



## 535 Chapel Street

Planning Rationale + Design Brief  
Zoning By-law Amendment + Site Plan Control  
October 26, 2021



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<b>1.0</b>	<b>Introduction</b>	<b>2</b>
1.1	Required Applications	2
<b>2.0</b>	<b>Site Context and Surrounding Area</b>	<b>3</b>
2.1	Subject Property	3
2.2	Surrounding Area	3
2.3	Road Network	4
2.4	Transit Network	5
2.5	Active Transportation Network	6
2.6	Neighbourhood Amenities	6
<b>3.0</b>	<b>Proposed Development</b>	<b>8</b>
3.1	Building Design	9
3.1.1	Building Massing and Scale	9
3.1.2	Relationship to Surrounding Context	10
3.1.3	Building Statistics	10
<b>4.0</b>	<b>Policy and Regulatory Framework</b>	<b>12</b>
4.1	Provincial Policy Statement	12
4.2	City of Ottawa Official Plan (2003, as amended)	14
4.2.1	Managing Growth	15
4.2.2	Designing Ottawa	16
4.2.3	Land Designation	18
4.2.4	Urban Design Compatibility	19
4.3	Sandy Hill Secondary Plan	21
4.3.1	Land Use Designation	21
4.3.2	Transportation	21
4.4	New Ottawa Official Plan (Anticipated 2021-2046)	22
4.4.1	Transect Policy Areas	22
4.4.2	Designation	23
4.4.3	Central and East Downtown Core Secondary Plan	23
4.5	Urban Design Guidelines for Low-Rise Infill Housing (2012)	24
4.6	Transit Oriented Design Guidelines	25
4.7	City of Ottawa Zoning By-law	26
<b>5.0</b>	<b>Requested Amendments</b>	<b>29</b>
5.1	Zoning By-law Amendment	29
<b>6.0</b>	<b>Supporting Studies</b>	<b>31</b>
6.1	Noise Control Detailed Study	31
6.2	Site Servicing Report and Erosion and Control Plan	31
<b>7.0</b>	<b>Public Consultation Strategy</b>	<b>32</b>
<b>8.0</b>	<b>Conclusion</b>	<b>33</b>

# 1.0

## Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 2837786 Ontario Inc. to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the lands municipally known as 535 Chapel Street (the “subject property”) in the City of Ottawa.

The proposed development looks to add an additional storey and four (4) bachelor apartments to the existing two and a half storey building with four residential units. Additionally, one (1) bachelor unit will be added at the rear of the basement in the existing building.

The proposed rezoning is seeking relief and will include zoning provisions to allow for the proposed development as designed.

### 1.1 Required Applications

#### **Zoning By-law Amendment**

The Zoning By-law Amendment proposes to amend the existing zoning, Residential Forth Density, Subzone UB, Exception 480 – R4UB [480] of the subject property to Residential Forth Density, Subzone UB with a new exception – R4UB [XXXX]. The site-specific exception will establish relief for zoning deficiencies of this proposal in the R4UB zone.

#### **Site Plan Control**

A Site Plan Control application will be concurrently submitted with the Zoning By-law Amendment. This application process will review the proposal to ensure that it is a safe, functional, and orderly way to develop the subject property. Building location, landscape treatment, pedestrian access, drainage control and parking layout are a few of the items that will be reviewed by the City as part of Site Plan Control.

## 2.0 Site Context and Surrounding Area

### 2.1 Subject Property

The subject property, municipally known as 535 Chapel Street is in the Rideau-Vanier ward in the City of Ottawa. It is an interior lot on the block that is bound by Templeton Street to the north, Blackburn Avenue to the east, Mann Avenue to the south, and Chapel Street to the west. The subject property has a frontage of 7.98 metres, a depth of 31.00 metres, and a total area of 250.00 square metres.



Figure 1: Aerial of subject property, surrounding area, and proximity to rapid transit.

The subject property is currently developed with a two and a half storey building, consisting of 4 residential units. The existing building is setback approximately 2.2 metres from the front lot line along Chapel Street. A shared private right-of-way abuts the northern side of the property but is not within the lot lines of the subject property.

### 2.2 Surrounding Area

**North:** To the north of the subject property is the established community of Sandy Hill. The area is characterized by residential uses ranging from single detached units to low-rise apartment buildings. Commercial uses can be found on Somerset Street East.

**East:** To the immediate east of the subject property is five blocks of residential properties ranging from single detached units to low-rise apartment buildings. Further east, abutting the Rideau River are two high-rise apartment buildings. Additional uses found in the area include eight embassies, two parks and recreational fields, and small takeout restaurants.

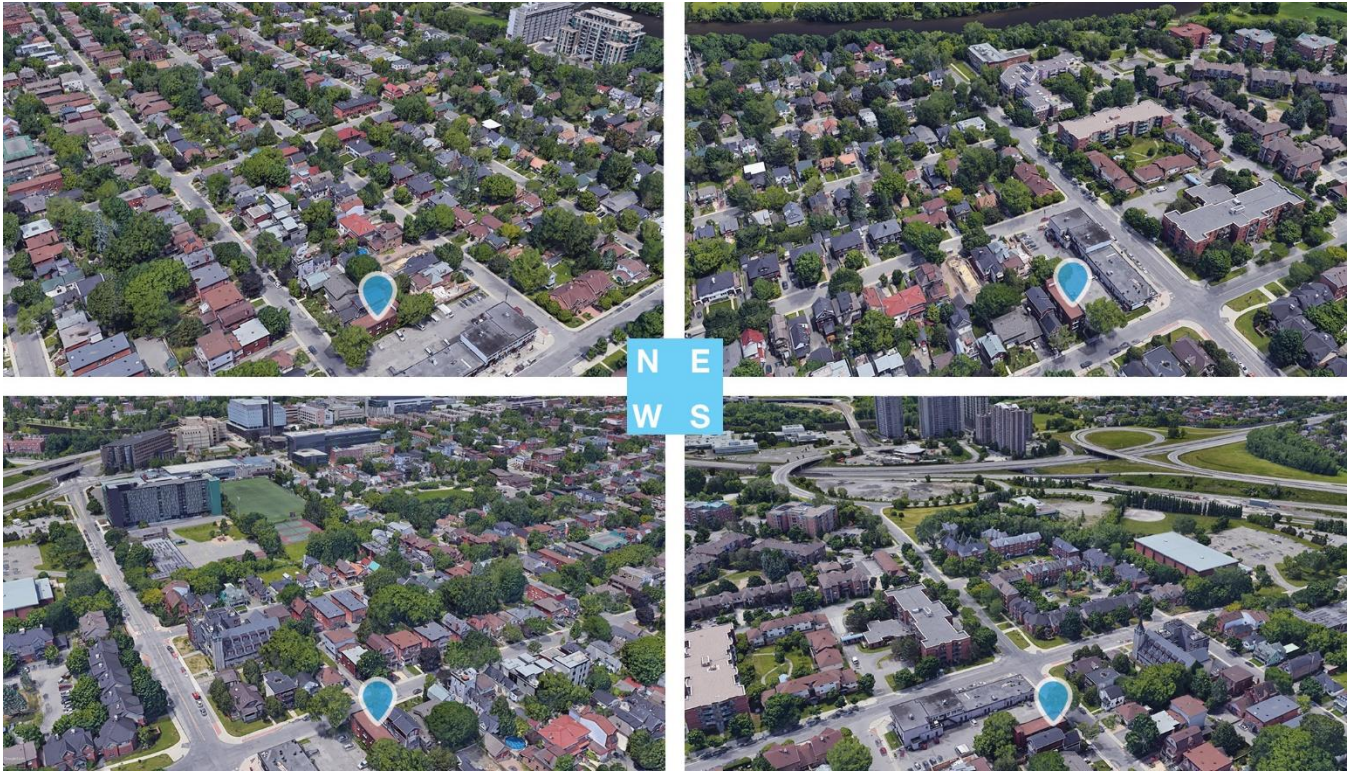


Figure 2: Area context views in each cardinal direction.

**South:** To the immediate south of the subject property are a commercial strip plaza development fronting onto Mann Avenue, beyond which is a “planned unit development” with a private road network. The residential uses in the area range from townhouses to high-rise apartment buildings. The area also includes parkland, Robinson Field, and multiple community garden sites. Further south is the Trans Canada Highway which divides the Sandy Hill area from the University of Ottawa Lees campus, adjacent high-rise apartment buildings, and the Lees LRT station. The subject property is approximately 550 metres from this transit station.

**West:** To the west of the subject property is the main University of Ottawa campus. The majority of the uses are institutional, but also include residential buildings, athletic facilities, and parkland. Additional uses in the area not associated with the University of Ottawa include low-rise residential buildings, commercial uses such as a pharmacy, coffee shops, and restaurants, and an elementary school.

### 2.3 Road Network

The property is located on Chapel Street and is just north of Mann Avenue, both of which are designated as Collector roads pursuant to Schedule F (Central Area/Inner City Road Network) in the City of Ottawa’s Official Plan. Collector roads are the principal streets in urban and village neighbourhoods and are used by 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.

As a Major Collector road in the area, Laurier Avenue (780 meters to the north) provides efficient vehicular and pedestrian connections to the Downtown core and to surrounding Arterial Roads. The site is also located approximately 350 metres east of four (4) Arterial roads pursuant to Schedule F in the City of Ottawa’s Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. The Arterial

road, Nicholas Street moves traffic towards the central downtown area, while Greenfield Avenue directs traffic onto the Trans Canada Highway for travel across the city.



Figure 3: Schedule F - Central Area / Inner City Road Network, Ottawa Official Plan.

## 2.4 Transit Network

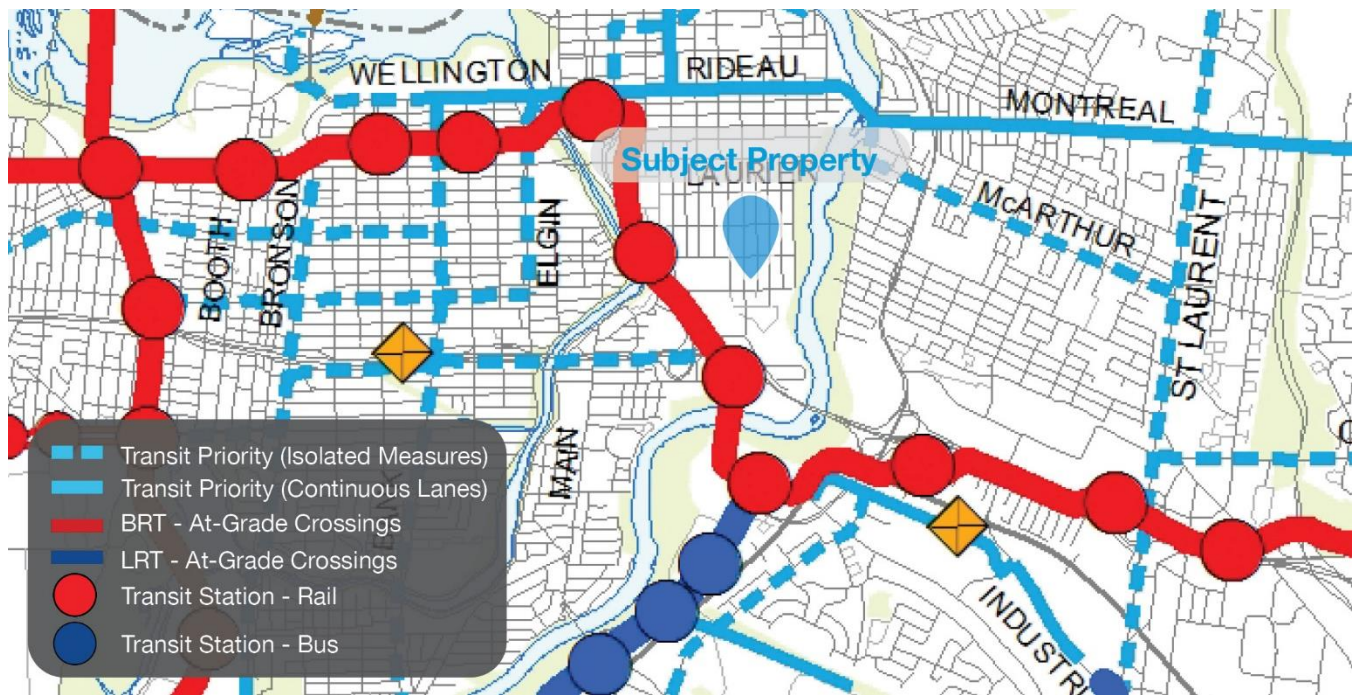


Figure 4: Schedule D - Rapid Transit Network, Ottawa Official Plan.

The subject property is well served by public transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, the property is located approximately 550 metres north of the existing Lees LRT station and 750 meters east from the UOttawa LRT station. Both of which are part of the Phase 1 Confederation Line providing efficient connections between Blair Station to the east and Tunney's Pasture at its terminus to the west.

The nearest bus stop is located on Chapel Street directly 10 metres south of the property and services OCTranspo Bus Routes #16. Further, there are bus stops located on at regular intervals on Mann Avenue. These stops also service Route #16.

## 2.5 Active Transportation Network

The subject property is served by the greater cycling network. Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, Laurier Avenue is identified as a cross-town bikeway and cycling spine route. The multi-use pathway to the west of the subject property is also identified as a cross-town bikeway, offering a dedicated path that ultimately connects the subject area to the central area of the city. Planned networks will provide increased access and connections to the greater cycling network.

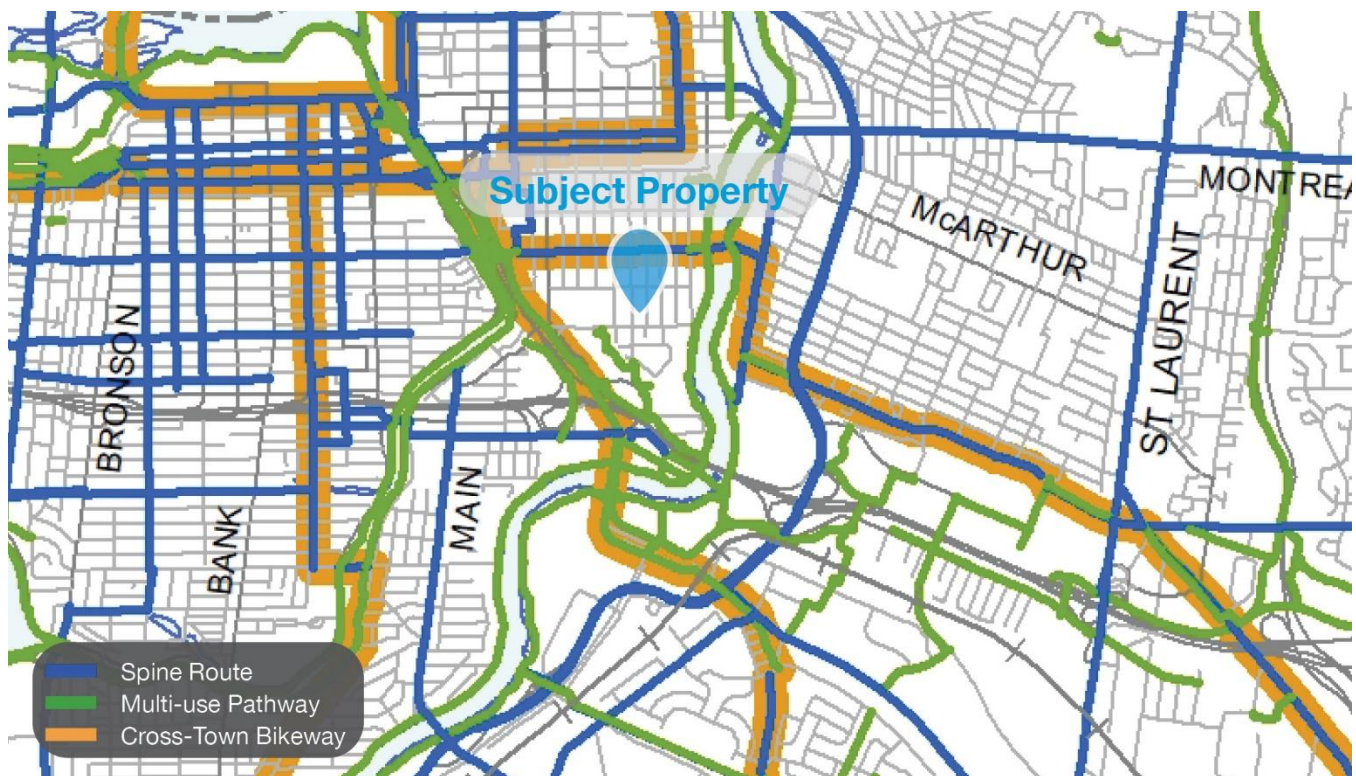


Figure 5: Schedule C - Primary Urban Cycle Network, Ottawa Official Plan.

## 2.6 Neighbourhood Amenities

The subject property is located in the established Sandy Hill neighbourhood near the Downtown Core, and in close proximity to the University of Ottawa. The subject property enjoys proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to one (1) large grocery store Loblaws at 363 Rideau Street. The neighbourhood also benefits from a 15-minute walk to the Rideau Centre. The site is

well-served with respect to parks and community facilities being within walking distance of Sir Wilfred Laurier Park, Strathcona Park and the Rideau River to the east, as well as Saint Germain Park to the south.

A detailed list of neighbourhood amenities including a wide range of uses is listed below:

- / Recreational facilities including the Sandy Hill Arena and the Minto Sports Complex Fitness Centre;
- / Parks including Saint-Germain Park, Sir Wilfred Laurier Park, Strathcona Park, as well as greenspace along the Rideau River on both the east and west side of the River;
- / Institutional uses such as the University of Ottawa, Amnesty International, the Laurier House National Historic Site; and
- / Schools including Francojeunesse School and Culturas Spanish School.

### 3.0

## Proposed Development

2837786 Ontario Inc. is proposing to construct one (1) additional storey consisting of four (4) bachelor apartments atop the existing building at 535 Chapel Street. The height of the building with the proposed addition is 10.3 metres, the existing height is 7.8 metres. An additional bachelor unit is also proposed to be added at the rear of the basement in the existing building. In total, after remodeling the apartment building will include nine (9) units, two (2) three-bedroom units, two (2) one-bedroom, and five (5) bachelor units. The proposed GFA of the building with the additional units is 375.61 square metres, the existing GFA is 239.04 square metres.

The building does not offer vehicle parking on the property but shares an easement on the north side of the property which vehicles may access for parking if arrangements are made. A total of 11 bicycle parking spaces are proposed which will be located at the rear of the property abutting the back of the building. A common outdoor amenity space is proposed through an outdoor courtyard space at the rear of the property. The space can be accessed from Chapel Street as well as from the rear door of the building. This will provide the opportunity for a more intimate outdoor space for all users. The total area of the amenity space is approximately 38 square metres, which exceeds the 25 square metres of the subject property required to conform to the existing Zoning By-law. A garbage storage structure will be in north-east corner in the rear of the property and will be 2.5 metres tall.

The main entrance to the residential units within the existing building from Chapel Street will be maintained along with an additional existing entrance, at the rear of the building on the north side (accessed from the shared private laneway).

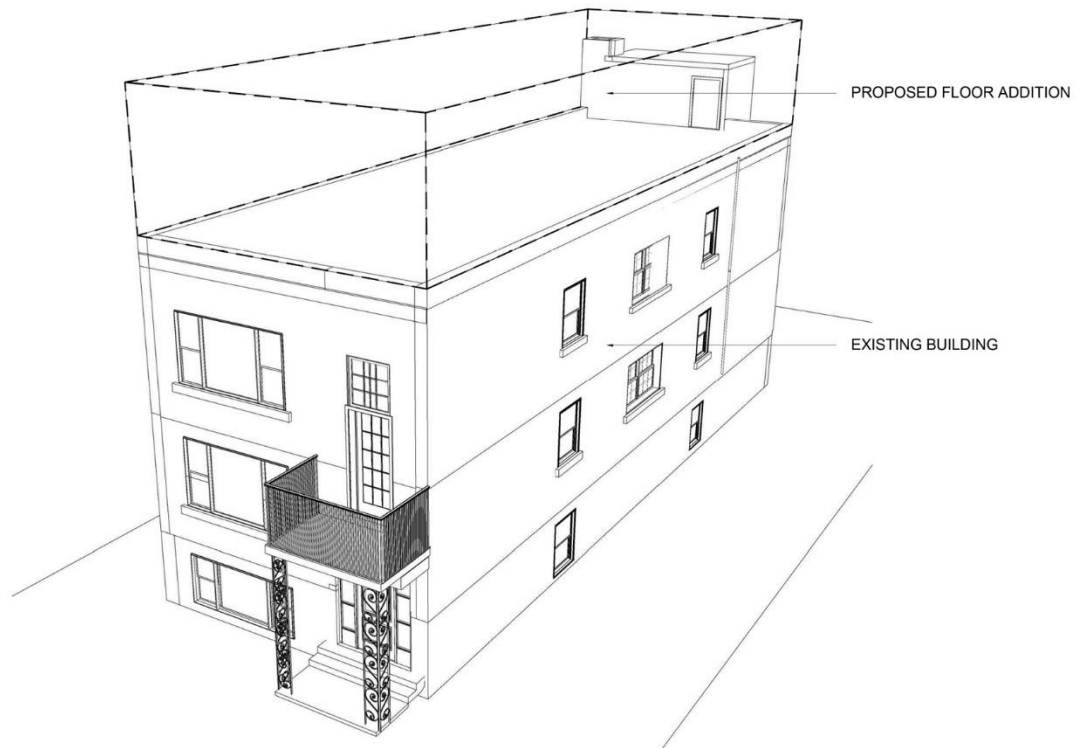


Figure 6: Axonometric illustrating the existing and proposed floor addition.



Figure 7: Elevation drawing of the front of the building (left) and the north side of the building (right).

### 3.1 Building Design

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.

#### 3.1.1 Building Massing and Scale

To remain compatible with the neighbourhood context, the proposed addition maintains a low-rise building height complimenting the existing low-rise built form in the surrounding neighbourhood. The four-storey building height is consistent with apartment heights in the southern end of the Sandy Hill neighbourhood. There is no change to the building setback of 2.2 metres, which is in line with that of the surrounding properties.

The material choice for the additional floor will be a hardy board or similar product. The material was chosen as a high-quality material that compliments the existing brick and offers a contemporary aesthetic to the building. An architectural element in a contrasting colour will be added to the front façade, projecting out from the wall of the building, furthering breaking up the mass of the building in addition to the fenestration. To further compliment the massing of the building the existing balcony is to remain above the main entrance facing Chapel Street. The additional floor will add more windows to the frontage of the building mimicking the alignment and size of those already there.

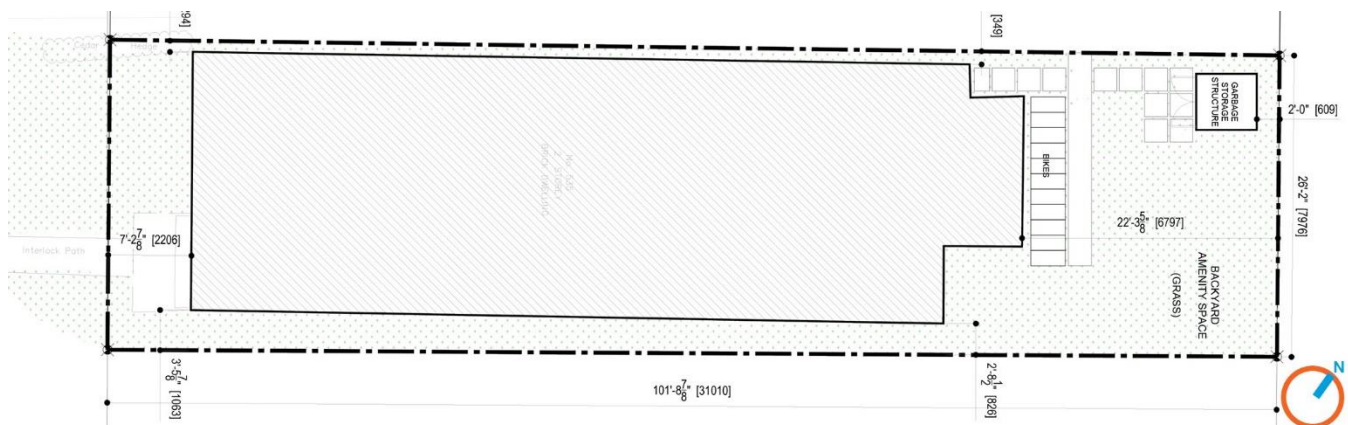


Figure 8: Site plan of the proposed development.

### 3.1.2 Relationship to Surrounding Context

The subject property is located in a neighbourhood that is presently characterized by a mixture of residential uses from single detached dwellings to low-rise apartment buildings. Along Mann Avenue (approximately 40 metres to the south) there are four apartment buildings that are four-storeys or greater in height. The proposed development is broadly consistent with the existing low-rise apartments in the Sandy Hill neighbourhood and the intended use of the existing zone. Further, the City is currently reviewing three development applications in the area for buildings similar in mass and use as the proposed development. This includes a four-storey apartment located at 515 Chapel Street with 12 units.

The neighbouring property to the south contains a surface parking lot, which is approximately 19 metres wide. The property to the north is a building which is similar in length to the one on the subject property. This reduces the impact and any over-look created by the proposed additional storey.



Figure 9: Subject property and abutting parking lot.

### 3.1.3 Building Statistics

Item	Provided
<b>Unit Types</b>	/ Five (5) – bachelor apartments / Two (2) – two-bedroom apartments / Two (2) – one-bedroom apartments
<b>Bicycle Parking</b>	/ 11 spaces
<b>Rear Amenity Area</b>	/ 38 square meters
<b>Waste Collection</b>	/ 2.5 metre tall structure in the north-east corner of the rear property



Figure 10: Floor plan of existing and proposed floors.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) 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 are to identify and promote opportunities for intensification and redevelopment.

As discussed above, **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, the proposed development meets the following policies:

- 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 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 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;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**Section 1.1.3** of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;

- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;

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

**Section 1.4** contains policies on Housing. The proposed development meets the following policies:

- 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:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
  - b) Permitting and facilitating all types of residential intensification and redevelopment;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
  - d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
  - e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
  - f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

**Section 1.6.7** contains policies on Transportation, the proposed development meets the following policies:

- 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**Section 1.7** contains policies on Long Term Economic Prosperity, the proposed development meets the following policy

- 1.7.1 e) long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

**Section 1.8** contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 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 Provincial Policy Statement. The redevelopment offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to rapid 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 (2003, as amended)

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four (4) key areas, two (2) of which are relevant to this proposal:

### Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently; and
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

### Creating Liveable Communities

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), discussed below.

**The proposed development intensifies a property within the City's urban area, appropriate for intensification. The compact form of the development will encourage active transportation and transit use as the property is near two Rapid Transit stations.**

#### **4.2.1 Managing Growth**

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

The proposed development meets the following policies of the **Section 2.2.2**, among others:

- Policy 1      Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
  - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
  - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
  - d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

**The proposed development represents the redevelopment of a lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.**

- Policy 10      Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;
- Policy 11      The distribution of appropriate building heights will be determined by:
- a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
  - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

- Policy 22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

- Policy 23 The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

**The planned development efficiently intensifies a site capable of greater density in an area currently well served by community facilities, commercial services, park spaces, and transportation options. Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property can support the proposed addition due to the context, configuration and size of the property. The site is located within 550 metres of the existing Lees LRT station and is located 750 metres east of the uOttawa LRT station providing an opportunity for higher-density, transit-oriented development directly west of Ottawa's urban core. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form. The area is characterized by a low-rise apartment dwelling located on the property, and the proposed development is compatible with surrounding low- and mid-rise uses.**

**The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. Further discussion of the compatibility and design policies in Section 4.11 of the Official Plan is found later in this report (Section 4.2.4).**

#### **4.2.2 Designing Ottawa**

**Section 2.5.1** of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development

that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following **Design Objectives**, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

Objective 1 To enhance the sense of community by creating and maintaining places with their own distinct identity.

**The proposed development seeks to redevelop and intensify a site located in close proximity to current transit infrastructure, thereby advancing the objectives of the General Urban Area designation and implementing the City’s vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.**

Objective 2 To define quality public and private spaces through development

**The development proposes an addition to the existing building with a well-design and architecturally interesting residential low-rise apartment contributing to the public street facade. The proposed development provides residents quality amenity space in the shared rear outdoor space. Further, the area includes enclosed bicycle parking and waste storage to enhance the quality of the outdoor space.**

Objective 3 To create places that are safe, accessible and are easy to get to.

**The proposed additional dwelling units create places that are safe, accessible, and easy to get to by transit and active transportation. The lighting for the proposed development will be strategically located and oriented to ensure safety for building residents.**

Objective 4 To ensure that new development respects the character of existing areas.

**The design of the buildings has contemplated a built form that is compatible with existing context. The additional floor adheres to policies established for low-rise buildings in the General Urban Area ensuring the development adheres to the existing character of the area. The proposed design is inline with the general character and intent of the Sandy Hill Cultural Heritage Character Area policies by proposing an addition that is complementary but distinguishably different from the existing building.**

Objective 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

**The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types and accommodations for new residents.**

Objective 6 The proposal understands and respects natural processes and features in development design.

**The development will include an expansion of the soft landscaped area and will include retaining all existing trees existing on site.**

Objective 7 The proposal maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The subject property is in proximity to rapid transit, creating opportunities to meet daily needs by alternative modes of transportation. Further, the development provides a supply of bicycle parking space, to facilitate additional alternative modes of transportation. Landscape elements are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.

#### 4.2.3 Land Designation

The subject property is designated General Urban Area on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. **Section 3.6.1** define General Urban Area as areas permitted for development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

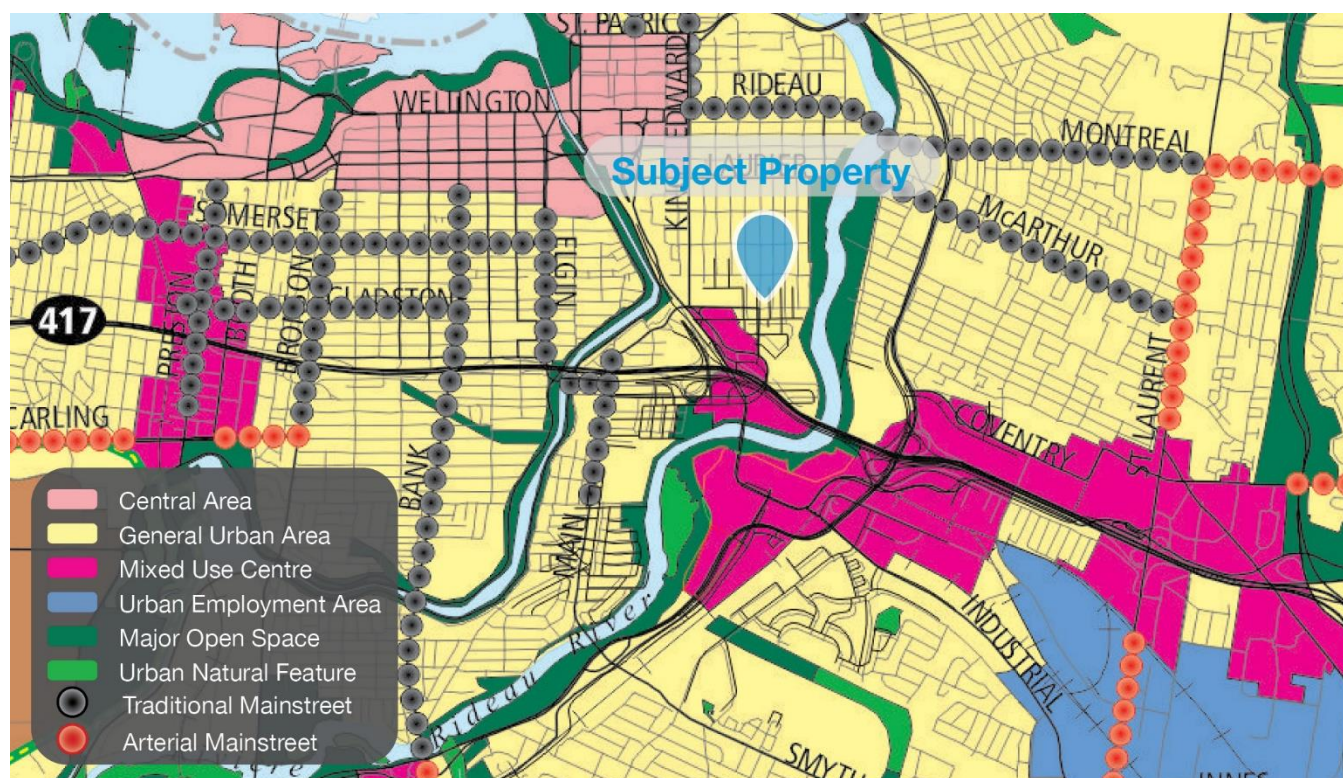


Figure 11: Schedule B - Urban Policy Plan, Ottawa Official Plan.

- Policy 1** The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.
- Policy 2** New development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

**The proposed development will contribute to the available housing within the existing neighbourhood, adding to the variety of housing types and tenures within the neighbourhood and in proximity to services and amenities. The proposed design and compatibility of the design is evaluated in the context of Section 2.5.1 and 4.11 below.**

- Policy 3 Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

**The subject property is located in an area characterized by low-rise residential building heights and the proposed addition will continue to qualify as low-rise, within the existing permitted built height. Further, the subject property is ideally located within an area characterized by convenient access, within walking or cycling distance to important employment, retail, and institutional uses.**

- Policy 5 The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
  - b) 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.

**The proposed development is for an additional storey and additional residential units, which are compatible with existing community and in line with the housing type contemplated in the Official Plan for the General Urban Area. The proposed development will also contribute to the available housing stock within the City of Ottawa and within the Sandy Hill area, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area.**

#### **4.2.4 Urban Design Compatibility**

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, **Section 4.11** describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

#### **Building Design**

- Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

**The proposed development has a low-rise residential built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements were carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.**

- Policy 6 The City will require that all applications for new development:
- a) Orient the principal façade and entrance(s) of main building(s) to the street.
  - b) Include windows on the building elevations that are adjacent to public spaces; and
  - c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

**The proposed development includes a balcony directly above the main entrance on Chapel Street. New fenestration and architectural elements will vertically draw attention to the entrance of the building.**

Policy 8 To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

**Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm. The proposed waste storage for the building is enclosed and located at the rear ensuring that a pleasant pedestrian environment is maintained.**

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

**Rooftop service equipment is incorporated within the building.**

### **Massing and Scale**

Policy 10 Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.

**The Sandy Hill Secondary Plan provides general policies that encourage low-rise residential use development within the Residential land use designation, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan is discussed in greater detail in Section 4.3.**

### **Outdoor Amenity Space**

Policy 19 Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).

**The private amenity space of the residential property to the north will not negatively be affected by this proposed development. The window placement along the side was done with consideration of overlook into the neighbouring property. Further no outdoor amenity areas (balconies, roof top terraces are proposed.**

Policy 20 Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces. The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

**Amenity space is provided via the outdoor rear yard space. By expanding the existing rear yard amenity space on the subject property, the proposed development provides improved space for residents of the existing building as well as the proposed addition.**

The proposed development conforms to the policy direction of Section 4.11. The proposed development will be a positive contribution to the established surrounding neighbourhood through sensitive intensification and high-quality design. The addition has been designed in a manner that will minimize impacts to surrounding properties by providing an appropriate low-rise height, screening waste and providing sufficient setbacks from neighbouring buildings.

### 4.3 Sandy Hill Secondary Plan

The subject property is located within the Sandy Hill Secondary Plan study area. This document, approved by Council in 2016, is intended to guide future growth and change in Sandy Hill.

The Secondary Plan includes policies for land use, transportation, heritage, physical and social services, site development and public participation.

#### 4.3.1 Land Use Designation

Per the Secondary Plan, the subject property is located within the **Residential Land Use – Low Profile** designation. The Residential land use aims to provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs. Generally, within the low-profile designation, buildings up to four (4) storeys are permitted.

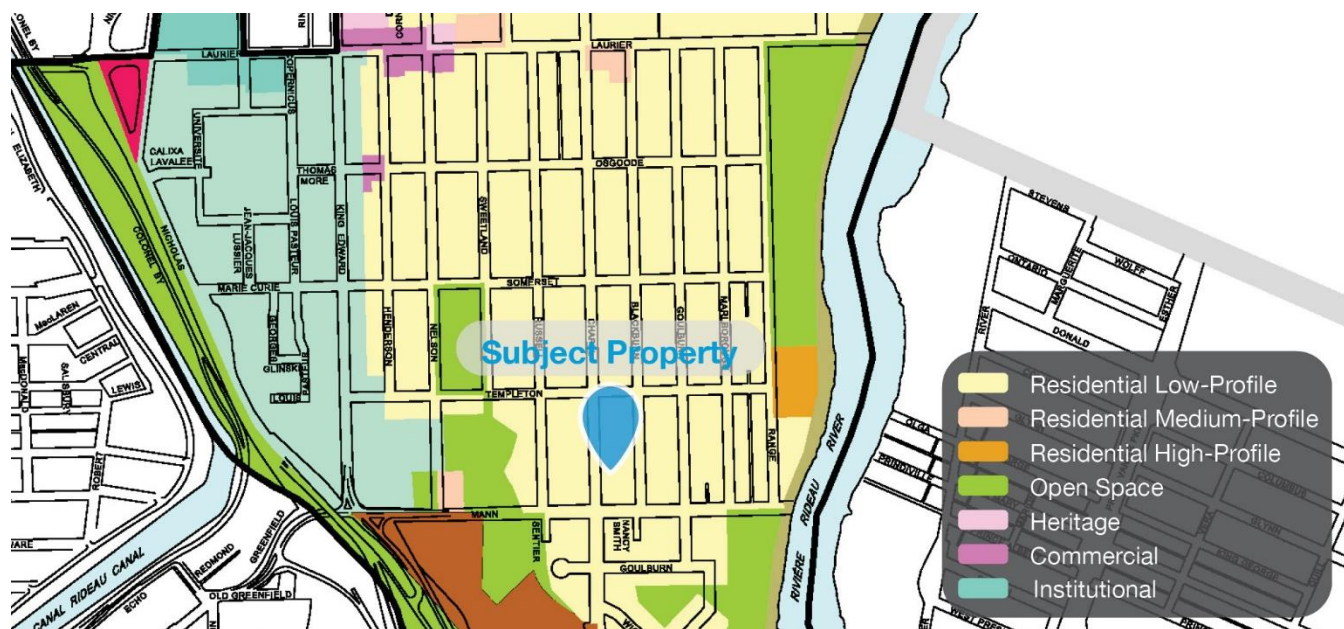


Figure 12: Schedule J - Land Use Designations, Sand Hill Secondary Plan.

#### 4.3.2 Transportation

**Policy 5.3.3** of the Secondary Plan notes that the Sandy Hill neighbourhood should provide a transportation system that combines good access with minimal adverse effects on the physical and social environment. An emphasis should be places on public transportation and bicycle and pedestrian networks over the private automobile.

The proposed addition includes uses that are permitted within the specified land use designation. The proposal is also within the maximum built height limit that is specified in the Secondary Plan. The subject

property is near two LRT stations and in an area that is well connected the broader Ottawa cycling network, offering residents multiple alternative options to private automobiles.

#### 4.4 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. Development applications filed and deemed complete prior to the adoption of the new Official Plan would be subject to the policies of the current Official Plan (summarized in the two previous sections). Regardless it is important to review the draft of the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future. It should be noted that the New Official Plan version that was reviewed for the purposes of this Report was the one available as part of the on-line agenda for the October 14, 2021, Joint Planning and Agricultural and Rural Affairs Committing Meeting.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

##### 4.4.1 Transect Policy Areas

Schedule A of the Draft 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.

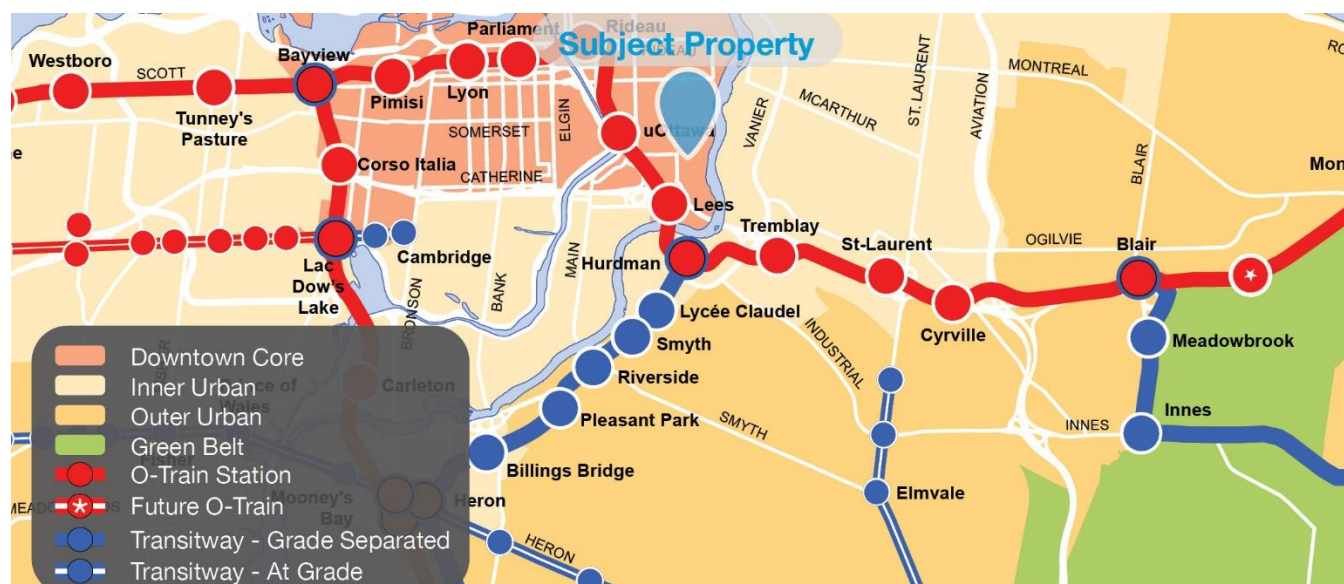


Figure 13: Schedule A - Transect Policy Areas, Draft Official Plan.

The subject property is in the **Downtown Core Transect**, which comprises the larger metropolitan downtown core and the centre of the regional public transit network. The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area. The built form and site design in this Transect includes predominantly dense forms, that permits heights beyond 41 storeys in strategic areas.

#### 4.4.2 Designation

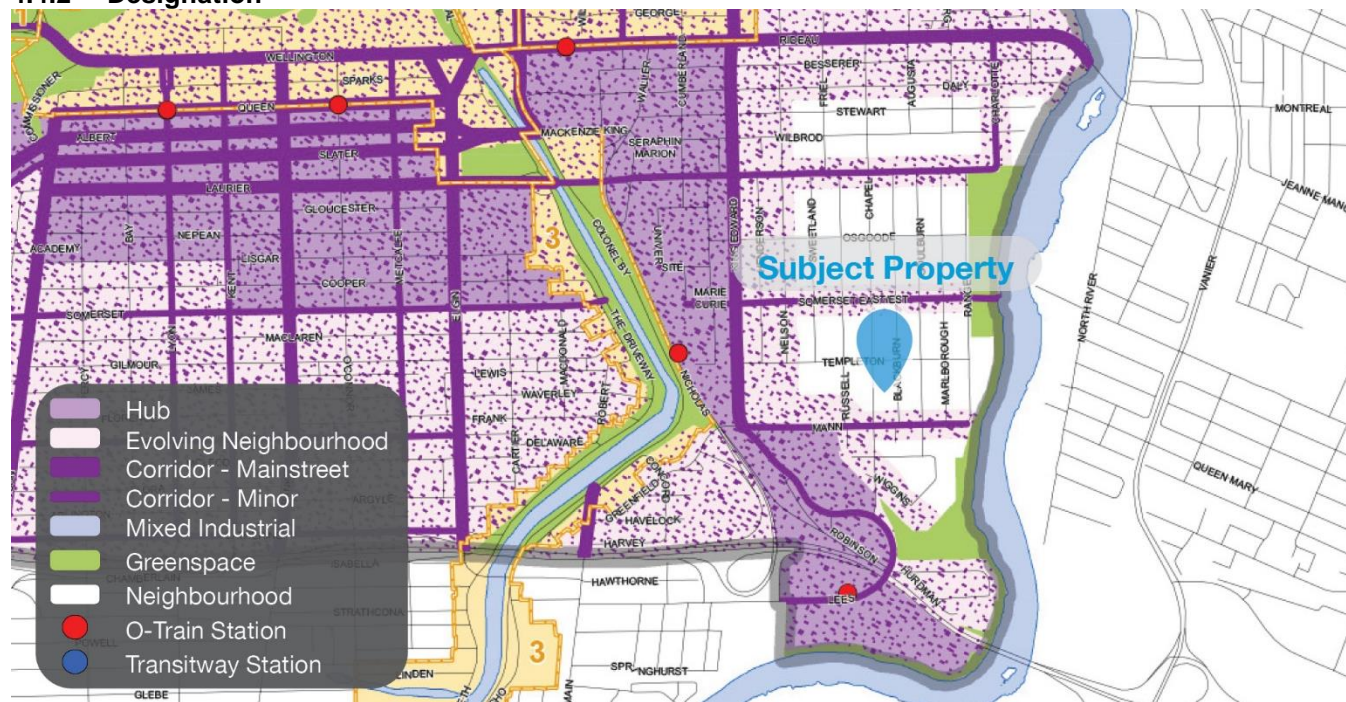


Figure 14: Schedule B2 - Inner Urban Transect, Draft Official Plan.

Within each Transect, designations further articulate maximum building heights and minimum densities. The four 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 (Neighborhoods).

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.

#### 4.4.3 Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Sandy Hill Secondary Plan.

The draft Secondary Plan reaffirms the heights and built form found in the existing Secondary Plan affecting the subject property, which is designated Local Neighbourhood on Schedule B of Central and East Downtown Core Secondary Plan. This plan further proposes that this property is suitable for a maximum of four storeys.

**While this proposed development will be evaluated under the current Official Plan it is important to note that it supports the intensification target put forward for the new Official Plan in proximity to rapid transit, and transit priority corridors. The intensification at this location, contributes to a land use pattern that is consistent with the 15-minute neighbourhood and remains compatible with the low-residential built form outline in the future Official Plan.**

#### 4.5 Urban Design Guidelines for Low-Rise Infill Housing (2012)

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 2.1 Contribute to an inviting, safe, and accessible streetscape
- Guideline 2.2 Reflects the desirable aspects of the established streetscape character

##### **Building Design (Built Form)**

- Guideline 4.1.2 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 4.1.4 Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized.
- Guideline 4.1.9 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 4.1.11 Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades
- Guideline 4.2.1 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 4.3.1 Provides similar level of quality and detail on all sides of the building.
- Guideline 4.3.2 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 4.3.3 Provides primary building entrances that are inviting and visible from the street.

Guideline 4.3.4 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.

### **Parking and Garages**

Guideline 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.

**The proposed development was informed by the Urban Design Guidelines for Infill Housing.**

## **4.6 Transit Oriented Design Guidelines**

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500-metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

### **Land Use**

- Guideline 1 Provide transit supportive land uses within a 600 m walking distance of a rapid transit station.
- Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within proximity of one another.

### **Layout**

- Guideline 8 Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.

### **Pedestrian and Cyclists**

- Guideline 28 Design ground floors to be appealing to pedestrians.

### **Vehicles and Parking**

- Guideline 32 Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.
- Guideline 47 Design ground oriented multiple unit dwellings with shared driveways to maximize on-street parking and to limit the physical disruption of sidewalks.

**The proposed development is consistent with the Transit Oriented Design Guidelines.**

## 4.7 City of Ottawa Zoning By-law

The subject property is currently zoned Residential Fourth Density, Subzone UB, Exception 480 – R4UB [480] in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The R4 zone permits a wide range of residential uses including low-rise apartment dwellings, townhouses, three-unit dwellings and stacked dwellings. Subzone UD identifies specific subzone provisions for development in this zone. Exception 480 stipulates that dwelling units are an additional permitted use on the subject property.



Figure 15: Excerpt from the City of Ottawa Zoning By-law Map.

The R4UA zone permits **low-rise, apartment buildings**.

In 2012, the City of Ottawa approved the “Infill 1” By-law (2012-147) which introduced **Section 139 and 140** to the Zoning By-law containing provisions related to the character of infill developments. The original by-law was approved, but subsequently appealed to the OMB. Through the resolution of the appeal in 2014, low-rise apartment buildings were included in these provisions as “buildings of four or fewer storeys”. The appeals were resolved in May 2015. The new provisions included transition provisions, which have been incorporated within the below zoning table.

A subsequent by-law, “Infill 2” was approved in 2015 (By-law 2015-228) but a site-specific exception excludes these provisions from applying to the subject property.

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140, Policy 4a., the proposed

development is not subject to a Streetscape Character Analysis as it does not include the introduction of a driveway, attached garage or carport and involves a rear addition within the rear and interior side yards.

The following tables provide a summary of the Residential Fourth Density, Subzone UB as detailed in Zoning By-law 2008-250. The table also demonstrates how the development complies with the provisions.

Table 1: Zoning Summary.

Zoning Mechanism	Requirement	Provided	Compliance
<b>Minimum Lot Area</b>	450 m <sup>2</sup>	250 m <sup>2</sup>	<b>X</b>
<b>Minimum Lot Width</b>	15 m	7.98 m	<b>X</b>
<b>Minimum Front Yard Setback</b>	0.75 m	2.2 m	✓
<b>Minimum Interior Side Yard Setback</b>	1.5 m	0.29 m 0.83 m	<b>X</b>
<b>Minimum Rear Yard Setback and Area</b> (Minimum rear yard setback is 30% of the lot depth which must comprise at least 25% of the area of the lot)	9.3 m	6.8 m	<b>X</b>
	62.5 m <sup>2</sup>	62 m <sup>2</sup>	<b>X</b>
<b>Maximum Building Height</b>	11 m	10.3 m	✓
<b>Minimum Area of Soft Landscaping in the Rear Yard</b>	35 m <sup>2</sup>	38 m <sup>2</sup>	✓
<b>Minimum Area of Soft Landscaping in the Front Yard</b>	20% of front yard area	>20%	✓
<b>Principal Entrance</b>	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street	A principal entrance along Chapel Street is provided.	✓
<b>Front Façade</b>	25% windows	>25%	✓
<b>Recession of front façade from front lot line</b>	20% of the area of the front facade must be recessed an additional 0.6 metres from the front setback line	0%	<b>X</b>
<b>Number of Bedrooms</b> At least 25% of dwelling units must have at least two bedrooms (may be rounded down to the nearest whole number)	2 units	2 units	✓
<b>Permitted Projection of Balcony</b>	2 m, no closer than 1 m from the lot line	0.2 m from lot line	<b>X</b>

Table 2: Accessory structure zoning provisions for garbage enclosure.

Zoning Mechanism	Requirement	Provided	Compliance
<b>Setback from an Interior Lot Line</b>	0.6m	0.6m	✓
<b>Setback from the Rear Lot Line</b>	0.6m	0.6m	✓
<b>Minimum Distance from any other building on the same lot</b>	1.2m	1.2m	✓
<b>Maximum Height</b>	3.6m	2.5m	✓
<b>Maximum Permitted Size</b>	Maximum of 50% of the rear yard, with a maximum cumulative floor area of 55 m <sup>2</sup>	<50% <55m <sup>2</sup>	✓

Table 3: Parking zoning provisions.

Zoning Mechanism	Requirement	Provided	Compliance
<b>Vehicle Parking Spaces</b> Area X <b>Residential: 0.5/unit</b> after the first 12 units <b>Visitor: 0.1/unit</b> after the first 12 units	Residential: 0 spaces Visitor: 0 spaces Total: 0 spaces	0 spaces	✓
<b>Bicycle Parking Spaces</b> 0.5 spaces per unit	5 spaces	11 spaces	✓

The proposed development adheres to the general intent of the provisions within the R4UB zone. The proposed Zoning By-law Amendment will address the existing non-compliant zoning provisions and development design through a site-specific zoning schedule. The proposed amendment is outlined and rationalized in Section 5.1.

## 5.0 Requested Amendments

### 5.1 Zoning By-law Amendment

The Zoning By-law Amendment is being proposed in order to rezone the site from R4UB [480] to R4UB [XXXX]. The purpose is to maintain the Residential Fourth Density, Subzone UB (R4UB) zoning of the site and to introduce new site-specific provisions.

The site-specific provisions are as follows:

#### **Reduce permitted Lot Area from 450 square metres to 250 square metres**

- / Whereas the zoning provision permits a lot area of 450 square metres, the subject property has an existing lot area of 250 square metres.
  - The reduced lot area is appropriate to the site as it is an existing non-compliant provision. The existing lot is consistent with the lot fabric of the Sandy Hill Neighbourhood and is not changing because of the proposed development.

#### **Reduce permitted Lot Width from 15 metres to 7.98 metres**

- / Whereas the zoning provision permits a Lot Width of 15 metres, the subject property has an existing lot width of 7.98 metres.
  - The existing lot width of 7.98 metres is an existing condition that is consistent with Sandy Hill area, Chapel Street specifically. Lot widths on Chapel Street are as narrow as 5.6 metres and are regularly narrower than 7.98 metre width of the subject property. The existing fabric of the lot is compatible with its surroundings.

#### **Reduce Interior Side Yard Setback from 1.5 metres to 0.29 metres**

- / Whereas the zoning provision permits an Interior Side Yard Setback of 1.5 metres, the subject property has an existing setback of 0.29 metres on the north side of the property and 0.83 metres on the south side of the property.
  - The interior side yard setbacks are both existing conditions. Adding a storey atop the current building does not require relief for additional height, nor negatively impact neighbours on either side of the property. On the south side of the property, the abutting property is a parking lot, which does not require any privacy. The north side of the property shares a 3-metre-wide driveway, creating a 3.29 metre distance between buildings, which is greater than the two property's collective setbacks

#### **Reduce Minimum Rear Yard Setback and Area from 9.3 metres and 62.5 square metres to 6.8 metres and 62 square metres**

- / Whereas the zoning provision requires a minimum rear yard setback of 9.3 metres (30% of the lot depth) and a rear yard lot area of 62.5 square metres (25% of the lot area), the subject property has an existing rear yard setback of 6.8 metres (22% of the lot depth) and rear yard lot area of 62 square metres (24.8% of lot area).
  - Both the rear yard setback and area are existing conditions that are inline with the existing condition within the Sandy Hill area. The reduced rear yard provisions are appropriate due to the improvements proposed to the soft landscaping and amenity space included as part of the proposed development.

**Reduce the 20% (1.37 m) of the area of the front façade that must be recessed an additional 0.6 metres from the front setback line to 0 meters**

- / Whereas the zoning provision requires 20% of the front façade to be recessed 0.6 metres further from the front lot line, the proposed development recesses 0%.
  - The front façade is an existing condition which will not change as a result of the proposed development, however variation in the front façade will be created through a varied material palette, projecting architectural feature, fenestration, in addition to the existing balcony on the second floor above the main entrance.

**Reduce the Permitted Balcony Projection from 1 metre from the front lot line to 0.2 metres from the front lot line**

- / Whereas the zoning provision permits a balcony projection to within 1 metre of the property's front lot line, the balcony projects to 0.2 metres from the front lot line.
  - The reduced permitted balcony projection is appropriate as it is an existing non-compliant provision. The projection is consistent to that of other balconies in the area and contributes to the expanded articulation of the building. The existing condition does not present a concern on to the site.

## 6.0 Supporting Studies

### 6.1 Noise Control Detailed Study

A Noise Study was conducted by State of the Art Acoustik Inc. The results of the analysis indicate that both daytime and nighttime limits for the City of Ottawa Environmental Noise Control Guidelines will be met if the recommended RTUs are installed as specified in Section 5.1 of this Study. The current layout and equipment selections will be acceptable in regard to noise impact to the surrounding environment and noise sensitive points of reception.

### 6.2 Site Servicing Report and Erosion and Control Plan

J.L. Richards & Associates Limited prepared the Site Servicing Study and associated drawings to outline the required services, including water, stormwater, and wastewater needed to support the proposed site plan on the subject property.

The report identifies that;

- / the existing watermain service lateral can provide an adequate domestic water supply and the existing municipal hydrants can satisfy the fire flow requirement for the subject site.
- / the existing sanitary service is sufficient to accommodate the theoretical peak flow.
- / if the storm servicing and grading shown on the Site Servicing Drawing (Drawing C1) is implemented appropriate storm servicing for the property can be achieved.

## Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on August 11, 2021. A member of the local community association was present and provided comments.
- / Notification of Ward Councillor, Councillor Matthieu Fleury
  - The Ward Councillor will be notified of the proposed development for the subject site.
- / Community “Heads Up” to local registered Community Associations
  - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process
- / Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

## Conclusion

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

- / The proposed development **is consistent with the Provincial Policy Statement** (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit.
- / 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 General Urban Area. The proposal responds to its context by proposing a low-rise addition in the Sandy Hill neighbourhood which is characterised by an eclectic mix of uses and heights. The proposal also responds to its context by proposing a low-rise addition to ensure the compatibility with the low-rise existing building located on the property.
- / The proposed development **meets the urban design and compatibility objectives, principles, and policies** in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development **responds strongly to the Sandy Hill Secondary Plan** by proposing a low-rise addition that compliments, preserves and enhances the existing and planned context.
- / The proposed development **conforms to the new Official Plan's vision** for managing growth in the Downtown Core transect and Neighbourhood designation.
- / The proposed development **responds strongly to the Urban Design Guidelines** for Low-Rise Infill Housing and Transit Oriented Development by proposing sensitive infill encouraging use of transit for a project in close proximity to two LRT stations.
- / The proposed development **generally aligns to the applicable requirements in the Comprehensive Zoning By-law 2008-250**. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



Lisa Dalla Rosa, RPP, MCIP  
Associate



Tyler Yakichuk, MPlan  
Planner