



266 Park Street

Planning Rationale
Zoning By-law Amendment + Site Plan Control
March 30, 2023

FOTENN

Prepared for 261 Montreal Road Inc.

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March 2023

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1.0	Introduction	2
1.1	Required Applications	2
1.1.1	Zoning By-law Amendment	2
1.1.2	Site Plan Control	2
2.0	Site and Surrounding Area	3
2.1	Subject Property	3
2.2	Surrounding Context	5
2.3	Transit Network	5
2.4	Road Network	6
2.5	Active Transportation Network	7
3.0	Proposed Development	8
3.1	Building Design	9
3.1.1	Building Massing and Materials	9
3.1.2	Relationship to Surrounding Context	9
3.1.3	Exterior and Landscape	10
4.0	Policy and Regulatory Framework	12
4.1	Provincial Policy Statement	12
4.2	City of Ottawa Official Plan (2022)	13
4.2.1	Strategic Directions	13
4.2.2	Cross-Cutting Issues	14
4.2.3	Transect Policy Area	14
4.2.4	Urban Designation and Overlay	16
4.2.5	Growth Management Framework	19
4.2.6	Urban Design	20
4.3	Montreal Road District Secondary Plan	22
4.3.1	Purpose and Objectives of the Secondary Plan	22
4.3.2	Site Specific Policies	22
4.4	Urban Design Guidelines for Low-rise Infill Housing	23
4.5	City of Ottawa Comprehensive Zoning By-law (2008-250)	24
4.5.1	Existing Zoning	24
5.0	Proposed Amendment	27
5.1	Zoning By-law Amendment	27
6.0	Public Consultation Strategy	28
7.0	Conclusion	29

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 261 Montreal Road Inc. to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 266 Park Street, “the subject property”, in the City of Ottawa.

1.1 Required Applications

1.1.1 Zoning By-law Amendment

The Major Zoning By-law Amendment would amend the present zoning, Traditional Mainstreet, Subzone Three – **TM3**, to Traditional Mainstreet, Subzone 3, Urban Exception XXXX – **TM3[XXXX]**.

The proposed Urban exception includes:

- / Apartment dwelling, low-rise;
- / Reduce the minimum parking rate from three space to zero spaces; and
- / Reduce the minimum visitor parking rate from one space to zero spaces

1.1.2 Site Plan Control

A Site Plan Control is being submitted concurrent to the Zoning By-law Amendment application. The Site Plan Control application process will review the proposal to ensure that it is a safe, functional, and orderly way to develop the subject property.

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 266 Park Street, is located in the Vanier neighbourhood of the City of Ottawa. The property is located on the west side of Park Street, approximately 48 metres north of Montreal Road. The subject property has a frontage on Park Street of 19.75 metres, a depth of 30.79 metres and a total area of 608 square metres. The present use for the site is as a surface parking lot. The property abuts surface parking lots to the south and west, and a two-storey apartment to the north.



Figure 1: Aerial image of subject property and surrounding context.



Figure 2: Street view of subject property and abutting development, looking west on Park Street.



Figure 3: Street view of the corner of Montreal Road and Park Street, looking east on Montreal Road.

2.2 Surrounding Context

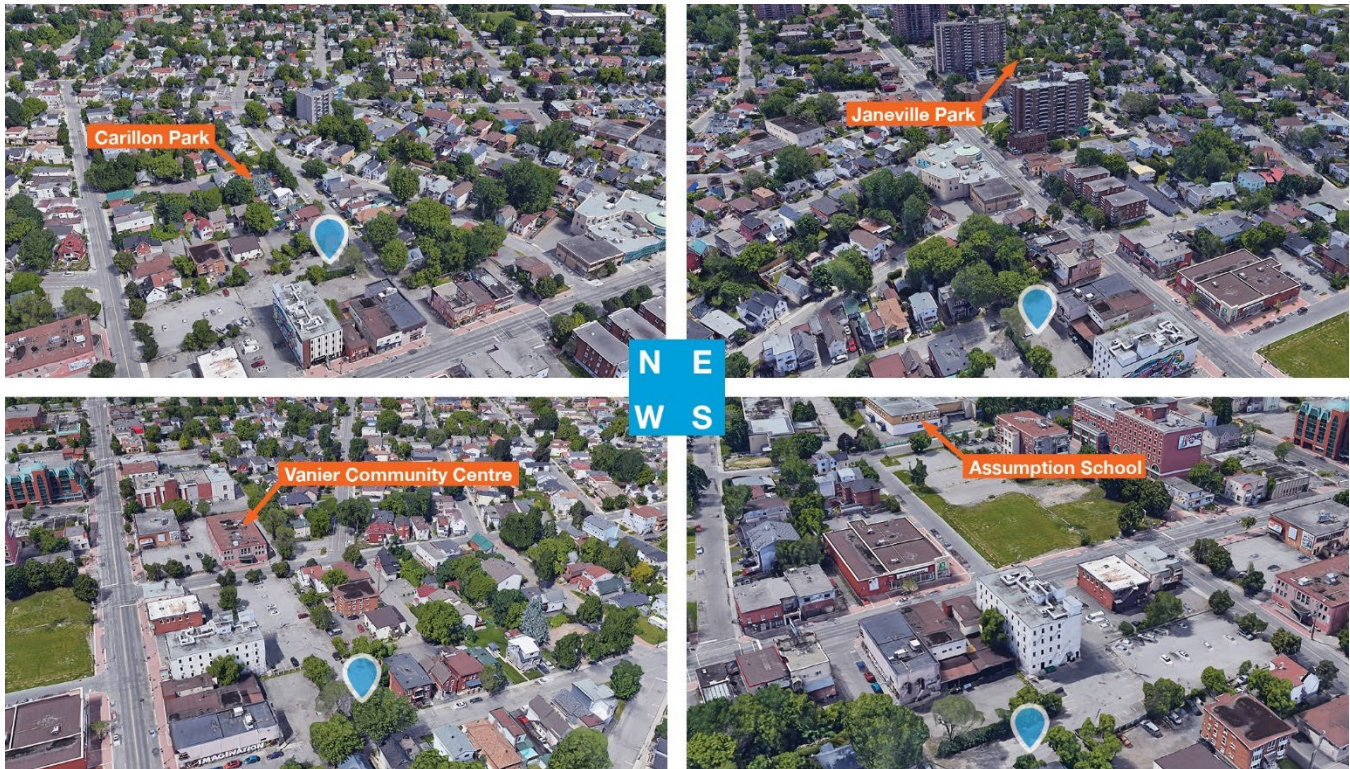


Figure 4: Area context views in each cardinal direction.

The following land uses are located in the area surrounding the subject property:

North: The area north of the subject property is composed of primarily low-rise residential dwellings. Dwelling types range from single-detached to low-rise apartments. Other uses in the area include multiple parks, parkettes, and recreational fields, as well as schools and small-scale commercial units.

East: The area east of the subject property is primarily defined by the Montreal Road district. The section of Montreal Road east of the subject property is characterized by commercial uses, including restaurants, banks, and medical facilities. Residential uses in the area are exclusively apartment dwellings, ranging from low-rise to high-rise buildings.

West: On Montreal Road, west of the subject property the use is primarily commercial, including office buildings, a hotel, and place of worship. At the south-west corner of Montreal Road and Vanier Parkway, development applications are active to allow for the development of a 37-storey residential building.

South: The area south of Montreal Road is primarily residential, ranging from single detached dwellings to low-rise apartments. Other uses in the area include multiple schools, parks, and recreational facilities.

2.3 Transit Network

The subject property is located approximately 48 metres north of Montreal Road which is identified as a Transit Priority Corridor on Schedule C2 of the Ottawa Official Plan. The nearest bus stop to the subject property is located approximately 230 metres away, at the corner of Montreal Road and Bradley Avenue. OC Transpo routes available within

close proximity to the subject property include 9, 15, 19, 20, 609, 615, and 616. Taking any of these routes west bound will lead to the Rideau LRT station at Rideau Street and Sussex Drive. From here transit riders will have access to connecting routes to the rest of the LRT and BRT network.



Figure 5: Schedule C2 – Transit Network, City of Ottawa Official Plan.

2.4 Road Network

The subject property is located on Park Street which is identified as a Neighbourhood road on Schedule C4 of the Ottawa Official Plan. The property is located 48 metres north of Montreal Road, which is identified as an Arterial Road. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. The Arterial roads are designed to move traffic towards the central downtown area, and direct traffic onto the Trans Canada Highway for travel across the city. Further Arterial roads are located at Vanier Parkway to the west and St. Laurent Boulevard to the east of the subject property. These roads help direct heavy loads of traffic in a north-south direction throughout the City.

Additionally, the subject property is in close proximity to Collector roads at Marier Avenue and Deschamps Avenue. Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians.

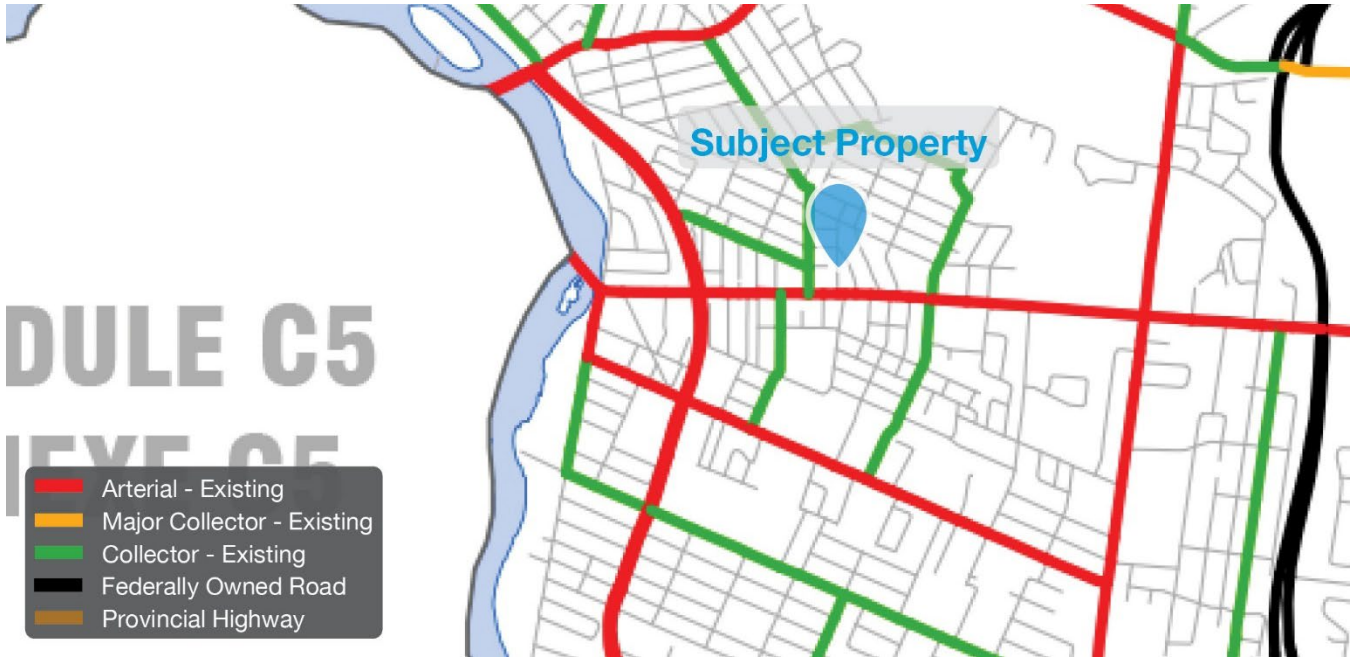


Figure 6: C4 – Urban Road Network, City of Ottawa Official Plan.

2.5 Active Transportation Network

The subject is in close proximity to Montreal Road, which is designated as a Spine Route and includes raised bicycle lanes in both directions. Additionally, bicycle lanes can be found on Marier Avenue and North River Road. Use of any of these bicycle lanes will lead to any of the major multi-use pathways in the area of the subject property, as identified on the City of Ottawa’s official cycling map (Figure 7).

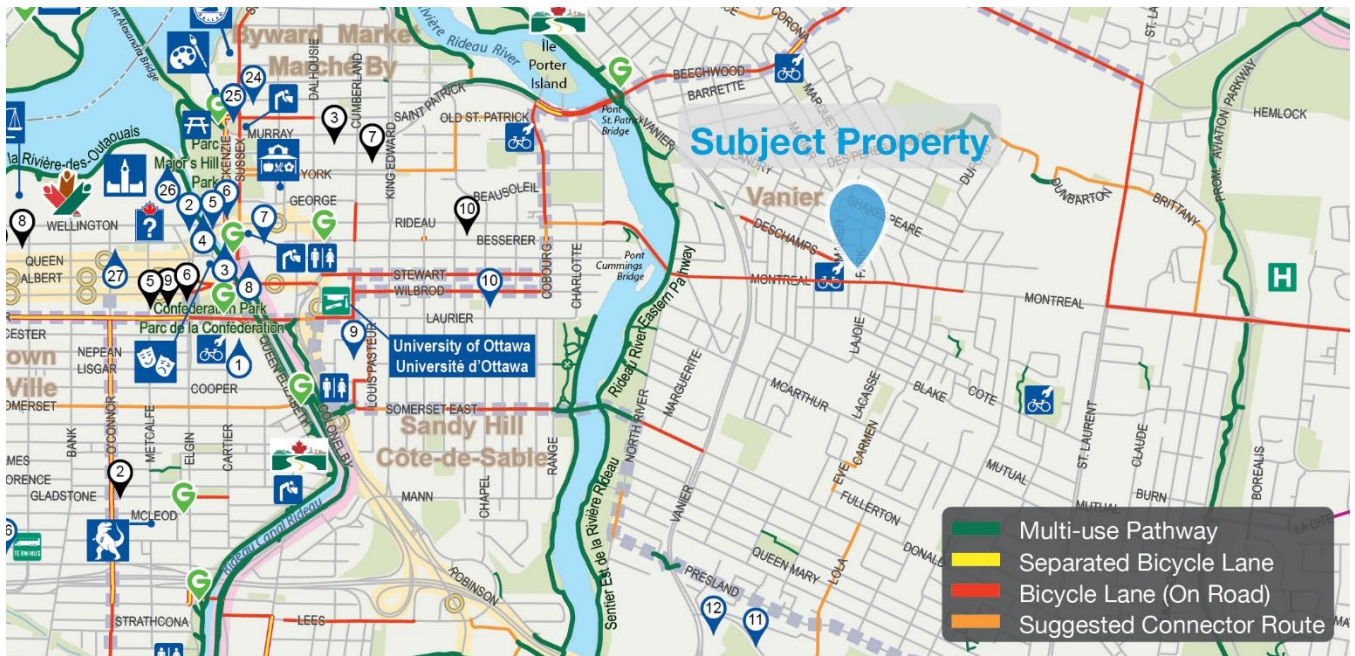


Figure 7: Official Cycling Map for Ottawa-Gatineau and the Outaouais Region, City of Ottawa.

3.0 Proposed Development

261 Montreal Road Inc. is proposing to replace an existing surface parking lot with a low-rise apartment, consisting of 18 dwelling units, 2 studio units, eight one-bedroom units, and eight two-bedroom units. The height of the proposed development is 10.6 metres and the proposed GFA of the development is 839 square metres.

The proposed development does not offer vehicle parking on the property and includes a total of 10 bicycle parking spaces which will be located in a dedicated bicycle parking room, at-grade and within the proposed building. A 150 square metre common outdoor amenity space is proposed through an outdoor courtyard space at the rear of the property. The space can be accessed from the south side of the property. This will provide the opportunity for a more intimate outdoor space for all users. The total area of the amenity space provided exceeds the zoning by-law requirement by approximately 40%.

A garbage storage room is proposed inside the building, located on the first floor. The main entrance to the building is located on the south side of the building, fronting on to Park Street. An additional entrance is located on the north side of the building, abutting the neighbouring property.

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

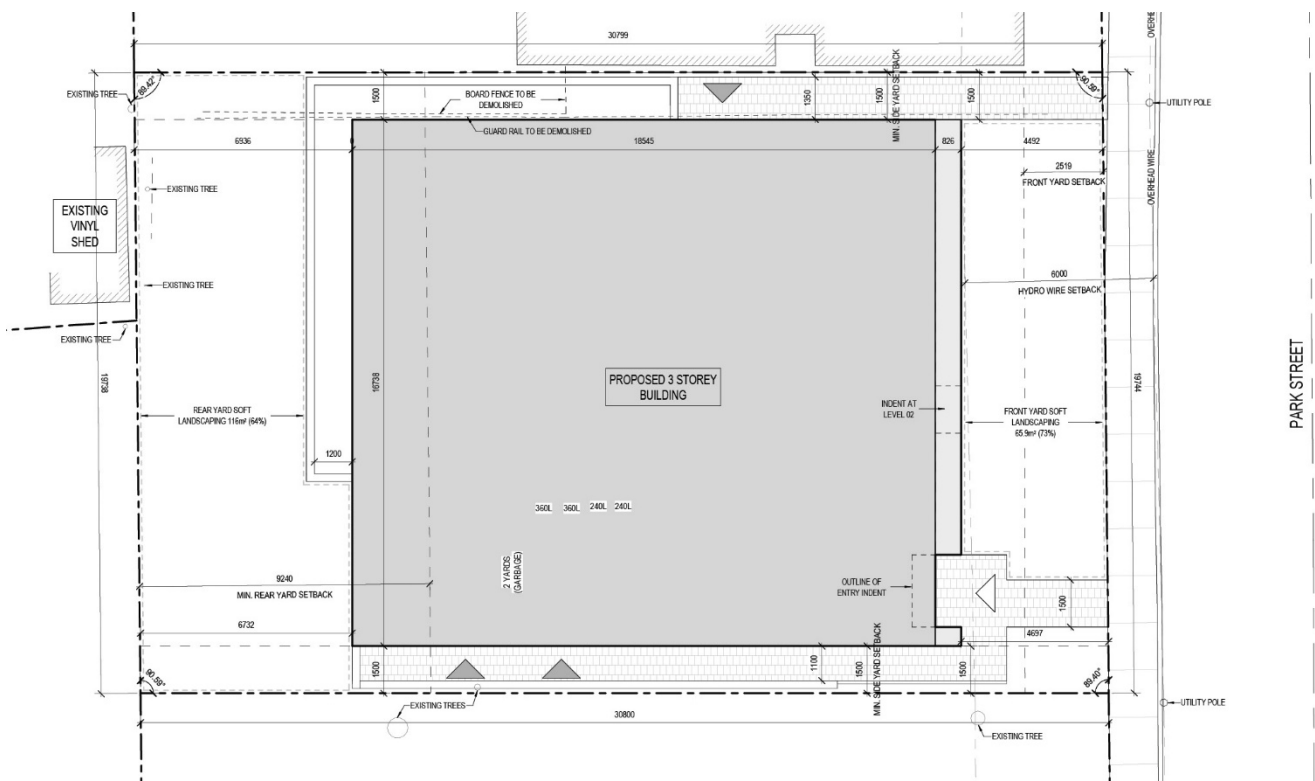


Figure 8: Proposed Site Plan

3.1 Building Design

3.1.1 Building Massing and Materials

To remain compatible with the neighbourhood context, the proposed development maintains a low-rise building height complimenting the existing low-rise built form in the surrounding neighbourhood. The three-storey building height is consistent with neighbouring heights in the Vanier community. The building setback of 3.78 metres represents a comparable setback to the abutting property to the north and is characteristic of average setbacks in the neighbourhood.

The primary material choice for the building will be masonry, with accompanying charcoal colored fiber cement cladding, and teal coloured cement accents. The materials were chosen for their durability and high-quality finishings that compliment the existing brick in the neighbourhood and offers a contemporary aesthetic to the building.



Figure 9: Elevations and materials of proposed development.

3.1.2 Relationship to Surrounding Context

The physical dimension of the building is fully compliant with the TM3 zone provisions, requiring no site specific relief regarding the built form or position of the building on site. Further, the proposed development complies with the general intent and purpose of the R4 and R5 zones in the surrounding area with respect to broadening the mix of housing types and creating additional housing choices within the fourth and fifth density residential areas. The design, in terms of materials and aesthetics is consistent with similar contemporary infill projects found in the area and Ottawa more broadly. Specifically, the use of large fenestration, masonry, and other stone façade cladding is typical of contemporary infill in the Ottawa area.



Figure 10: Renderings of the front and rear of the proposed development.

3.1.3 Exterior and Landscape

The proposed development includes 150 square metre shared amenity space at the rear of the property. It is accessible via a pathway composed of interlocking pavers at the southern end of the property frontage. The amenity space is composed of sod, and the area also includes an existing tree at the north-west corner of the property. The front of the property includes 55 square metres of soft landscaping, composed of sod, three ornamental trees, and flowering perennials. The trees are positioned on the property further than three metres from the adjacent hydro line to mitigate any potential interactions between the trees and the hydro lines in the future. The degree of soft landscaping within the front yard exceeds what would normally be achieved with a development with a driveway connection.

At the north-west corner of the property is another pathway composed of interlocking pavers which leads to the second entrance to the building. To the east of the entrance located at the north of the subject property is a retaining wall that wraps around the north-west corner of the building, so as to create window wells for the basement dwelling units. The window wells are furnished with peastone.

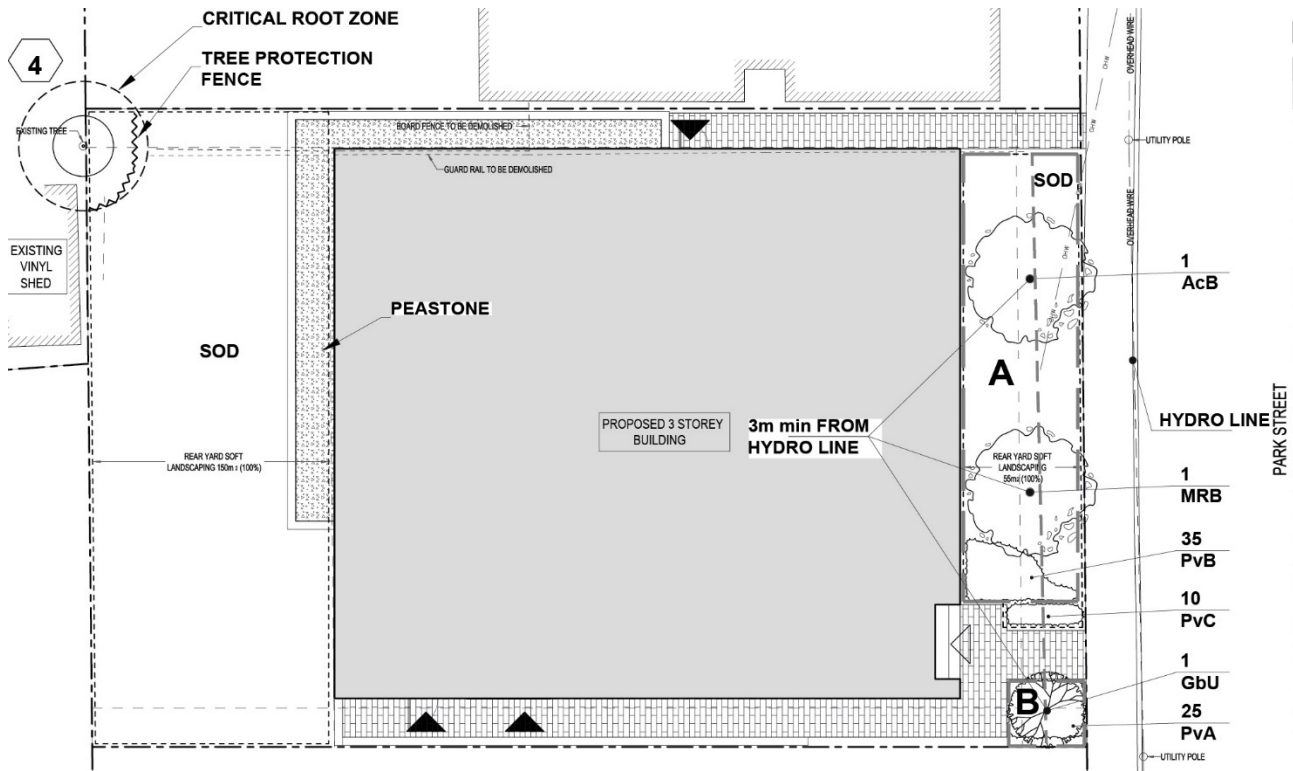


Figure 11: Proposed Landscape Plan.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) 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 promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 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;
- 1.1.1 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; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 a) Efficiently use land and resources;
- 1.1.3.2 b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
- 1.1.3.2 e) Support active transportation; and
- 1.1.3.2 f) Are transit-supportive, where transit is planned, exists or may be developed.
- 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.
- 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;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the proposed development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to transit opportunities and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

b) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

e) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

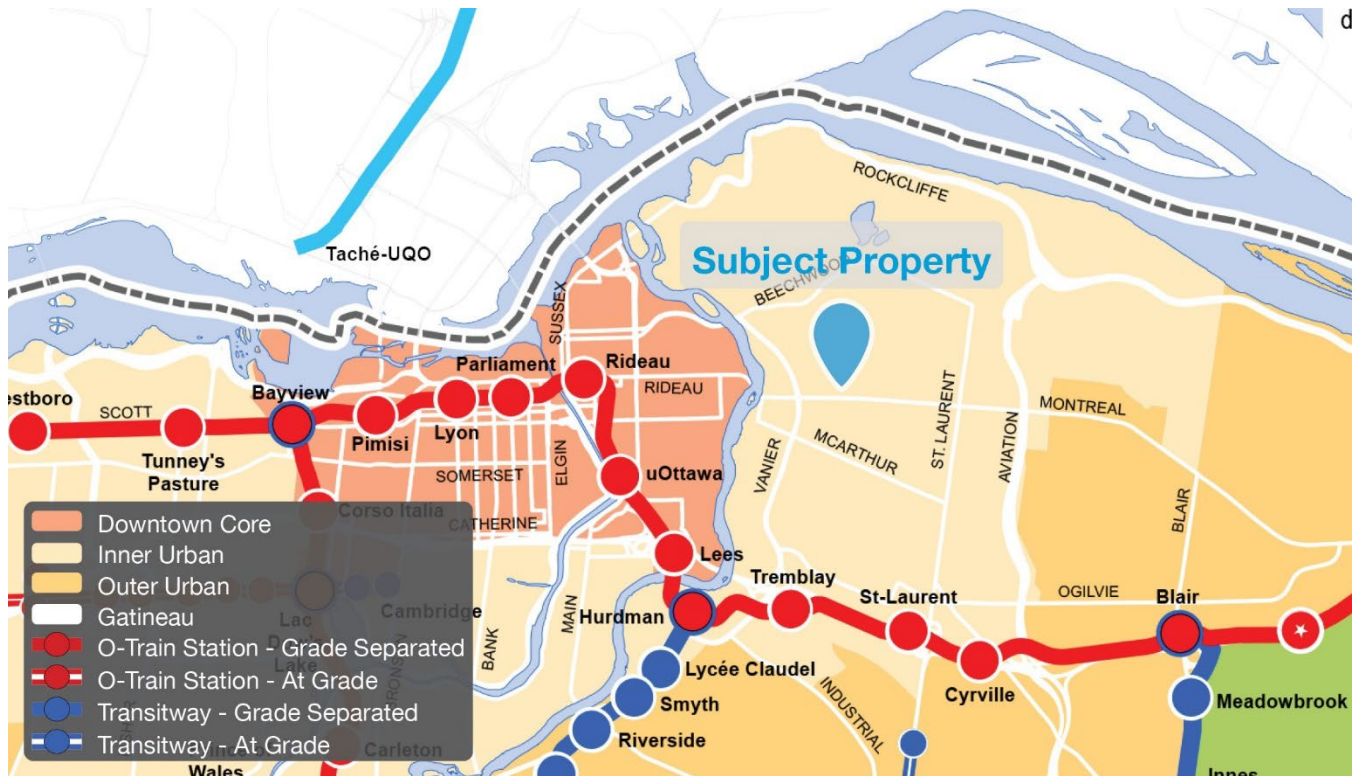


Figure 12: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

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

- e) Increases in existing residential densities are supported to sustain the full range of services

The proposed development will increase the residential density in the neighbourhood to help support and sustain new services with the growth of the Montreal Road District 15-minute neighbourhood.

Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

5.2.2.1 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

The proposed development will include the removal of a surface parking lot that fronts onto Park Street and will help with the promotion of transit by adding density in close proximity to multiple transit stations located on Montreal Road.

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit

The proposed development prioritizes transit through its locating of residential units within close proximity multiple OC Transpo bus stops located on Montreal Road. Further, the development contemplates removing a surface parking lot with 18 residential units that do not include associated parking.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand

The proposed development would normally require four parking spaces but instead does not propose parking spaces for residents or visitors given the location that is so proximate to viable transportation alternatives.

Provide direction to the Neighbourhoods located within the Inner Urban Transect

5.2.4.1 Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

The proposed development, a three-storey low-rise apartment, represents a housing typology that is characterized as part of the missing-middle housing stock. The proposed development as outlined in Section 4.5, is fully compliant with the zoning provisions of the existing TM3 zoning of the property, and is an appropriate and contextually sensitive use, in an area characterized by similarly sized developments.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is proposed to be designated as a **Neighbourhood**. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods. Most of the development in this designation will be low-rise residential, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

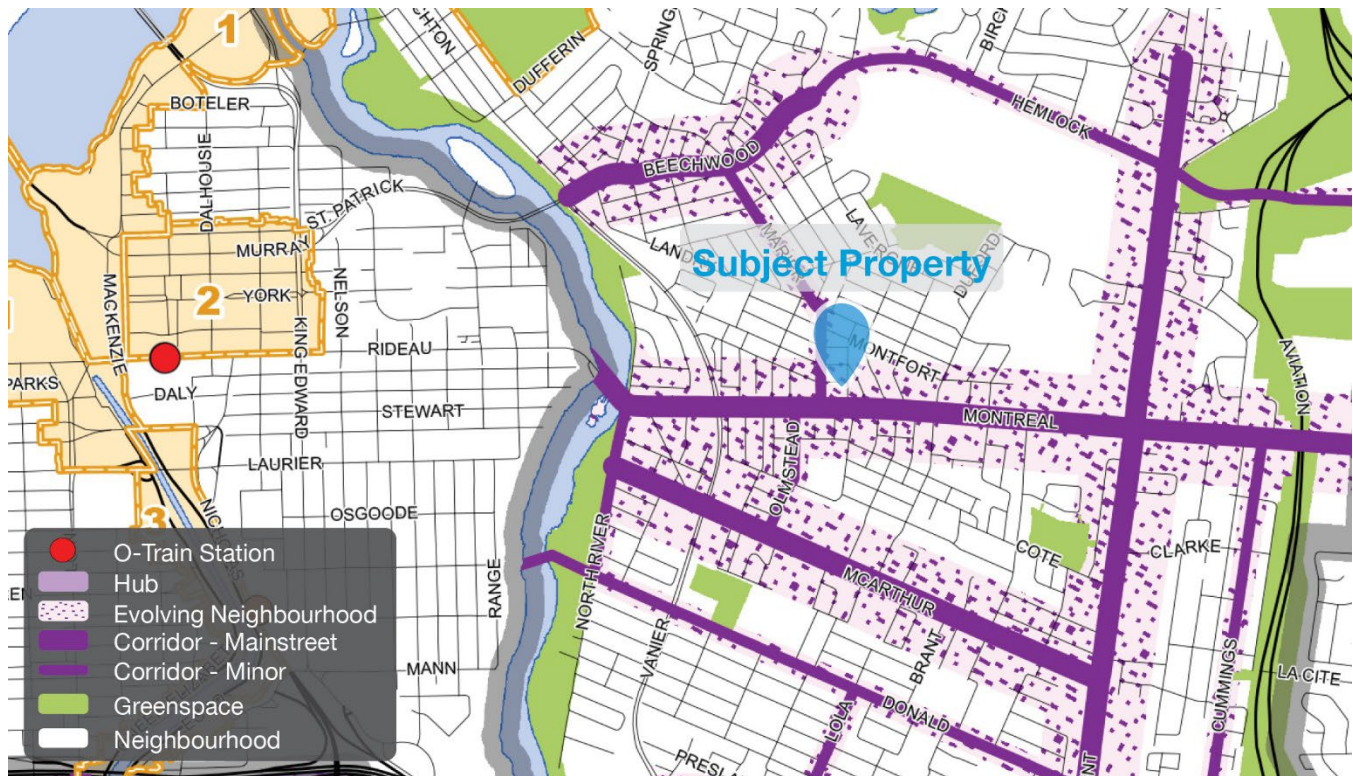


Figure 13: B2 – Inner Urban Transect, City of Ottawa Official Plan.

In addition to its designation, the subject property also has an **Evolving Neighbourhood Overlay** applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. 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:

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

The City of Ottawa is currently undertaking a review of their Comprehensive Zoning By-law. Changes to the zoning by-law will provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area. However, as the updated zoning by-law has not yet been released.

The City has generally be supportive of applications that seek to amend 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. Details of the new zoning by-law are anticipated to be released by December 2023 and expected to be enacted in 2024.

The proposed development meets the following Neighbourhood Designation Policies outlined in **Section 6.3** of the Official Plan, among others.

Define neighbourhoods and set the stage for their function and change over the life of this Plan

6.3.1.2 Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or
- b) In areas already characterized by taller buildings.

The proposed development contemplates low-rise heights, complies with the zoning provisions of the existing TM3 zoning, and is inline with the policies for the area as outline in the Montreal Road District Secondary Plan.

6.3.1.4 The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);

The proposed development contemplates a low-rise apartment building, comprised of 18 dwelling units. This housing type is representative of missing middle housing and contributes to meeting the density targets for the area as outline in Section 6 of the Ottawa Official Plan.

6.3.1.5 The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The subject property is located within 50 metres of Montreal Road, which is designated as a Mainstreet Corridor, and 20 metres from Marier Avenue which is designated as a Minor Corridor. Further, the subject property is located within an Evolving Neighbourhood Overlay, which contemplates greater levels of density over the course of the Official Plan (2021-2046). The proposed development contemplates a low-rise apartment, which is comprised of 18 dwelling units. This housing type and density is appropriate for the area given its proximity to Corridor designations and neighbourhood amenities, which can be found on Montreal Road.

Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods

6.3.2.4 The Zoning By-law may establish separate standards as appropriate for development on interior lots, corner lots, through lots and whole-block lots, in order to produce coherent and predictable built form and site development outcomes that contribute to well-designed blocks and street lines.

The proposed development fully complies with the existing zoning provisions of the TM3 zone. Further, the built form of the building is consistent with the existing established low-rise residential neighbourhood.

6.3.2.5 Further to 6.3.1, Policy 4 a), amenity areas that are provided outdoors for Low-rise residential development may be limited to balconies, terraces and/or rooftops in order to achieve the growth management density targets.

The proposed development contemplates 150 square metres of exclusively shared amenity space at the rear of the building. This represents 40% more amenity space than what is required by the zoning by-law.

4.2.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Ottawa Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. 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 policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.

Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as

senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

The proposed development looks to replace an existing surface parking lot, for an intensified, more efficient use of the property, which includes a total of 18 dwelling units in a low-rise apartment building.

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to HighRise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

The density targets as outlined in Section 3 of the Ottawa Official Plan, indicate the target for the Inner Urban transect is 60-80 dwellings per hectare. The proposed development contemplates adding 18 dwelling units to an existing surface parking lot. The proposed development helps contribute to this target and represents a density of 300 units per hectare on the subject property.

3.2.3 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.

The subject property is located within the Neighbourhood designation and within an Evolving Neighborhood Overlay, and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 18 additional residential units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.

3.2.4 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

The subject property is located within the Neighbourhood designation within the Inner Urban transect and the contemplated intensification is supported by the policies of the Ottawa Official plan, outlined in this Section. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment and Site Plan Control applications confirm the protection of groundwater resources.

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The proposed development contemplates a mix of dwelling sizes, including 44% of the units being two-bedroom dwellings.

4.2.6 Urban Design

Urban Design is the process of giving form and context to our 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 New Official Plan contemplates an urban design framework to outline the City's urban design program.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.3 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.

The proposed development does not contemplate the inclusion of parking spaces, eliminating the interaction between pedestrians and cars on site and across the interface with the public realm. Further, the development will internalize, where possible, all servicing and loading areas.

Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

The proposed development contemplates a low-rise apartment building at a maximum height of 10.6 metres. The built form is fully compliant with the existing zoning provisions for the subject property, and is consistent with the character of the neighbourhood, which is characterized by similarly sized buildings.

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development locates all 150 square metres of associated amenity space at the rear of the building, offering privacy and protection in the form of shade from the apartment building.

4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development contemplates a low-rise apartment building which includes 3.7 metres of soft landscaping across the front of the property and two at-grade entrances. Further, the built form of the building is compliant with the existing zoning provisions and is contextually sensitive to the existing Vanier neighbourhood.

4.3 Montreal Road District Secondary Plan

4.3.1 Purpose and Objectives of the Secondary Plan

The purpose of this secondary plan is to guide the development of the Montreal Road District. The objectives of the Secondary Plan are as follows:

- / Foster development and redevelopment along Mainstreets which complements and improves upon the positive qualities of the existing character of the district.
- / Improve streetscaping along Montreal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.
- / Improve pedestrian, cycling and transit facilities to ensure safety and enhance mobility throughout the district.
- / Provide green spaces and other areas for public functions, publicly accessible landscaped park spaces and public art, that reflects the history of the District.

The proposed development contemplates low-rise residential development on a street abutting Montreal Road. The development is compatible with the existing character of the district, improves the streetscaping of the subject property, eliminates the existing curb cut interfacing with Park Street, and contributes three street trees to public accessible space.

The proposed development is compliant with the objectives of the Secondary Plan.

4.3.2 Site Specific Policies

This Secondary Plan identifies four major intersections: Montreal / North River, Vanier Parkway / McArthur, Montreal / Vanier Parkway and Montreal / St. Laurent. The boundaries of each sector and the Major Intersections are identified on Schedule A – Designation Plan.

The subject property is identified as being located in the **Central Sector**, as noted on Schedule A of the Secondary Plan. The primary role of the Central Sector is as the historic downtown core of the former City of Vanier. The scale and intensity of development in this sector is less than in the other sectors.

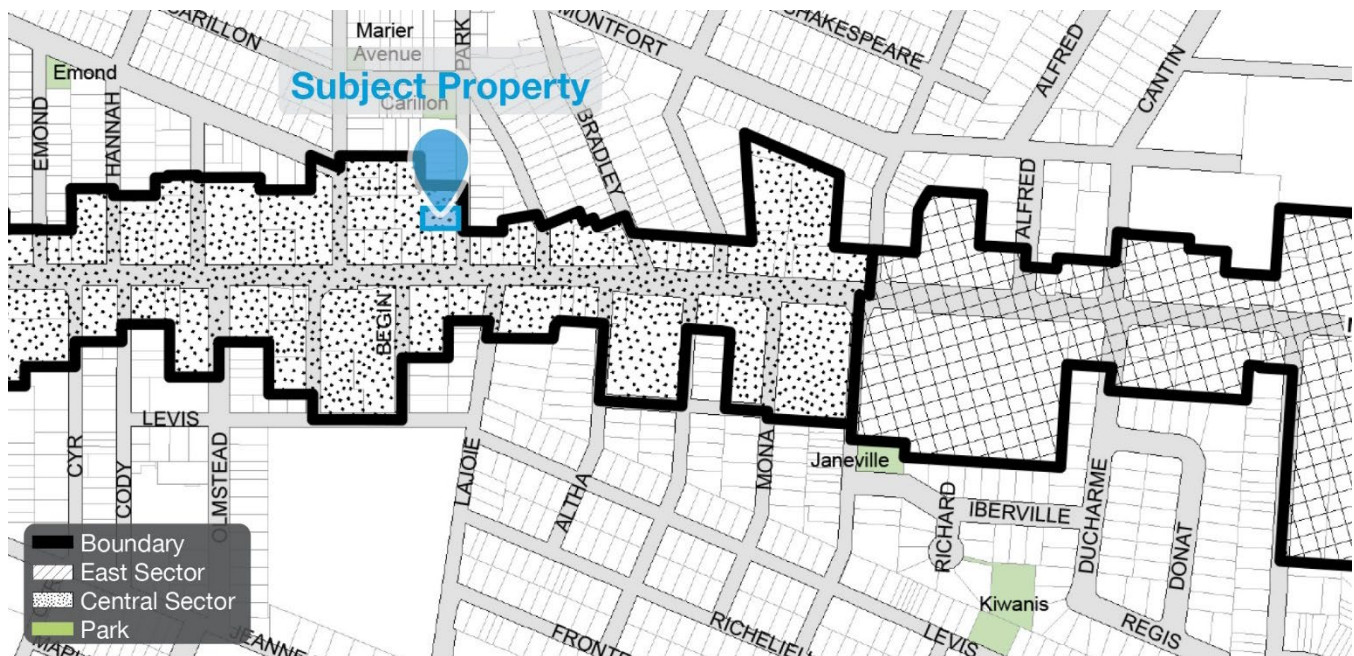


Figure 14: Schedule A – Designation Plan, Montreal Road District Secondary Plan.

There are no policies under the Central Sector designation that specifically contemplate the regulation of built form or use of the subject property. Further, the proposed development is compliant with all general policies outlined in the Secondary Plan with any relevance to the Subject Property. The proposed development contemplates a three-storey residential building that is compatible with the existing context and character of the area. Finally, the development contributes to the viability of the mixed-use character of the abutting Traditional Mainstreet by locating further residential density in close proximity to Montreal Road.

The proposed development is fully compliant to the policies of the Secondary Plan.

4.4 Urban Design Guidelines for Low-rise Infill Housing

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development. The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. The following guidelines apply to the proposed subdivision:

Streetscapes

- Guideline 1.1 Contribute to an inviting, safe, and accessible streetscape
- Guideline 1.2 Reflects the desirable aspects of the established streetscape character

Landscape

- Guideline 2.1 Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.
- Guideline 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions.

Building Design (Built Form)

- Guideline 3.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- Guideline 3.1.4 Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized.
- Guideline 3.1.9 Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.
- Guideline 3.1.11 Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades
- Guideline 3.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.

- Guideline 3.3.1 Provides similar level of quality and detail on all sides of the building.
- Guideline 3.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:
- / Materials, patterns and colours used in wall treatments
 - / Cornice lines, form of the roofline and chimney details
 - / Size, shape, placement and number of doors and windows
 - / The pattern and location of projections, recesses, front porches, stoops, and balconies.
- Guideline 3.3.3 Provides primary building entrances that are inviting and visible from the street.
- Guideline 3.3.4 Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics.

The proposed development was informed by the Urban Design Guidelines for Infill Housing and responds positively to the vast majority that are applicable.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

4.5.1 Existing Zoning

The subject property is currently zoned Traditional Mainstreet, Subzone Three – **TM3** in the City of Ottawa Zoning By-law. The purpose of the Traditional Mainstreet zone is as follows:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

In addition to the non-residential uses permitted in the parent TM zone, the TM3 zone additionally permits the following non-residential uses:

- | | | |
|-----------------------|-----------|---------------------|
| / broadcasting studio | / cinema | / funeral home |
| / hotel | / museum | / place of assembly |
| / recording studio | / theatre | |

Permitted residential uses in the TM3 zone only include dwelling unit and rooming unit, which is conditional on either use being contained in one of the permitted non-residential uses.

Apartment dwelling, low-rise is not a permitted use in the TM3 zone.



Figure 15: Zoning map of subject property and surrounding area.

The following table provides a summary of the Traditional Mainstreet zone as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions.

Zoning Mechanism		Provision	Provided	Compliance
Minimum Lot Area		No minimum	607.84 m ²	✓
Minimum Lot Width		No minimum	19.75 metres	✓
Maximum Front Yard Setback		2.0 metres	3.72 metres	✓
Interior Side Yard Setback	Maximum	3.0 metres	1.2 metres	✓
	Minimum	1.2 metres	1.2 metres	✓
Minimum Corner Side Yard Setback		3.0 metres	N/A	✓
Minimum Read Yard Setback		7.5 metres	7.5 metres	✓
Maximum Building Height		20 metres	10.6 metres	✓
Maximum Floor Space Index		No maximum	1.38	✓
Minimum Width of Landscaped Area		3 metres	14.8 metres	✓

Automobile Parking Spaces <i>Area X, 0.5 spaces per unite, after the first 12</i>	3 Spaces	0 spaces	X
Visitor Parking <i>0.1 spaces per unit, after the first 12</i>	1 Space	0 Spaces	X
Bicycle Parking Spaces 0.5 spaces per unit, 18 units	9 spaces	10 spaces	✓

The proposed development meets the general intent and all built form zoning provisions of the TM zone, which is to encourage mixed use development on the mainstreet and supporting residential development on adjacent streets. However, the proposed development does not meet parking provisions nor is the requested use, apartment dwelling, low-rise a permitted use in the TM3 zone. The proposed Zoning By-law amendment will address the non-compliant use and provisions. The proposed amendment is outlined in Section 5.1 of this document.

5.0 Proposed Amendment

5.1 Zoning By-law Amendment

The requested Zoning By-law Amendment is proposed to rezone the subject property from Traditional Mainstreet, Subzone Three – TM3 to Traditional Mainstreet, Subzone Three, with an Urban Exception – TM3[XXXX]. The urban exception seeks relief from the following provisions:

Allow apartment dwelling, low-rise as a permitted use

- / Whereas the permitted uses include broadcasting studio, cinema, funeral home, hotel, museum, place of assembly, recording studio, and theatre as permitted uses, as well as dwelling unit and rooming unit, conditional that they are located within any of the permitted non-residential uses, the proposed amendment would add the permitted use, apartment dwelling, low-rise to permit the proposed 3 storey residential building.
- The proposed use of apartment dwelling, low-rise is appropriate given the planned context of properties in close proximity to Montreal Road, the proposed low-rise apartment maintains compatibility with the surrounding development, and meets the intent of both the Official Plan and Montreal Road District Secondary Plan.

Reduce the minimum parking rate from three spaces to zero spaces

- / Whereas a minimum of three parking spaces are required, the proposed amendment would reduce the number of required parking spaces to zero.
- Given that the proposed development is located in close proximity to a Traditional Mainstreet which is supported by a variety of transit options and raised bike lanes, a reduction in parking is appropriate due to the alternative methods of transportation available in the area. Further, the development proposes providing bicycle parking at a rate greater than required by the zoning by-law, to account for alternative means of transportation to cars.

Reduce the minimum visitor parking rate from one space to zero spaces

- / Whereas a minimum of one visitor parking space is required, the proposed amendment would reduce the number of required parking spaces to zero.
- Given that the proposed development looks to eliminate the existing property wide curb cut on Park Street, which will create enough space to accommodate three street parking spaces. Further, in eliminating a curb cut and associated drive aisle, the proposed development is able to accommodate additional street trees and over provide on soft landscaping area and shared amenity space to residents of the building. The reduction in parking is consistent with Official Plan policy outlined in the Growth Management Framework Section, as well as in the Inner Urban Transect policies, and compatible with the objectives of the Montreal Road District Secondary Plan.

6.0 Public Consultation Strategy

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 will/have been undertaken in anticipation of the application has been submitted:

Notification of Ward Councillor, Councillor Stephanie Plante

- / The Ward Councillor has been notified via e-mail by the owner of the proposed development in advance of the application submission.

Notification to residents and local registered Community Association(s)

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

Public Consultation Meeting(s)

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

Planning Committee Meeting Advertisement and Report Mail out to Public

- / Notification for the statutory public meeting will be undertaken by the City of Ottawa.

7.0 Conclusion

It is our professional planning opinion that the applications for a Zoning By-law Amendment and Site Plan Control are appropriate, represent good planning, and are in the public interest.

The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.

The proposed development conforms to the **Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the areas abutting Mainstreet Corridors and within the Evolving Neighbourhood Overlay.

The proposed development conforms to the **Montreal Road District Secondary Plan** by proposing a low-rise apartment in a neighbourhood which is characterised by an eclectic mix of uses and heights.

The proposed development meets the **Urban Design** and **Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.

The proposed development responds strongly to the **Urban Design Guidelines for Infill Housing** by proposing appropriately designed infill that is sensitive to its existing context while gently intensifying an underutilized property.

The proposed development **complies with all zoning provisions of the existing TM3 zone**. The requested amendments are appropriate and will not create any undue or negative impacts on the surrounding properties or community at large.

The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



Tyler Yakichuk, MPlan
Planner



Brian Casagrande, RPP, MCIP
Partner