks are existing conditions that will not be modified by the proposed basement dwelling units. The addition of three basement units will fully conform with the provisions of the Zoning By-law and are not related to the building setbacks since they will not alter the built form of the existing building. In addition, the existing setbacks are in line with the character of the area where a number of properties have smaller setbacks.

The proposed Site Plan Control application is consistent with the purpose of the Residential Fifth Density zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law.

4.0 DESIGN BRIEF

Section 4.6 of the 2021 Official Plan sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the 2021 Official Plan.

4.1 Massing and Scale

The 2021 Official Plan emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighbouring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
- c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.”**

Policy 2 in Section 4.6.6 states:

“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”

The proposed addition of three dwelling units will not alter the massing or scale of the existing building. Adequate transitions in height are provided between the existing building and surrounding properties.

4.2 Public Realm

Section 4.6 of the Official Plan emphasizes the importance of design excellence within the public realm, particularly in Design Priority Areas. Policy 3 in Section 4.6.1 states:

“Design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.”

The Subject Property is located within Design Priority Area 2. Design Priority Area 2 recognizes areas of national and regional importance that contribute to Ottawa’s identity. The proposed addition of three basement units will have minimal impact on the public realm and streetscape of the area. The basement dwellings will not be visible from the street. In order to meet fire safety standards and provide sunlight to residents of the basement units, new or expanded window wells will be added along MacLaren Street. Some of these proposed window wells will convert the existing ventilation shafts on MacLaren Street into window wells. These window wells will include a stepped condition for fire safety purposes as well as a black wrought-iron guard railing to enclose the window well. The guard railings will be visible along MacLaren Street and have been designed to fit the heritage character of the area, drawing from black wrought-iron fences located at the intersection of Metcalfe Street and MacLaren Street. The guard rails will enhance the public realm by providing façade articulation and visual cues to the surrounding heritage character.

Figure 12: Proposed Black Wrought-Iron Guard Railings

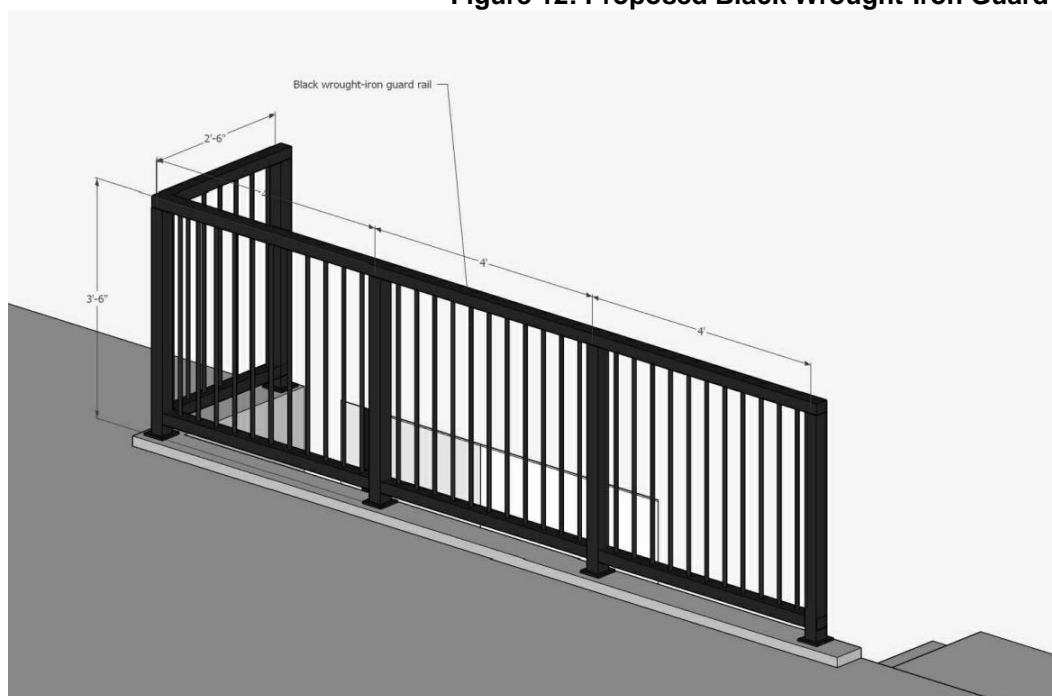


Figure 13: Examples of Black Wrought-Iron Fences at the Intersection of Metcalfe Street and MacLaren Street



4.3 Building Design and Compatibility

The 2021 Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible.

Policy 2 of Section 4.6.5 states:

“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”

Policy 7 of Section 4.6.6 states:

“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;*
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) Provide sufficient setbacks and step backs to:

 - i) Provide landscaping and adequate space for tree planting;*
 - ii) Avoid a street canyon effect; and*
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.”**

The proposed addition of three dwelling units will not impact the built form of the existing building. The proposed dwelling units will be below grade and will therefore have no impact on the streetscape along Metcalfe Street. The stepped condition of the window wells provides emergency egress and are not designed to provide direct residential access to the dwelling units. The main entrance of the building will remain on Metcalfe Street.

4.4 Sustainable Design

The 2021 Official Plan strives to include innovative and sustainable design practices in site and building design throughout the City. Policy 1 of Section 4.6.4 states:

“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”

The proposed addition of three dwelling units promotes sustainability by encouraging more sustainable modes of transportation. Residents will be able to easily walk, cycle, or take transit to their daily destinations instead of driving.

4.5 Heritage

The 2021 Official Plan recognizes the importance of conserving and enhancing the City’s cultural heritage resources. Policy 4 in Section 4.6.1 states:

“Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.”

The proposed basement dwelling units will have a minimal impact on the heritage character of the surrounding area. At the suggestion of Heritage Planning staff, black wrought-iron guard rails have been proposed around the window wells for the proposed basement units. These guard railings draw from black wrought-iron fences provided at each corner of the intersection of Metcalfe Street and MacLaren Street and complement the existing heritage character of MacLaren Street. A Heritage Permit for the proposed addition of three dwelling units has been received from City staff.

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on July 14, 2022.

Upon Submission

The public will be consulted with regarding the proposed addition of three dwelling units through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the addition of three dwelling units in the basement of an existing eight-storey building at 255 Metcalfe Street. The Subject Property is designated as a Corridor – Minor within the Downtown Core Transect in the City of Ottawa Official Plan (2021). The Subject Property is also subject to the Evolving Neighbourhoods Overlay. The Subject Property is zoned Residential Fifth Density, Subzone B, Exception 479, with a Height Limit of 19 meters.

The proposed addition of three dwelling units is consistent with the Provincial Policy Statement as it supports intensification within the urban area. The proposal will increase the supply of housing by providing three additional housing units while resulting in almost no change to the streetscape. The proposed addition of three dwelling units is well-located to support increased density, as it is within walking distance of a number of commercial amenities, employment opportunities, and transit access. The proposal promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The proposed addition of three basement dwelling units conforms to the City of Ottawa Official Plan (2021) and the Central and East Downtown Core Secondary Plan by supporting the intensification of the Subject Property and providing additional housing units. The proximity of the Subject Property to a number of commercial, institutional, employment, and transit amenities will allow residents to complete their daily trips by walking, cycling, or taking transit. The proposal supports the City's 15-minute neighbourhood objectives.

The proposed addition of three dwelling units meets the intent and purpose of the Residential Fifth Density zone. The existing building generally complies with the performance standards set out in the Zoning By-law and will not be altered by the proposed addition of three dwelling units.

The proposed addition of three basement dwelling units and the Site Plan Control application are desirable and represent good land use planning.

Yours truly,
NOVATECH

Prepared by:



Simran Soor, M.PL.
Planner

Reviewed by:



Murray Chown, MCIP, RPP
Director | Planning & Development

Appendix A:
Site Plan

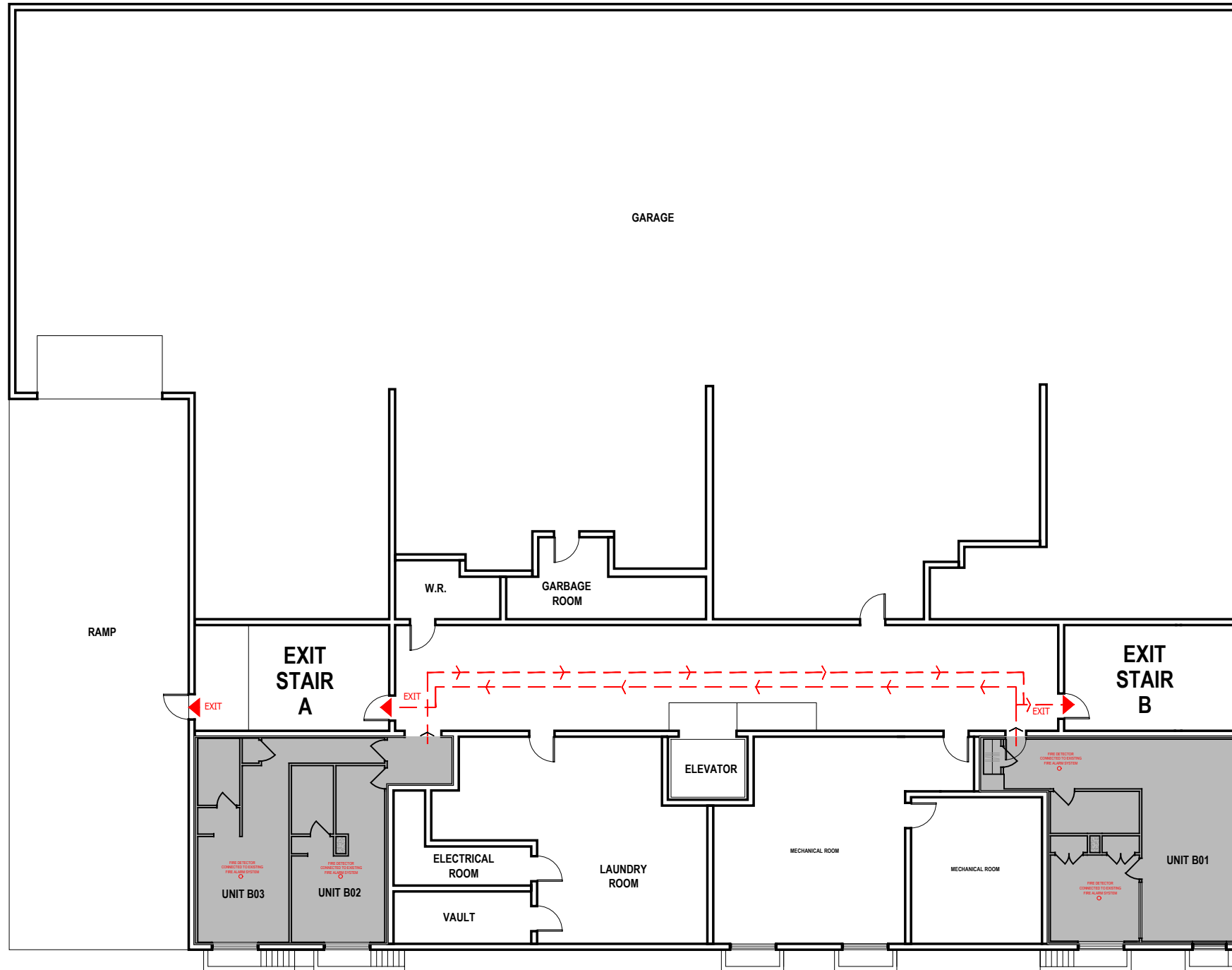
Name of Practice	Muzaike Architecture
Address 1	1378 Ridgedale Street
Address 2	
Contact	Paulo Alves
Name of Project	255 Metcalfe - Additional Apartments
Location/Address	255 Metcalfe Street
Date	2021.04.02

3.00 BUILDING CODE VERSION	O Reg. 332/12	LAST AMENDMENT	O Reg. 88/19
3.01 PROJECT TYPE	Renovation [A] 1.1.2.		
3.02 MAJOR OCCUPANCY CLASSIFICATION	OCCUPANCY	USE	3.1.2.1.(1)
	C Residential	Residential	
3.03 SUPERIMPOSED MAJOR OCCUPANCIES	[If Yes, provide explanation below; add lines as necessary]		3.2.2.7.
3.04 BUILDING AREA (m ²)	DESCRIPTION	EXISTING	NEW
	Building	4500.00	4,500.0
	TOTAL	4,500.0	4,500.0
3.05 GROSS AREA (m ²)	DESCRIPTION	EXISTING	NEW
	TOTAL	-	-
3.06 MEZZANINE AREA (m ²)	DESCRIPTION	EXISTING	NEW
	TOTAL	-	-
3.07 BUILDING HEIGHT	8 STOREYS ABOVE GRADE	(m) ABOVE GRADE	[A] 1.4.1.2. & 3.2.1.1.
	1 STOREYS BELOW GRADE		
3.08 HIGH BUILDING			3.2.8
3.09 NUMBER OF STREETS/ FIREFIGHTER ACCESS	2 STREET(S)		3.2.2.10. & 3.2.5.
3.10 BUILDING CLASSIFICATION (SIZE AND CONSTRUCTION RELATIVE TO OCCUPANCY)	3.2.2.42. Group C, Any Height, Any Area, Sprinklered		3.2.2.20-83.
3.11 SPRINKLER SYSTEM	Required	PROVIDED: Selected Floor Areas	3.2.1.5. & 3.2.2.17.
3.12 STANDPIPE SYSTEM			3.2.9.
3.13 FIRE ALARM SYSTEM	Required	TYPE PROVIDED: Single Stage	3.2.4.
3.14 WATER SERVICE/ SUPPLY IS ADEQUATE	Yes		
3.15 CONSTRUCTION TYPE	RESTRICTIONS	HEAVY TIMBER CONSTRUCTION	3.2.2.20-83. 3.2.1.4.
3.16 IMPORTANCE CATEGORY	Normal		4.1.2.1.(3), 74.1.2.1.B.
3.17 SEISMIC HAZARD INDEX (I _s , S _e , I _z)	0.00	Seismic Design Not Required for Table 4.1.8.18. Items 6 to 21	4.1.8.18.(1)
3.18 OCCUPANT LOAD	FLOOR LEVEL/AREA	OCCUPANCY TYPE	BASED ON
	Basement	No. of sleeping rooms	6
	TOTAL		6
3.19 BARRIER-FREE DESIGN	Yes		3.8.
3.20 HAZARDOUS SUBSTANCES	No		3.3.1.2. & 3.3.1.19.
3.21 REQUIRED FIRE RESISTANCE RATINGS	HORIZONTAL ASSEMBLY	RATING (H)	SUPPORTING ASSEMBLY (H)
	FLOORS OVER BSMT	1.00	-
	FLOORS	1.00	-
	MEZZANINE	-	-
	ROOF	-	-
3.22 SPATIAL SEPARATION	WALL	EBF AREA (m ²)	L.D. (m)
			L/H OR H/L
			REQUIRED FRR (H)
			CONSTRUCTION TYPE
			CLADDING TYPE
			3.2.3.
3.23 PLUMBING FIXTURE REQUIREMENTS	RATIO:	MALE:FEMALE = 50:50 EXCEPT AS NOTED OTHERWISE	
	FLOOR LEVEL/AREA	OCCUPANT LOAD	OBC SENTENCE
			FIXTURES REQUIRED
			FIXTURES PROVIDED
3.24 ENERGY EFFICIENCY	COMPLIANCE PATH:		
	CLIMATIC ZONE:		
3.25 NOTES			

1 ALL REFERENCES ARE TO DIVISION B OF THE OBC UNLESS PRECEDED BY (A) FOR DIVISION A AND (C) FOR DIVISION C



Metcalf Street



MacLaren Street

01 - BASEMENT FLOOR PLAN
EXIT ANALYSIS / FIRE PROTECTION



C	issued for building permit	
B	issued for building permit	2020.05.13
A	issued for building permit	2020.04.12
issue	description	date
project title		

255 METCALFE ST
Ottawa, ON

drawing title
FIRE PROTECTION

drawn by P.A.
scale NTS
date 2021.04.12

project number -
drawing number

A0.1 _rev B