

FOTENN

REDEVELOPMENT OF 403 TWEEDSMUIR AVENUE





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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Claude Leclair, is pleased to offer the following rationale in support of a Zoning By-law Amendment (ZBLA) for the lands known municipally as 403 Tweedsmuir Avenue in the community of Westboro in the City of Ottawa. 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.

2.0 DEVELOPMENT PROPOSAL

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Claude Leclair, the owner of the subject property and the existing two (2) storey motel known as the Richmond Plaza Motel, is proposing to demolish the existing building on the subject site and construct in its place a six (6) storey mixed-use building with both residential and hotel uses. The building will contain a mix of 24 hotel units and 21 residential dwelling units and will occupy a total gross floor area of approximately 2,786 m². The building's first three storeys will make up the hotel use, while the dwelling units will occupy the fourth, fifth, and sixth storeys of the proposed development, which are slightly stepped back from the three storey base. A 171.7 m² communal outdoor amenity area is proposed along the eastern edge of the subject property, in the rear and side yards. The proposed development will also feature 61.8 m² of indoor amenities.

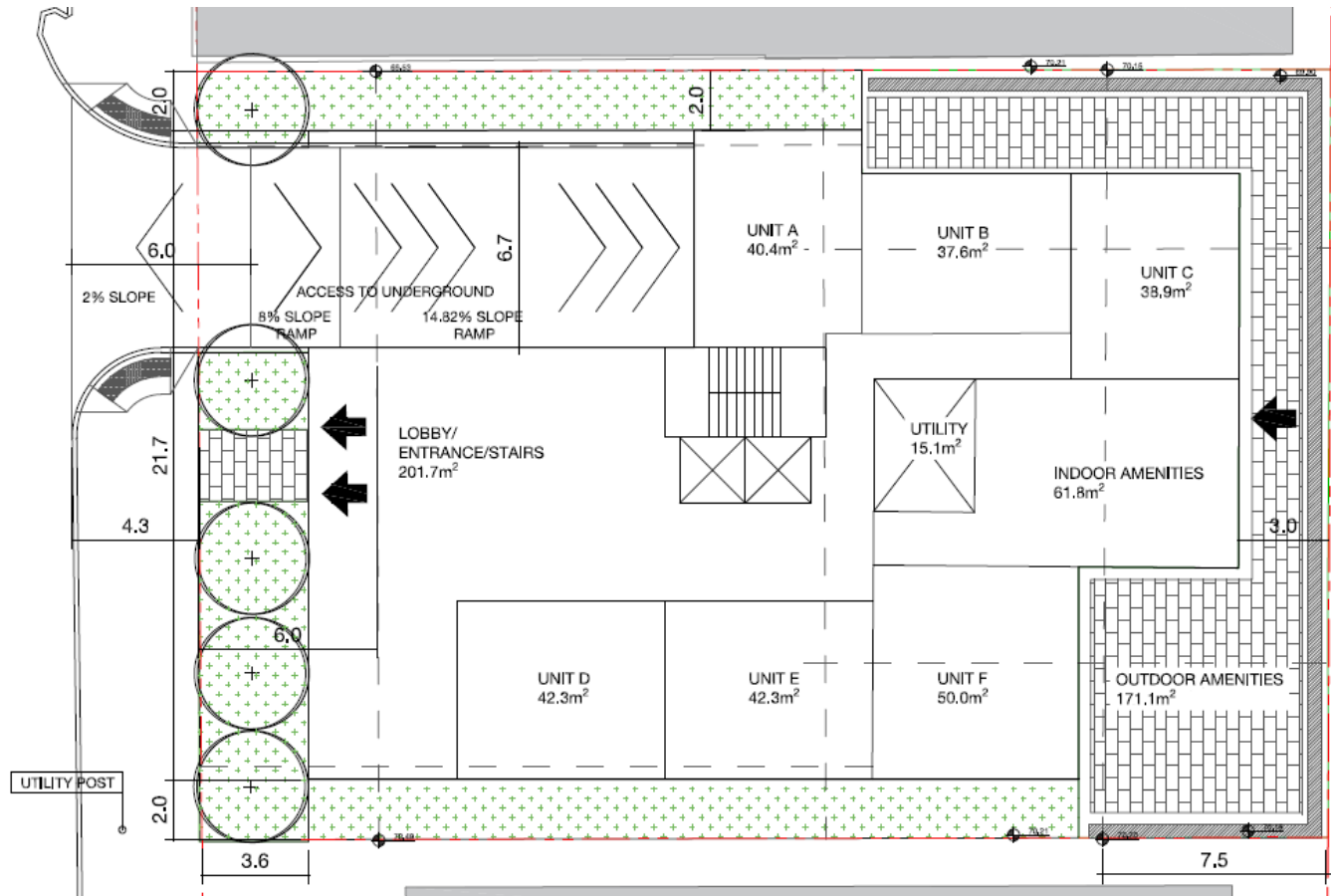


Figure 1: Ground Floor of the Concept Plan of the proposed development



WEST ELEVATION

Figure 2: West Elevation drawing of the proposed development

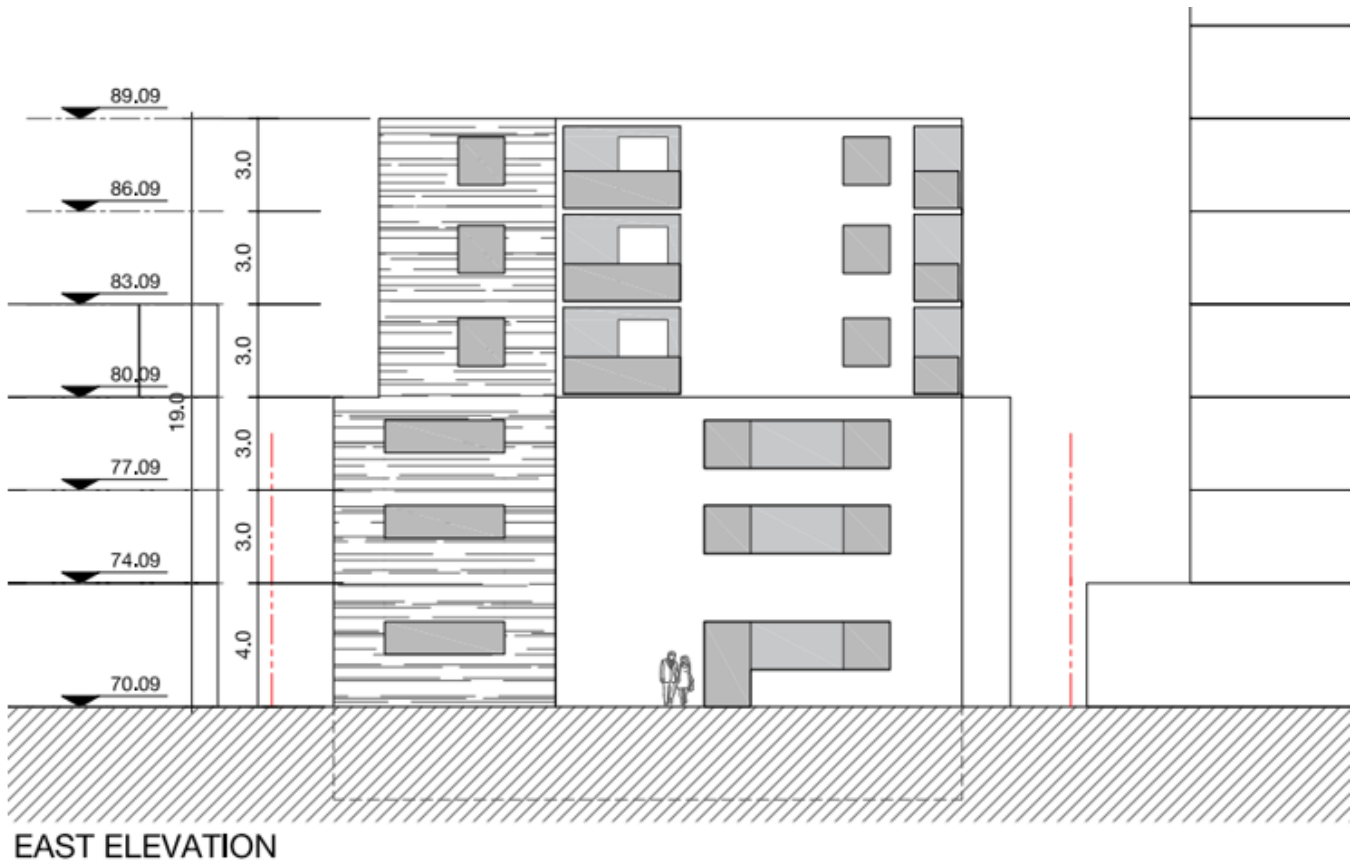


Figure 3: East Elevation drawing of the proposed development

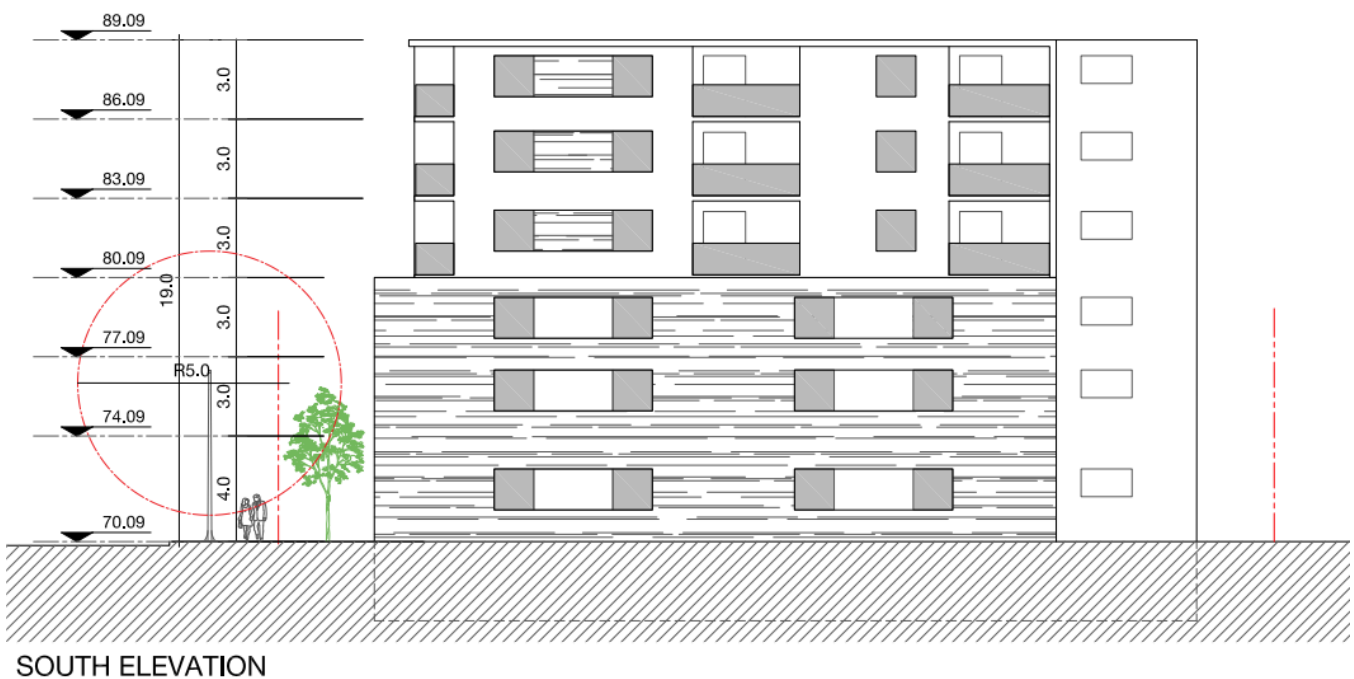
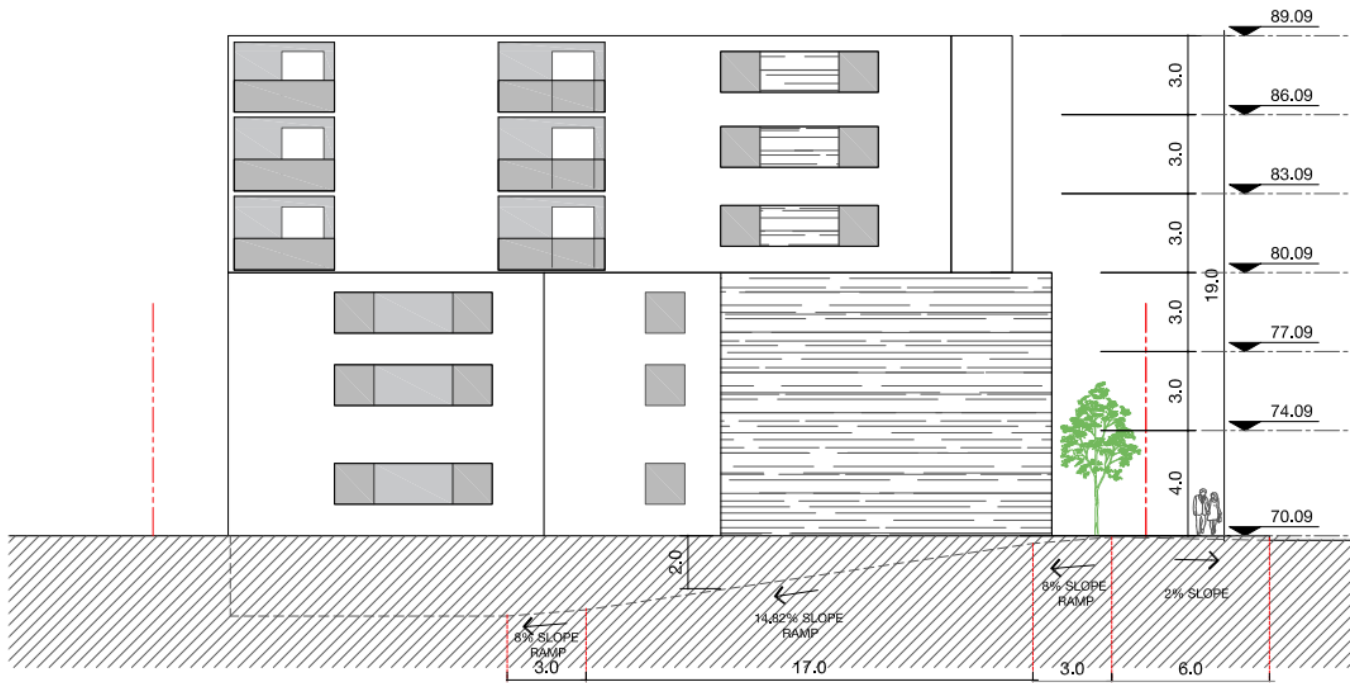


Figure 4: South Elevation drawing of the proposed development



NORTH ELEVATION

Figure 5: North Elevation drawing of the proposed development



Figure 6: Massing model of the proposed development

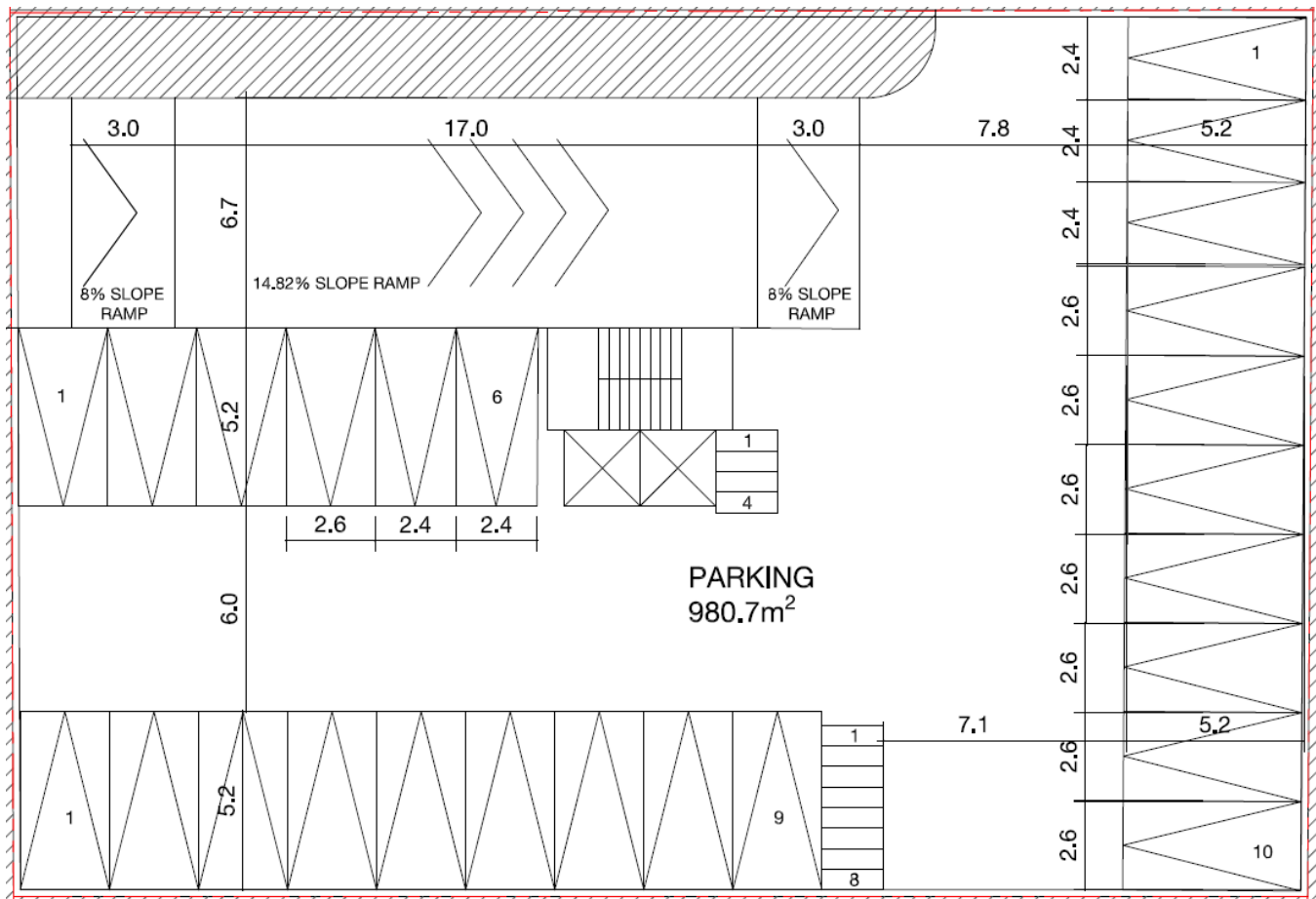


Figure 7: Concept plan of the proposed development's underground parking

The proposed development will include 25 parking spaces located below grade (as seen in Figure 7). Vehicular access and egress to the building entrance and parking is to be provided via Tweedsmuir Avenue, along the front lot line at the western edge of the subject property.

The subject property is currently zoned as Residential Fourth Density Zone, Subzone N, Exception 776, Schedule 195 (R4N[776] S195). The proposed uses would be dwelling units and hotel; as a result, the proposed operation requires relief from the City's Zoning By-law (2008-250), which currently does not permit dwelling units in a mixed use building or a hotel as uses in an R4N zone.

This application also seeks relief from the following performance standards found in the Zoning By-Law:

- / an increase in the maximum permitted building height from 11 metres to 20 metres;;
- / a reduction of the minimum front yard setback from 6 metres to 3.6 metres;
- / a reduction of the minimum interior side yard setbacks from 2.5 metres to 2 metres; and
- / the elimination of a required vehicle loading space for the proposed development's hotel use.

3.0 SURROUNDING AREA AND SITE CONTEXT

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3.1 Subject Property

The subject property, known municipally as 403 Tweedsmuir Avenue, is located south of Richmond Road, the central commercial thoroughfare serving the communities of Hintonburg and Westboro (Figure 8). The property is 975.23 square metres in area and has a frontage of 25.7 metres along Tweedsmuir Avenue. The legal description of the subject property is CON 1 OF PT TWP LOT 31 PLAN; 272 PT LOT 2 TWEEDSMUIR E.



Figure 8: Aerial view of the subject property and its surroundings

The subject property is occupied by a two-storey motel and accompanying surface parking lot for approximately 16 spaces (Figure 9).



Figure 9: View of the subject property, looking east

3.2 Area Context

The area surrounding the property encompasses a diverse range of land uses and building profiles, including:

NORTH:

The owner of the property directly north of the site (236 Richmond Road) submitted a Zoning By-law Amendment to permit a height increase from approximately 4 storeys (15 m) to nine (9) storeys (30 m). The Amendment was approved and the building has since been constructed. Along Richmond Road to the north, there are a variety of commercial, retail and service uses varying widely in built form are located along Richmond Road to the north. These include an automobile dealership, large-format retail, traditional mainstreet-style retail, an office in a converted house, and low-rise office buildings.



Figure 10: Image looking north from the subject property, towards Richmond Road. The subject property is to the right of the photo.

EAST:

Immediately east of the Subject Property is 190 Richmond Road, which includes a large format retail food store, small liquor store, and surface parking that is associated with these retail uses. Further east are one and two storey single detached homes between Kirkwood Avenue and Hilson Avenue and mixed use buildings along Richmond Road.



Figure 11: Image of 190 Richmond Road, the abutting property to the east of the subject site. The subject property is located to the left of the mid-rise building in the background.

SOUTH:

A four (4) storey low-rise apartment building has been developed on the property directly south of the site. Further south of the subject property is a collection of primarily single and semi-detached homes. These homes are primarily one to two storeys in height.



Figure 12: Image looking north from the subject property, away from Richmond Road. The subject property is to the left of the photo.

WEST:

The area to the west of the subject property is generally characterized as a low-rise residential community composed of one to two storey dwellings. The western section of Richmond Street is characterized as a traditional mainstreet made up of mixed-use and commercial development.

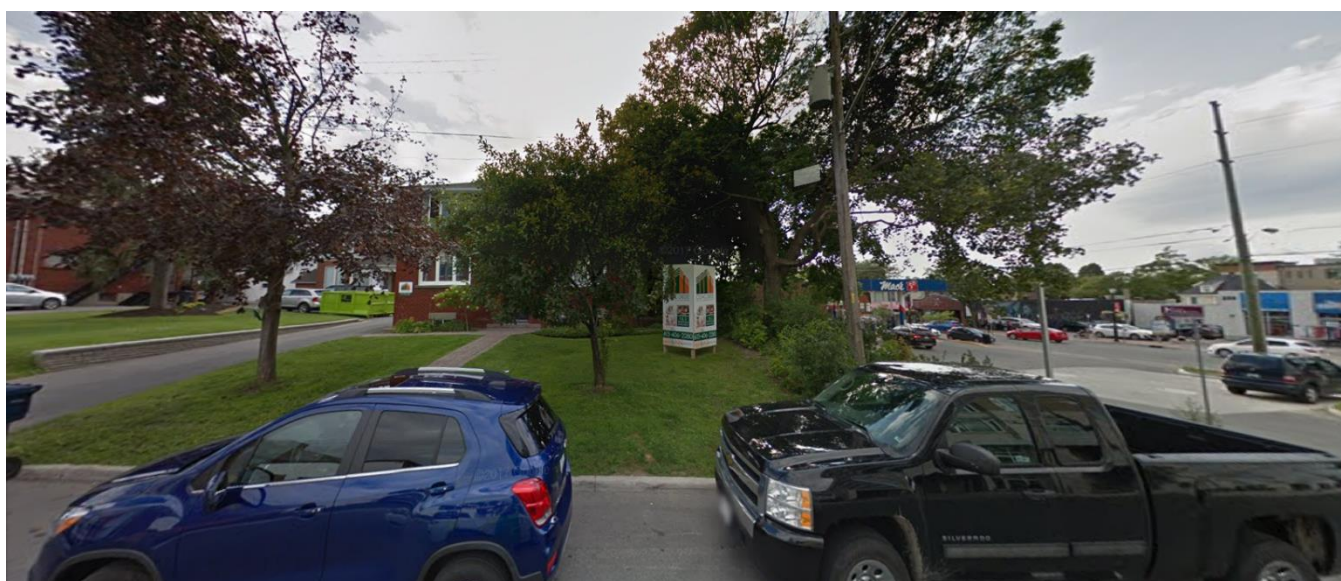


Figure 13: Image looking west from the subject property.

3.3 Community Amenities

The site's location in the Westboro neighbourhood corresponds to its proximity to a wide range of amenities located near the site, including:

- / Hilson Avenue Public School;
- / Two grocery stores (Real Canadian Superstore and Farm Boy);
- / Ottawa Gymnastics Centre;
- / Westboro Station (currently bus rapid transit; will soon become a light rail transit station);
- / Lion's Park; and
- / Byron Linear Park.

The location of these amenities is shown in Figure 14 below.

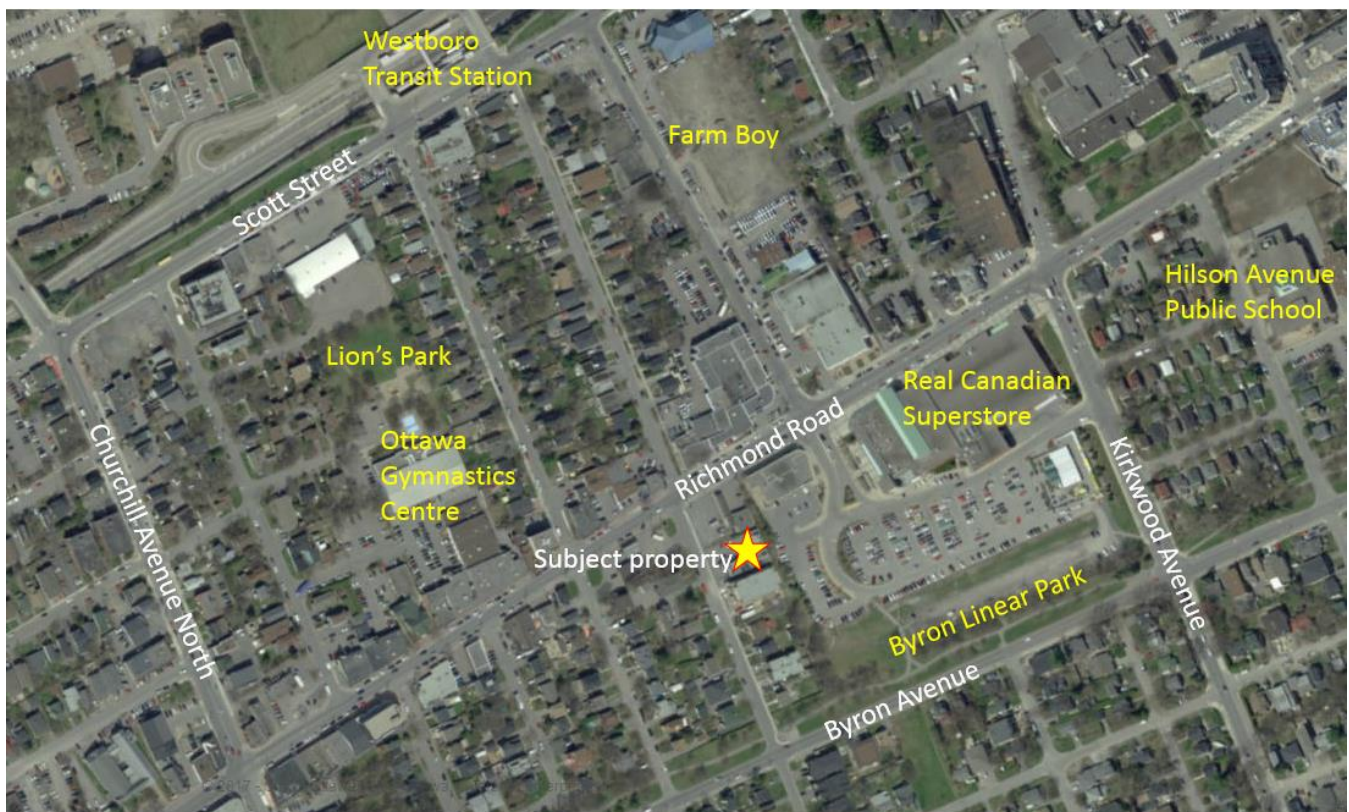


Figure 14: Community amenities near the subject property

3.4 Roads and Transit

The subject property is well serviced with respect to the existing road network (Figure 15). It is located on Tweedsmuir Avenue, which connects directly to Richmond Road, an Arterial Road. In addition to Richmond Road, the subject property is also located within one (1) kilometre of one (1) federally owned Road (Island Park Drive), two (2) other arterial roads (Scott Street and Kirkwood Avenue), one (1) major collector road (Churchill Avenue North) and three (3) collector roads (Byron Avenue, Clare Street, and Lanark Avenue). The 417 Queensway, a provincially-owned 400-series freeway, is located just over one (1) kilometre to the south of the subject property.



Figure 15: Road Network, Schedule E of Official Plan

The subject property is ideally situated with respect to proximity to transit. It is located within 400 meters of several OC Transpo regular service routes including routes #11, 16, 81, 150, and 151 providing access to downtown, Bayshore, and Tunney's Pasture (Figure 16).

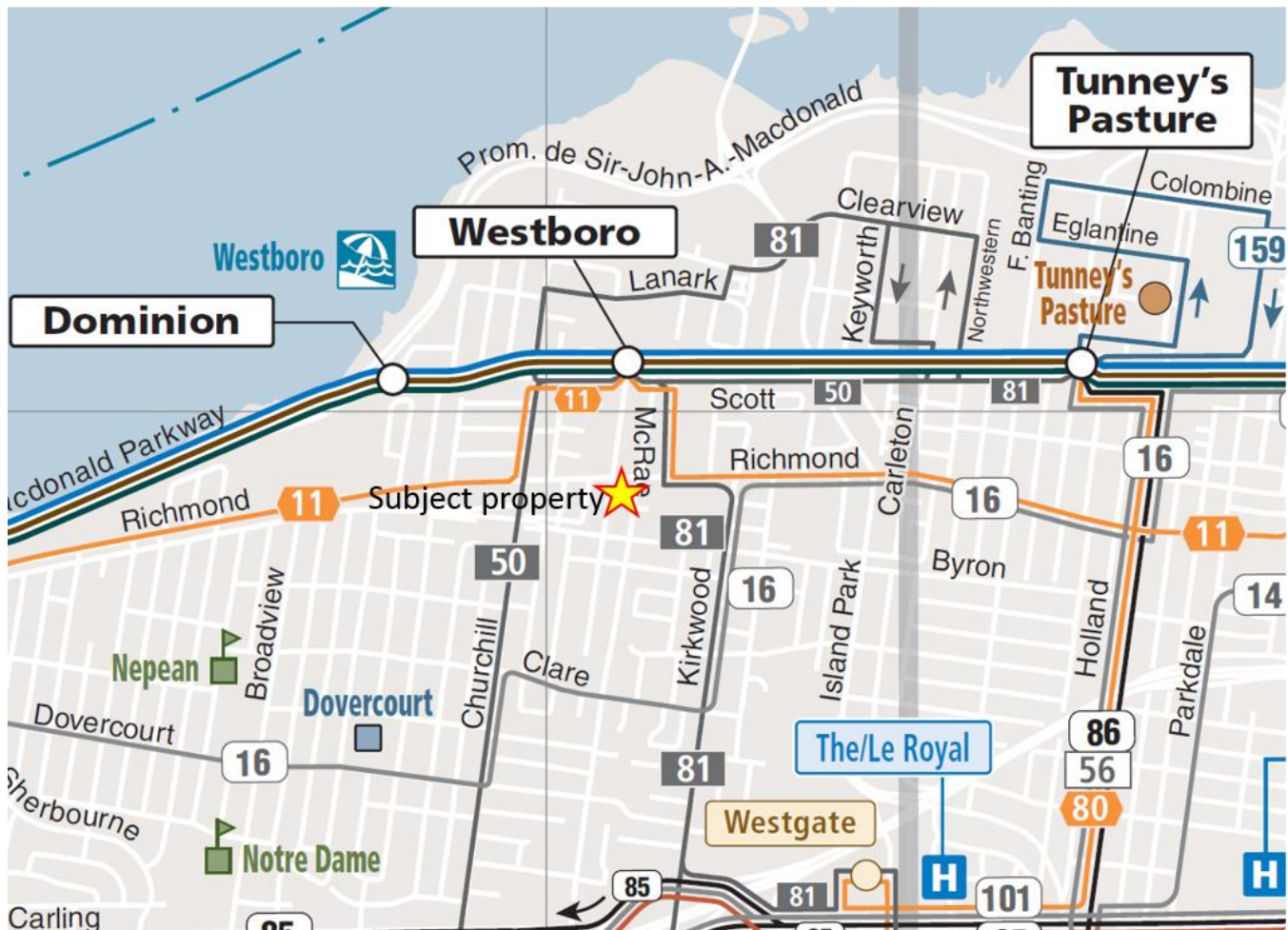


Figure 16: Subject property and surrounding area in the OC Transpo Systems Map

As per Schedule D – Rapid Transit Network of the City of Ottawa Official Plan (Figure 17), the subject property is also located within 400 metres of the Westboro rapid transit station. The Transitway, Ottawa's major bus rapid transit corridor, runs through Westboro Station and provides access to various parts of the city. Westboro Station is also poised to become a light rail transit station by 2023, when the City of Ottawa extends the Confederation Line to the west as part of its Stage 2 LRT extensions. Schedule D of the Official Plan also calls for supplementary intensive rail to run along Carling Avenue in the future, with a planned station at the intersection of Kirkwood and Carling, about 1,300 metres south of the subject property.

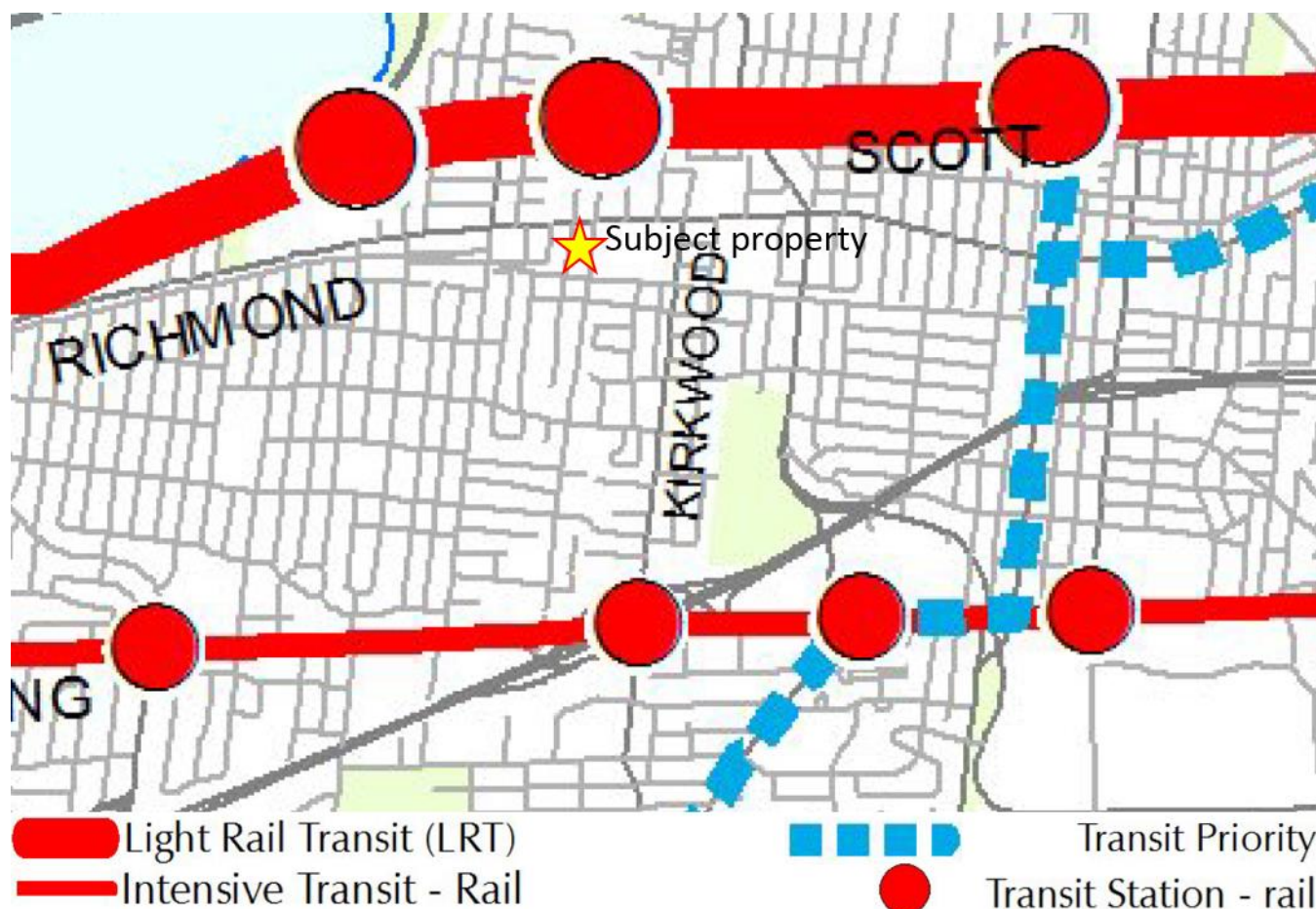


Figure 17: Excerpt from Schedule D – Rapid Transit Network of the City of Ottawa Official Plan

3.5 Development in the Area

The rapid transit at Westboro Station and the Traditional Mainstreet designation of Richmond Road and Scott Street have spurred development and increased intensification in the area surrounding the subject property. Several mid-rise mixed-use buildings have been proposed and developed in the surrounding area. A number of properties along and in close proximity to Tweedsmuir Ave have been redeveloped or approved for redevelopment in recent years. This includes a nine (9) storey mixed use development consisting of 70 residential units and four (4) commercial units at 236 Richmond Road which is directly adjacent to the subject property. Across the street at 175 Richmond Road, a seven (7) storey building has been approved. Furthermore, a six (6) storey apartment dwelling that consists of 193 units is proposed at 190 Richmond Road, and a 24-storey residential building made up of 191 units is proposed at 485 Richmond Road. The existing and proposed mid-rise and high-rise buildings in the area are highlighted in Figure 18 below.



Figure 18: Context map from showing existing and proposed mid and high-rise buildings in the area. Lots that do not currently show a high-rise building (as the photograph is dated, and some approved developments have not yet been built) have been labelled with the maximum building heights (in storeys) in yellow.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- 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 range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 - 1. Efficiently use land and resources;
 - 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
 - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. Support active transportation;
 - 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

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

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires 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.

Section 1.6.6 of the PPS contains policies for sewage, water, and stormwater services. Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that 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.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the PPS. The subject property is located within a settlement area with access to existing services and community amenities and therefore constitutes an appropriate location for growth. The proposed development is intended to promote the use of public transit and will be oriented to pedestrians in order to encourage active transportation. The proposed development will make efficient use of the land, infrastructure and community amenities in the area.

4.2 City of Ottawa Official Plan (2003, Consolidated 2011)

The subject property is designated **General Urban Area** in Schedule “B” – Urban Policy Plan of the City of Ottawa Official Plan. This designation permits a wide variety of land uses including all types and densities of housing and conveniently located employment, retail, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The development of complete and sustainable communities is the main focus of this designation. Section 3.6.1-*General Urban Area* states that within neighbourhoods, the Zoning By-law will allow those uses that provide for the local, everyday needs of the residents, including shopping, schools, recreation, and services.



Figure 19: Official Plan, Schedule B – Urban Policy Plan

Section 3.6.1.3 of the Official Plan states that, when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d) Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

Section 2.5.1 – *Urban Design and Compatibility* speaks to liveability and compatibility of new development and describes compatible development generally as development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. The OP emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within Section 2.5.1 a variety of design principles are presented to guide development. The most applicable principles for this development include:

- / Recognize and reflect on the history of the city or community;
- / Create distinctive places and appreciate local identity in patterns of development, landscape and culture;
- / Integrate new development to complement and enliven the surroundings;
- / Complement the massing patterns, rhythm, character, and context;
- / Achieve a more compact urban form over time;
- / Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time;
- / Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.

Section 4.11- Urban Design and Compatibility of the Official Plan provides several evaluative criteria to assess the appropriateness of infill development or intensification. Policy 2 of Section 4.11 sets out ten (10) criteria to measure the compatibility of development applications.

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
VEHICULAR ACCESS	Vehicular access is provided from Tweedsmuir Avenue by way of a 6.7 metre wide ramp into the underground parking garage.
PARKING REQUIREMENTS	The proposed development provides a total of 25 underground parking spaces and 13 bicycle parking spaces, both of which are in conformity with the City's Zoning By-law.
OUTDOOR AMENITY AREAS	The proposed development will improve streetscape conditions on Tweedsmuir Avenue. Landscaped areas are being proposed for the areas fronting Tweedsmuir Avenue, the sides, and the rear of the subject property. A 169 square metre outdoor amenity area is being proposed for the rear of the property.
LOADING AND SERVICE AREAS, OUTDOOR STORAGE	There are no loading and services areas for the proposed building. As such, there will be no impact on the surrounding properties.
LIGHTING	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.

NOISE AND AIR QUALITY	A noise study was conducted by Gradient Wind Engineering for the purposes of this application. At the time of the writing of this rationale and based on discussions with the consultant, it is Fotenn's understanding that, no noise mitigation measures would be advised beyond the standard recommendations.
SUNLIGHT	The proposed development is not anticipated to have a significant shadow impact on surrounding properties.
MICROCLIMATE	No significant microclimate impacts are anticipated as a result of the proposed development.
SUPPORTING NEIGHBOURHOOD SERVICES	The proposed development is located in close proximity to several neighbourhood amenities including a school, parks, and the Ottawa Gymnastics Centre. Richmond Road has a wide variety of commercial services available. Bus stops are in close proximity to the site providing easy access on the City's Transitway and to the City's downtown.

The proposed development continues to meet the relevant policies of the City of Ottawa Official Plan, including the urban compatibility criteria in 4.11.

4.3 Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014. Appeals of the Plan have been filed and are currently being dealt with by the City.

For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analysed for the proposed development. Though OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration as the intended direction of City Council.

Under OPA 150, the maximum building height in the General Urban Area will continue to be four (4) storeys or less. However, Policy 4 of Section 3.6.1 – General Urban Area outlines the circumstances in which building heights up to six (6) storeys may be considered:

- a) up to six storeys where the property fronts on and has vehicular access to an Arterial Road on Schedules E or F of this Plan and is located:
 - i) within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii) on a Transit Priority Corridor on Schedule D of this Plan.
- b) subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:
 - i) the site is within 800 metre walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and

- ii) the site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.

- c) Existing zoning that permits buildings of greater height.

The subject property's existing zoning does not permit buildings of greater height; as such, option c) does not apply to the subject property.

With regard to option a), the subject property does not front on or have vehicular access to an Arterial Road on Schedule E of the Official Plan. However, the subject site is only located approximately 30 metres from an Arterial Road in the form of Richmond Road, and is also located within 800 metres walking distance of a Rapid Transit Station (in this case, Westboro Station) on Schedule D of the Official Plan.

In the case of option b), the subject property is located within 800 metres walking distance of a Rapid Transit Station, and is also adjacent to a property that has a building that exceeds four storeys. However, the subject site is not located between two properties within the General Urban Area; though the abutting property to the south is in the General Urban Area, the abutting property to the north is in the Traditional Mainstreet Area. It is Fotenn's position that it is not OPA 150's intent to limit the building heights in locations such as these, especially considering the City's efforts to direct intensification along mainstreets. In fact, Policy 12 of Section 3.6.3 – Mainstreets in OPA 150 states that the Plan supports building heights up to six storeys on Traditional Mainstreets. Based on these facts, the proposed development is consistent with the intent and purpose of OPA 150's policies.

OPA 150 Section 4.11 has been significantly modified to demonstrate the City's requirement for high quality urban design in all parts of the city and design excellence in design priority areas.

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
VIEWS	The building will not impact any protected views (Policies 2, 3, and 4).
BUILDING DESIGN	The design of the development fits with the planned function of the surrounding area and establishes a more urban built form (Policy 5). Further, the building's principal façade will be oriented toward the street (Policy 6).
MASSING AND SCALE	The proposed development fits the four-to-six storey building heights envisioned in the Secondary Plan. The proposed building also creates an appropriate transition between the high-rise (9-storey) development on the adjacent property to the north and the low-rise (4-storey) development on the adjacent property to the south (Policy 9). Further, the proposed building features a three-storey base, followed by a slight stepback for the fourth to sixth storeys. This design feature helps break up the massing of the building, thus contributing to a more human-scaled, pedestrian friendly experience at the street level.
OUTDOOR AMENITY AREAS	The proposed development will improve streetscape conditions on Tweedsmuir Avenue. The existing building on the subject property is generously set back from the property line and is separated from Tweedsmuir Avenue by a parking lot, and features an outdoor garbage enclosure along Tweedsmuir Avenue. The proposed development's smaller front yard setback will help create a more uniform streetscape along the right-of-way and will feature generous glazing along its frontage onto Tweedsmuir. These improved conditions along Tweedsmuir Avenue will help make the right-of-way more visually appealing. Further, a 175 m ² outdoor amenity area is being proposed for the rear of the property (Policy 16).

The proposed development meets the intent and purpose of OPA 150's revised policies on maximum building heights for development within the General Urban Area. The proposed development is also consistent with the urban compatibility criteria in 4.11.

4.4 Richmond Road/Westboro Secondary Plan

The subject property is located within the Richmond Road/Westboro Secondary Plan and specifically just outside the Westboro Village character area, and immediately adjacent to both the McRae Avenue and East Village character areas (as shown in Figure 20). The Richmond Road/Westboro Policy Plan provides more detailed policy objectives and direction for Richmond Road/Westboro area. The Secondary Plan identifies a vision for the area as an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types will enhance the area's diversity and vibrancy.



1 Ambleside Area

4 Maplelawn / 495 Richmond Area

7 Scott Street and Westboro Transit Station Area

2 Woodroffe North Area

5 Westboro Village

8 Westboro Beach / Atlantis-Selby

3 Skead Street Area

6 East Village

9 McRae and Churchill Ave.

Figure 20: Location of the subject property in the Richmond Road/Westboro Secondary Plan

The Secondary Plan's overlying objectives and principles support infill and intensification. The applicable objective and principles are:

1. Objective One: Intensification

1. Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites.

Principles:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;

4. Consider the traffic impact on north-south residential streets south of the planning area;
5. Achieve compatible infill/intensification on key redevelopment sites by:
 - / Conforming to the maximum recommended general building height ranges for the Westboro Village sector;
 - / Conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building to the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/ infill development while minimizing impacts on adjacent residential neighbourhoods.

Although the proposed development is not located within Sector 5 – Westboro Village of the Secondary Plan, the proposed development nonetheless also conforms to Section 1.3.4 – Land Use Strategy and Maximum Building Heights of the Secondary Plan by providing a mixed-use building that fits within the prescribed building height ranges for Sectors 5 – Westboro Village.

Although the proposed development is not located within any particular planning sector of the Secondary Plan, it nonetheless also conforms to the provisions of Section 1.3.4 – Land Use Strategy and Maximum Building Heights by providing a mixed-use building that fits within the prescribed building height ranges for nearby Section 5, 6, and 9.

The proposed development is consistent with the policies of Richmond Road/Westboro Secondary Plan.

4.5 Richmond Road/Westboro Community Design Plan

The subject property falls within the Richmond Road/Westboro Community Design Plan (CDP). The CDP envisions the community as continuing to be an attractive and liveable urban community, based on “green” principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

The CDP includes several overarching objectives and principles which echo the objectives and principles in the Secondary Plan. The applicable objective and principles include:

Objective: Encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key redevelopment sites.

Principles:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
5. Compatible intensification on key redevelopment sites shall:
 - / Provide appropriate setbacks and transition in building height, including lower heights along the edges of existing low density/scale residential areas, regardless of existing zoning;
 - / Contribute to the restoration of the urban fabric and help promote transit usage;
 - / Conform to the maximum recommended building height for the sector;
 - / Conform to the Richmond Road/Westboro design guidelines respecting building form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building with the adjacent neighbourhood character, and other criteria aimed at achieving compatible infill development and minimizing impacts on adjacent residential neighbourhoods.

The subject site is not located in any particular planning sector as outlined in the CDP; as a result, it does not need to follow any area-specific policies. As in the Secondary Plan, though, the subject property is located near Sectors 5, 6, and 9 of the CDP. All three of these sectors encourage infill development to provide an appropriate

transition to existing low-rise residential communities around the areas of the CDP. In this sense, the proposed development is consistent with the intent of the CDP in that it provides a transition between a taller development directly to its north and low-lying residential areas directly to its south.

As per Figure 21 below, the CDP does not propose any changes to the subject property's maximum building height.

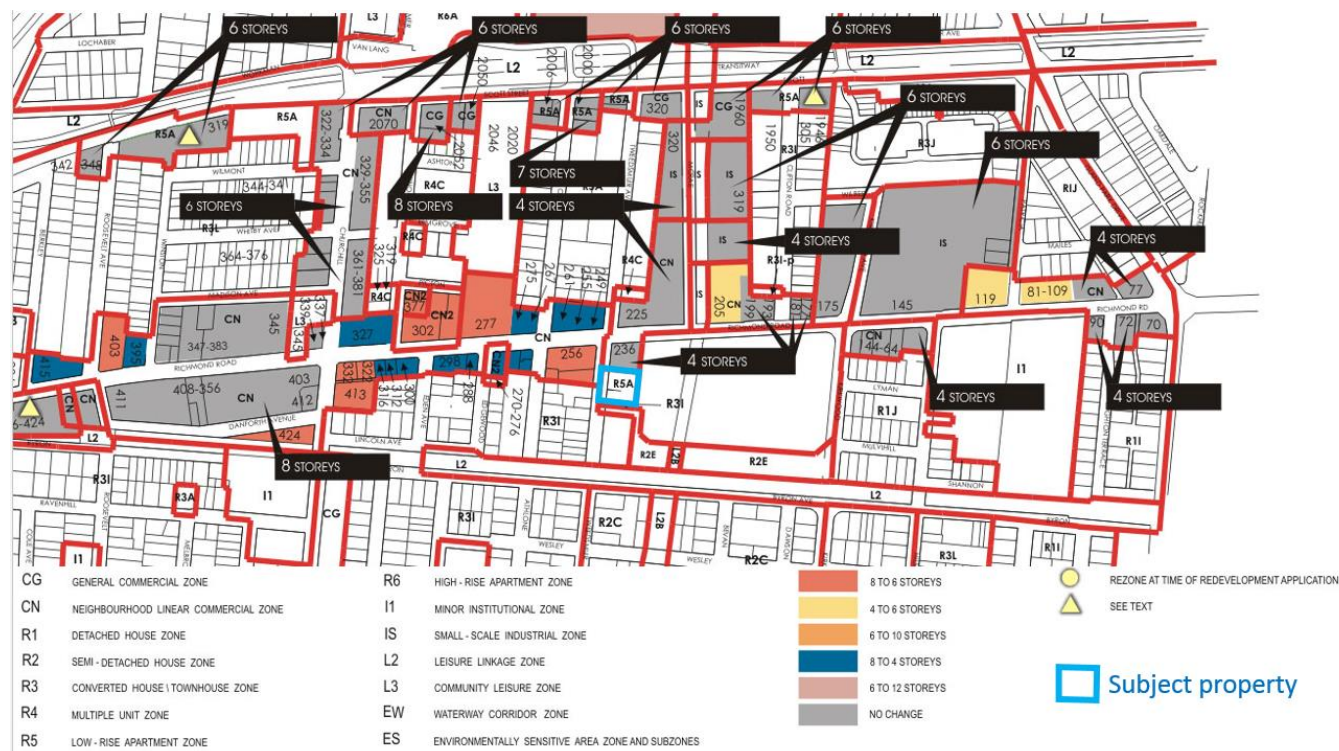


Figure 21: Excerpt from Plan 9b – Proposed Maximum Building Height Changes / East Sector of the City of Ottawa's Richmond Road/Westboro Community Design Plan. The subject property is outlined in light blue.

The proposed development meets the intent and purpose of the policies of the Richmond Road/Westboro Community Design Plan.

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

The subject property is zoned Residential Fourth Density Zone, Subzone N, Exception 776, Schedule 195 (R4N [776] S195) in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 22). The Residential Fourth Density Zone allows for a wide mix of residential building forms ranging from detached to low rise apartment dwellings. In some cases the low rise apartment dwellings are limited to four units and in no case more than four storeys in areas designated as General Urban Area, Mixed Use Centre, or Central Area in the Official Plan. The intent is to allow a number of residential uses to provide additional housing choices within the area. Below is a list of permitted uses within an R4N subzone:

- | | |
|--------------------------------|----------------------------|
| / Apartment dwelling, low rise | / Home-based Business |
| / Bed and breakfast | / Home-based Daycare |
| / Community Garden | / Linked-detached Dwelling |
| / Converted Dwelling | / Townhouse Dwelling |

- | | |
|-------------------------------|----------------------------|
| / Detached Dwelling | / Park |
| / Diplomatic Mission | / Planned Unit Development |
| / Duplex Dwelling | / Retirement Home |
| / Group Home | / Rooming House |
| / Secondary Dwelling Unit | / Stacked Dwelling |
| / Semi-detached Dwelling Unit | / Three-unit Dwelling |

The proposed development's uses, which include dwelling units and a hotel, are not permitted uses in the R4N subzone.



Figure 22: Zoning Map

Exception 776 prohibits the uses of Townhouse Dwelling and Planned Unit Development. The exception also has additional provisions including:

- / Yard setbacks for rooming house as shown on Schedule 195
- / Minimum aisle width for 4 parking spaces is 6m
- / 2 front yard parking spaces permitted, subject to Section 109 (5) to (10)

Schedule 195 of Zoning By-law 2008-250 (Figure 23) indicates the required setbacks for a previously approved application on the subject site.

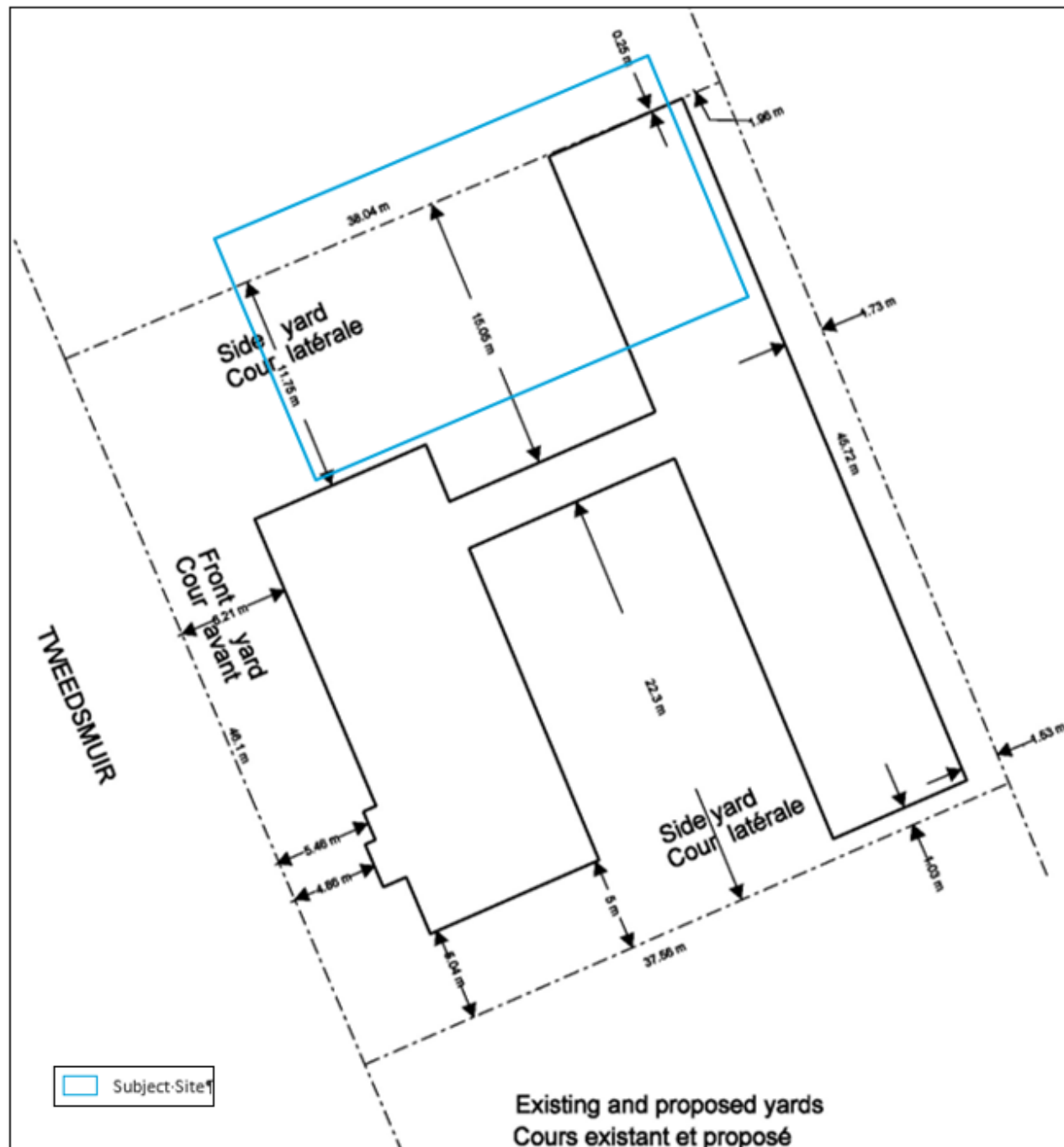


Figure 23: Zoning By-law Schedule 195 – Required Setbacks for a proposed rooming house

Table 1 below provides an overview of the proposed development's performance with regard to existing zoning provisions.

Table 1: Zoning performance standards evaluation for the proposed development

Zoning Mechanism		Required	Proposed	Compliance
Minimum Lot Width (m)		18*	25.8	✓
Minimum Lot Area (m²)		540*	975.23	✓
Maximum Building Height (m)		11*	19	✗
Minimum Front Yard Setback (m)	The minimum required yard setback for a yard abutting a street must be, on an interior lot abutting a corner lot where the dwelling on the corner lot faces a different street, the front yard setback of the abutting residential lot that faces the same street as the affected lot.	4*	3.7	✗
Minimum Rear Yard Setback (m)	The minimum required rear yard setback is equal to 25% of the lot depth but need not exceed 7.5 metres. Notwithstanding the foregoing, where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line.	3.0	3.0	✓
Minimum Interior Side Yard Setback (m)	Where the building wall is greater than 11 m in height:	2.5*	2.0	✗
Amenity Space (m²)	For a Mixed Use Building with 9 or more dwelling units or rooming units: 6 m ² per dwelling unit	126	232.9	✓
	Minimum Communal Amenity Area: 50% of required total amenity area	63	232.9	✓
	Layout of Communal Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	Minimum: 54	Indoor: 61.8 Outdoor: 171.1	✓

The proposed use for the development would be mixed use building, which is currently not a permitted use in the R4N subzone. As a result, some of the listed provisions are for the densest permitted use in an R4N subzone, which is an apartment dwelling, low-rise. These provisions have been marked with an asterisk ().

The City of Ottawa's parking provisions are set out in Part 4 – Parking, Queuing and Loading Provisions (Sections 100-114) of the City of Ottawa Zoning By-law. Though the subject property falls within Area X on Schedule 1A of the Zoning By-law, it is entirely located with 100 metres of a mainstreet shown as Area Y: Inner Urban mainstreets, once again on Schedule 1A. As such, the parking policies for Area Y apply to the subject property.

Table 2 below provides an overview of the proposed development's performance with regard to existing parking-related zoning provisions.

Table 2: Zoning performance standards evaluation for the proposed development's parking

Zoning Mechanism		Required	Proposed	Compliance
Minimum parking	Hotel portion: 1 per every 2 guest units for up to 40 guest units. Apartment portion: 0.5 per dwelling unit. For a residential use within a building of five or more storeys, no off-street motor vehicle parking is required to be provided for the first twelve (12) residential units. Visitor parking: 0.1 per dwelling unit.	18	25	✓
Maximum parking	Within 600m of rapid transit (combined resident and visitor): 1.75/unit.	37	25	✓
Driveway width (m)	Minimum width of 6.0 m for a double traffic lane providing access to a parking garage	6.0	6.7	✓
Aisle width (m)	In the case of a parking garage, an aisle serving parking spaces angled between 56 and 90 degrees must be at least 6.0 m wide.	6.0	Varies from 6.0 to 7.1	✓
Minimum bicycle parking	For a dwelling unit in the same building as a non-residential use: 0.5 per dwelling unit = 11 For all other non-residential uses (hotel): 1 per 1,500 m ² of gross floor area = 1	12	13	✓
Minimum loading spaces	For the hotel use, with a GFA between 350 and 1999 m ² = 1 vehicle loading space required	1	0	✗

Based on the evaluation in Tables 1 and 2, the proposed development largely meets the intent of the City of Ottawa Comprehensive Zoning By-law (2008-250), but will nonetheless require relief from certain provisions.

Permitted uses (Section 161)

Under Section 161 of the Zoning By-law, dwelling units in a mixed-use building and a hotel are not permitted uses in an R4 zone. However, neither of the proposed uses in the proposed development should disturb the residential character of the neighbourhood. While a hotel is not a residential use, the nature and size of this particular use is not expected to generate an adverse impact on the surrounding community, especially given that a motel currently functions on the subject property as a legal non-conforming use.

The subject site is also located in close proximity to Richmond Road, which is designated as a Traditional Mainstreet at this height. The Traditional Mainstreet designation encourages mixed-use developments and permits dwelling units in a mixed use building and hotels. The proposed development could provide a transition of sorts between the

wide range of uses found along Richmond Road and the quieter residential neighbourhood to the south of the subject property.

Maximum building height

The proposed development's building height of 19 metres is significantly higher than the R4 zone's maximum permitted height of 11 metres. That said, the subject property is located between a nine storey mixed use development to the north and a four storey low-rise apartment building to the south. Again, the proposed six storey development could provide a transition between these building heights and, as such, would not be out of place. The building's height and shape should not make for an adverse impact on the surrounding area. An amended building height provision of 20 metres is recommended so as to provide some flexibility when more detailed plans are finalized at the time of development, when a Site Plan application would be prepared.

Minimum Front Yard Setback

The proposed front yard setback of 3.7 metres does not comply with the required minimum setback of 4 metres. The Zoning By-law stipulates that, as an interior lot, the subject property's front yard setback must align with the setbacks of abutting lots that face the same street. The only property that fits this description is 405 Tweedsmuir, directly to the south of the subject property, which has a setback of 4 metres. The proposed development's front yard setback is only 0.3 metres shorter than the required setback, and in any case provides a transition along the streetscape between the adjacent property to the south (which has a 4 metre front yard setback) and the adjacent property to the north (which has a 0 metre corner yard setback along Tweedsmuir Avenue). The proposed development would offer an improvement over the existing conditions by offering a more consistent streetscape along the east side of Tweedsmuir. As such, the proposed development's front yard setback conforms to the intent and purpose of the Zoning By-law.

Minimum Interior Side Yard Setback

The required minimum side yard setback for the subject property is 2.5 metres while the proposed development provides 2.0 metre wide setbacks. The shorter setbacks are more consistent with the conditions of the adjacent properties to the north and south: the building to the south offers a minimum side yard setback of 1.49 metres, while the rear yard setback of the building to the north is only 0.3 metres. As such, the proposed 2.0 metre setback helps provide a more consistent streetscape when compared to the provided yards to the north and south of the subject property.

Vehicle Loading Space

Section 113 of the Zoning By-law outlines required loading space rates, depending on the land use and the gross floor area (GFA) of said land use. The proposed hotel would have a GFA of approximately 1,395 m², which means that one vehicle loading space is required for the proposed development. The subject property has a small footprint which would be made even smaller by the requirement to provide a vehicle loading space. Further, the motel that is currently on the site is functioning without a loading space, and the proposed hotel use would only include 24 guest units. As such, it is our position that a vehicle loading space for the proposed development is unnecessary as this function could occur from the street and accommodating this space would create a serious obstacle to the redevelopment of the property.

Proposed Zoning By-law Amendment

A site-specific Exception Zone is proposed for the Zoning By-law Amendment, including the following provisions:

- / Hotel and dwelling units to be added as permitted uses;
- / Maximum building height to be increased from 11 metres to 20 metres;
- / Minimum front yard setback to be reduced from 6 metres to 3.6 metres;
- / Minimum interior side yard setbacks to be reduced from 2.5 metres to 2 metres; and
- / Required vehicle loading space to be eliminated.

Technical studies to analyze the proposed development have been completed and included under separate cover for this application.

5.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services, dated December 2017, was prepared by David Schaeffer Engineering Ltd (DSEL) for the purposes of this application. The assessment determined that the existing municipal water and sewer infrastructure are capable of supporting the proposed development. The report also provides conclusions and recommendations with regard to estimated required fire flow and stormwater retention objectives.

5.2 Noise Impact Study

A noise impact study was prepared by Gradient Wind Engineering to identify any potential issues and recommend noise mitigation measures. Based on discussions with Gradient Wind Engineering, it is Fotenn's understanding at the time of the writing of this rationale that the study would only recommend standard noise mitigation measures.

5.3 Transportation Impact Assessment (TIA) Screening Form and Qualification Form

A TIA Screening Form, dated November 22, 2017, was prepared by Parsons to determine whether a TIA study is required for the proposed development. The screening found that the proposed development does not meet any of the triggers that would require a TIA study.

In considering the proposed development, the applicable policy framework and supporting technical studies, it is Fotenn's professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement.
- / The proposed development is consistent with the direction of the Official Plan for the General Urban Area designation by contributing to a more compact, denser urban form that is more pedestrian and transit friendly, and by meeting the general intent of the Official Plan's Urban Design Compatibility Criteria.
- / The proposed development meets the general intent and purpose of Official Plan Amendment 150's revised policies on building heights in the General Urban Area;
- / The proposed development meets the general intent and purpose of the Zoning By-law and provides an appropriate transition between developments along Tweedsmuir Avenue.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



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[Fotenn Consultants Inc.](#)



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Planner
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