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Residential
Commercial &
Institutional
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326 and 330 Wilbrod Street

Planning Rationale and Design Brief

326 and 330 Wilbrod Street

Ottawa, Ontario

Planning Rationale and Design Brief

in support of

Minor Zoning By-law Amendment

and Site Plan Control Applications

Prepared By:

NOVATECH

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March / 25 / 2022

Novatech File: 121219
Ref: R-2022-050

March 25, 2022

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

Attention: Jessica Button, Planner II, Development Review (Central Services)

Dear Ms. Button:

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications
326 and 330 Wilbrod Street
Our File No.: 121219**

The following Planning Rationale and Design Brief has been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications for the lands located at 326 and 330 Wilbrod Street (the "Subject Property").

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated Low-Profile Residential Area on Schedule J of the in-force Sandy Hill Secondary Plan. The Subject Property is designated Neighbourhood in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located in the Sandy Hill Character area and is designated Local Neighbourhood on Schedule B of the adopted Central and East Downtown Core Secondary Plan. The property is zoned Residential Fourth Density, Subzone UD, Urban Exception 480, Commercial Suffix (R4UD[480]-c) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to develop a low-rise apartment building containing 40 dwelling units on the Subject Property. A single full access driveway is proposed to facilitate vehicular access off Wilbrod Street to visitor parking located in the rear yard. No significant impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development.

A minor rezoning application is required to provide relief from zoning provisions on the Subject Property for a decrease to the minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required total landscape area and a decrease to the minimum required residential parking spaces. A concurrent site plan control application is being filed as part of the submission package to facilitate development on the Subject Property.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the Minor Zoning By-law Amendment and Site Plan Control applications required to facilitate the proposed development on the Subject Property.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit development of a low-rise apartment building on the properties municipally known as 326 and 330 Wilbrod Street (the “Subject Property”). The proposed development comprises a low-rise residential apartment building with 40 dwelling units on the Subject Property. Driveway access is proposed off Wilbrod Street to surface parking located at the rear of the Subject Property. The proposed development will require modifications to site grading, drainage and landscaping on the property. Existing buildings have been demolished to facilitate redevelopment of the Subject Property.

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated Low-Profile Residential Area on Schedule J of the in-force Sandy Hill Secondary Plan. The Subject Property is designated Neighbourhood in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located in the Sandy Hill Character area and is designated Local Neighbourhood on Schedule B of the adopted Central and East Downtown Core Secondary Plan. The Subject Property is zoned Residential Fourth Density, Subzone UD, Urban Exception 480, Commercial Suffix (R4UD[480]-c) in the City of Ottawa’s Zoning By-law 2008-250.

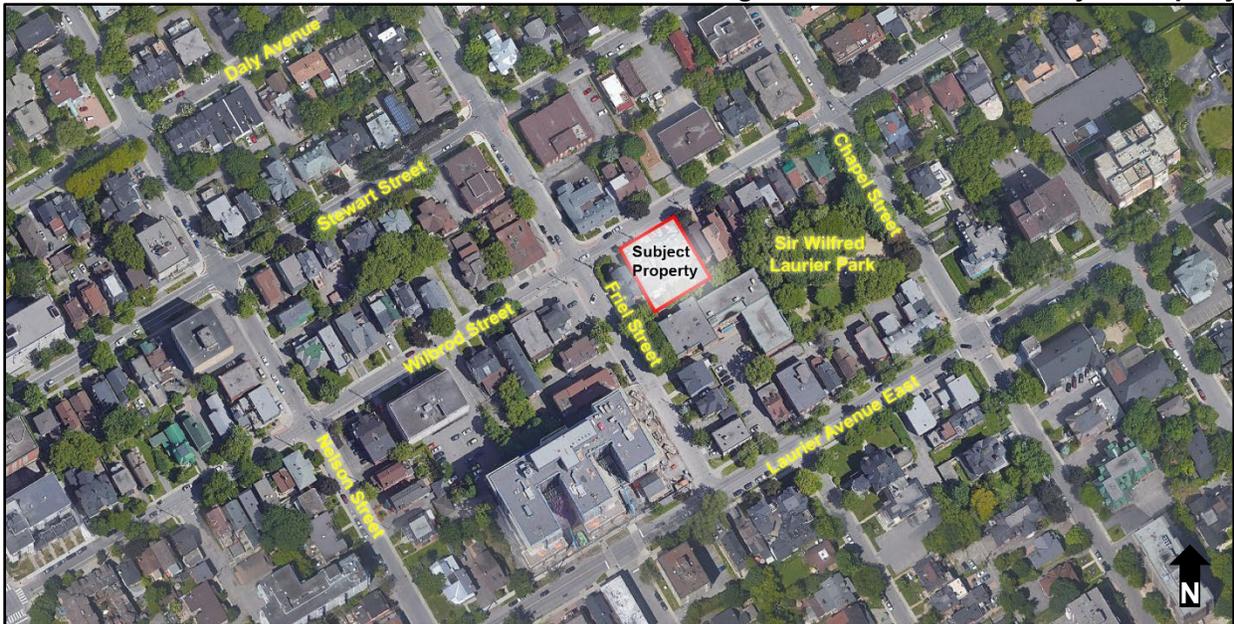
This Planning Rationale will demonstrate that the Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies of the in-force City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Conform to the policies of the in-force Sandy Hill Secondary Plan;
- Conform to the policies of the adopted City of Ottawa Official Plan (November 2021);
- Conform to the policies of the adopted Central and East Downtown Core Secondary Plan (November 2021);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with surrounding development and community characteristics

1.1 Description of Subject Property

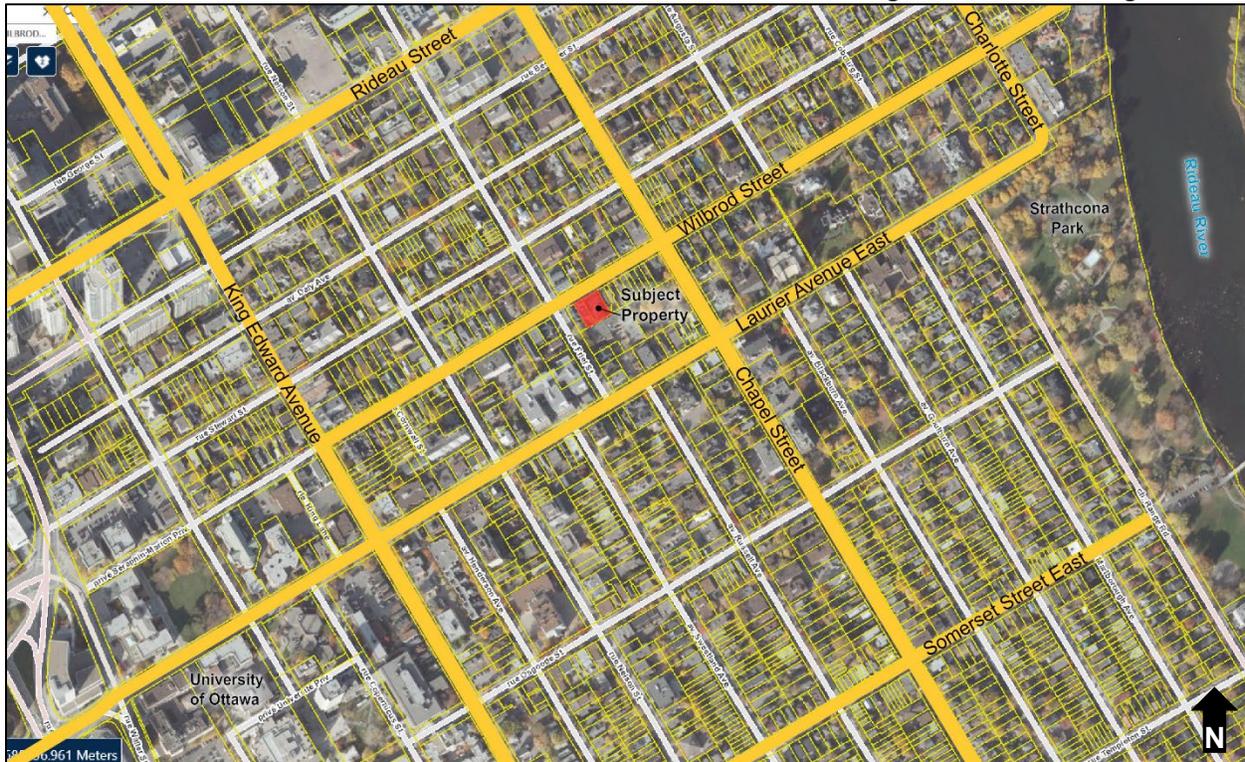
The Subject Property is located in Ward 12 (Rideau-Vanier) of the City of Ottawa. The Subject Property is located in an area bounded by Wilbrod Street to the north, Laurier Avenue East to the south, Friel Street to the west, and Chapel Street to the east (See Figure 1). The Subject Property comprises two existing lots. The existing buildings on each lot have been demolished to facilitate redevelopment. The Subject Property has approximately 30 metres of frontage along Wilbrod Street and an approximate area of 900 square metres.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

Figure 2. Surrounding Context



The surrounding context of the Subject Property to the east and west along Wilbrod Street is predominantly characterized by low-rise residential uses. Buildings at the intersection of Friel Street and Wilbrod Street comprise a mix of low-rise commercial and residential uses. Further to the east are low-rise residential uses, the Francojeunesse School, Strathcona Park and the Rideau River. Further to the west along Wilbrod Street are low-rise residential uses and a mid-rise apartment building. To the south of the Subject Property are predominantly low-rise residential uses and Sir Wilfred Laurier Park. Further to the south of the Subject Property is Laurier Avenue East and a mid-rise, mixed use development containing student residences. To the north of the Subject Property across Wilbrod Street are predominantly low-rise residential uses. Further to the north of the Subject Property are residential uses and Rideau Street (see Figure 3).

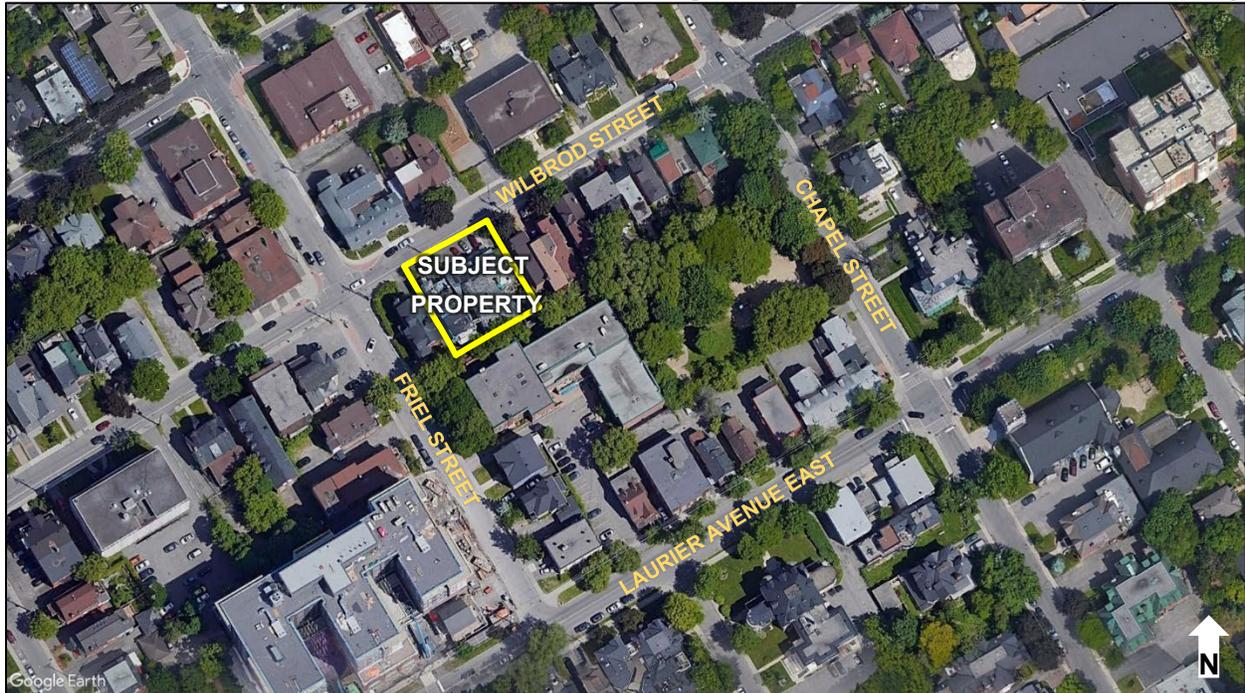
Additional details are provided in Figures 3 to 6 and in the descriptions below

Figure 3. Land uses north of Subject Property



North: Immediately north of the Subject Property are low rise residential uses.

Figure 4. Land uses south of Subject Property



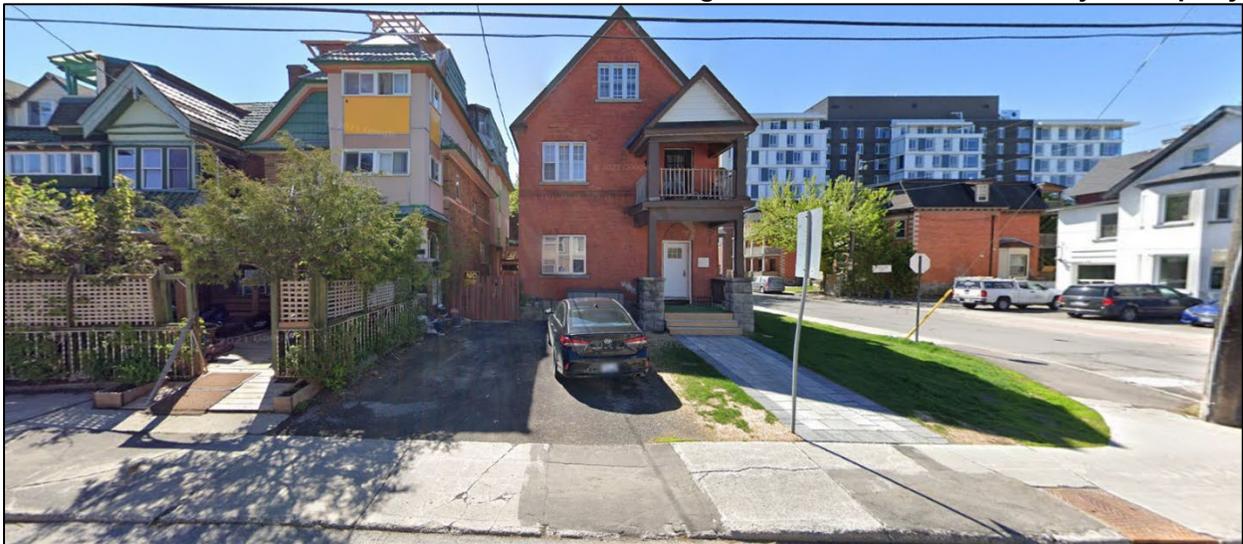
South: Immediately south of the Subject Property are low rise residential uses and Sir Wilfred Laurier Park. Further to the south is Laurier Avenue East.

Figure 5. Land uses east of Subject Property



East: Immediately east of the Subject Property are low-rise residential buildings. Further to the east along Wilbrod Street are low-rise residential uses.

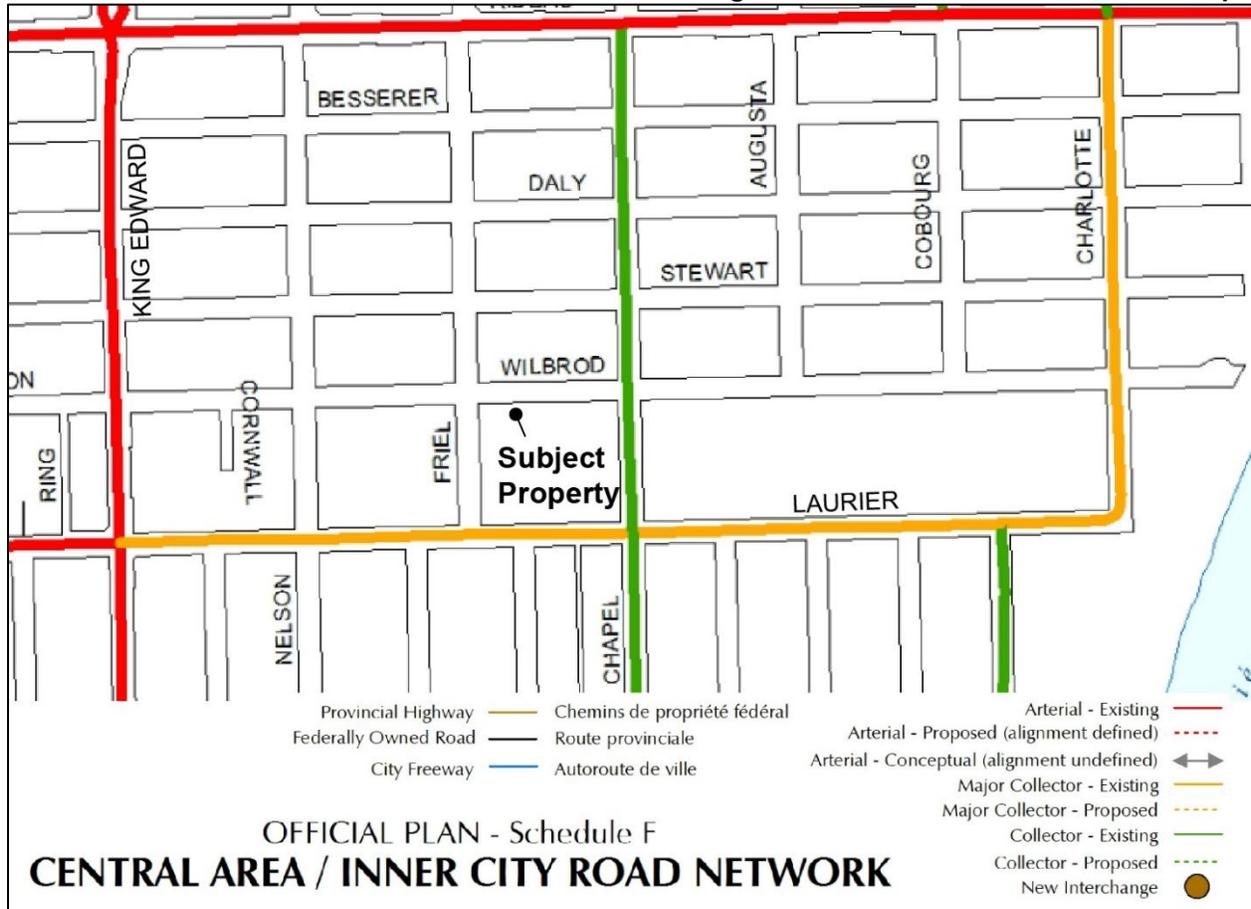
Figure 6. Land uses west of Subject Property



West: Immediately west of the Subject Property is a low rise residential building. Further to the west across Friel Street are mixed use buildings and low-rise residential uses.

1.3 Linkages and Transportation Framework

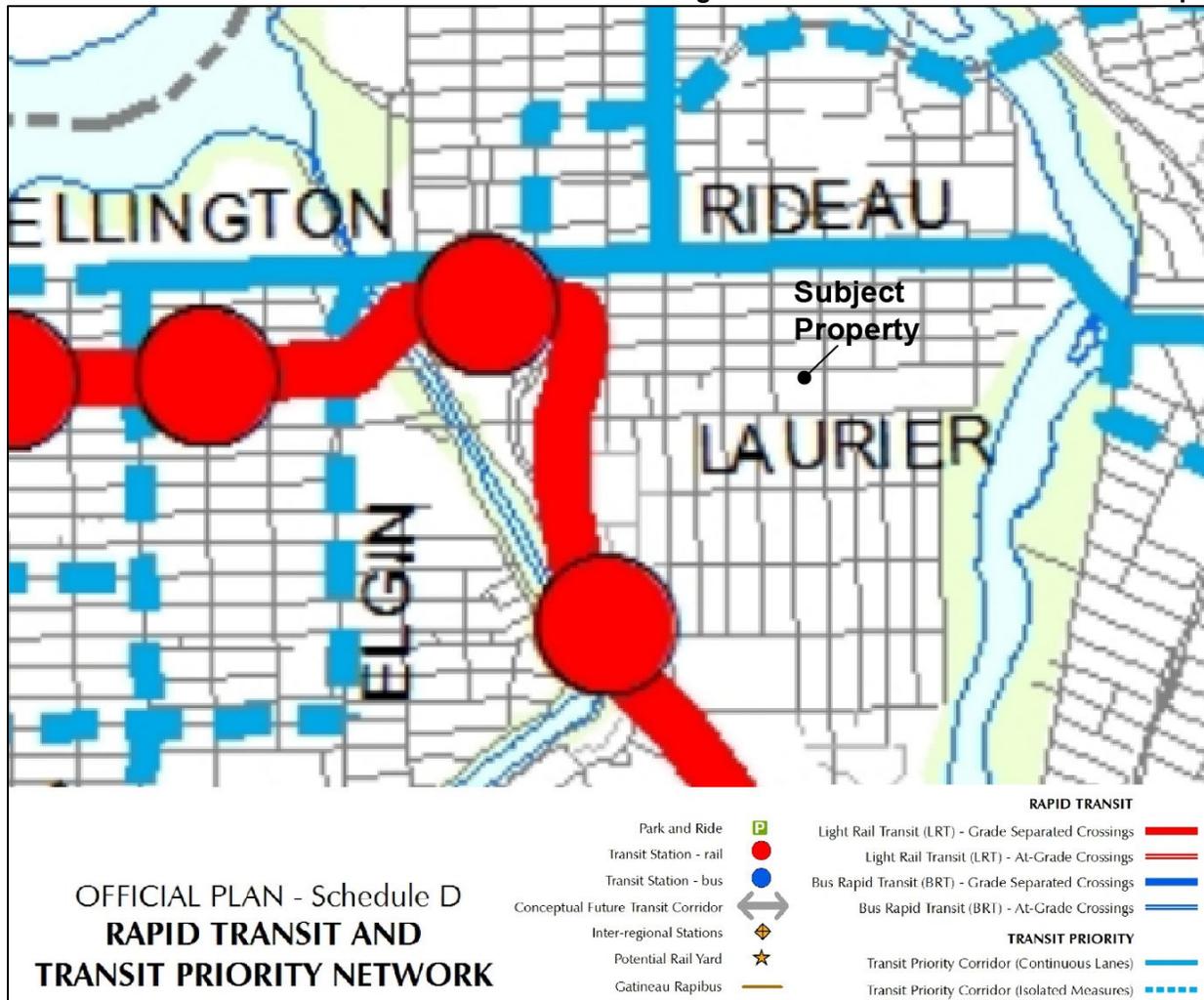
Figure 7. Official Plan - Schedule F Excerpt



The Subject Property has frontage on Wilbrod Street. The Subject Property is located north west of the intersection of Laurier Avenue East and Chapel Street. Laurier Avenue East is designated as a major collector and Chapel Street is designated as a collector on Schedule F of the in-force Official Plan (see Figure 7).

A new driveway off Wilbrod Street will provide vehicular access to the Subject Property. There is a public sidewalk along both the north and south sides of Wilbrod Street.

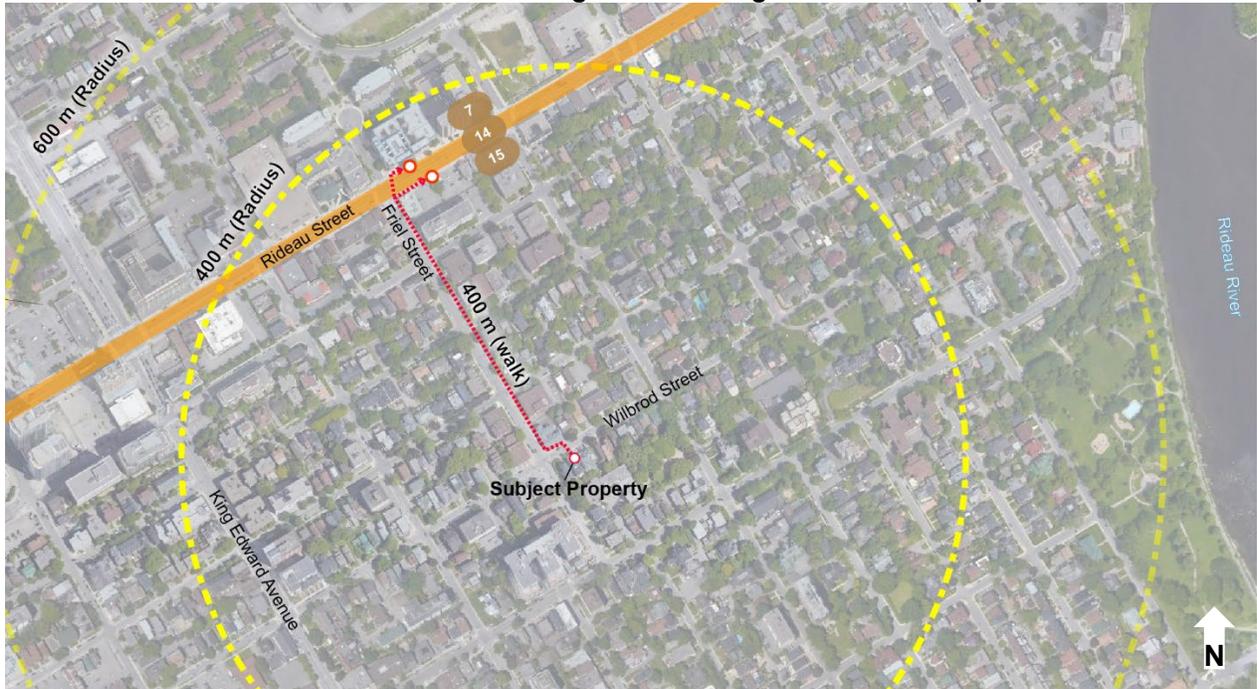
Figure 8. Official Plan - Schedule D Excerpt



Rideau Street is located to the north of the Subject Property and is designated Transit Priority Corridor (Continuous Lanes) on Schedule D of the in-force Official Plan (see Figure 8).

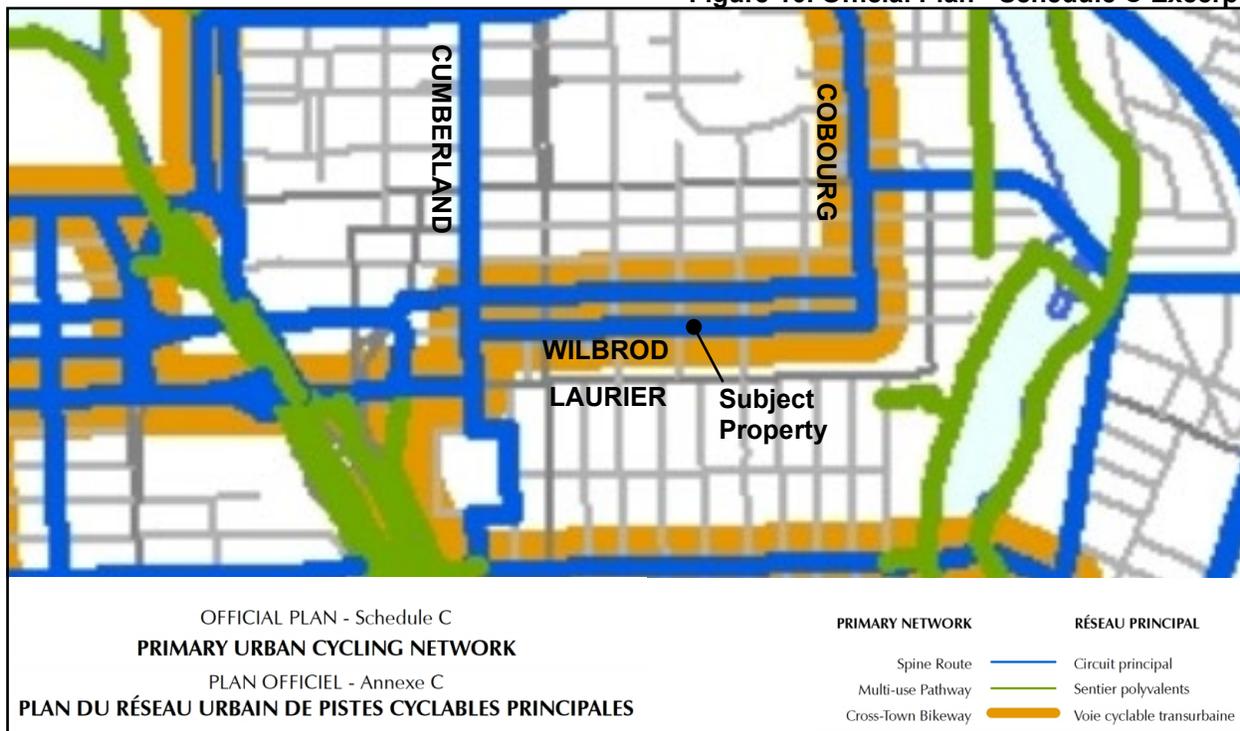
Several transit route options are available in the immediate area. Bus routes 7, 14, 15, 18, 19 and 56 service the Subject Property directly. Bus stops serving routes 7, 14, 15 and 18 are provided to the north of the Subject Property along Rideau Street. Bus stops on route 19 are provided at the north side of Laurier Avenue East at Sweetland Avenue, and at Chapel Street. Additional bus stops on route 56 are provided to the west of the Subject Property at the intersection of King Edward Avenue and Stewart Street.

Figure 9. Walking Distance to Frequent Transit Network



Bus routes 7, 14 and 15 on the City of Ottawa’s frequent transit network run to the north of the Subject Property along Rideau Street. Bus stops for routes 7, 14 and 15 are located at the intersection of Rideau Street and Friel Street within 400 metres radius or approximately 400 metres walking distance of the Subject Property (see Figure 9).

Figure 10. Official Plan - Schedule C Excerpt



Wilbrod Street and Stewart Street are designated as spine routes and Cross-Town Bikeway on Schedule C of the in-force Official Plan. These routes provide access to the City of Ottawa’s broader active transportation network in proximity to the Subject Property (see Figure 10).

2.0 PROPOSED DEVELOPMENT

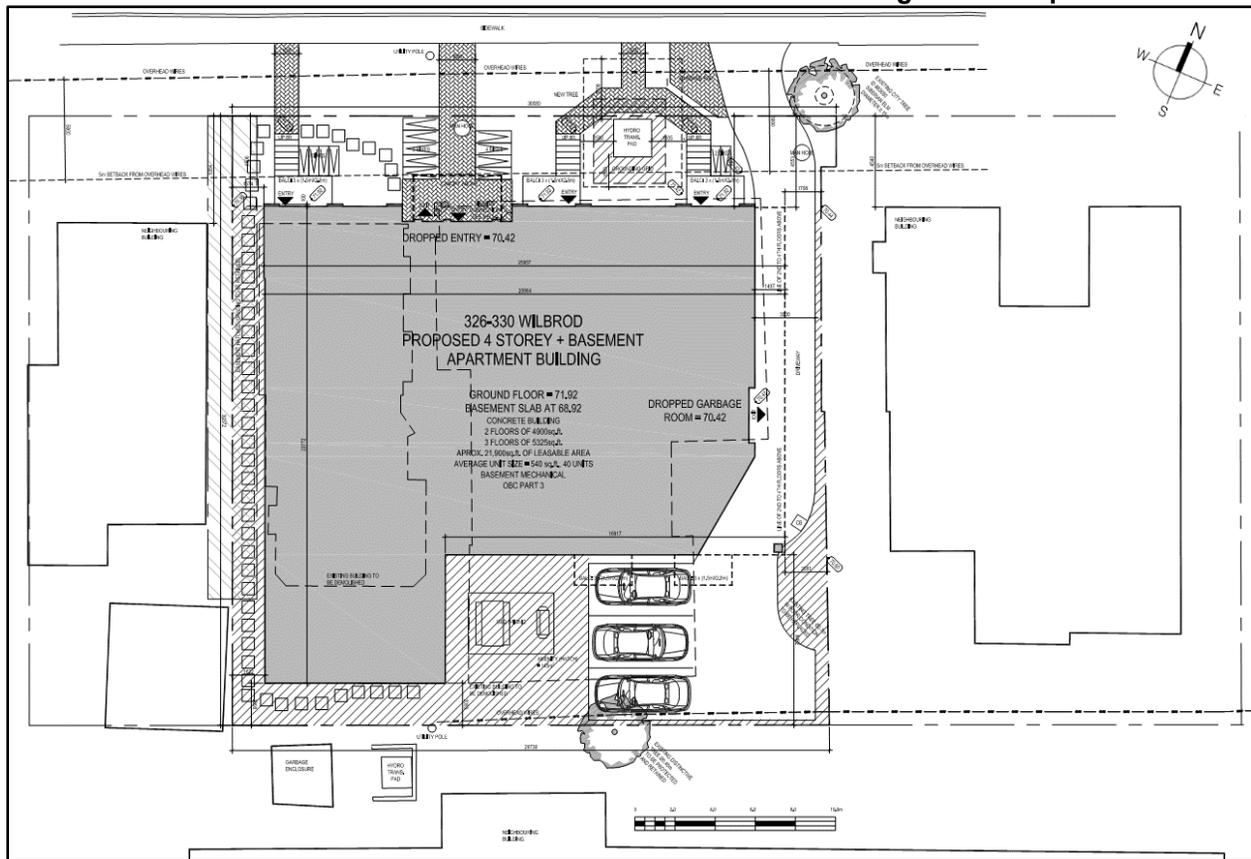
It is proposed to develop a low-rise residential apartment building containing 40 dwelling units on the Subject Property. Three visitor parking spaces with access off Wilbrod Street are provided at the rear of the proposed building to service the proposed development.

A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Site-specific amendments for the Subject Property are required to provide relief from zoning provisions for a decrease to the minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required total landscape area and a decrease to the minimum required parking spaces for residential units.

A detailed Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The proposed development will require modifications to site grading, drainage and landscaping. The existing buildings have been demolished to facilitate redevelopment.

The proposed site plan is attached as Appendix A (see Figure 11).

Figure 11. Proposed Site Plan



3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

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

Section 1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*

- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*
and
- g) *are freight-supportive.”*

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a low-rise apartment building on the Subject Property. The proposed development is consistent with Policy 1.1.3.2. as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The property is located along a designated spine route on Wilbrod Avenue to promote active transportation opportunities for residents. The Subject Property is located within walking distance of transit stops along bus routes 7, 14 and 15 of the frequent transit network at the intersection of Friel Street and Rideau Street. The proposed development is transit supportive.

Policy 1.1.3.3 states:

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

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to establish transit-supportive development. The proposed low-rise apartment building on the Subject Property will increase the City’s housing supply and provide a range of housing options within proximity to existing bus routes and within walking distance of transit stops located along the frequent transit network.

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

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

b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

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

The proposed low-rise apartment building on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will make efficient use of underutilized land and be supportive of active transportation and transit in an area where suitable infrastructure is in place. The Subject Property is located in an area where low-rise intensification is appropriate and supports the use of transit in proximity to existing bus routes and within walking distance of the frequent transit network.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: “Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.” The proposed development on the Subject Property represents intensification from the current use. The proposed development of a low-rise apartment building has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: “A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.” The proposed development of a low-rise apartment building with limited vehicle parking on the Subject Property will introduce a level of density that promotes the viability of active transportation and transit use and may contribute to minimizing the required length and number of vehicle trips for residents.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 states: “New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.” The Subject Property abuts Wilbrod Street and is located to the north west of the intersection of Laurier Avenue East and Chapel Street. Laurier Avenue East is designated as a major collector and Chapel Street is designated as a collector on Schedule F of the in-force Official Plan. Rideau Street is located to the north of the Subject Property and is designated ‘Transit Priority Corridor (Continuous Lanes)’ on Schedule D of the in-force Official Plan. Transit stops along routes 7, 14 and 15 of the frequent transit network are within walking distance of the Subject Property. The proposed development of a low-rise apartment building on the Subject Property will be transit-supportive, compatible with the existing site context and will be designed to create no negative impacts on the existing or planned function of adjacent transportation corridors.

The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

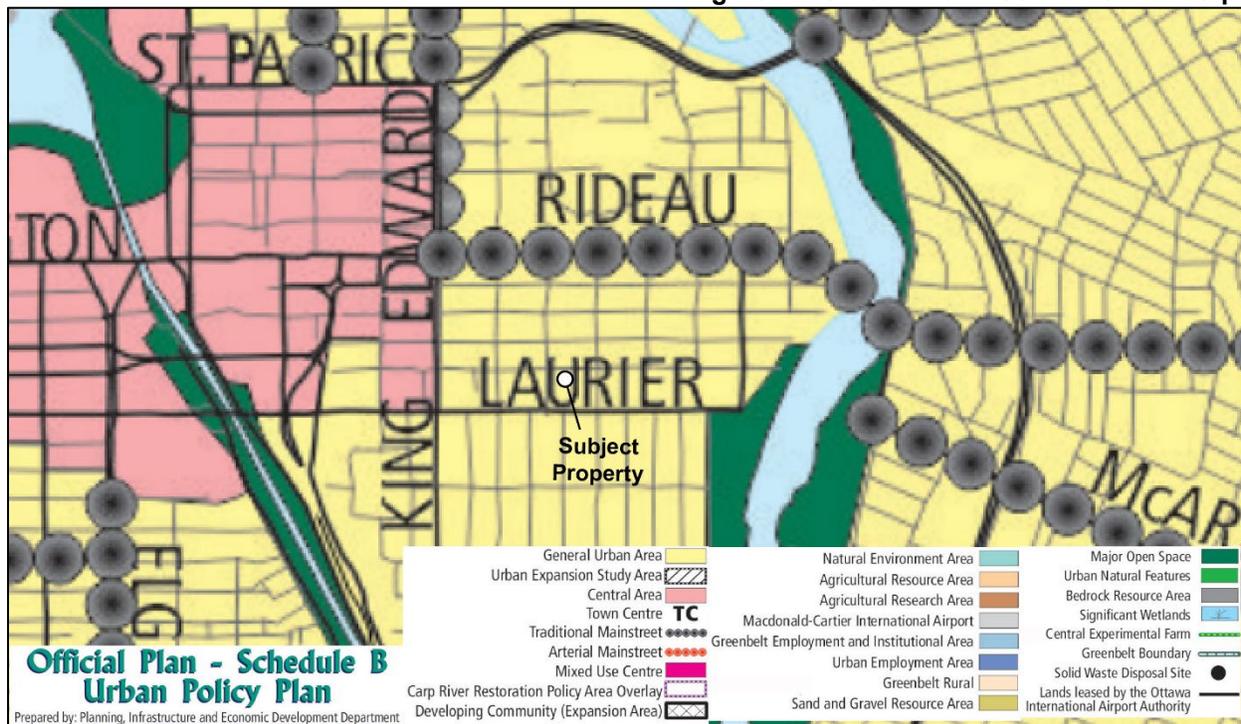
3.2 City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this Planning Rationale was prepared, the adopted Official Plan has not received approval from the Province of Ontario’s Ministry of Municipal Affairs and Housing. This Planning Rationale will address the existing in-force Official Plan and the adopted Official Plan regarding the proposed development per *Official Plan Document 6 – Transition of In-Stream Applications*.

3.3 In-force City of Ottawa Official Plan

The in-force City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 was used for reference.

Figure 12. Official Plan - Schedule B Excerpt



3.3.1 Land Use Designation

The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan (see Figure 12).

Section 3.6.1 Policy 1 of the in-force Official Plan states that: “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.” The proposed development of a low-rise apartment building is a permitted land use on the Subject Property.

Section 3.6.1 Policy 3 of the in-force Official Plan states that: “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 proposed development of a low-rise residential apartment building on the Subject Property is consistent with permitted building heights in the General Urban Area designation. The Subject Property is currently underutilized and is suitable for intensification. Policies of the in-force Official Plan are supportive of increased densities through intensification and redevelopment in the General Urban Area that will be predominantly low-rise and where appropriate transition can be provided to the surrounding area. “Low-Rise” is defined in Figure 2.4 of the Official Plan as buildings having a maximum height of four storeys or less. The Subject Property is located within the in-force Sandy Hill Secondary Plan area. Permitted building heights and area-specific design considerations are subject to policies of the in-force Sandy Hill Secondary Plan. Policies of the in-force Sandy Hill Secondary Plan take precedence over policies of the in-force Official Plan.

Section 3.6.1 Policy 5 of the in-force Official Plan states that: “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:

1. *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;*
2. *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”*

Policies of the in-force Official Plan are generally supportive of intensification in the General Urban Area where it is comprised of low-rise housing forms that are compatible with the existing site context and community character. The Subject Property abuts low-rise residential dwellings immediately to the east, west, north and south. Existing multi-unit, low and mid-rise apartment buildings are located further to the west and south of the Subject Property. The proposed development of a low-rise apartment building represents appropriate intensification of the Subject Property with a compatible built form that is established within the existing site context. The proposed low-rise apartment building will contribute to expanding the range of available housing types and will create opportunities for a broad variety of residents to locate within the community.

Section 4.1, Policy 1 of the in-force Official Plan states that “Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the

policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan.”

The Subject Property is located within the in-force Sandy Hill Secondary Plan area. Policies of the in-force Sandy Hill Secondary Plan take precedence over policies of the in-force Official Plan.

3.3.2 Managing Growth

Section 2.2 of the in-force Official Plan sets out policies to direct growth to target areas for intensification. The majority of growth is directed within the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 2.2.2, Policy 1 a) of the in-force Official Plan identifies “*Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities)*” as one of a range of supported methods for intensification within the Urban Area.

The Subject Property is designated General Urban Area on Schedule B of the in-force Official Plan. The Subject Property is located within the Urban Area and is within an appropriate location that can support residential intensification. The proposed development of a low-rise apartment building on the Subject Property is consistent with residential growth objectives of the in-force Official Plan.

Section 2.2.2, Policy 23 of the in-force Official Plan sets out policies for intensification located outside of target areas and states that: “*The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). 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 Subject Property is designated General Urban Area and is situated within an established low-rise residential neighbourhood. The in-force Official Plan is supportive of new development opportunities on the Subject Property that promote intensification which is compatible with the surrounding low-rise residential context. The proposed development of a low-rise apartment building on the Subject Property complements the desirable characteristics of abutting properties along Wilbrod Street, is appropriate for the existing community context and is consistent with the General Urban Area policies in section 3.6.1 of the in-force Official Plan.

3.3.3 Urban Design and Compatibility

Section 2.5.1 of the in-force Official Plan states: “*compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting*”

in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”

Figure 13. Francojeunesse School



The proposed development is designed to be compatible with the surrounding community and planned function of the Wilbrod Street corridor. The proposed development incorporates a variety of high-quality materials and features that are similar to those on adjacent buildings and in the surrounding neighbourhood. Tan brick echos materials on the Francojeunesse School to the north east across Wilbrod Street (see Figure 13). Brick pilasters with vertical banding and decorative concrete capital plates echo the detailing on other brick buildings in the neighbourhood. The pilasters also divide the facade vertically into elements that reflect the rhythm of architectural features seen on larger buildings in the neighbourhood and the rhythm of rows of smaller buildings surrounding the Subject Property. Front porches and balconies in vertical sets of three are a reference to historic porch and balcony layouts on many buildings in the surrounding blocks (see Figure 14).

Figure 14. Example of Porches and Balconies in the Existing Context



The hint of Art Deco in the pattern of windows above the entrance refers to the architecture built in this neighbourhood throughout the 1920's and 1930's. The diamond tile siding on the upper floor is a high-quality material that are associated with historic buildings in the City of Ottawa. The combination of public and private entrances to the building along Wilbrod Street, together with front facing porches and balconies soften the interface between semi-private space and the public realm while establishing a welcoming and active street frontage for building residents and members of the public (see Figure 15).

Figure 15. View from Grade Level looking South East



The proposed development will fit within the surrounding low-rise residential context and will be compatible with existing commercial, and institutional uses to the east and west along Wilbrod Street. The façade has been designed with reference to a similar palette of materials as well as banding and trim details complementary to other buildings in the immediate neighbourhood. The proposed low-rise apartment complements the scale of larger buildings on the street and is appropriate at this stage of community transition.

The proposed development will contribute to residential intensification within the urban area and establish transit-supportive densities within walking distance of transit stops along the frequent transit network to the north of the Subject Property. Development of a low-rise apartment building on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

3.3.4 Cultural Heritage Resources

Section 2.5.5, Policy 3 of the in-force Official Plan sets out policies to direct development within Cultural Heritage Character Areas and states that:

"The City may recognize core areas of Villages, older residential neighbourhoods, cultural landscapes or other areas in both the urban and rural areas as Cultural Heritage Character

Areas, where designation under the Ontario Heritage Act may or may not be appropriate. In these areas, the City will prepare design guidelines to help private and public landowners construct new buildings, or additions or renovations to existing buildings, to reflect the identified cultural heritage features of the community.

The proposed development is located within the Sandy Hill Cultural Heritage Character Area. The Sandy Hill Cultural Heritage Character Area Guidelines are applicable to the proposed development.

Section 5.4 of the Sandy Hill Cultural Heritage Character Area Guidelines identify guidelines applicable to infill developments and states that:

1. *“New buildings should be of their own time and not attempt to replicate a historic style, but should be sympathetic to the character of the neighbourhood.”*
2. *Any new residential development in the cultural heritage character area should be in keeping with the traditional scale of residential buildings in the heritage character area.*
3. *New construction should be sympathetic to the immediate neighbours in terms of setback, footprint, and massing.*
4. *The existing lot pattern contributes to the character of the neighbourhood. Lot sizes north of Laurier Avenue are typically larger than those south of Laurier Avenue. Where lots are proposed to be severed, this character should be considered.*
5. *Cladding materials should reflect the character of the neighbourhood. Some appropriate materials include stucco, brick, natural stone, wood siding or fibre cement board.”*

The proposed low-rise apartment is comprised of a mix of contemporary and transitional design aesthetics used to complement the existing character and traditional form and scale of buildings on Wilbrod Street and the surrounding neighbourhood. The proposed low-rise building references existing setbacks and building footprints of immediate neighbours to the west and east. A gentle material transition is provided at upper levels to reduce the perceived scale and mass of the proposed building and to address the traditional cladding treatment of façades on abutting properties. The proposed low-rise building provides an appropriate scale of development that is compatible with existing low-rise buildings to the east, west north and south of the Subject Property. Tan coloured brick will compliment the tan brick on the Francojeunesse school to the east across Wilbrod Street. Pilasters with vertical brick and concrete panel detailing are intended to closely echo brick detailing on buildings in the area. Concrete paneling in the facade above the main front entrance will be similar to decorative concrete paneling on apartment buildings in the neighbourhood. Aluminum diamond patterned siding will echo cladding treatments on historic mansard roofs. Front facade materials will return onto side elevations and stucco will be used on the remainder of the exterior cladding, primarily along the side and rear yards.

3.3.5 Designing Ottawa

Section 2.5.1 of the in-force Official Plan sets out design objectives to achieve the City's vision for the built environment as Ottawa matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa and relevant objectives are addressed below.

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>Low-rise apartment blocks are part of the mixed urban context of this neighbourhood. The proposed development is designed to complement the existing context by presenting a high-quality, architectural design with appropriate built form, materials and glazing that frames the public realm along Wilbrod Street and enhances the existing character of the surrounding Sandy Hill community. Design elements on the front facade have been selected in consultation with community association members, from the pallet of elements already present along Wilbrod Street and in the surrounding built environment.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development is designed to establish high-quality public and semi-private spaces that fit well with the interface along the Wilbrod Street frontage, are compatible with the surrounding community and will provide a thoughtful transition to the existing scale of development surrounding the Subject Property. The front entrance is designed with substantial glazing, a material change, and unique window pattern above, to be visually dominant on the front façade, and to orient and welcome residents and visitors. This design also informs the public feel of the walkway toward the front entrance. The entrance feature and interior entrance lobby are designed with extensive glazing, elegantly proportioned, and with a canopy to provide shelter. The dedicated entrances and front porches, as well as the balconies above, provide semi-private spaces for dwelling units along the Wilbrod Street frontage to create an animated street edge that transitions between exterior public space and interior private space.</p>
<p>To create places that are safe, accessible and are easy to get to, and move through.</p>	<p>Pedestrian access to the Subject Property is provided via sidewalks and street connections along Wilbrod Street. Grade level amenity space is provided along Wilbrod Street and in the rear yard for building residents. The Subject Property directly abuts a designated spine route and cross-town bikeway providing nearby connections to the larger active transportation network across the City. Access to bus routes on the frequent transit network are located within walking distance of the Subject Property at the intersection of Friel Street and Rideau Street. Residents may access the Subject Property via automobile from a driveway off Wilbrod Street. Visitor parking will be located at the rear of the Subject Property and screened from view of the public realm along Wilbrod Street. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The front facade has been designed using materials, details and forms that are characteristic of the neighbourhood, including 3 storey porch entrance features, brick pilasters, concrete banding and decorative panels, and diamond tile siding. The proposed development is designed to establish a more transit-supportive character on the Subject Property and maintain compatibility with the existing residential community and with commercial and</p>

	<p>institutional uses located along Wilbrod Street. Proposed landscape treatments along Wilbrod Street maximize soft landscaping and include new trees with four new trees proposed along the south side of the sidewalk. The proposed landscape design will establish a high-quality treatment to interface private spaces with the public realm.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposed development is designed in a compact built form that contributes to the existing neighbourhood context, increases the variety of housing choices for a broad range of potential residents and is in proximity to several transit and active transportation options for residents in the area. The neighbourhood has seen a recent influx of infill dwelling units designed exclusively for students. The proposed units are larger and can house a more diverse population.</p>
<p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<p>The proposed development is an example of transit-supportive residential intensification in an existing serviced area that contributes to efficient and sustainable building design. The units are small and share walls, ceilings, and floors, therefore significantly reducing emissions compared to other forms of housing. As part of the concurrent site plan application process, consideration will be given to incorporating a range of sustainability initiatives including high performance glazing and building materials and the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the horizontal roof surface.</p>

3.3.6 Review of Development Applications

Section 4 of the City of Ottawa’s in-force Official Plan sets out the policies for review of development applications. These policies ensure that development applications meet the objectives contained in the in-force Official Plan. The appropriate policies, related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

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

Relating to Section 4.7 – Environmental Protection

Policy 1 of Section 4.7.2 of the in-force Official Plan requires that applications for Site Plan Approval will be supported by a Landscape Plan. A Landscape Plan has been prepared by GJA Inc., dated March 15, 2022 in support of the Site Plan Control application. The Landscape Plan provides details on possible soft and hard landscaping treatments between the public and private realm on Wilbrod Street and to abutting lands to the east, west and south of the Subject Property.

Section 4.7.6 of the in-force Official Plan states the City will require that stormwater and site servicing plans be submitted, in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Site Servicing and Stormwater Management Report has been prepared by JP2G Engineering Consultants Ltd., dated March 9, 2022 for the Subject Property. The Site Servicing and Stormwater Management Report includes a series of conclusions on water and sanitary servicing, storm servicing and stormwater management. The recommendations of the Site Servicing and Stormwater Management Report are consistent with the relevant policies in Section 4.7.6 of the in-force Official Plan.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the in-force Official Plan states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by Paterson Group Inc., dated March 2, 2022.

Section 3.0 of the Geotechnical Investigation states: *“From a geotechnical perspective, the subject site is suitable for the proposed development.”* Recommendations provided in the Geotechnical Investigation regarding site preparation and grading, foundation design, drainage, excavation, groundwater control and construction are consistent with the relevant policies in Section 4.8.3 of the in-force Official Plan.

City staff requested a Phase I Environmental Site Assessment (ESA) in support of the Site Plan Control application. Policy 3 in Section 4.8.4 of the in-force Official Plan states:

“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”

A Phase I ESA study was prepared by Paterson Group Inc, dated March 11, 2022 in support of the Site Plan Control application. The recommendations of the Phase I ESA study states that:

“Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment will be required for the Phase I Property.”

Based on recommendations of the Phase I ESA study, a subsequent Phase II ESA study was prepared by Paterson Group Inc, dated March 11, 2022 in support of the Site Plan Control application.

The recommendations of the Phase II ESA study state that:

“Based on the findings of this assessment, metal impacted soil/fill was identified within the northern portion of the Phase II Property. It is our understanding that the Phase II Property is to be redeveloped in the future. Although soil exceeding metals concentrations can be managed at the time of site redevelopment, it is recommended that additional delineation test holes be placed to assess the extent of the molybdenum exceedance.

Based on the soil test results, the majority of the on-site soils comply with the MECP Table 2.1 Excess Soil Quality Standards (Ontario Regulation 406/19), for off-site disposal. Additional excess soil testing may be required prior to future site excavation activities.”

and that:

“It is recommended that the monitoring wells be re-assessed prior to site redevelopment, in particular the monitoring well at BH2-22.”

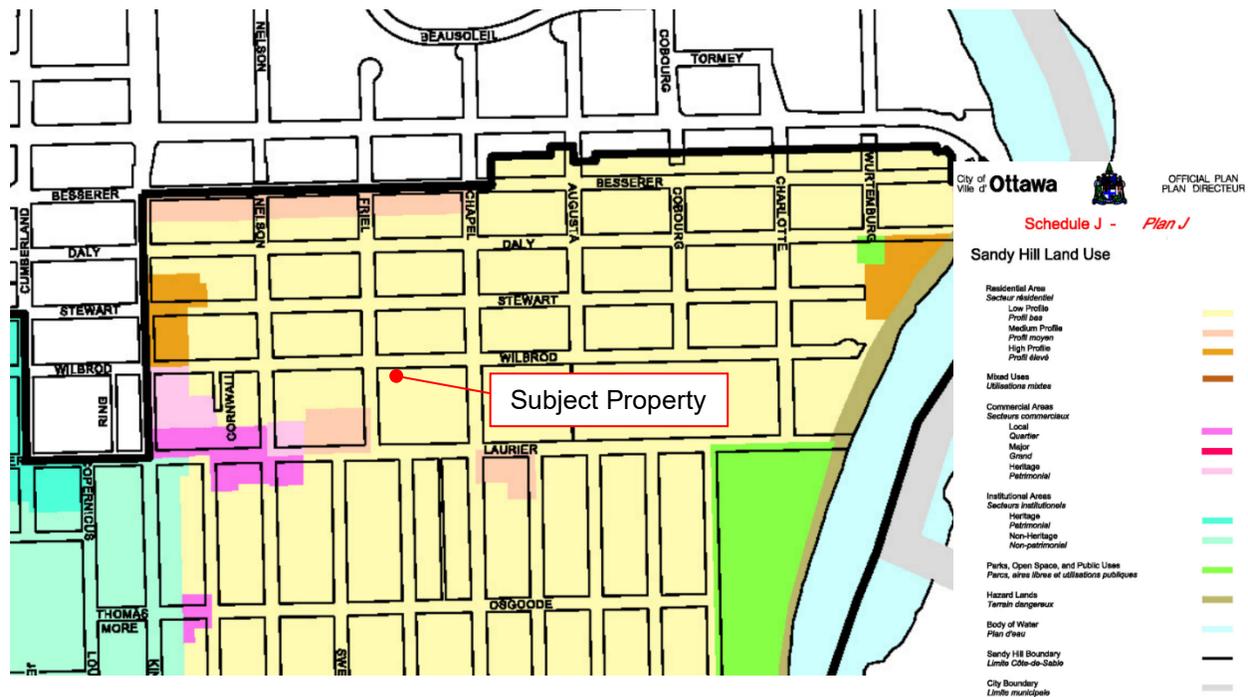
The recommendations of the Phase II ESA report are consistent with the relevant policies in Section 4.8.4 of the in-force Official Plan.

Relating to Section 4.11 – Urban Design and Compatibility

Section 4.11 of the in-force Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the in-force Official Plan. Policies in Section 4.11 of the in-force Official Plan are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the in-force Official Plan has been included under section 5.0 of this Planning Rationale.

Figure 16. Sandy Hill Secondary Plan – Schedule J Excerpt



3.4 Sandy Hill Secondary Plan

The Subject Property is located in an area subject to the in-force Sandy Hill Secondary Plan. The Secondary Plan was adopted by City Council in 1994. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Sandy Hill Secondary Plan up to and including Official Plan Amendment No. 265 was used for reference.

The Subject Property is designated “Low Profile Residential Area” on Schedule J of the in-force Secondary Plan (see Figure 16).

Section 5.3.2 of the in-force Sandy Hill Secondary Plan establishes land use policies for areas located within the Secondary Plan boundary.

Section 5.3.2, Policy 1(a) of the in-force Sandy Hill Secondary Plan states that the purpose of the Residential Land Use designation is:

- 1) *“To preserve and enhance the existing stock of good housing.*
- 2) *To distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.*
- 3) *To provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and other individuals with disabilities.*
- 4) *To permit public uses that complement the residential ones in type and intensity.*

The proposed development will enhance the existing housing stock along Wilbrod Street and the surrounding area. A low-rise apartment building will fit within the existing scale of development

on abutting properties and is in an appropriate location to accommodate gentle intensification. The proposed development is not specifically targeted to any single demographic group and could accommodate a variety of unit types and sizes to suit a broad range of residents.

Section 5.3.6 of the in-force Sandy Hill Secondary Plan establishes site development policies for areas located within the Secondary Plan boundary.

Section 5.3.6, Policy 1 of the in-force Sandy Hill Secondary Plan states that the purpose of the site development policies are:

- 1) *“To ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.*
- 2) *To ensure that new development shall provide for internal and external on-site amenity areas.*
- 3) *To enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.”*

The proposed development of a low-rise apartment building on the Subject Property has been designed to ensure that the scale, form, proportion and arrangement of the proposed building will not cause any undue or adverse impacts on adjacent properties. The proposed low-rise apartment building has been designed to incorporate design cues and material characteristics of existing built form along Wilbrod Street and the broader neighbourhood context. Private amenities are provided for building residents through use of balconies and terraces attached to residential units. Shared outdoor amenity areas are provided for building residents in the front yard and rear yard. Parking and loading areas are provided at the rear of the property and screened from view of the public realm along Wilbrod Street with appropriate built form and landscaping treatments that fit within the existing neighbourhood context.

Section 5.3.3 of the in-force Sandy Hill Secondary Plan establishes transportation policies for areas located within the Secondary Plan boundary.

Section 5.3.3, Policy 1 of the in-force Sandy Hill Secondary Plan states that the purpose of the transportation policies are:

- 1) *“To provide a transportation system that combines good access with minimal adverse effects on the physical and social environment.*
- 2) *To emphasize public transportation and bicycle and pedestrian networks over the private auto.*
- 3) *To direct through auto traffic around rather than into the neighbourhood.*
- 4) *In future planning, to make land use the initial determinant of transportation needs. The latter should then be used to set any necessary limits on future development in the light of access requirements.*
- 5) *To provide additional secure bicycle parking, particularly within the campus area.”*

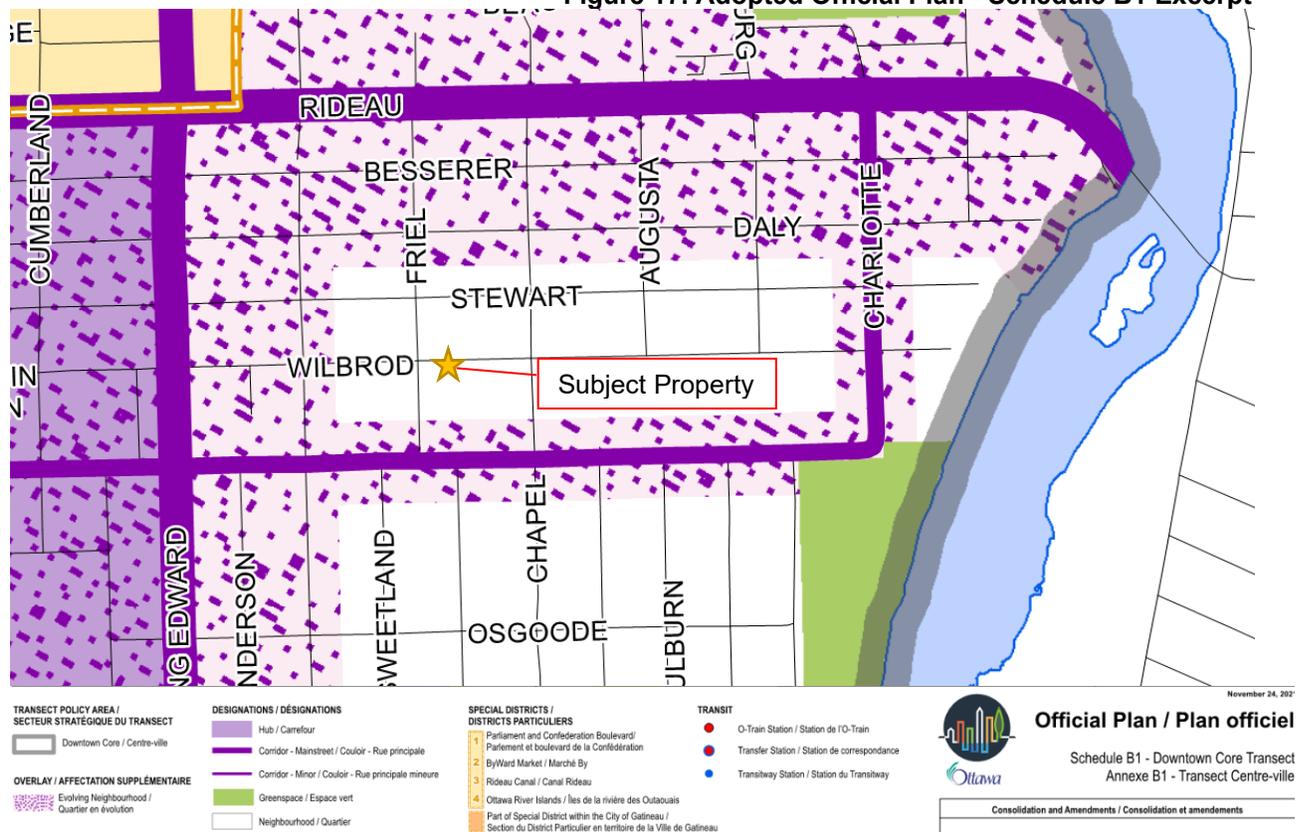
The proposed development has been designed without residential parking on the basis of supporting transit and active transportation as the primary mode of transportation for building residents and visitors over private automobiles. Bicycle parking has been provided at a rate of 0.75 spaces per residential unit with 15 spaces being secure indoor spaces.

The proposed **Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.**

3.5 Adopted City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. For the purposes of this Planning Rationale, the adopted Official Plan dated November 24, 2021 was used for reference

Figure 17. Adopted Official Plan - Schedule B1 Excerpt



3.5.1 Land Use Designation

The Subject Property is designated “Neighbourhood” in the Downtown Core Transect on Schedule B1 of the adopted Official Plan (see Figure 17).

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

Section 5.1.1, Policy 2 of the adopted Official Plan states that:

- “2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:*
- a) Hubs and a dense network of Corridors provide a full range of services;*
 - b) A high concentration of employment is maintained and increased;*
 - c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
 - d) Residential densities are sufficient to support the full range of services noted in Policy a)”*

The proposed development is designed to establish increased residential densities on the Subject Property that will promote opportunities to access a variety of services, activities, and recreational spaces within a 15-minute walking distance of home (see Figure 9). The proposed development of a low-rise apartment building on the Subject Property complements the desirable characteristics of abutting properties along Wilbrod Street, is appropriate for the existing and planned community context and is consistent with policies of the adopted Official Plan for Neighbourhoods within the Downtown Core Transect.

Section 5.1.2, Policy 3 of the adopted Official Plan states that:

- “Motor vehicle parking in the Downtown Core shall be managed as follows:*
- a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;”*

The proposed development provides three visitor parking spaces and will not provide motor vehicle parking for residential units, consistent with policies of the adopted Official Plan for Neighbourhoods within the Downtown Core Transect.

Section 5.1.5, Policy 1 of the adopted Official Plan states that:

- “1) Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:*
- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
 - b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
 - c) Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density Low-rise residential development;”*

Section 3.2, Policy 3 of the adopted Official Plan identifies “Neighbourhoods” as one of the target areas designated for residential intensification in the City of Ottawa. The Subject Property is located within a 400-metre radius of bus stops on the frequent transit network at the intersection of Friel Street and Rideau Street and is within a suitable area for intensification. The proposed development of a low-rise residential apartment building on the Subject Property will establish a

form of missing middle housing that is consistent with permitted building heights within the Neighbourhood designation and Downtown Core Transect.

Section 6 of the adopted Official Plan sets out functional policies related to urban designations that are to be applied to each Transect on a site-specific basis.

Section 6.3.1, Policy 2 of the adopted Official Plan states that:

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

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

Policies of the adopted Official Plan are generally supportive of low-rise intensification within Neighbourhoods. On page 261 of the adopted Official Plan “Low-rise” is defined as buildings “up to and including four full storeys”. The proposed development meets the definition of “low-rise”.

3.5.2 Growth Management Framework

Section 3 of the adopted Official Plan sets out policies to direct growth to target areas for intensification. The majority of projected growth between 2018 and 2046 is directed within the urban boundary, representing 93% of all new development. 47% of the growth allocation is directed to take place within existing built-up areas inside the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 3.2, Policy 3 of the adopted Official Plan identifies “Neighbourhoods” as one of the target areas designated for residential intensification in the City of Ottawa.

Wilbrod Street is designated as Neighbourhood within the Downtown Core Transect on Schedule B1 of the adopted Official Plan. The Subject Property is located within a land use designation targeted for intensification. The proposed development of a low-rise residential apartment building on the Subject Property is consistent with the growth objectives of the adopted Official Plan.

Section 3.2, Policy 10 of the adopted Official Plan sets out residential density targets that apply to Neighbourhoods and states: *“The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”*

The Subject Property is designated as Neighbourhood in the adopted Official Plan. Policies of the adopted Official Plan establish minimum density targets between 80 and 120 units per net hectare for proposed developments in the Neighbourhood designation within the Downtown Core Transect. The proposed development on the Subject Property provides a density of approximately 435 units per net hectare. The proposed development will exceed the minimum density target requirement for the Neighbourhood designation.

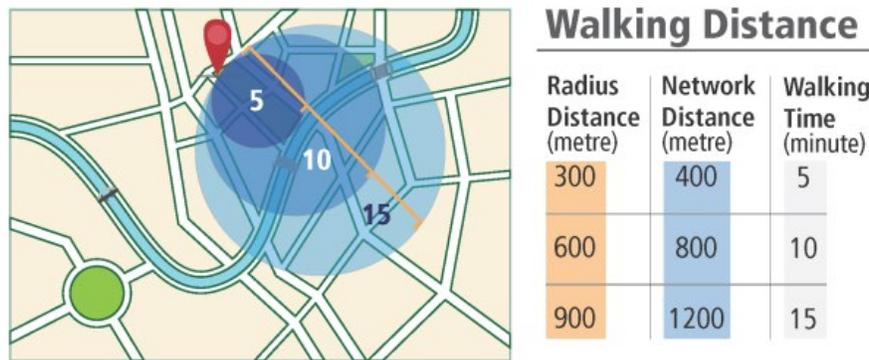
3.5.3 City-wide Policies

Section 4 of the adopted Official Plan sets out city-wide policies to be considered where all new development is proposed.

Section 4.1.2, Policy 1 of the adopted Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

- “1) In general, this Plan equates a walking time of:
- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
 - b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
 - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”

Figure 18 – Adopted Official Plan Figure 11



The Subject Property is located fully within 400 metres radius and within approximately 400 metres network distance of transit stops along frequent bus routes 7, 14 and 15 at the intersection of Friel Street and Rideau Street. The proximity of the proposed development to transit options in the immediate area represents a walking distance of 5 minutes or less for residents to access frequent street transit from their home (see Figure 18).

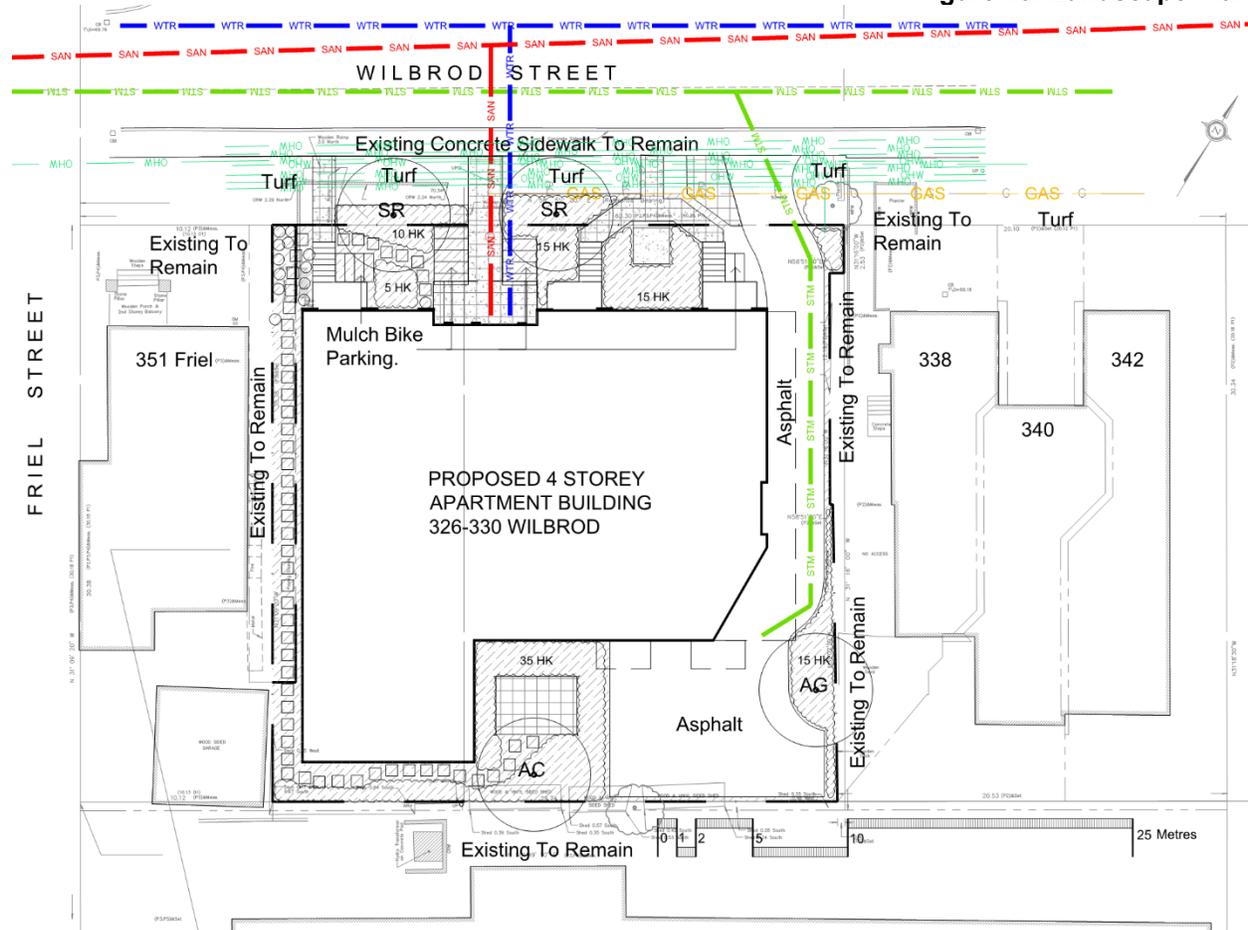
Section 4.6 of the adopted Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

Section 4.6.5, Policy 2 of the adopted Official Plan states that:

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

The proposed development has been designed to frame Wilbrod Street with an appropriate building setback, materials and façade articulation that defines building entrances and maintains the general low-rise character of the surrounding community. The main building entrance is provided off Wilbrod Street to access the residential lobby from the sidewalk. Additional entrances to residential units through terraces in the front yard provide semi-private spaces facing Wilbrod Street. Material breaks arranged vertically in the façade help the building to read as separate structures, improving the interface with the public realm. The building is adequately set back from the street.

Figure 19: Landscape Plan



Section 4.6.5, Policy 3 of the adopted Official Plan states that:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”

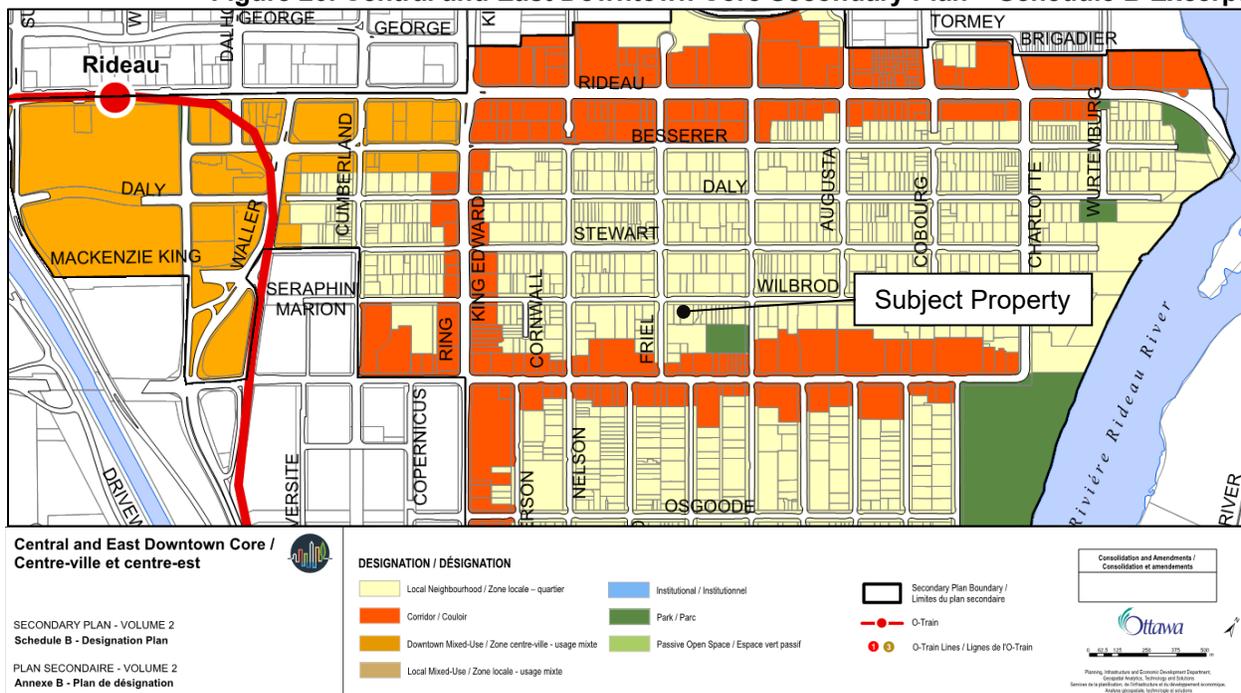
Direct pedestrian access to the Subject Property is provided from the principal building entrance to the public sidewalk along Wilbrod Street. Grade level amenity space, including soft landscaping and trees is provided along Wilbrod Street and in the rear yard for building residents (see Figure 19). A visitor parking area is located at the rear of the Subject Property and screened from view of the public realm along Wilbrod Street. The proposed development has been designed with all mechanical equipment internal to building and on the rooftop. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property and is consistent with policies of the adopted Official Plan.

Section 4.6.6, Policy 6 of the adopted Official Plan states that: *“Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.”*

The proposed development has been designed to compliment the existing low-rise scale of the surrounding community along Wilbrod Street in accordance with policies of the adopted Official Plan development within Neighbourhoods in the Downtown Core Transect. Soft landscaping is provided within the building setbacks in the front, rear and interior side yards. The principal building entrance is provided at-grade off Wilbrod Street. Semi-private porch entrances to residential units are provided along Wilbrod Street to improve the interface with the public realm. The building is designed to integrate with materials and architectural details that are common to the existing context such as brick and traditional cladding.

Please note that the policies of the adopted Official Plan are subject to modification by the Province of Ontario’s Ministry of Municipal Affairs and Housing.

Figure 20. Central and East Downtown Core Secondary Plan – Schedule B Excerpt



3.6 Central and East Downtown Core Secondary Plan

The Subject Property is located in the Sandy Hill Character Area District area of the adopted Central and East Downtown Core Secondary Plan (“the adopted Secondary Plan”). The Central and East Downtown Core Secondary Plan was adopted along with the new Official Plan by City Council on November 24, 2021. The Subject Property is designated “Local Neighbourhood” on Schedule B of the adopted Secondary Plan (see Figure 20).

Section 4.7 of the adopted Secondary Plan establishes policies for lands within the Sandy Hill Character Area boundary on Schedule A of the adopted Secondary Plan.

Section 4.7.3 of the adopted Secondary Plan establishes policies for the Local Neighbourhood designation to:

- 99) *“Preserve and enhance the existing stock of good housing.*
- 100) *Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.*
- 101) *Provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and other individuals with disabilities.”*

The proposed development will enhance the existing housing stock along Wilbrod Street and the surrounding area. A low-rise apartment building will fit within the existing scale of development on abutting properties and is in an appropriate location to accommodate gentle intensification. The proposed development is not specifically targeted to any single demographic group and could accommodate a variety of residents.

Section 4.7.4 of the adopted Secondary Plan establishes Mobility policies to:

- 114) *“Provide a transportation system that combines good access by active modes with minimal adverse effects from motorized modes on the physical and social environment.*
- 115) *Prioritize public transportation and bicycle and pedestrian movements over motor vehicles.”*

The proposed development has been designed without residential parking on the basis of supporting transit and active transportation as the primary mode of transportation for building residents and visitors over private automobiles. Bicycle parking has been provided at a rate of 0.75 spaces per residential unit with 15 spaces being secure indoor spaces.

Section 4.7.6 of the adopted Secondary Plan establishes policies for site development to:

- 120) *“Ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.*
- 121) *To ensure that new development shall provide for internal and external on-site amenity areas.*
- 122) *Enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.”*

The proposed development of a low-rise apartment building on the Subject Property has been designed to ensure that the scale, form, proportion, and arrangement of the proposed building will not cause any undue or adverse impacts on adjacent properties. The proposed low-rise apartment building has been designed to incorporate design cues and material characteristics of existing built form along Wilbrod Street and the broader neighbourhood context. Private amenities are provided for building residents through use of balconies and porches attached to residential units. Shared outdoor amenity areas are provided for building residents in the front yard and rear yard. Visitor parking and loading areas are provided at the rear of the property and screened from view of the public realm along Wilbrod Street with appropriate built form and landscaping treatments that fit within the existing neighbourhood context.

Please note that the policies of the adopted Central and East Downtown Core Secondary Plan are subject to modification by the Province of Ontario’s Ministry of Municipal Affairs and Housing.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the adopted City of Ottawa Official Plan.

4.0 DESIGN BRIEF

Section 4.11 of the in-force Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale. Several policies within Section 4.11 are not relevant to the Subject Property. This Design Brief has been scoped to reflect the relevant sections accordingly. A brief explanation of the sections not reviewed as part of this brief are provided below:

Discussion of Views relates to high-rise buildings and protecting the views of the Parliament Buildings. Policies on Views do not apply to the proposed development. The in-force Official Plan policies on High-rise Buildings and Public Art do not apply to the proposed development. The Subject Property is not located within a Design Priority Area. The Design Priority Areas policies do not apply to the Subject Property. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

4.1.1 Building Design

Section 4.11 of the Official Plan under “Building Design” states: *“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.”*

The following section provides a review of each relevant policy regarding Building Design and provides design justification in support of the development of a low-rise apartment building on the Subject Property.

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*
 - a. *Setbacks, heights and transition;*
 - b. *Façade and roofline articulation;*
 - c. *Colours and materials;*
 - d. *Architectural elements, including windows, doors and projections;*
 - e. *Pre- and post-construction grades on site; and
Incorporating elements and details of common characteristics of the area.*

Figure 21. Proposed Massing looking South East



Wilbrod Street comprises a mix of older single family homes and converted apartments arranged in a low-rise suburban form. The street also includes mixed use buildings with ground level commercial uses at the intersection of Friel Street and Wilbrod Street. The Francojeunesse school is located on the north side of the Street to the east of the Subject Property. The proposed low-rise apartment complements the scale of larger buildings on the street and is appropriate at this stage of community transition. The proposed building also complements smaller homes abutting the Subject Property by referencing their width and scale in the façade. Strong vertical divides, using indentation together with material changes and pilasters, reference the width or rhythm of neighbouring buildings. The proposed development responds to the existing and planned scale envisioned for the surrounding context through an appropriate building setback and façade design along the Wilbrod Street frontage that frames the street, improves pedestrian access and interfaces well with the public realm (see Figure 21). The proposed low-rise building provides an appropriate scale of development that is compatible with existing low-rise buildings to the east, west, north and south of the Subject Property.

The proposed building materials primarily comprise a light tan coloured brick base with vertical breaks and concrete cornices that are appropriate for the existing neighbourhood context. A traditional rhythm of windows and paired windows, banding, brick and concrete details are contrasted and complemented by a more contemporary use of panel siding and larger windows within recessed portions of the façade. The use of brick and concrete along the base with traditional cladding on the upper floor are designed to take cues from existing architecture in the area, including the Francojeunesse school and low rise residential buildings along Wilbrod Street.

The proposed development establishes a transit-supportive level of density within walking distance of transit stops along the frequent transit network at the intersection of Friel Street and

Rideau Street. The proposed development will fit within the predominantly low-rise residential context to the east, west, north and south. The proposed development of a low-rise apartment on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

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;*
 - c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

The proposed development is designed with the principal building façade and main building entrance oriented to Wilbrod Street. The principal façade comprises a high-quality material treatment where the building interfaces with abutting properties and toward the public realm. The proposed building provides a well-articulated combination of traditional materials such as brick and paired windows along the principal façade to complement existing architectural styles surrounding the Subject Property. The main entrance door is set within a building face distinguished in materiality, with large decorative concrete panels and concrete trim set around large feature windows. This section of the facade is also set back for emphasis. A large flat canopy protects visitors as they enter the building. The main entrance door is at the level of the sidewalk, whereas the dedicated doors to front facing units are raised and open onto porches. In this way, the main entrance is visually dominant and serves to welcome visitors.

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 (i.e. trees, landscaping, decorative walls and fences etc.) 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.*

Direct pedestrian connections are provided from the principal building entrance to the public sidewalk along Wilbrod Street. A single vehicular entrance is provided off Wilbrod Street leading to screened visitors parking spaces at the rear of the building and incorporates access to all service entrances and garbage facilities. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property.

4.1.2 Massing and Scale

Section 4.11 of the Official Plan under “Massing and Scale” states: “*Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.*”

The following section provides a review of each relevant policy related to Massing and Scale and provides design justification in support of the proposed development of a low-rise apartment building on the Subject Property.

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. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:*
 - a. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
 - b. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
 - c. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*
12. *“Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.”*

The proposed development is designed to provide an appropriate transition in building scale and height along the Wilbrod Street frontage and the surrounding community to the east, west, north and south. Properties immediately abutting the Subject Property to the east and west along Wilbrod Street could accommodate future low-rise intensification.

Figure 22. Existing Context East of Subject Property



The three-door row immediately to the east has features such as a dramatic variation in front yard setback and deeply angled driveways to basement parking that are uncharacteristic of this neighbourhood. As shown on Figure 22, although the scale and massing of the proposed development is different than the three-door row to the east, the new building will enhance the streetscape with greater continuity and a higher quality of design and streetscaping treatments.

Figure 23. Existing Context West of Subject Property



The property to the west is more typical of the existing built context in this area. As shown on Figure 23, the proposed development complements the brick house by introducing a three storey brick element that is in proportion to the home located to the west. The proposed fourth floor has been clad in diamond patterned siding in reference to the surrounding roofscape of the neighbourhood, and does not dominate or overshadow adjacent properties or the street.

Further to the west along Wilbrod Street are mixed use buildings and existing low-rise apartment buildings. Lands to the south of the Subject Property contain low-rise apartment buildings. Further to the south across Friel Street are mid-rise, mixed use buildings.

Figure 24. View of Proposed Rear Yard from East



The proposed development is adequately set back from the south property line to provide appropriate transition to existing low-rise apartment uses. The proposed rear yard setback is reduced on the western side, allowing for an additional dwelling unit per floor. This extension of the building footprint toward the rear lot line is intended to correspond with the footprint of the demolished building (330 Wilbrod Street). At the request of the local Councillor, this leg of the building projecting further toward the rear lot line has been located to the west side of the Subject Property to provide adequate separation to the existing building to the south. The eastern portion of the rear yard establishes parking and amenity areas with a building setback that is characteristic to this area and adjacent properties to the east (See Figure 24).

The proposed development of a low-rise apartment building has regard for the scale, massing and building materials that are desirable characteristics of the existing community context and represents appropriate intensification of the Subject Property.

The proposed development on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

4.1.3 Outdoor Amenity Areas

Section 4.11 of the in-force Official Plan under “Outdoor Amenity Areas” states: “*Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.*”

Policy 20 of Section 4.11 of the in-force Official Plan states that: “*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 (e.g. plazas, courtyards, squares, yards). 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.”

The proposed development includes both private and communal outdoor amenity spaces (see Figure 19). Three residential units along the Wilbrod Street frontage have access to a semi-private front porch accessed from street level and six units have private balconies facing Wilbrod Street. Many of the rear facing dwelling units also have access to private balconies. Communal amenity spaces are provided for residents at grade level along Wilbrod Street. At the rear of the proposed building a barbeque and picnic area is provided to allow residents to gather for meals. The proposed development is consistent with urban design policies of the in-force Official Plan for outdoor amenity areas on the Subject Property.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Residential Fourth Density, Subzone UD, Urban Exception 480, Commercial Suffix (R4UD[480]-c) in the City of Ottawa’s Zoning By-law 2008-250.

The purpose of the R4 – Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
- (3) permit ancillary uses to the principal residential use to allow residents to work at home; regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced*

Urban Exception 480 relates to additional land use permissions for “dwelling unit” in multiple zones. Dwelling units are a permitted use in the R4UD zone.

The provisions of the R4UD zone permit development of a low-rise residential apartment dwelling with a maximum of 9 or more dwelling units on the Subject Property. Section 161, Section 162, Table 162A and Table 162B set out the performance standards for the Residential Fourth Density, Subzone UD zone. The Subject Property is located within the Greenbelt. Provisions of Section 139 and Section 144 of the Zoning By-law apply to all low-rise residential developments located within the Greenbelt (see Figure 25).

A low-rise apartment building containing 40 residential units is proposed on the Subject Property.

The proposed zoning will incorporate the required relief from the zoning provisions for a decrease to the minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required total landscape area and a decrease to the minimum required parking spaces for residential uses. A summary of the relief requested is highlighted in orange on the Zoning Review Table (see Figure 25).

The proposed low-rise apartment building conforms with all other zoning provisions of Section 139, Section 144, Section 162, Table 162A and Table 162B including lot width, lot area, minimum front yard setback, minimum interior side yard setbacks, maximum building height, minimum front yard soft landscape area, minimum rear yard landscape area, minimum required visitor parking spaces and minimum required bicycle parking spaces. The proposed development is designed to conform with the Residential Infill performance standards of Section 161 including the required minimum number of principal entrances, minimum required percentage of fenestration and minimum required percentage of recessed façade area to improve the building interface with the public realm along Wilbrod Street.

Figure 25: Zoning Review Table

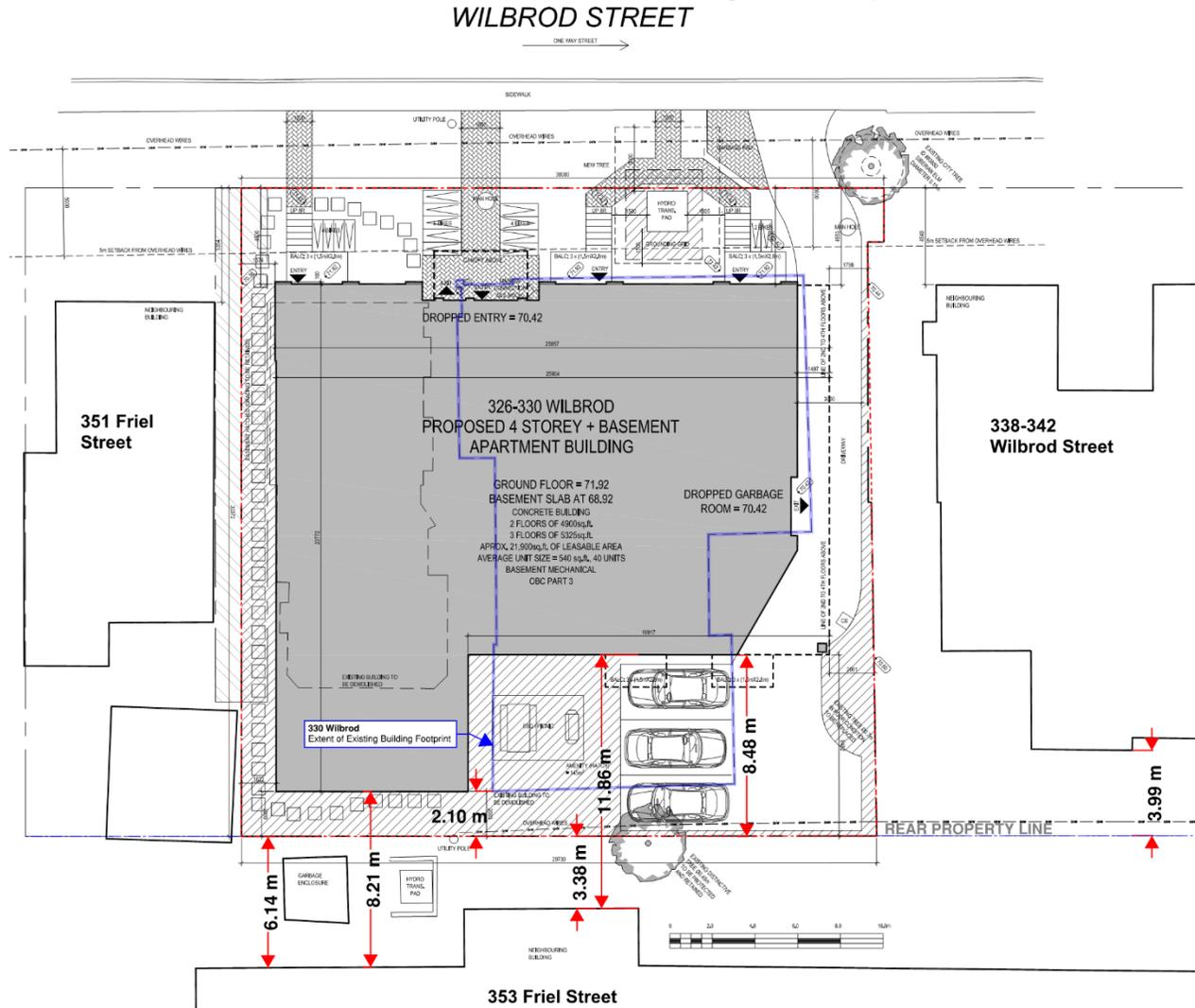
ZONING PROVISIONS: R4-UD[480]-c, Low Rise Apartment (9 or more units)		
City of Ottawa By-Law 2008 -250		
	Required	Provided
Maximum Number of Units	9 or more	40
*Minimum Lot Width (m) Part 6, Table 162A, Subzone R4-UD, Column IV	15.0 m	29.4 m
*Minimum Lot Area (m ²) Part 6, Table 162A, Subzone R4-UD, Column V	450 m ²	±900m ²
*Minimum Front Yard (m) Part 6, Table 162A, Subzone R4-UD, Column VII	4.5 m	4.5m
*Minimum Rear Yard (m) Part 5, Sec. 144 (3)(a)(i) - Table 144A, Row iii, Columns I,II	30% of lot depth (30.42m x 30%) = 9.13m	2.1 m
	<i>*(min. 25% of total lot area ±900m² x 25%) = 225m²</i>	63.6m²
*Minimum Interior Side Yard (m) Part 6, Table 162A, Subzone R4-UD, Column X	1.5 m	1.6m / 1.8m
Maximum Height (m) Part 6, Table 162A, Subzone R4-UD, Column VI	14.5 m	14.2 m
*Required Landscape Area		
Total Landscape Area: Section 161 (8)	min. 30% of total lot area	(± 256.32m ² / 900m ²) = ± 28.4%
Front Yard Soft Landscape Area: Section 161 (15)(d) - Table 161	min. 40% of front yard	(± 54.32m ² / 133.71m ²) = ± 40.6%
Rear Yard Landscape Area: Section 161 (15)(b)(iii),(iv)	min. 50% of the rear yard	(± 42.62m ² / 63.6m ²) = ± 67.0%
Parking Requirements		
	Required	Provided
Minimum Parking Spaces (Table 101, Row R11, Column II) - 0.5 spaces / dwelling unit Part 4, Sec 101 (3)(a) - Schedule 1A: Area "X" Near Major Transit Station (no required parking first 12 units)	14	n/a
Minimum Visitor Parking Spaces (Table 102, Row I, Column II) - 0.1 spaces / dwelling unit Part 4, Sec. 102 (1),(2) and (3) - Schedule 1A: Area "X"	3	3
TOTAL	17	3
Minimum Bicycle Parking Spaces Part 4, Sec 111 (1) - Table 111A, Row (b)(i), Columns I,II (0.5 spaces/du) - (40 x 0.5) = 20	20	30
TOTAL	20	30

*NOTE: All measurements taken using Bluebeam Revu based on Architectural Plans provided by RJH Inc. and should be considered approximate values

The proposed Minor Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property and will maintain the intent and purpose of the City of Ottawa Zoning By-law 2008-250.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

Figure 26. Proposed Rear Yard Setback



The provisions of Section 144, Table 144A Row (iii) require a minimum rear yard setback of 30% of the lot depth. The lot depth of the Subject Property is 30.4 metres. The minimum required rear yard setback of the Subject Property is 9.13 metres. Calculation of the rear yard setback on the Subject Property results in a requirement that is greater than the established 2.1 metre rear yard setback of the building that was located at 330 Wilbrod Street (see Figure 26).

The abutting building to the east of the Subject Property at 338-342 Wilbrod Street has a lot depth of approximately 30.4 metres and a rear yard setback of approximately 4.0 metres; less than the minimum required by provisions of the Zoning By-law.

The adjacent low-rise apartment building to the south at 353 Friel Street has an interior side yard setback of approximately 6.1 metres along the westerly portion of the shared property line. The

adjacent low-rise apartment building to the south at 353 Friel Street has an interior side yard setback of approximately 3.4 metres along the central portion of the shared property line.

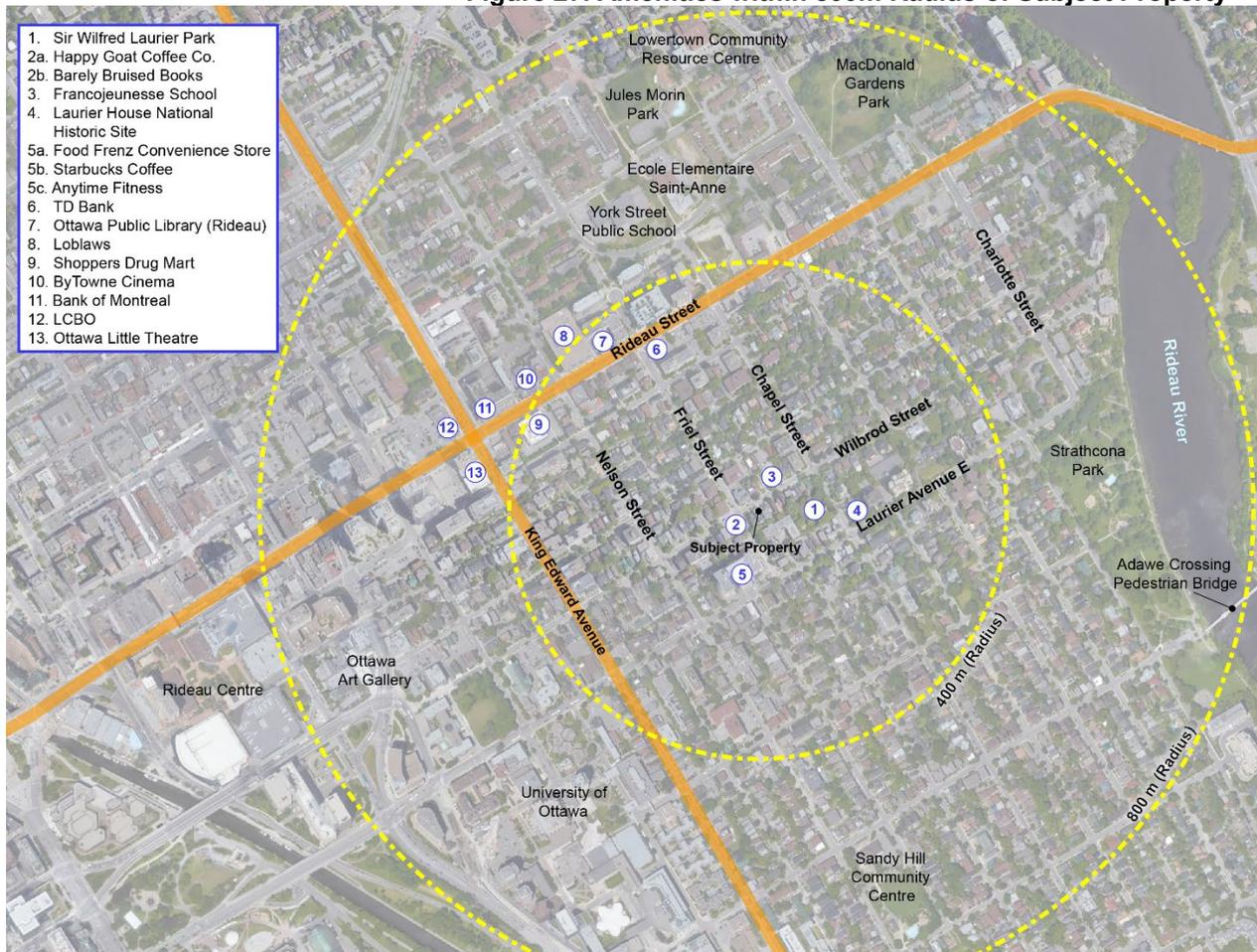
A proposed rear yard setback of 2.1 metres is provided on the westerly portion of the Subject Property matching the established rear yard setback of the building that was located at 330 Wilbrod Street. A total separation distance of 8.2 metres from the proposed building to the adjacent building at 353 Friel Street is provided along the westerly portion of the shared lot line to the south. A proposed rear yard setback of 8.5 metres is provided on the easterly portion of the Subject Property. A total separation distance of 11.8 metres from the proposed development to the adjacent building at 353 Friel Street is provided along the central portion of the shared lot line to the south. The proposed rear yard setbacks on the Subject Property abutting the shared lot lines will provide appropriate building separation from any development on properties located to the south. A reduction to the required rear yard setback is appropriate for the proposed development on the Subject Property.

The provisions of Section 144 (3)(a) require the rear yard to comprise 25% of the total lot area. A portion of the proposed building footprint along the west side of the property is designed to align with the established rear yard setback of the building that was located at 330 Wilbrod Street. Approximately one third of the proposed building length comprises a 2.1 metre rear yard setback. The reduced rear yard setback results in a reduced required rear yard area for the proposed development. The easterly portion of the rear yard comprises approximately two thirds of the proposed building length and provides a greater building setback of 8.40 metres from the rear property line. When combined, the rear yard area provided comprises 20.5% of the total lot area. Relief from the zoning provision is required to decrease the minimum required rear yard area by 4.5% to 20.5% to facilitate the proposed development. A 4.5% reduction to the required rear yard area is a minor reduction from the performance standards. In addition to amenity spaces provided in the rear yard, outdoor amenity space is provided for residents in the front yard of the proposed development. Public amenity areas are located within walking distance of the Subject Property with Sir Wilfred Laurier Park located to the east, and Strathcona Park and the Rideau River further to the east. A reduced rear yard area is appropriate for the proposed development on the Subject Property.

The provisions of the Section 161 (8) require the minimum landscape area to comprise 30% of the total lot area. When combined, the total landscape area of the front yard, interior side yards and rear yard comprise 28.4% of the total lot area. Relief from the zoning provision is required to decrease the minimum total landscape area by 1.6% to facilitate the proposed development. A 1.6% reduction to the total required landscape area is a minor reduction from the zoning provisions. Outdoor amenity spaces are provided for building residents in the front, side and rear yards of the proposed development. Public amenity areas are located within walking distance of the Subject Property with Sir Wilfred Laurier Park located to the east, and Strathcona Park and the Rideau River further to the east. A minor reduction to the total required landscape area is appropriate for the proposed development on the Subject Property.

Section 101, Table 101, Row R11 of the Zoning By-law (Area "X" – Schedule 1A) sets a minimum parking space rate of 0.5 spaces per dwelling unit for residential uses after the first 12 units. 14 parking spaces are required for the proposed residential uses. Section 102, Table 102, Column II of the Zoning By-law (Area "X" – Schedule 1A) sets a minimum visitor parking space rate of 0.1 spaces per dwelling unit after the first 12 units. Three parking spaces are required for visitor parking.

Figure 27. Amenities within 800m Radius of Subject Property



1. Sir Wilfred Laurier Park
- 2a. Happy Goat Coffee Co.
- 2b. Barely Bruised Books
3. Francojeunesse School
4. Laurier House National Historic Site
- 5a. Food Frenz Convenience Store
- 5b. Starbucks Coffee
- 5c. Anytime Fitness
6. TD Bank
7. Ottawa Public Library (Rideau)
8. Loblaws
9. Shoppers Drug Mart
10. ByTowne Cinema
11. Bank of Montreal
12. LCBO
13. Ottawa Little Theatre

The combined minimum number of parking spaces required for the proposed development is 17 spaces. A total of three visitor parking spaces are provided. The decision to provide no resident parking spaces is in response to the proximity of the Subject Property to transit stops along frequent transit routes at the intersection of Friel Street and Rideau Street. The location of the Subject Property is within 400 metres radius and 400 metres walking distance of transit stops on bus routes 7, 14 and 15 and is within a prime location to encourage the use of active transportation and transit options over use of private automobiles.

The Subject Property is within 800 metres radius of a broad range of land uses and amenities that contribute to development of 15-minute neighbourhoods and reduce the need for residents to use private automobiles to access daily needs. Specifically, the Subject Property is located within walking distance of retail stores, coffee shops, restaurants, fitness and recreational uses, banks, pharmacies, entertainment venues and grocery stores along Rideau Street and King Edward Avenue. The Subject Property is also located near several parks, community centres, public schools, the University of Ottawa, and the Ottawa Art Gallery (see Figure 27). A reduction to the total required residential parking spaces is appropriate for the proposed development on the Subject Property.

A total of three visitor spaces will be provided. Relief from the zoning provisions is required to reduce the number of resident parking spaces from 14 to 0, a reduction of 14 spaces. The proposed parking layout fully conforms with all other provisions of the zoning by-law.

Section 111, Table 111A, Row (b) of the Zoning By-law sets minimum bicycle parking space rates for the proposed development. A rate of 0.5 bicycle parking spaces per dwelling unit is required for residential uses. The minimum number of bicycle parking spaces required for the proposed residential use is 20 spaces.

15 bicycle parking spaces are provided within the proposed building and 15 bicycle parking spaces are provided in the front yard. A total of 30 bicycle parking spaces are provided on the Subject Property, ten more spaces than required by the Zoning By-law.

To facilitate the proposed development of a low-rise apartment building on the Subject Property, this application requests a site-specific amendment to incorporate the required relief from the zoning provisions for a decrease to the minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required total landscape area and a decrease to the minimum required residential parking spaces as highlighted in orange on the Zoning Review Table (see Figure 25). The site-specific amendment will result in development of a low-rise residential apartment building that is located with direct access and opportunities for residents to increase use of transit and active transportation infrastructure. The proposed development is within proximity to restaurants, shops, parks and outdoor amenity areas for residents. The requested relief from provisions of the R4UD zone is appropriate to facilitate the proposed development of a low-rise apartment building on the Subject Property.

7.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. Full details are available under 'Community and Neighbourhood Notification' on the City's website. Neighbours will have the opportunity to comment on the proposal via the notification requirements.

An Information Meeting is expected to be held to discuss the proposed development with the community. This meeting will be coordinated with the Councillor's office immediately following filing of the application. A second meeting will be held if deemed necessary.

8.0 CONCLUSION

This Planning Rationale has been prepared in support of Minor Zoning By-law Amendment and Site Plan applications to facilitate the development of a low-rise apartment building on the Subject Property. The Subject Property is designated General Urban Area on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated Low-Profile Residential Area on Schedule J of the in-force Sandy Hill Secondary Plan. The Subject Property is designated Neighbourhood in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is located in the Sandy Hill Character area and is designated Local Neighbourhood on Schedule B of the adopted Central and East Downtown Core

Secondary Plan. The Subject Property is zoned Residential Fourth Density, Subzone UD, Urban Exception 480, Commercial Suffix (R4UD[480]-c) in the City of Ottawa’s Zoning By-law 2008-250.

The purpose of this application is to facilitate the proposed development of a low-rise residential apartment building through establishing a site-specific amendment to incorporate the required relief from the zoning provisions for a decrease to the minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required total landscape area and a decrease to the minimum required parking spaces for residential uses. Approval of the proposed development will permit a total of 40 residential dwelling units. A total of three visitor parking spaces and 30 bicycle parking spaces are proposed on the Subject Property.

The proposed low-rise development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Minor Zoning By-law Amendment and Site Plan Control applications will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

The proposed development conforms with policies of the City of Ottawa’s in-force Official Plan and adopted City of Ottawa Official Plan. This Planning Rationale demonstrates the proposed development conforms with the intent and policies of the General Urban Area designation of the in-force Official Plan and the Low-profile Residential designation of the in-force Sandy Hill Secondary Plan. The proposed development conforms with the intent and policies of the Neighbourhood designation within the Downtown Core Transect of the adopted Official Plan and the Local Neighbourhood designation in the Sandy Hill Character area of the adopted Central and East Downtown Core Secondary Plan and is compatible with surrounding land uses. Site specific zoning is proposed for the Subject Property to bring the proposed development into conformity with the City of Ottawa Zoning By-law.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the Subject Property and represent good land use planning.

Yours Truly,

NOVATECH

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Appendix A:

Site Plan

