



1806 Scott Street

Planning Rationale
Zoning By-law Amendment + Site Plan Control
January 27, 2023



Prepared for 2851944 Ontario Inc

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1.0 Introduction

Fotenn Planning + Design has been retained by 2851944 Ontario Inc (“the client”) to prepare this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control for the site municipally known as 1806 Scott Street in the City of Ottawa (“the subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

The clients are seeking to demolish the existing two (2) storey dwelling and construct a four (4) storey low-rise apartment building. The existing four (4) dwelling units would be removed and replaced with 16 dwelling units in the new proposed development. The existing two (2) storey dwelling has two one (1) storey vinyl sided additions: one to the west fronting Scott Street with an associated asphalt driveway and one to the south adjacent to Rockhurst Road with an asphalt driveway.



Figure 1: Existing dwelling viewed from the northwest on Scott Street, with the two (2) storey dwelling shown on the left and the one (1) storey addition shown on the right



Figure 2: Existing dwelling viewed from the west on Rockhurst Road, with the two (2) storey dwelling shown on the right and the one (1) storey addition shown on the left

The new building, is described by the architect in the Urban Design Brief as follows:

The building’s expression is characterized by a playful aesthetic. Interest is generated through a rhythm of fenestration and solid wall panels, juxtaposed with the colour / texture of wood accent panels. The building mass remains within the zoned building height, offers a setback at the fourth storey where it backs onto 49 Rockhurst, and rises a modest two-to-three floors over the adjacent buildings. Owing to its location north of the low-rise neighbourhood, shadow impacts are minimal and affect primarily at early and late times of day.

The building engages the street level using planters filled with shrubs, with the addition of 6 new trees, and quality treatments such as precast pavers, all to soften the transition between the walls and ground plane. Together with the accent-coloured entrance canopy and door, which signal the main entrance, these high quality landscape interventions also serve to establish a human scale for the building [...] and create a pleasant place where residents can recreate and interact.

Table 1, below summarizes the unit types being proposed, which consist of bachelors, 1-bedroom, 1-bedroom plus den and 2-bedroom units.

Table 1: Unit breakdown

| Type of Unit | Number of Units | % of units |
|---------------------------|-----------------|------------|
| Bachelor apartment | 9 | 56% |
| 1-bedroom | 1 | 6.3% |
| 1-bedroom + den | 2 | 12.5% |
| 2-bedroom | 4 | 25% |
| Total | 16 | 100% |

1.1 Purpose of the Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment, and Site Plan Control Applications are being submitted.

The subject site is currently zoned Residential First Density Zone, Subzone MM (R1MM) in the City of Ottawa Comprehensive Zoning By-law (2008-250). As the current zoning framework does not permit the development of a low-rise, residential, apartment building, the proposed Zoning By-law Amendment would amend the zoning of the entire subject site to Residential Fourth Density, Subzone UD, Exception XXXX, Schedule YYY (R4UD [XXXX]SYYY) to permit the proposed development. The new site-specific zoning schedule would establish permitted building heights, and required setbacks and stepbacks, while the site-specific exception would provide the necessary relief from specific provisions of the proposed zone as detailed in Section 5.0.

The proposed Site Plan Control Application is required to determine the appropriate site-specific design considerations such as landscaping, servicing locations, building materiality and massing.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines.

Subject Site and Surrounding Context

The subject site is located at the southwest corner of Scott Street and Rockhurst Road in the neighbourhood of Wellington Village. The subject site has an area of approximately 630 square metres, with 22.9 metres of frontage on Scott Street and 30.8 metres of frontage on Rockhurst Road. The lot depth is approximately 22.9 metres as measured from Rockhurst Road and the lot width is 30.8 metres, with the Rockhurst Road frontage defined as the front property line and the Scott Street frontage defined as the north property line. Presently, the site is occupied by a two-storey detached dwelling, with two parking spaces facing Scott Street and three surface, parking spaces facing Rockhurst Drive.



Figure 3: Site Location

A hydro pole is located at the southwest corner of the subject site and hydro wires run along the eastern frontage of the site.

The subject site sits on the northern edge of a low-rise residential neighbourhood.



Figure 4: Key map of surrounding area



Figure 5: Looking west along Scott Street



Figure 6: Looking north from Scott Street



Figure 7: Looking east along Scott Street



Figure 8: Looking southeast on Rockhurst Road



Figure 9: Looking northeast on Gould Street

The adjacent land uses can be described as follows:

North: The site's northern frontage is Scott Street, a three-lane, arterial road flanked on either side with unidirectional, painted bicycle lanes and a bi-directional multi-use trail on the north side of the street. North of Scott Street, the Transitway is in a sunken trench for bus rapid transit (BRT) and is in the process of being converted for Light Rail Transit (LRT) use as part of the extension of the east-west Confederation Line. Island Park Drive to the northwest and Western Avenue to the northeast provide north-south crossings across the Transitway. Further north is a low-rise residential neighbourhood, Champlain Park. North of the residential neighbourhood lies Sir John A. Macdonald Parkway, Ottawa River Pathway, a multi-use trail, and the Ottawa River.

South: To the south, a low-rise, building (296 Rockhurst Road) is located almost right at the south lot line. Further south is low-rise residential lands, beyond which is Richmond Road and Wellington Street West. West of Island Park Drive, the street is referred to as Richmond Road, and east of it, Wellington Street West. Wellington Street West hosts lands zoned as Traditional Mainstreet and characterized with a mix of uses, varying heights and built forms. South of Wellington Avenue West are residential lands with a mix of zoning regulations, including residential and institutional. Beyond the residential neighbourhood is the Byron Linear Park and Byron Avenue, which runs east-west.

East: The subject site’s eastern frontage lies along Rockhurst Avenue, a residential street. The immediate surrounding neighbourhood is low-rise, residential lands, with an institutional area located at the intersection of Carleton Avenue and Spencer Avenue. Beyond Western Avenue, the lands have denser residential development. The neighbourhood east of the site is generally known as Wellington Village and extends as far as Holland Avenue.

West: The west side of the subject site abuts a single storey, residential dwelling. Lands to the west are low density residential. Island Park Drive runs north-south along the western edge of the neighbourhood, beyond which is further residential properties, the Westboro neighbourhood, and Westboro’s main street: Richmond Road. Lands along Richmond Road are predominantly zoned Traditional Mainstreet. Along Richmond Road are businesses including grocery stores, bakeries, sporting goods stores, takeout restaurants, vehicle dealerships, gas stations, specialty supply stores, and more.

2.2 Transportation Network

The subject site is well-served by public transportation, roads, and cycling routes.

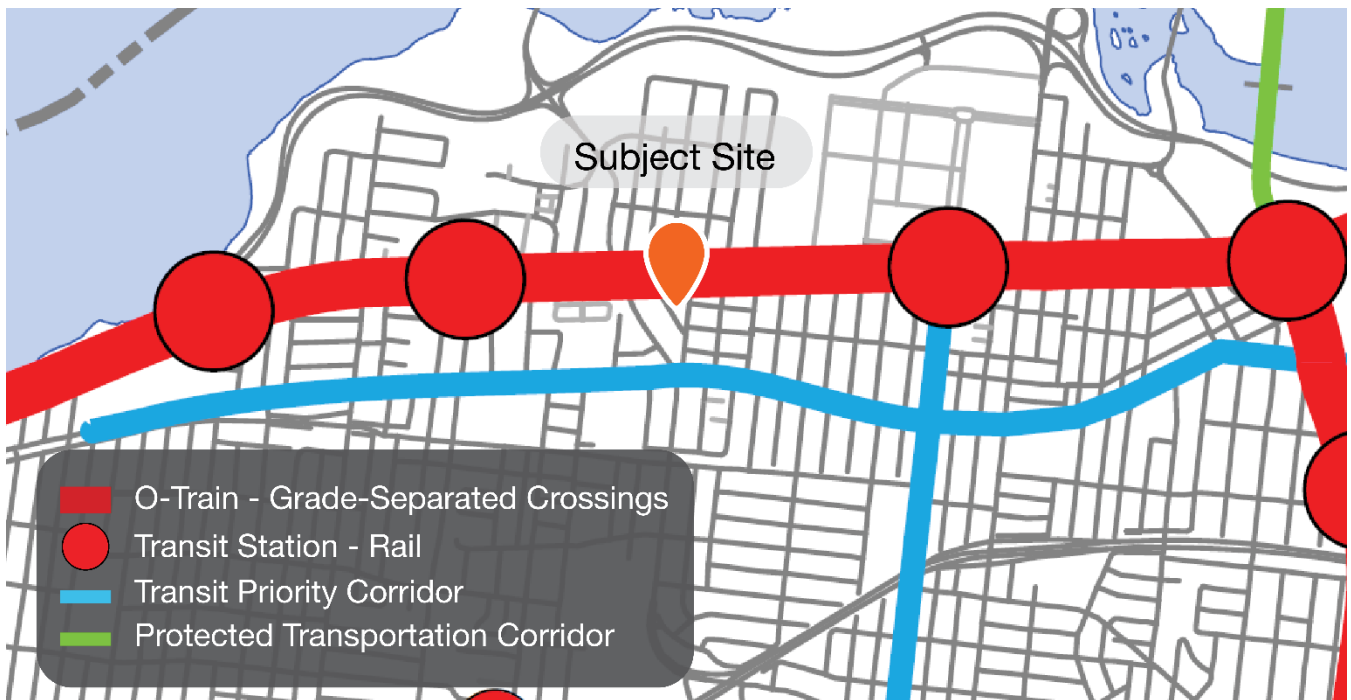


Figure 10: Schedule C2 – Transit Network Ultimate, City of Ottawa Official Plan (2022)



Figure 11: Nearby Public Transit (OC Transpo System Map)

2.2.1 Public Transit

The subject site is located approximately 725 metres from Westboro Station, which is served by BRT via the Transitway and is located approximately 800 metres from Tunney’s Pasture Station, which is served by light rail transit (LRT) and BRT. All public transit routes are provided by OC Transpo. Westboro Station is being repurposed to accommodate LRT as part of the City’s ongoing construction of Phase 2 of LRT. C2 – Transit Network Ultimate in the City of Ottawa Official Plan, shown above in Figure 10, identifies a route along Scott Street as LRT with grade-separated crossings, and a transit priority corridor along Wellington Street West.

The subject site is currently served by multiple bus routes that run on Scott Street:

Rapid Routes

- / 62 Tunney’s Pasture ↔ Stittsville & Terry Fox
- / 75 Tunney’s Pasture ↔ Barrhaven Centre

Local Routes

- / 16 Main ↔ Tunney’s Pasture/ Westboro
- / 50 Tunney’s Pasture ↔ Lincoln Fields
- / 81 Tunney’s Pasture ↔ Clyde

Rapid routes operate station-to-station bus service seven (7) days a week and local routes operate service seven (7) days a week every 30 minutes. Local routes that connect to Line 1 are numbered below 100. Nearby bus stops include:

- / Scott Street and Island Park Drive – 229 metres away, serving eastbound and westbound bus routes 50, 62, 75, and 81
- / Scott Street and Carleton Avenue – 83 metres away, serving westbound bus routes 50 and 81
- / Scott Street and Western Avenue – 215 metres away, serving eastbound bus routes 16, 50, and 81

2.2.2 Road Network

The subject site is corner lot located on Scott Street, an arterial road, and is located near Island Park Drive and Sir John A. Macdonald Parkway, federally-owned roads. To the south, Wellington Road West is similarly identified as an arterial road, per Schedule C4 – Urban Road Network in the City of Ottawa Official Plan, shown below in Figure 12.

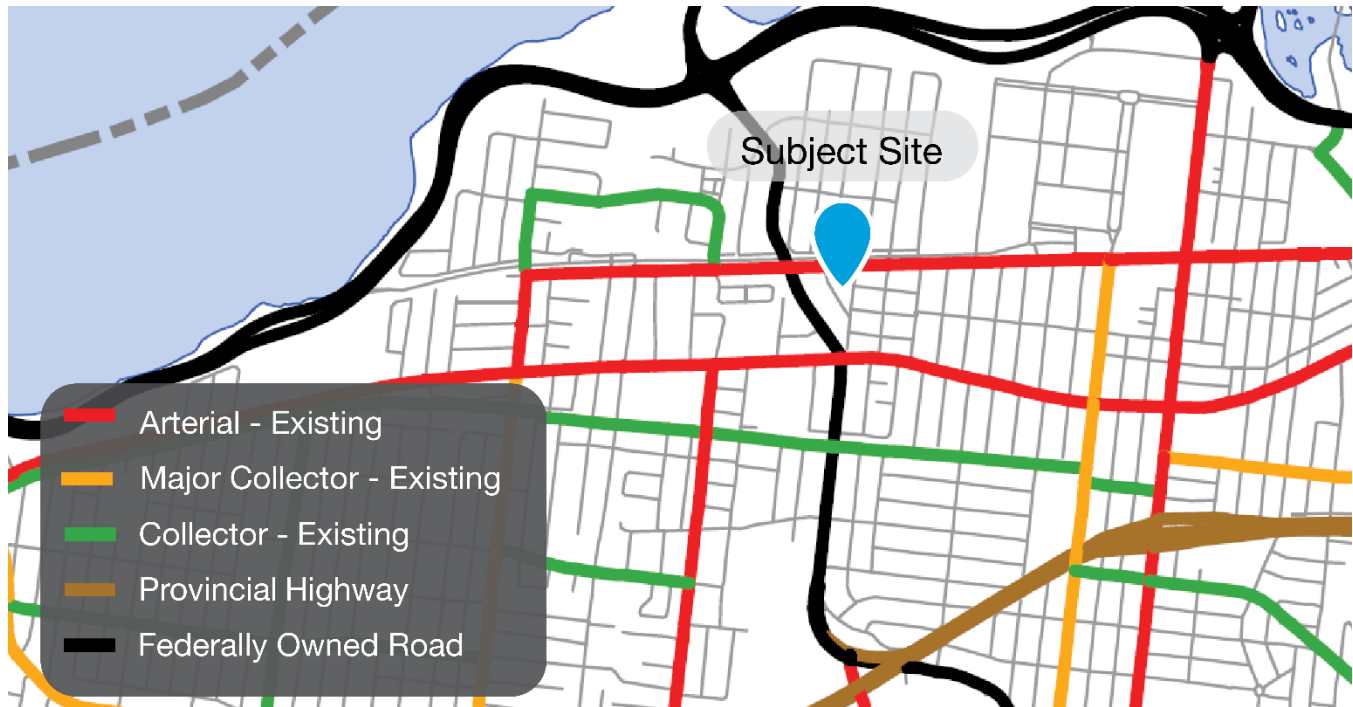


Figure 12: Schedule C4 – Urban Road Network, City of Ottawa Official Plan (2022)

Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists, and public transit as well. Due to their ability to accommodate increased capacity, arterial roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

Federally-owned roads are roads that are owned and maintained by the Federal Government of Canada. The National Capital Commission (NCC) presently maintains Island Park Drive and Sir John. A. Macdonald Parkway as two parkways. Commercial vehicles are prohibited on both roads.

2.2.3 Cycling Network

Schedule C3 – Active Transportation Network Major Pathways of the City of Ottawa Official Plan, shown below in Figure 13 and in the Existing Cycling Network shown above in Figure 14, demonstrate the existing cycling network in Ottawa. The subject site is located on Scott Street, which is part of the winter-maintained cycling network and has both a cycle track and a multi-use path. Nearby Island Park Drive has a bike lane and south of Scott Street it is maintained during the winter. To the north, the Ottawa River Pathway runs along the Ottawa River waterfront with a major pathway. Another major pathway runs parallel to Byron Road to the south.

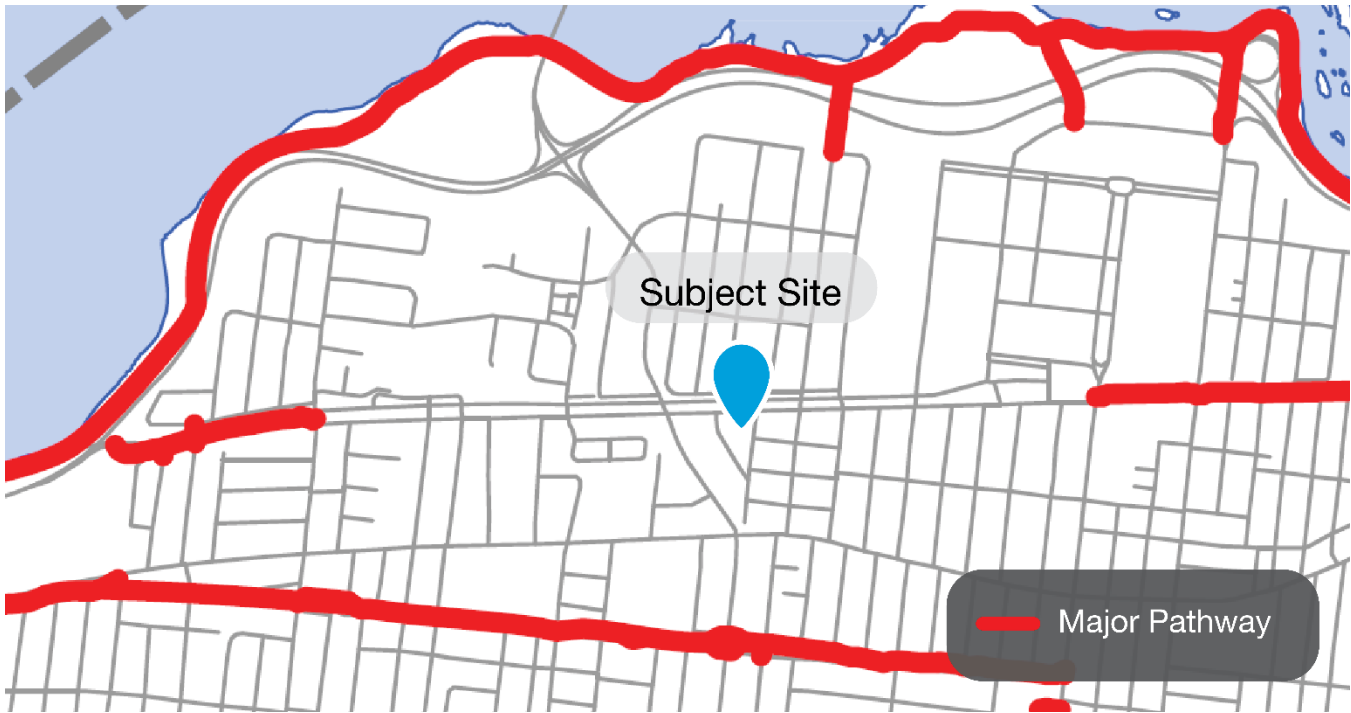


Figure 13: Schedule C3 – Active Transportation Network Major Pathways, City of Ottawa Official Plan (2022)

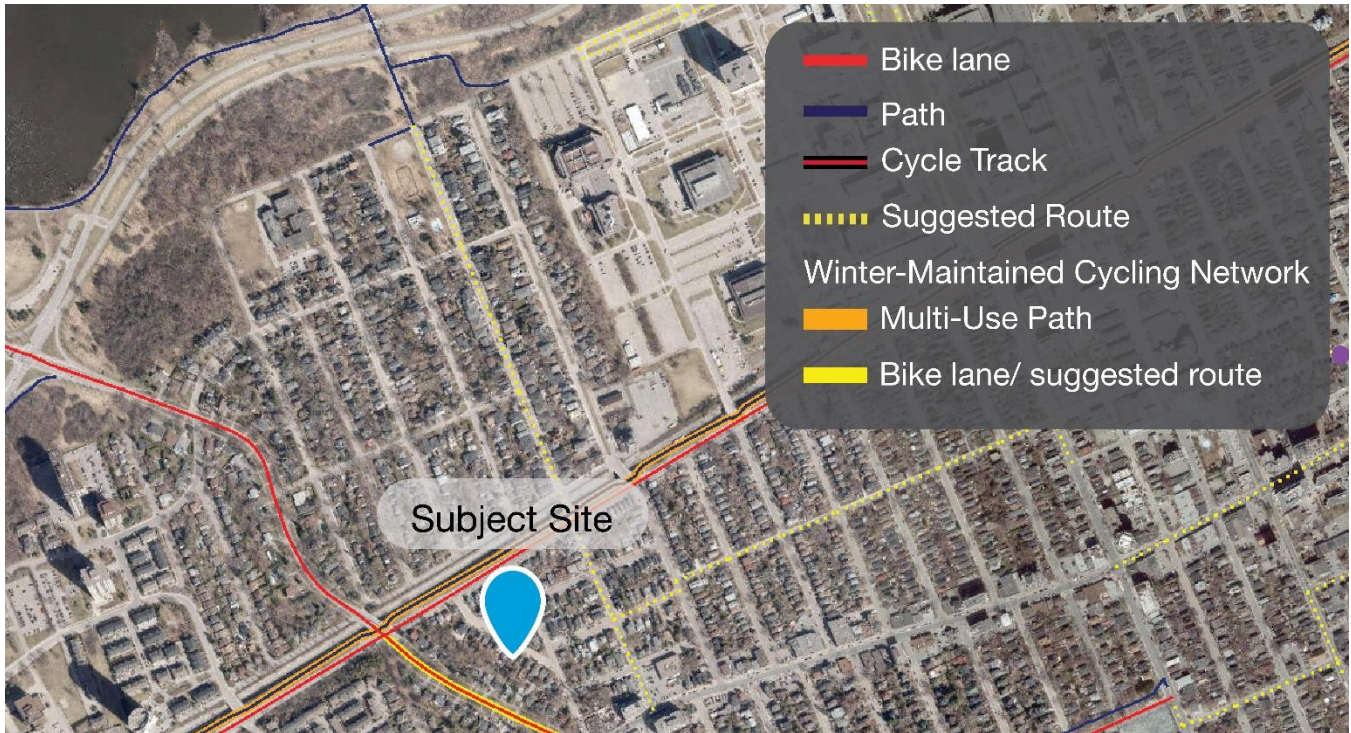


Figure 14: Existing Cycling Network (GeoOttawa)

Proposed Development

The owner has retained Open Plan Architects Inc. to prepare redevelopment plans, which propose the construction of one, four (4) storey, low-rise, apartment building located at the corner of Scott Street and Rockhurst Road. The existing building is proposed to be demolished.



Figure 15: North elevation of proposed development. Rendering provided by Open Plan Architects Inc.

The proposed development will have a maximum height of 14.5 metres.

The development proposes 16 total units, of which 12 have been designed to be accessible. Turning radii for a wheelchair user are shown in the floor plans. The barrier-free entry to the building is accessed via Rockhurst Road and an elevator is also provided to ensure that the entire building is accessible.

Two (2) surface parking spaces are proposed as part of the development. The parking spaces are located at the southeast corner of the site and will be accessed via Rockhurst Road. They are proposed to be constructed with permeable pavement materials. The existing curb cut on Scott Street would no longer be required.

3.1 Building Design



Figure 16: Perspective looking southwest from Scott St. toward site. Rendering provided by Open Plan Architects Inc.

The building has been designed to provide frontage on both Scott Street and Rockhurst Road to take advantage of the site's corner lot. Balconies have been provided for units facing the north and south for units on the third and fourth floors to provide private outdoor amenity space for tenants. Six (6) units will have access to balconies.



Figure 17: Perspective from Rockhurst Road looking north to Scott Street. Rendering provided by Open Plan Architects Inc.

3.1.1 Building Massing and Transition

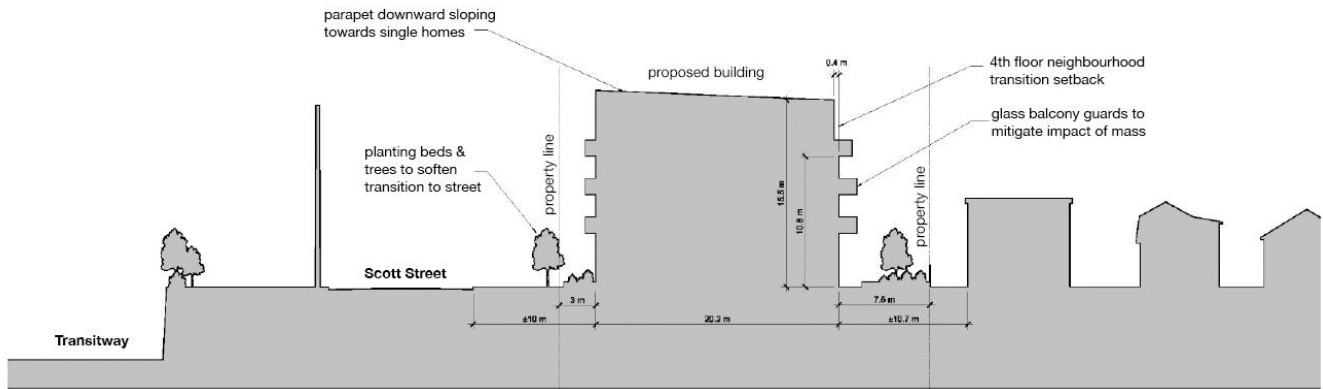


Figure 18: Streetscape cross section showing transition. Rendering provided by Open Plan Architects Inc.

The building is oriented to have a 3-metre corner side yard setback from Scott Street to locate the additional height further north and away from the adjacent low-rise community to the south. A 7.5-metre interior side yard setback is proposed, both to create an amenity space for residents, and to provide distance between the neighbours to the south.

The proposed building massing and height is appropriate as it is located on a corner lot, faces an arterial road, and is within walking distance to both Tunney's Pasture Station and Westboro Station, two rapid transit stations.

Scott Street is anticipated to change over time, with greater densities and heights and a wider mix of uses envisioned. The proposed development is appropriate because it brings increased density in a low-rise form, considering the anticipated changing nature of the Scott Street corridor.

3.1.2 Views



Figure 19: Building transition looking west on Rockhurst Road. Rendering provided by Open Plan Architects Inc.

Views along Scott Street and Rockhurst Road demonstrate that the proposed development complements the existing context. The proposed development's four (4) storey height ensures that it fits in to the surrounding neighbourhood as its form and massing are low-rise.

The white panelled exterior is light and helps the building blend into the surroundings, while the wood provides a burst of colour and texture. The building design utilizes colours and materials intended to create a unique and recognizable character for the development. Materials have been chosen carefully to break of the building façade and make it less monolithic.

3.1.3 Pedestrian Experience and Public Realm



Figure 20: Perspective detail of building façade from Scott Street showing the side exit. Rendering prepared by Open Plan Architects Inc.

The subject site will feature improvements along the public right-of-way, including Scott Street and Rockhurst Road. Street trees are proposed along Scott Street, private trees are proposed along Rockhurst Road, and planting areas are proposed along both frontages, which will animate the street make it more friendly to pedestrians.

Small trees are proposed along the Rockhurst Road frontage due to the overhead hydro wires. As well, a variety of shrubs are proposed adjacent to the building and between the interior side yard amenity space and the parking spaces. A yew hedge is proposed to the south of the interior side yard amenity space to provide privacy between the subject site and the property to the south.

Generous fenestration overlooking public spaces provides visual transparency and supports the notion of 'eyes on the street', which contribute to improved safety for pedestrians in the neighbourhood. Materials and window locations are placed irregularly throughout the design, creating visual interest from all angles.

Parking is proposed of Rockhurst Road, south of the building, eliminating the existing parking off Scott Street. The design of the access/egress to the parking spaces, avoids any interruptions in the active frontage along the street while reducing conflicts between vehicles, pedestrians and cyclists by reducing the number of curb cuts.

The front or east-facing façade of the building along Rockhurst Road features the entrance to the residential building and the bike room. Landscaping is being proposed along both the northern and eastern frontages to reconstitute the public realm and create a more pleasant environment for pedestrians.



Figure 21: Perspective from Rockhurst Road toward the main entrance and entrance to the bike room. Rendering provided by Open Plan Architects Inc.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The relevant policy interests to the subject application are as follows:

- 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; 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;
 - 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;
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 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;
 - e) support active transportation; and
 - f) are transit-supportive, where transit is planned, exists or may be developed.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

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

The proposed development is located within the urban boundary (settlement area), on a serviced lot, located near both existing and planned transit. As a site on a Mainstreet Corridor under the Official Plan, proximity on a road with both a cycle track and multi-use path (MUP), and on the edge of an established residential neighbourhood, the site presents an opportunity for the efficient use of land in proximity to existing services and amenities, including public transit, cycling and pedestrian facilities, parks, schools, employment, and retail. The proposed development contributes to expanding the mix of housing type sizes to accommodate a variety of family and tenant compositions. The compact low-rise apartment building form is an efficient use of the land, adding density to an area identified for intensification.

- 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:
 - 1. 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
 - 2. 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;
- 1.5.1 Healthy, active communities should be promoted by:
 - a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 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.
- 1.7.1 Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The subject site's proximity to public transit supports the provincial goals of healthy, livable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. The proposed development will take place in an existing community and add infill development to an established neighbourhood. The proposal will add new accessible units to the housing market. Finally, the development supports active transportation by providing an at-grade bicycle storage room that is easily accessible to all tenants. The development's location on a road with both a cycle track and MUP will make it convenient for future tenants to utilize active modes of transportation to get around.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa completed a comprehensive review of their Official Plan 2021 and on November 4, 2022, the Ministry of Municipal Affairs and Housing approved it with revisions.

Ottawa's Official Plan contains the City's goals, objectives, and policies to guide growth and manage physical change to 2046.

4.2.1 Strategic Directions

Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce our greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

The Official Plan provides guidance for major strategic directions and focuses on intensification and diversifying housing options in Section 2.2.1 as follows:

Policy Intent i) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

Ensuring that by 2046, 60% of all new dwelling units are constructed in existing neighbourhoods as opposed to undeveloped greenfield lands. The Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods.

Policy Intent iii) Improve public amenities and services

To achieve the goal of directing 60% of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to residential Neighbourhoods within a short walking distance of those Hubs and Corridors and help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The city's goals for intensification and diversification of housing options generally seek to develop in the existing built-up area. Since the subject site is located on a Corridor and is within short walking distance to two nearby Hubs with retail and commercial uses (Wellington Street), the proposed development will contribute toward the city's goal of developing inclusive, walkable, 15-minute neighbourhoods.

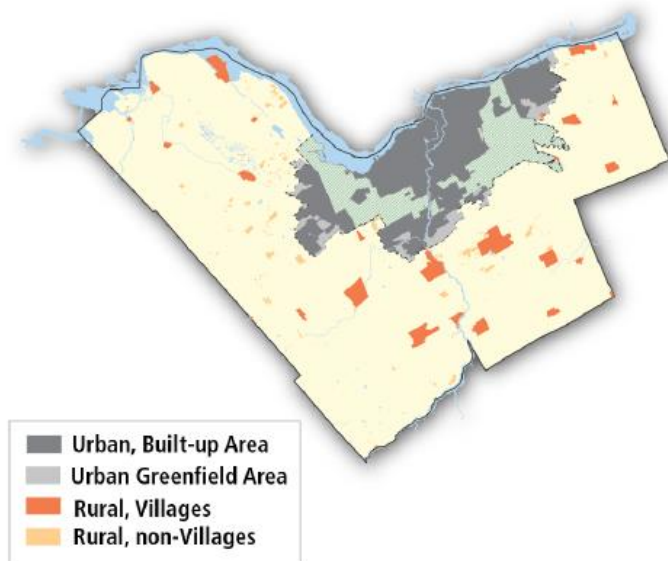
4.2.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that 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. Most of the employment growth will occur within the built-up portion of the urban area. Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses. The Plan states: “enough land is designated in the urban and rural areas to meet the projected housing, employment and other land uses to 2046” (s. 3). The urban area and villages shall be the focus of growth and development (s. 3.1.3). The City will allocate household growth targets as follows (s. 3.1.4) and as shown in Figure 22, below:

- / 93 per cent within the urban area where:
 - 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - 46 per cent is within the greenfield portion of the urban area;
- / 7 per cent within the rural area where:
 - 5 per cent is within the villages; and
 - 2 per cent is outside of villages.

Geographical Growth Areas



Growth Allocation by Area

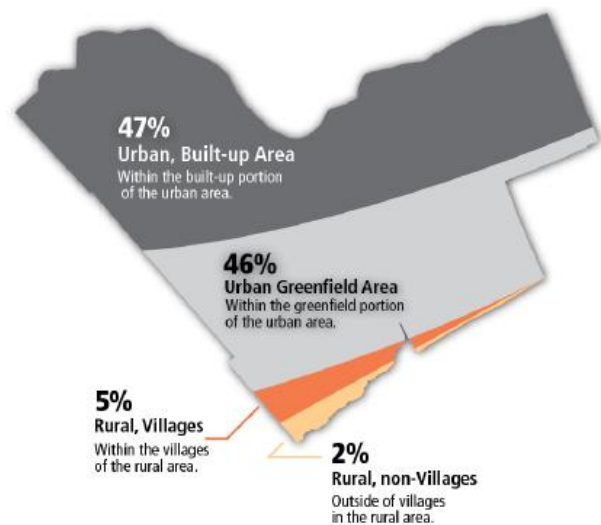


Figure 22: Household growth targets

In Section 3.2., the Official Plan outlines its goals for intensification, including focusing residential intensification in 15-minute neighbourhoods. Per Policy 1, the target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units. Policy 4 notes that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

The proposed development, which is located within the urban boundary and on a site that is presently serviced, represents an ideal location for residential intensification and contributes to the City's goals of directing growth to its built-up areas.

4.2.3 Housing

Section 4.2 of the Official Plan outlines policies to promote the provision of housing and affordable housing throughout the city. The Official Plan strives to facilitate a diversity of housing options including missing middle housing.

In Section 4.2.1, Policy 1 indicates that a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- / Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- / Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

Policy 2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- / Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law

The proposed development contributes toward diversifying unit sizes, densities, and options within an existing neighbourhood. While the immediate surrounding neighbourhood is composed of primarily single detached dwellings, the proposed development introduces a low-rise, apartment building form with a mix of bedroom sizes ranging from bachelor to 2-bedroom units, which adds diversity in housing stock, which is considered missing middle housing as defined in the Official Plan as low-rise, multiple unit residential development of between three (3) and 16 units.

4.2.4 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies, which provide direction for development of Mainstreet Corridors:

- / 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.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development is consistent with the intent and general direction of the design guidelines contained in the Official Plan. Development frames both Scott Street and Rockhurst Road, with appropriate and contextual setbacks, and a clearly visible main entrance from the public sidewalk on Rockhurst Road. Conflicts between vehicles and pedestrians has been mitigated, such as by removing the parking area on Scott Street, thereby reducing the number of accesses and potential conflicts. The proposed development is universally accessible, with a zero (0) step entrance, internal elevator, and accessible units.

4.2.5 Transect, Designation, and Overlay

The subject site is located in the Inner Urban Transect area, is designated as a Mainstreet Corridor, and is subject to an Evolving Neighbourhood Overlay.

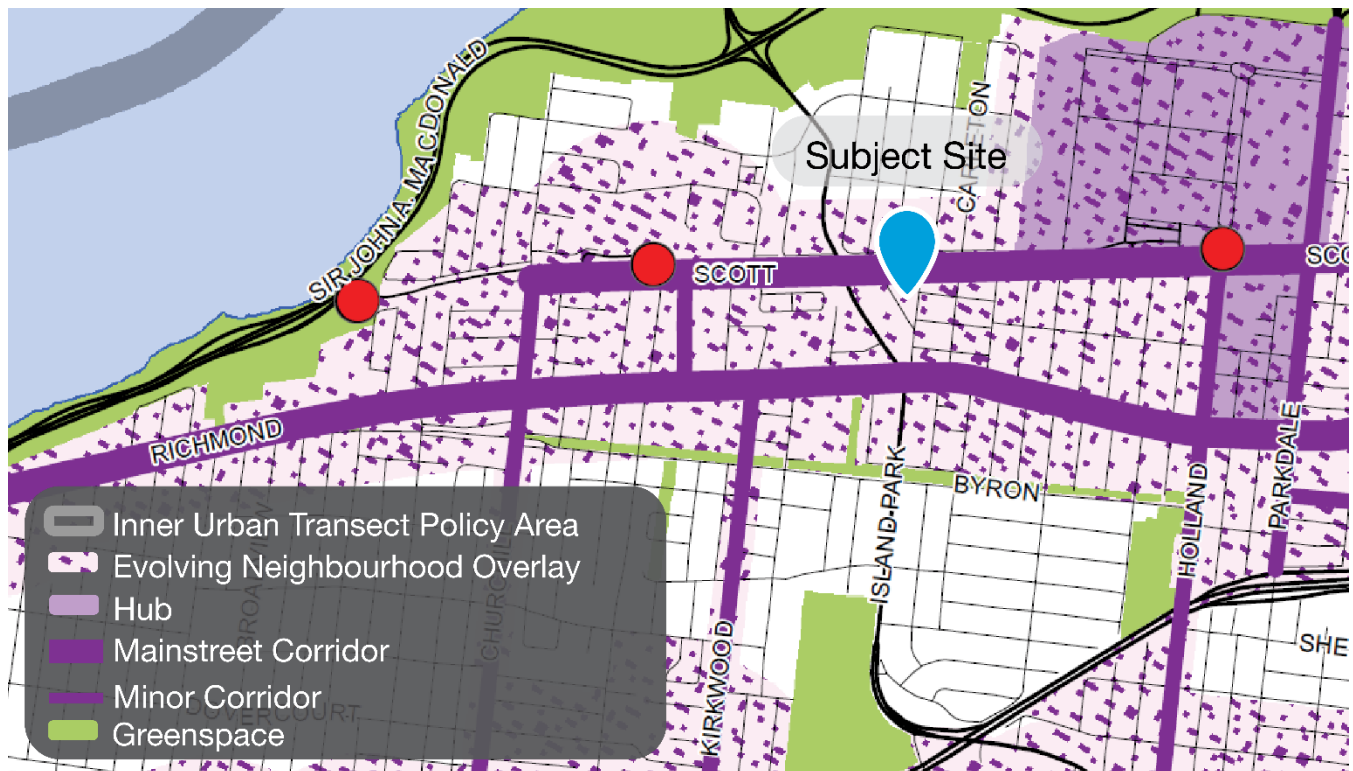


Figure 23: Schedule B2 – Inner Urban Transect, Draft Official Plan

The Inner Urban Transect area is characterized by both urban and suburban elements. The Official Plan sees it continuing to develop as a mixed-use environment, where a full range of services are located within walking distance from home to support the growth of 15-minute neighborhoods. The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- / Proximity and access to frequent street transit or rapid transit;
- / Limits on building heights and massing, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations, and urban design policies, or as a result of the application of heritage conservation policies; and
- / Resolution of any constraints in water, sewer and stormwater capacity.

The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- / Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- / Small, locally oriented services may be appropriately located within Neighbourhoods; and
- / Existing and new cultural assets are supported, including those that support music and nightlife;
- / Compatible employment uses are directed to Hubs and Corridors; and
- / Increases in existing residential densities are supported to sustain the full range of services

Corridors are planned to facilitate higher density of development, greater degree of mixed land-use and an increased level of street transit service than abutting neighbourhoods, with lower densities than nearby Hubs. The Mainstreet Corridor sub-designation permits, subject to appropriate height transitions and stepbacks, maximum building heights as follows:

- / Building heights between four to forty storeys
 - For sites that front onto streets with a right-of-way width equal to or greater than 30 metres, and where the parcel is of sufficient size to permit transition in built form massing, permitted heights must be a minimum of two storeys and up to high-rise heights; and
 - For sites that front onto streets with right-of-way widths are less than 30 metres, generally permits heights up to nine storeys;
- / The wall heights directly adjacent to a street of such buildings shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section; and
- / The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

As the subject site fronts on to a Mainstreet Corridor with a 26 metre protected right-of-way (Scott Street), it would fall under policies permitting heights of up to nine (9) storeys, subject to appropriate height transitions and stepbacks.

The subject site is subject to the policies of the **Evolving Neighbourhood Overlay**, which is applied in areas in proximity to Hubs and Corridors to signal a gradual evolution over time. Effected areas will see a change in character to support intensification, from suburban to urban, allowing new built forms and more diverse functions of land. The City indicates that it will be “supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design [...]” (s. 5.6.1.1(3)).

4.2.6 Road Right-of-Way (ROW) Protection

Per Schedule C16 of the City of Ottawa Official Plan, Scott Street has a right-of-way protection of 26 metres between Churchill Avenue and Bayview Station Road. The road ROW is approximately 19.4 metres wide on GeoOttawa, which means that 6.6 metres of road is protected for future potential expansion. A future road widening would result in a loss of the corner side yard.

The proposed development includes a 3-metre corner side yard setback, which could accommodate further road widening if required. As a note, Scott Street was recently reconstructed on the south side of the road, adjacent to the subject site, with the provision of new cycle tracks. Further it appears that adjacent properties have a 1.5 metre setback from the ROW and may be unable to tolerate further road widenings.

4.3 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned Residential First Density Zone, Subzone MM (R1MM) in the City of Ottawa Comprehensive Zoning By-law (2008-250).

4.3.1 Zone Provisions and Analysis

Table 2, below, provides a summary of the proposed zoning, Residential Fourth Density, Subzone UD (R4UD) as detailed in Zoning By-law 2008-250. Any deviation requiring site-specific relief from the parent R4UD zone is in red. Due to s. 144(5)(a), Rockhurst Road is defined as the front yard and Scott Street is defined as the corner side yard.

Table 2: Zoning Evaluation

| R4UD Zoning | Requirement | Provided |
|---|---|---|
| Minimum Lot Width (m) | 15 m | 30.80 m |
| Minimum Lot Area (m²) | 450 m ² | 629.87 m ² |
| Minimum Front Yard Setback (m) Rockhurst Rd s. 144(1)(b) | Approximately 2.7 m | 5 m |
| Minimum Corner Side Yard Setback (m) Scott St s. 144(1)(b) | Approximately 1.5 m | 3 m |
| Minimum Rear Yard Setback (m) s. 144(5)(a) | 4 m | 3 m |
| Minimum Interior Yard Area (m) s. 144(6) | Width: 30% of lot width: (30%)*(30.80 m) = 9 m Depth: extending a parallel line from the minimum required rear yard setback affecting the abutting lot (1812 Scott St): 8.5 m | See Figure 25 below, not meeting this requirement fully |
| Minimum Interior Side Yard Setback (m) Table 162A | 1.5 m | 7.5 m |
| Maximum Building Height (m) Table 162A | 14.5 m 4 storeys | 14.5 m |
| Landscaped Area s. 161(8) | 30% of the lot area must be provided as landscaped area | 35% of the lot area is landscaped area |
| Rear Yard Soft Landscaping s. 161(15)(a) | Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped. | Rear yard is softly landscaped |

| R4UD Zoning | Requirement | Provided |
|--|--|--|
| Minimum Percentage of Rear Yard Soft Landscaping s. 161(15)(b) | At least 50% of the rear yard Must comprise at least one aggregated rectangular area of at least 25m ² and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting. | 61% of the interior side yard 53% of the rear yard 41.76 m ² rectangular area of sod Note that the interior side yard is intended to function like a rear yard. Due to the definitions in the zoning by-law, the south portion of the property is the interior side yard, but will function like a rear yard |
| Yard Soft Landscaping s. 161(15)(c) | Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped. | Yard is softly landscaped |
| Front Yard Soft Landscaping Table 161 | 40% soft landscaped area (Rockhurst Rd) | A minimum of 40% of the front yard is softly landscaped |
| Two-bedroom dwelling units s. 161(16)(b) | At least 25% of dwelling units must have at least two bedrooms | 25% of dwelling units are 2-bedroom |
| Fixtures to prevent parking s. 161(15)(c) | Front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking | Trees and bicycle rack provided in front yard and trees provided in corner side yard, which will prevent motor vehicle parking. |
| Location of principal entrance s. 161(15)(f) | / At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street / In the case of a corner lot, the principal entrance may be located on front or corner façade | Principal entrance is on the front façade (Rockhurst) |
| Minimum fenestration s. 161(15)(g) | Front facade must comprise at least 25% windows | 20% 66 m ² out of 320 m ² |
| | Corner side facade must comprise at least 15% windows | 25% 57 m ² out of 226 m ² |
| Recessed Front façade s. 161(15)(h) | / At least 20% of the area of the front facade must be recessed an additional 0.6 metres from the front setback line, or | The front of the building is not recessed, and balconies are proposed for some of the units above the first storey that face public streets. |

| R4UD Zoning | Requirement | Provided |
|--|---|--|
| | / One balcony or porch for every unit that faces a public street at or above the first storey | Balconies are unable to be provided facing Rockhurst due to the overhead hydro wire; consequently, balconies are provided on the corner and interior façades only. |
| | Each balcony or porch must have a horizontal area of at least 2 m ² | Balconies have a minimum area of 2 m ² |
| Permitted projections into required yards: balcony Table 65, s. 6(b) | Maximum balcony projection into required yard (above the first storey): 2 metres | Southern balconies project 1 metre into the required interior side yard |
| | No closer than 1 metre from any lot line | All balconies are a minimum of 1 metre from any lot line |

Table 3, below, summarizes the applicable parking, aisle and driveway provisions from Zoning By-law 2008-250 that are applicable to the project. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 3: Parking, Aisle and Driveway Provisions

| R4UD Zoning | Requirement | Provided | Compliance? |
|---|--|---------------------------|-------------|
| Parking Requirements Area X on Schedule 1A | 0.5 spaces/unit, less the first 12 units (resident): 2 required 0.1 spaces/unit, less first 12 units (visitor): 0 required Total parking required = 2 spaces | 2 provided | ✓ |
| Vehicle Parking Space Dimensions s. 106(1) | Must be 2.6 m x 5.2 m | 2.6 x 5.2 m | ✓ |
| Minimum Width of a Driveway accessing a parking space s. 107(7) | 2.6 m per parking space: 5.2 m | 5.2 m | ✓ |
| Bicycle Parking Table 111A | 0.5 per dwelling unit: 8 required | 16 provided | ✓ |
| Bicycle Parking Space Dimensions Table 111B, s. 111(11) | Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces) Stacked: minimum width: 0.37 m | Horizontal 0.6 x 1.8 m | ✓ |
| Bicycle parking access aisle width s. 111(9) | 1.5 m | 1.7 m | ✓ |

4.3.2 Mature Neighbourhoods Overlay

The site is located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking through the

completion of a Streetscape Character Analysis. The Mature Neighbourhoods Overlay generally applies to low rise-built form, and provides guidance on elements of the built form, such as walkway and driveway width, garage permissibility, location, and orientation, and parking space location and size. However, as per policy 8(d) under Section 140 of the Zoning By-law, the subject site is absolved from the completion of a Streetscape Character Analysis as it does not result in the addition or expansion of a driveway or carport, as the number of driveways is decreased from two (2) to one (1).

4.3.3 Corner Sight Triangle

Pursuant to Section 57, corner sight triangles must be maintained at the intersection of Scott Street where it intersects with Rockhurst Road. Per comments received from Transportation department staff, a 5-metre x 5-metre corner site triangle is required and provided. This is shown on the site plan.

4.4 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa's intensification objectives outlined in the Growth Management section of the Official Plan, which directs most of the residential growth to occur within built up areas by 2026, and to provide ground-oriented housing options for larger households. The design of low-rise residential infill will be important as Ottawa's neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The objectives of these Infill guidelines are to help create infill development that will:

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

The proposed development adheres to the guidelines, a selected amount of which are highlighted below:

- / Contributes to an inviting, safe, and accessible streetscape (s. 1.1);
The development locates principal entries, windows, porches and key internal uses at street level and has no steps before the lobby to create a zero step accessible building
- / Reflects the desirable aspects of the established streetscape character, including predominantly shallow front yard setbacks (s. 1.2);
- / Designs zero-step, accessible walkways, from private entrances to public sidewalks (s. 1.6);
- / Landscape street fronting yards and associated right-of-way to as much as possible and provide adequate soil volume for the planting of large sized trees (s. 2.1);
The Scott Street frontage is able to accommodate the planting of three (3) new street trees.
- / Designs buildings and parking solutions to retain established trees located on the infill site and on adjacent properties (s. 2.3);
The existing trees critical root zones were taken into consideration when designing the location of the building and parking area. No trees are proposed to be removed and seven (7) trees are proposed to be planted.
- / Where feasible to define the boundary between the public space of the street and the semi-public space of the front yard (s. 2.7);

A sense of separation is created between the proposed building and the sidewalk with planting, which defines the public spaces (sidewalk and road) and the semi-public space of the front yard along Rockhurst Road.

- / Ensures that the new building faces and animates the public streets (s. 3.1.1);
Ground floors with windows face both Rockhurst Road and Scott Street and principal entries face onto Rockhurst Road, contributing to the animation, safety and security of the streets
- / Proposes development that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. (s. 3.1.2);
The proposal is keeping within the policies of a Mainstreet Corridor within an Evolving Neighbourhood.
- / Designed in a manner that contributes to the quality of the streetscape and considers the impacts of scale and mass on the adjacent surrounding homes (s. 3.2.1);
The proposed setbacks and maximum height of four (4) storeys help the development to fit within the context of the surrounding neighbourhood, which is historically a two (2) storey residential neighbourhood that is transforming, particularly along Scott Street
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. (s. 3.3.1);
- / The proposed development is designed to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood (s. 3.3.2);
The proposed development appropriately transitions into an established neighbourhood, by considering elements from the neighbourhood such as
 - **Materials, patterns, and colour used in wall treatments:** *Wood is used for the exterior walls, which adds colour and depth and stands out against the white panels*
 - **Form of the roofline:** *a flat roof is proposed, which builds upon other new, modern rooflines in the neighbourhood;*
 - **Size, shape, placement and number of doors and windows:** *doors front onto the public roads, with the main entrance and bicycle room accessible via Rockhurst Road and the waste room via Scott Street; the door to the stairs open to the west side of the property and exit via Scott Street. Windows are irregularly placed to add visual interest.*
 - **The pattern and location of projections and balconies:** *three sets of balconies are proposed, with one on the north side of the building facing Scott Street and two on the south side of the building projecting into the interior side yard. Balconies could not be added facing Rockhurst Road on the east side of the building due to the overhead hydro line. One projection includes the stairs located on the west side of the building and facing the interior lot line.*
- / Provide primary building entrances that are inviting and visible from the street (s. 3.3.3);
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies (s. 3.3.6);
Balconies proposed along Scott Street will enhance the façade of the infill and contribute to the sociability of the street.
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and interior side yard. (s. 4.1);
The parking spaces have been located as close as possible to Rockhurst Road and as far away as possible from the existing trees in the interior side yard to ensure that they do not damage the critical root zones. The parking spaces are based on the minimum sizes permitted in the Zoning By-law. Finally, they are proposed to have a permeable pavement surface, which will assist with water infiltration
- / Limit the number and width of access depressions (curb cuts) (s. 4.7);
The property currently has two (2) curb cuts: one (1) on Scott Street and one (1) on Rockhurst Road for two (2) parking spaces. It is proposed that the parking spaces on Scott Street will be removed, and access will only be via Rockhurst Road.

- / To increase the amount of surface water infiltration, use permeable paving for hard surface areas (s. 4.10);
- / Integrate and screen service into the design of the building so that they are not visible from the street and/or adjacent public spaces (s. 6.1);
The garbage and recycling storage is contained within the building.
- / Respects safety clearances and setbacks from overhead and underground services and utilities (s. 6.5).
The overhead hydro wire running along the east side of the site has been a consistent consideration throughout the design process. Small trees that do not grow any taller than 6 metres are proposed along Rockhurst Road, as shown in the Landscape Plan.

5.0 Proposed Zoning By-law Amendment

The zoning by-law amendment is proposed to amend the zoning of the subject site to “Residential Fourth Density, Subzone UD, Exception XXXX, Schedule YYY (R4UD[XXXX] SYYY)”. The site-specific exceptions will provide the necessary relief from specific provisions of the proposed zone as detailed in Section 4.3 of this report and detailed below:

Reduced Rear Yard Setback

The western property line is defined as the rear yard (Comprehensive Zoning By-law Section 144(5)(a)). The subject site has increased the setbacks for the front yard (Rockhurst) to accommodate the hydro wire and for the corner side yard (Scott) to accommodate a future road widening. Due to these site specific considerations, **the rear yard setback has been reduced from 4 to 3 metres** to create a viable development. This rear yard functions more like an interior side yard and this reduction will not create undue impact for the neighbour to the west (1812 Scott Street). The existing building that is being removed is currently closer to the property line than the proposed replacement building, therefore the provided additional separation.

Modification of Interior Yard Area Geometry

An interior yard area is required per s. 144(6) (Comprehensive Zoning By-law). **The required area as calculated is 76.5 m²; this proposed development achieves this however not in the shape.** The modification of the geometry as outlined below allows for a more efficiently designed building with desirable floor plans. Outdoor amenity areas and appropriate setbacks are still achieved.

Further, the proposed redevelopment includes a carefully-considered Landscape Plan that articulates the hard and soft landscaping elements. The aggregated area on the proposed interior yard area is created then required and provides for appropriate buffering of the building to neighbouring private back yard amenity spaces.

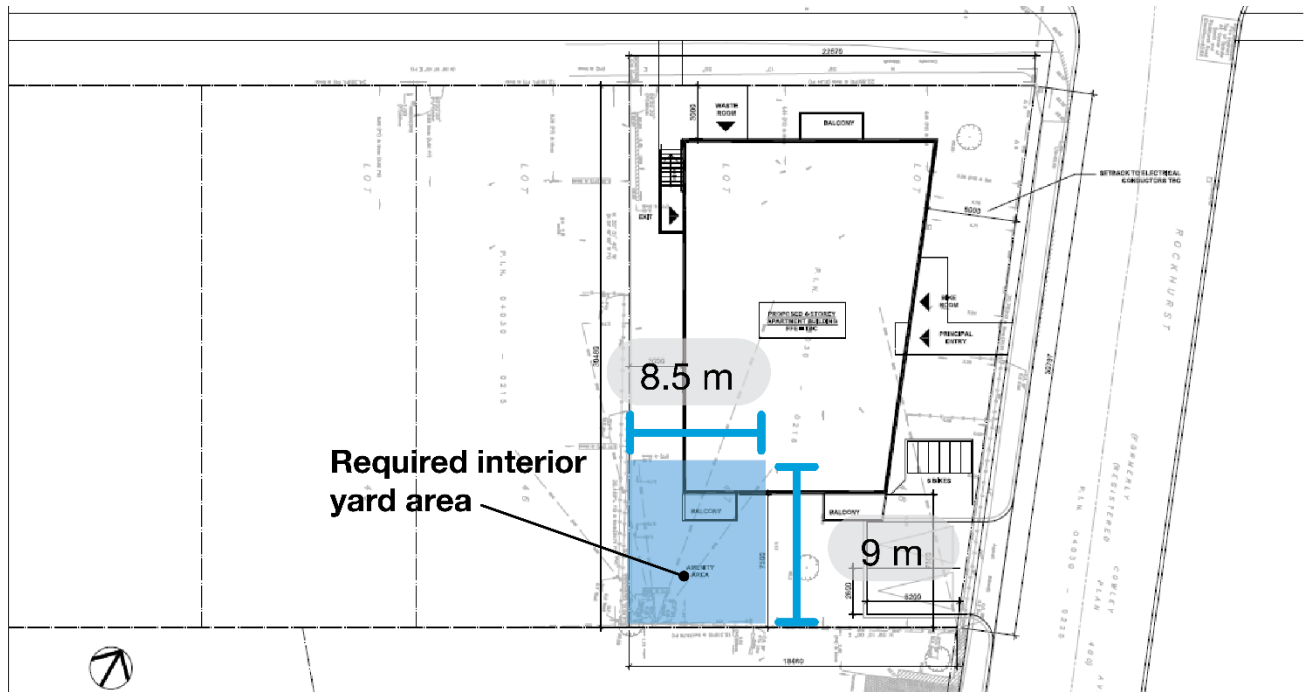


Figure 25: Required interior yard area shown overlaid on top of the site plan.

Minimum Fenestration

A minimum of 25% of the front façade must be comprised of windows and a minimum of 15% of the corner side façade must be comprised of windows. Fenestration is provided at a rate of 20% when 25% is required along the Rockhurst Road frontage, the front façade. This is because the zoning by-law defines Rockhurst Road as the front yard rather than Scott Street, although functionally Scott Street would normally be considered the front façade. 25% of the façade is comprised of windows along the Scott Street façade, overproviding for the required 15% for a corner side façade to compensate.

A conscious decision was made to not provided a window for the bicycle storage room to deter theft.

Front Façade not Receded/ Minimum Number of Balconies not Provided

The zoning by-law requires that either of the two conditions be met:

- / At least 20% of the area of the front facade must be recessed an additional 0.6 metres from the front setback line, or
- / One balcony or porch for every unit that faces a public street at or above the first storey.¹

Front façade recession is not proposed. The front façade has been kept consistent except for the entrance to ensure that the dwelling units are sizeable and useable.

A balcony or porch cannot be provided for every unit facing a public street above the second storey primarily due to the hydro wires that run along the east side of the site. Balconies have been provided to the north and south of the building instead. As many balconies have been provided as possible to create as much private outdoor space for future tenants as possible.

While this provision could not be met, the design of the building ensures that there is variety throughout the façades facing public streets. Variation in the window placement and exterior materials, fenestration throughout, and multiple entrances on the front façade ensure that it does not present as a blank wall.

¹ Note: each balcony or porch must have a horizontal area of at least 2 m²

6.0 Supporting Studies

6.1 Tree Conservation Plan (TCR)

IFS Associates prepared the Tree Conservation Plan dated July 21, 2022. The TCR surveyed four (4) trees, of which two (2) were private, one (1) was shared, and one (1) was a neighbouring tree. The TCR recommended preservation of the private and shared trees. This has been reflected in the Landscape Plan and other associated plans and studies.

6.2 Noise and Vibration

GradientWind prepared the Transportation Noise Assessment dated November 9, 2022. Results of the analysis indicate that noise levels at POW receptors will range between 65 and 69 dBA during the daytime period (07:00-23:00) and between 57 and 61 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs at the north façades of the study site, which is nearest and most exposed to Scott Street and the future expansion of the Confederation Line LRT. The noise levels at the southwest amenity area does not exceed the 55 dBA ENCG criteria. Therefore, no noise mitigation measure is required for this area.

The results of the calculations also indicate that the development should be designed with central air conditioning or a similar system, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition, a Type D Warning Clause should be used in all Lease, Purchase and Sale Agreements.

Estimated vibration levels at the property line of the proposed development to the Confederation Line LRT are expected to be at 0.04 mm/s RMS (65 dBV), based on the FTA protocol and an offset distance of 43 m. Since predicted vibration levels do not exceed the criterion of 0.14 mm/s RMS at the property line, vibration mitigation will not be required. As vibration levels are acceptable, correspondingly, regenerated noise levels are also expected to be acceptable.

With regards to stationary noise impacts, the site is surrounded by low- to mid-rise buildings with only small equipment on the rooftop of some neighbouring buildings. Therefore, on-site stationary noise impacts from these properties are considered insignificant.

Due to the size of the development, stationary noise impact on the surroundings is expected to be minimal.

6.3 Urban Design Brief

Open Plan Architecture has prepared an Urban Design Brief dated November 23, 2022. As there is some overlap between the Urban Design Brief and the Planning Rationale, the Planning Rationale should be referenced for details related to the 'Response to City Documents' section. The remainder of the requirements in the Urban Design Brief Terms of Reference are available in the Urban Design Brief itself.

6.4 Phase I Environmental Site Assessment

McIntosh Perry prepared the Phase I Environmental Site Assessment dated January 17, 2023. Based on the results of the Phase I ESA completed, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) was recommended at the time.

6.5 Geotechnical Report

McIntosh Perry prepared a Geotechnical Report dated January 2023. The report involves the methodology and findings of the geotechnical engineering investigation which consists of five (5) exploratory subsurface boreholes, laboratory testing procedures, and subsurface soil stratigraphy of the Proposed Site. The report also includes

the anticipated geotechnical engineering conditions influencing the design and construction of the proposed development, and recommendations for the foundation design.

6.6 Servicing and Stormwater Management Report

Stantec prepared a Servicing and Stormwater Management Report dated November 28, 2022. The report concluded:

Water Servicing: Based on the supplied boundary conditions for existing watermains and calculated domestic and fire flow demands for the subject site, the adjacent watermain on Scott Street has sufficient capacity to sustain both the required domestic and emergency fire flow demands for the development. Booster pump(s) may be required to provide adequate pressures to the building's upper stories. The proposed development requires a 150 mm diameter water service lateral, which will be connected to the existing 203 mm diameter watermain in the Scott Street ROW. Sizing of the water service and requirements for booster pump(s) are to be confirmed by the mechanical consultant.

Sanitary Servicing: The proposed sanitary sewer service will consist of a 150 mm diameter sanitary service lateral, a sanitary sump pit and sump pump directing wastewater to the existing 250 mm diameter sanitary sewer on Scott Street. Existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. A sump pump will be required for sewage discharge from the mechanical room. Sizing of the service lateral, sump pit, and sump pump are to be confirmed by the mechanical consultant.

Stormwater Servicing and Management: Rooftop storage has been proposed to limit the stormwater discharge rate for all rainfall events up to and including the 100-year event to a peak 5-year predevelopment release rate. The remaining site area drains uncontrolled, with the western side yard and rear yard draining towards the Scott Street ROW via a proposed swale, while the eastern side yard drains towards the Rockhurst Road ROW. The proposed land use and site surfacing is not expected to be a significant source of particulates or pollutants; consequently, quality control is not required for this development.

A single 100 mm diameter storm service lateral is proposed for the building's foundation drain, which is to be mechanically pumped and include a full port backwater valve. The roof drains are to be connected through internal plumbing to the service lateral on the downstream side of the backwater valve. The lateral will enter the proposed catch basin manhole at the property line. The combined foundation, roof, and subdrain flows are to exit the CBMH through a 200 mm diameter catch basin lead connecting to the 450 mm diameter municipal storm sewer in the Scott Street ROW. Sizing of the service lateral, and foundation drain pump are to be confirmed by the mechanical consultant.

Grading: Site grading has been designed to provide an adequate emergency overland flow route. The eastern sideyard drains uncontrolled to the Rockhurst Road ROW, while the front and western side-yards drain uncontrolled to the Scott Street ROW.

Erosion and Sediment Control during Construction: Erosion and sediment control measures and best management practices outlined in this report and included in the drawing set, will be implemented during construction to reduce the impact on adjacent properties, the public ROW, and existing facilities.

Geotechnical Investigation: Based on the quality and strength of the bedrock on site, the proposed strip-footing and shallow spread is adequate for the building's foundation. While no groundwater is encountered, the groundwater level is subjected to seasonal fluctuations. A minimum 1.8 m of earth cover or the equivalent thermal rigid insulation is recommended for all perimeter and interior and exterior foundational elements.

Utilities: The site is situated within an established neighbourhood, hence existing utility infrastructure is readily

available to service the proposed development. Overhead wires to the existing building will need to be removed. Overhead wires along the east and south boundaries of the site will need to be accommodated during construction.

Approvals: This site is exempt from the Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Application (ECA) process under O.Reg. 525/98. For the expected dewatering needs of 50,000 to 400,000 L/day, the proponent will need to register on the MECP's Environmental Activity and Sector Registry (EASR). A Permit to Take Water, for dewatering needs in excess of 400,000 L/day, is not anticipated for this site.

Stantec also prepared plans listed below which will for part of the application submission.

- / Existing Conditions and Removals Plan, drawing no. EX-1
- / Site Servicing Plan, drawing no. SSP-1
- / Grading Plan, drawing no. GP-1
- / Erosion Control Plan and Detail Sheet, drawing no. EC/DS-1
- / Storm Drainage Plan, drawing no. SD-1
- / Existing Storm Drainage Plan, drawing no. EXSD-1

7.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting with the City of Ottawa and the Wellington Village Community Association
 - A pre-application consultation meeting was held with city staff, the development team, and members of the local community association on February 7, 2022

- / Notification of Ward Councillor, Councillor Jeff Leiper
 - The Development Team circulated the final plans to the Ward Councillor in advance of application submission.

- / Notification to residents and local registered Community Associations
 - The Wellington Village Community Association joined the pre-application consultation meeting on February 7, 2022. Ongoing engagement with the Community Association and local residents will be facilitated by the City through the application process.

- / Community Information Session
 - A community information session will be held to discuss the proposed development following this submission if requested by the councillor.
 - It is anticipated that due to COVID-19, the community information session would be held in an online format organized and moderated by the Ward Councillor and their staff members.

- / Committee meeting advertisement and report mail out to public (City of Ottawa)

- / Statutory Public Meeting - Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

8.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development on the subject site constitutes good planning and is in the public interest. As outlined in the proceeding sections, the proposed development:

- / **Is consistent with the Provincial Policy Statement (2020)** as it provides residential development intensification, thereby increasing choices for housing, within the built-up area where existing infrastructure and public service facilities are available and where public and active transportation will be supported and encouraged;
- / **Conforms to the Inner Urban, Mainstreet Corridor designation within the Official Plan**, as well as overarching policy guidance for residential intensification in the Evolving Neighbourhood Overlay and contributes to the City's goals of directing growth to its built-up areas;
- / **Advances the City's Urban Design Guidelines for Low-Rise Infill Housing** including: contributing to an accessible ground floor and street façade of infill buildings, designing zero-step, accessible walkways from the building to the public sidewalk, retaining established trees wherever possible, ensuring new infill animates the street, locating the proposed infill in a manner that reflects the desirable planned neighbourhood pattern of development, and more;
- / **Proposes a site-specific Zoning By-law Amendment that is consistent with the policies of the Official Plan**. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties;
- / **Is supported by the submitted plans and studies.**

Sincerely,



Tamara Nahal, MPI
Planner



Lisa Dalla Rosa, MCIP RPP
Associate