



**VARIA**  
ARCHITECTURE

3 BASSANO ST,  
OTTAWA, ON

## 3 Bassano Street

Planning Rationale + Design Brief  
Zoning By-law Amendment  
April 7, 2022

# FOTENN

Prepared for HP Urban Inc

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by HP Urban Inc to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 3 Bassano Street (the “subject property”) in the City of Ottawa.

The proposed development looks to redevelop the subject property with a semi-detached dwelling unit in place of the existing, detached dwelling unit. The rezoning will include zoning provisions to allow for the proposed development as designed. An additional lot is proposed to be created through a forthcoming Consent application that will be addressed at the Committee of Adjustment.

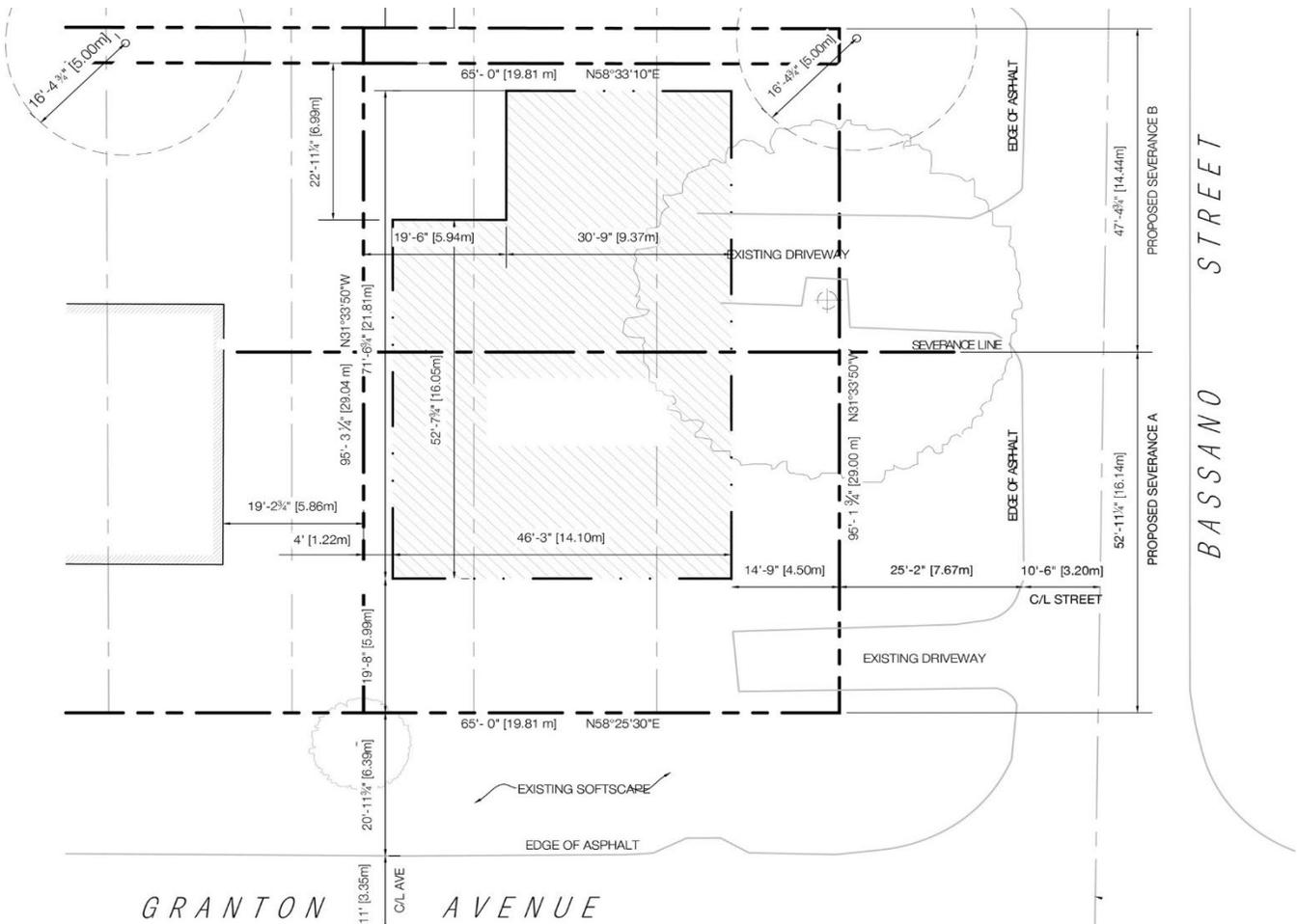


Figure 1: Proposed Site Plan of subject property.

## 1.1 Required Application

To proceed with the development as envisioned, the following planning application is required:

/ **Zoning By-law Amendment**

- The proposed Zoning By-law Amendment looks to change the existing zoning of the subject property from Residential First Density, Subzone FF, Urban Exception 632 – **R1FF [632]**, to Residential Second Density, Subzone F Exception 632 – **R2F [632]** to permit the use and building design as proposed.

## 1.2 Application Material

The following materials are being submitted in addition to this Planning Rationale and Design Brief in support of the Minor Zoning By-law Amendment for the subject property:

- / Architectural Package, prepared by Varia Architecture, dated February 21, 2022;
- / Landscape Plan, prepared by GJA INC, dated April 5, 2022;
- / Tree Conservation Report, prepared by Dendron Forestry Services, dated February 25, 2022;
- / Environmental Noise Control Study, prepared by Paterson Group, dated March 31, 2022;
- / Site Lighting Plan, prepared by LRL Engineering, dated March 2, 2022; and
- / Site Lighting Certification Letter, prepared by MVP Lighting, dated March 1, 2022.

## 2.0 Site Context and Surrounding Area

### 2.1 Subject Site

The subject property, municipally known as 3 Bassano Street, is located in the College Ward of the City of Ottawa. The subject property is currently improved by a detached dwelling with a single vehicle detached garage. The subject property has a total area of 605.14 square metres and has a frontage along the west side of Bassano Street of 30.53 metres and 1981 metres along Granton Avenue. The front lot line is considered to be Bassano Street. To the east, across Bassano Street the subject property abuts a Hydro corridor easement with a width of 15.22 metres. The easement is vacant, other than the transmission lines. The subject property abuts low-rise, lower density residential properties to the west of the property on Granton Avenue, and to the north on Baseline Road.



Figure 2: Aerial image of property, surrounding area, and future BRT station.

### 2.2 Surrounding Area

**North:** To the immediate north of the subject property is a detached dwelling fronting on to Baseline Road, with secondary dwelling units fronting Bassano Street. Baseline Road is an Arterial Road that is the main thoroughfare in the neighbourhood for travel east and west and the future route for Bus Rapid Transit. North beyond Baseline Road is the Bel Air Heights neighbourhood, which is characterized mainly with low-rise, detached dwelling units. High-rise apartments and commercial uses are found at the corner of Baseline Road and Clyde Avenue about 600 metres east. Other uses north of the area include three schools, recreational fields, a public pool, and parkland.

**East:** To the immediate east of the subject property is Bassano Street, beyond which is a 15.22-metre-wide hydro corridor. The College neighbourhood which the subject property is situated in extends eastward to Clyde Avenue. Between the subject property and Clyde Avenue the uses are characterized by low-rise, low density, residential properties of varying lot sizes. Clyde Avenue is mainly commercial, including two grocery stores, a gym, multiple restaurants, and several banks. On Baseline Road at Clyde Avenue, there are multiple office towers and high-rise apartments.

**South:** South of the subject property is a continuation of the College neighbourhood. The neighbourhood is characterized by low-rise, low density, residential properties. Additional uses in the area include, churches, a school, recreational fields, and limited commercial uses, providing for local, daily needs.

**West:** To the west of the subject property, properties remain low-rise, low density, residential for approximately 500 metres until the Algonquin College Ottawa campus. This campus includes academic buildings, student residences, and athletic facilities. Additional uses in the area include large-format retail uses.

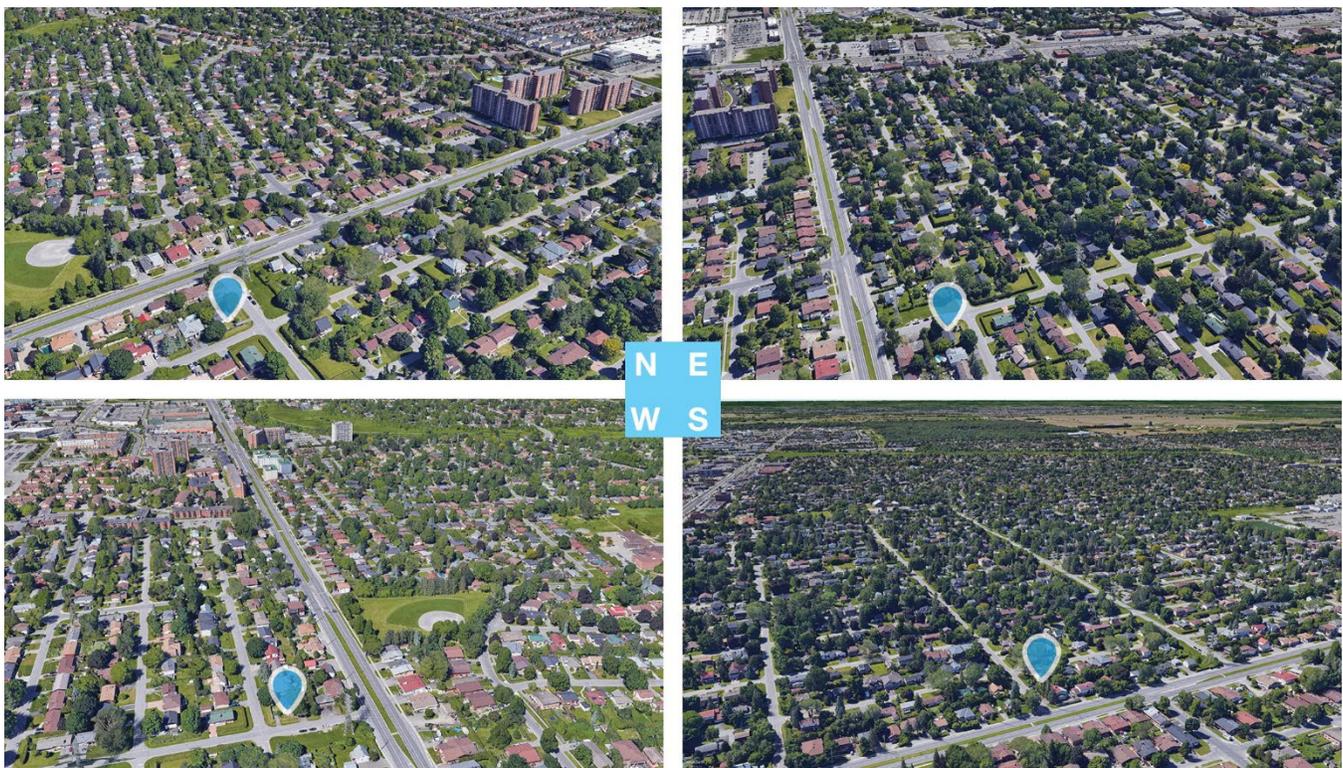


Figure 3: Aerial images of subject property in each cardinal direction.

### 2.3 Road Network

The subject property is a corner lot located on Bassano Street and Granton Avenue, which are both local streets, well served by the City of Ottawa's urban road network. Baseline Road just north of the subject property is identified as an Arterial Roadway on Schedule E (Urban Road Network) of the current City of Ottawa Official Plan. Arterial Roadways are roads within the City that carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. In addition to Baseline Road, the subject property is located in close proximity to Arterial Roadways, Clyde Avenue and Woodroffe Avenue, which direct traffic

north-south. The combination of these Arterial Roadways creates easy access from the subject property to Highway 417, allowing for travel throughout the rest of the city.

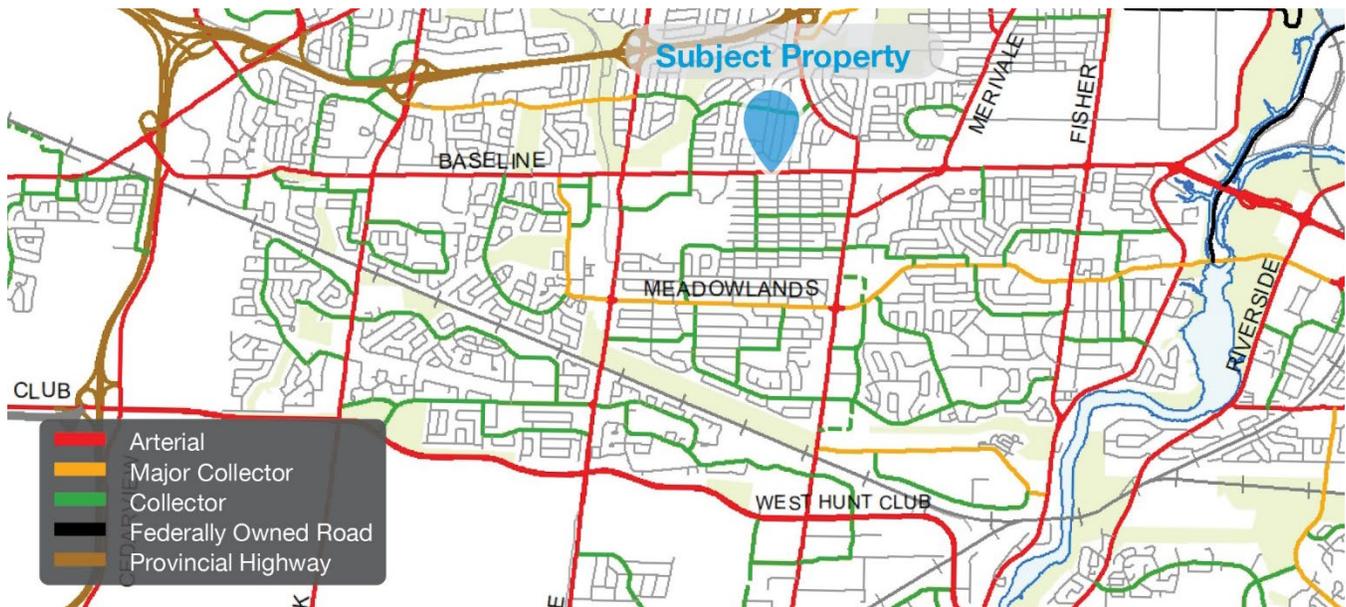


Figure 4: Schedule E - Urban Road Network, City of Ottawa Official Plan.

## 2.4 Transit Network

The subject property is positioned well to future transit planned for the City of Ottawa. As indicated on Schedule D (Rapid Transit Network) of the current Official Plan, the subject property is within 600 metres of two future Bus Rapid Transit stations along Baseline Road, which will connect to the future LRT station at Algonquin College. The subject property currently has access to local transit routes 80, 81, and 88.

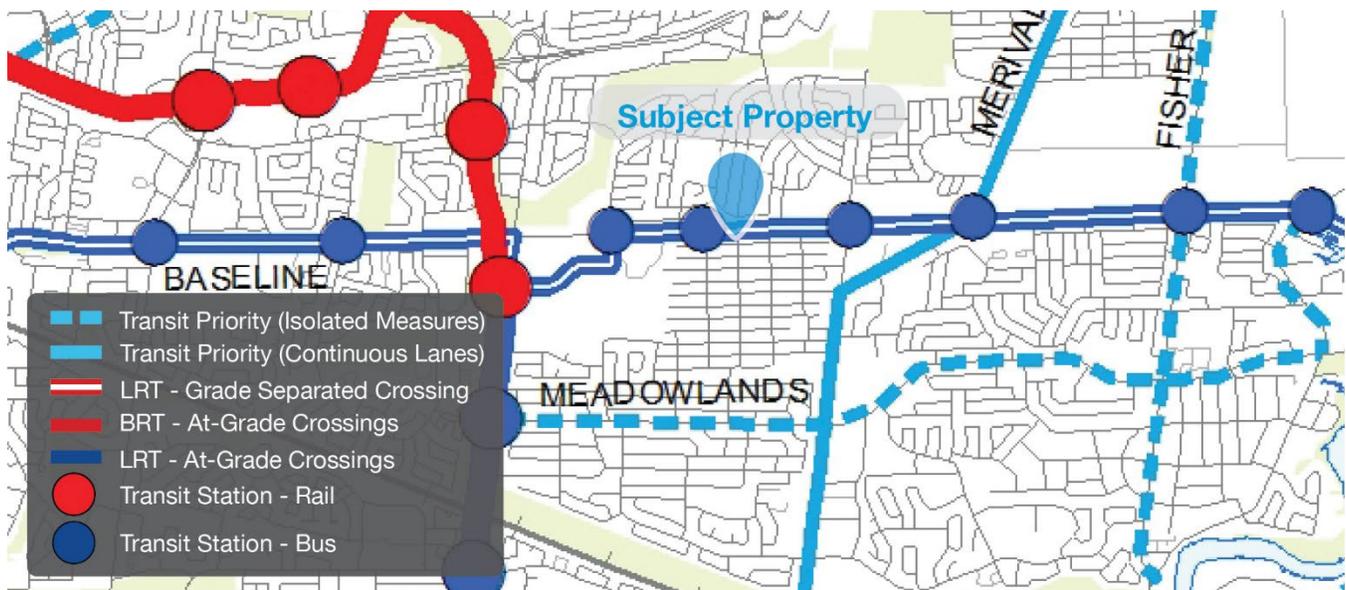


Figure 5: Schedule D - Rapid Transit Network, City of Ottawa Official Plan.

## 2.5 Active Transportation

The area surrounding the subject property offers multiple active transportation options. Baseline Road is a Spine Route with a Cross-Town Bikeway designation on Schedule C (Primary Urban Cycling Network) of the current Official Plan. This designation indicates that the street is a major cycling connector across the City. In addition to the Cross-Town Bikeway that follows Baseline Road, Spine Routes are found on Woodroffe Avenue and Clyde Avenue. Further, Multi-Use Pathways can be found in proximity north and west of the subject property.

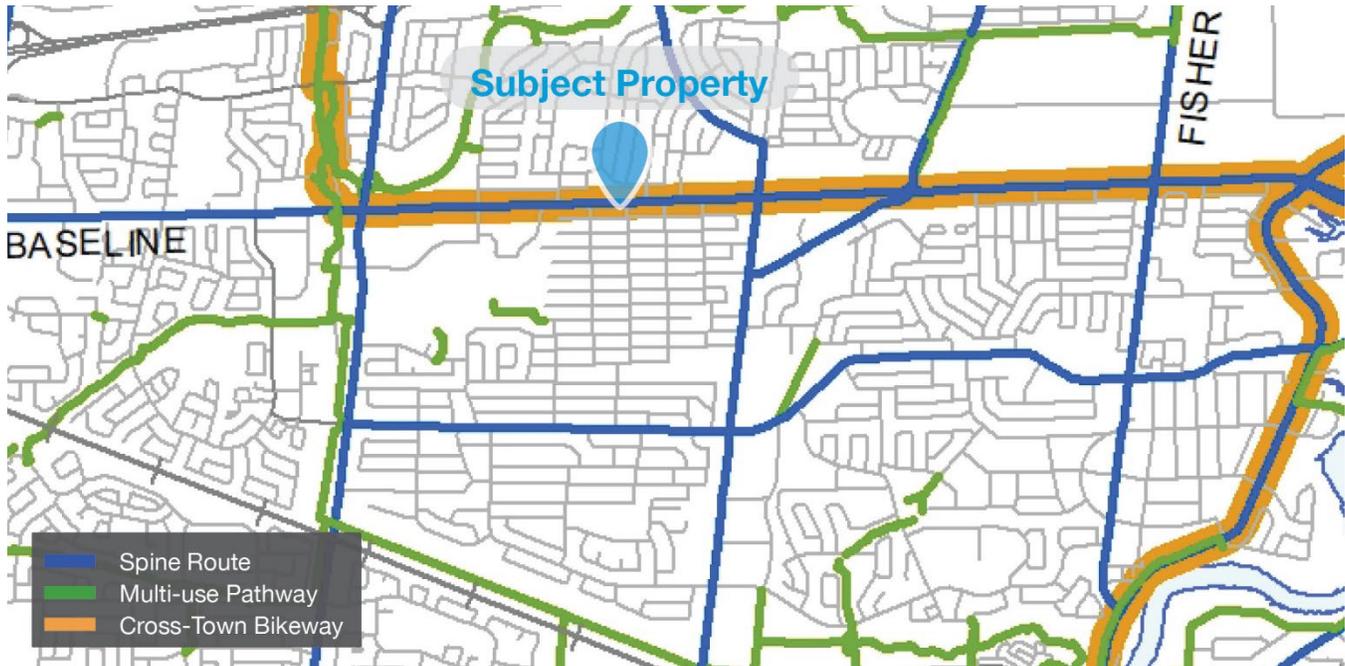


Figure 6: Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan.

## 2.6 Neighbourhood Amenities

Considering the subject property's location near an Arterial Mainstreet (Merivale Avenue), a Mixed Use Centre, which includes the Algonquin College campus it enjoys close access to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The surrounding neighbourhood benefits from access to four large grocery facilities within a kilometre of the subject property. The site is well-served with respect to attractions, parks, and community facilities, including Gilbey Park, City View Park, and the Nepean Museum.

The below, is a non-exhaustive list of neighbourhood amenities illustrating the wide range of uses in the area, which include:

- / Multiple commercial uses including Tim Horton's, McDonalds, College Square Mall, Shoppers Drugmart, and Home Depot;
- / Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- / Parks including Ainsley Park, City View Park, Gilbey Park, Agincourt Park, Britannia Park, and trails, pathways, and greenspaces along the Pinecrest Pathway; and
- / Schools including the Agincourt School, École Élémentaire Catholique Terre-des-Jeunes, Meadowland School, Abraar School, and Algonquin College.

## 3.0 Proposed Development and Design Brief

### 3.1 Proposed Development

HP Urban Inc. has retained Varia Architecture to prepare development concepts which illustrate the intent to demolish the existing detached dwelling unit and stand alone garage and infill the subject property with two semi-detached dwelling units. Suite A would front on Granton Avenue and Suite B on to Bassano Street.

The proposed development of a semi-detached dwellings has a proposed GFA of 274.32 square metres for Suite A and 281.43 square metres for Suite B. Collectively, the total coverage of the lot is 40.13%. Each semi-detached unit includes a patio amenity space that fronts Bassano Street.

### 3.2 Subject Property

The subject property is within a well established quiet neighbourhood context with uniformed massing and built form. The site topography exhibits a minor slope to the right of way at the front (Bassano), diverted by a culvert that runs to a nearby catch basin. A small planter box at the existing garage side elevates and preserves crucial roots to a mature Oak tree fronting the site.

Due to the subject property having so few disruptions to its soil, considerable foliage exists; namely, a mature Bur Oak Tree fronting Bassano Street and one Norway Maple fronting along Granton Avenue. The site (as well as most established suburban neighbourhoods in the Nepean area) are furnished with lush mature greenery, spacious vegetative setbacks and variegated building typologies— a common theme of nonintrusive and low-slung building masses is often seen.

### 3.3 Building Typology

Architecturally, Nepean (City View) celebrates a breadth of architectural styles; Dutch Colonial, Craftsman, Mid-Century Modern & Ranch Stylings are just a few examples. Within the immediate area, numerous demonstrations of Mid-Century modern and California Bungalows populate the streets.

Common materials observed are the use of modular brick or stone wythes at the streetside of most buildings; materials often graduated to siding or more economic claddings within side yards or in secluded areas. Many observed buildings exhibited masonry fireplaces along their interior side yards and the properties were often buffered with vegetative elements- (cedars being the most common as opposed to fences or “hard scape” elements).

Common expressions of form are street-facing covered garages at the furthest sides of the principal dwelling with rare examples of detached garages; it should be noted that almost all integrated garages were designed on grade with sleeping spaces above.

Entrances often exercised restraint. Most were elevated two-to-three feet from street level with minimal decoration or use of coverings; this could be budgetary or design-inspired (Mid-Century embraced an indoor-to-outdoor connection).

Most properties either boasted a two-storey low-profiled roof or a single-storey steeper-profiled roof, but seldomly exceeded the expected two-storey massing to denote a sense of appropriate residential scale that often can be missed in more contemporary examples. Glazing was often restrained and scaled proportionately to the program of each home, despite the generous front yard setbacks permitting higher fenestration.

### 3.4 Architectural Program

Numerous site-based, or architectural elements needed to be equally considered, singly or in part of the design scheme as a whole. Some considerations were as follows:

- / Corner Treatment;
- / Preservation and Containment of Mature Foliage;
- / Celebrated, Yet Individualized Approach;
- / Reduction of Garage and Driveway Elements;
- / Practical SDU Access;
- / Privacy and Onlooking Between Suites;
- / Diverse Yards Between Suites;
- / Simplified Severance Line;
- / Fair Distribution of GFA Between Suites;
- / Compaction of Form (Residential Scale);
- / Contemporary Approach (To Suit Mature Building Types in Area); and
- / Vegetative Buffering (Interior Side Yard).

### 3.5 Initial Massing Concepts

Many forms were explored during the programming of the site. Balance between the site requirements and a practical interior scheme were crucial and required exploration. Below are a few recurring forms that occurred during the Schematic Design phase.

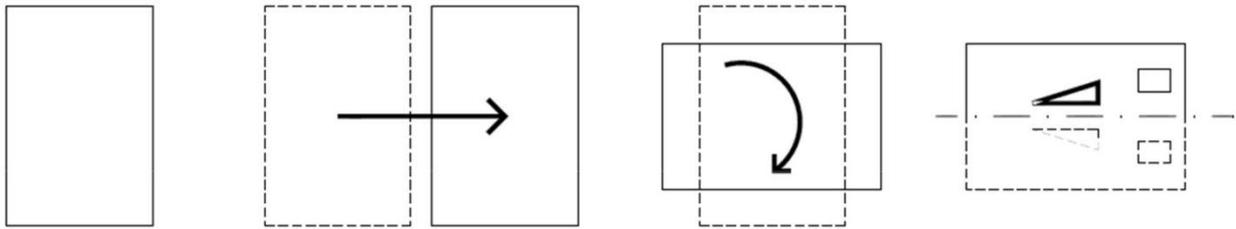


Figure 7: Preliminary massing model in situ.

### 3.6 Architectural Response (Current Scheme)

#### Corner Treatment

As the site is located at an intersection, corner treatment of the façade was our cardinal point in the decision-making process. The design scheme needed to treat each streetside independently of each other, while still contributing to a composed elevation. The Bassano-facing suite was first composed, then permuted for the corner Suite as follows:



3 BASSANO: INITIAL DESIGN SCHEME

Figure 8: Corner treatment conceptual design.

While simplified, this design approach preserved similar Gross Floor Areas (GFA's) for both units and created different visceral connections for both units. The corner unit benefits from both the South and East daylighting exposures creating dynamic lighting as the day progresses. The interior Bassano-facing unit benefits from a conventional rectilinear plan that flows extremely well and enjoys a larger rear (interior) yard.

It was crucial that both entrances felt as individual to each homeowner as possible while concealing the garages (but connecting them conveniently to the interior of the home). At a later part of the design process, it became evident that the pathway to the recessed Secondary Dwellings should also share a common lane at the exterior of each garage face to maximize privacy.

### 3.7 Preservation of Containment of Mature Foliage

As the site has had minimal changes to the grade, two mature trees have benefitted from the abundant space: namely, the Bur Oak Tree facing Bassano and the Norway Maple along Granton. The Bur Oak, conflicted with the zoning envelope along Bassano Street as follows:

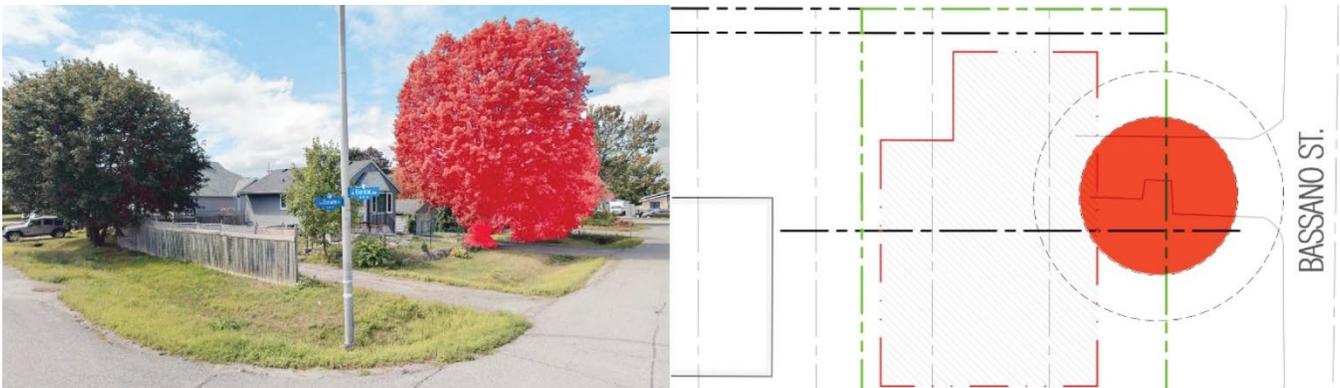


Figure 9: Street view and site plan images indicating significant Bur Oak to retain.

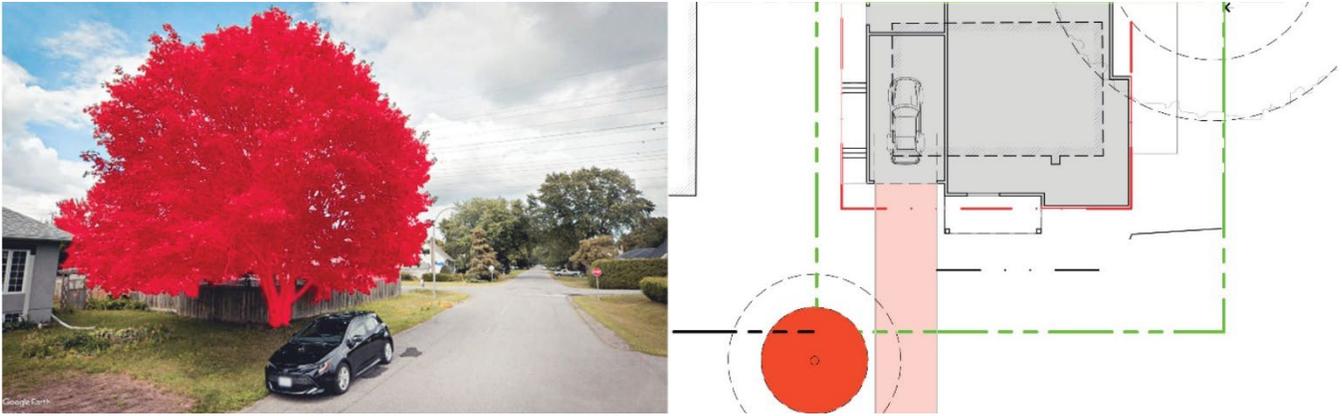


Figure 10: Street view and site plan images indicating a significant Norway Maple tree to be retained.

Given that the initial proposal was relatively flat along the Bassano axis, this design constraint became an opportunity to articulate the façade along Bassano and to avoid (or at least minimize) the building's impact on the critical root zone of the mature Bur Oak.

The Norway Maple, despite its narrower trunk diameter bears a considerable canopy that could shelter the building from the prevailing winds of the West. To preserve this excellent shade tree, the driveway was repositioned after the Pre-Application Consultation meeting with the City, which reduced the leading wall for the garage, unintentionally pulling the interior yard of the house in four feet. This also increases the opportunity for vegetative buffering in a smaller interior yard while giving more space for SDU access at the Granton side.

### 3.8 Celebrated – Yet Individualized Approach

An excellent design opportunity always awaits a corner lot design, and Granton is no exception. Following the corner treatment ideologies, each facade had to feel independent of one-another but maximise both daylighting and composition requirements.

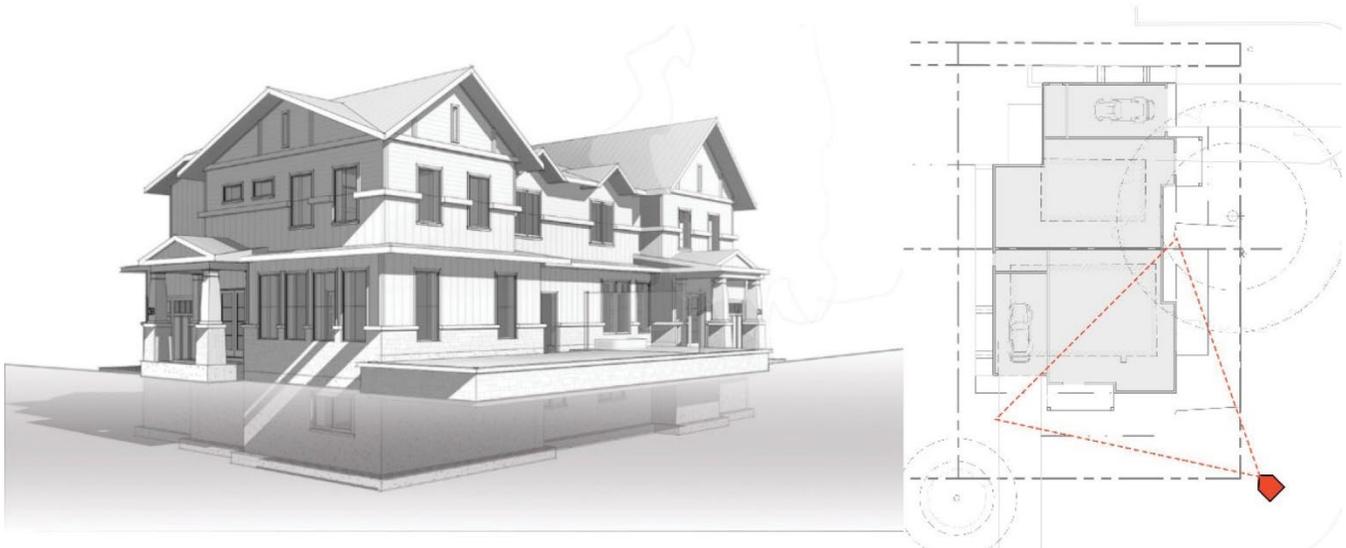


Figure 11: Image highlighting the south-east corner treatment.

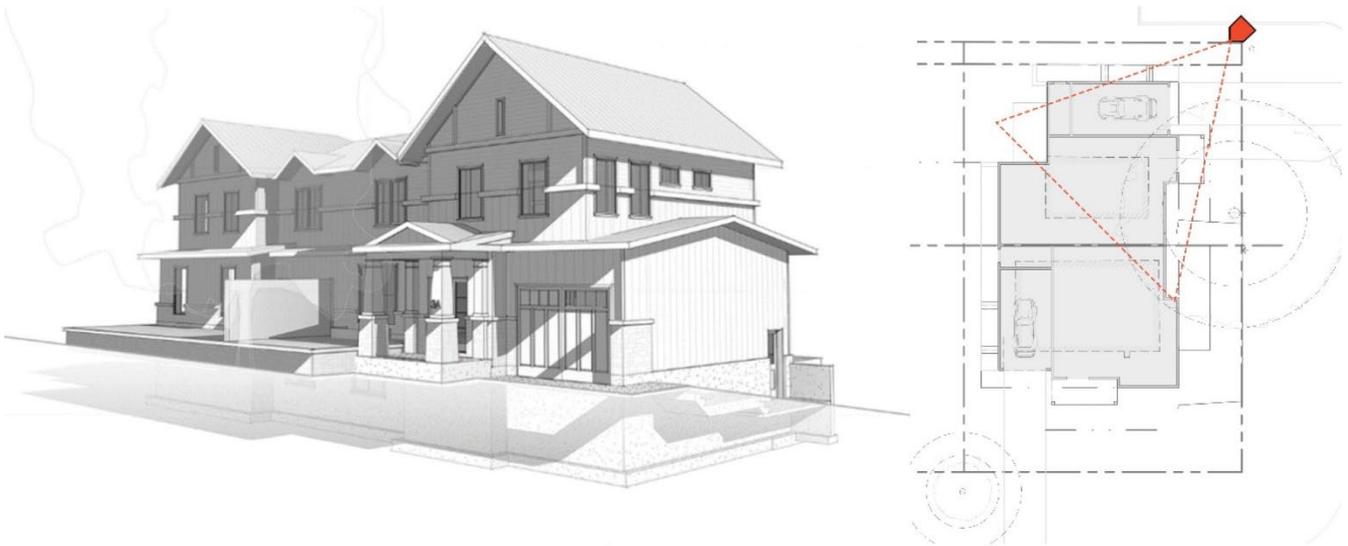


Figure 12: Image highlighting the north-east corner treatment.

### 3.9 Reduction of Garage and Driveway Elements

The approach to Bassano was to follow suit with the surrounding homes and incorporate covered garages for the convenience of the homeowner, however the intent of this design as to downplay any vehicular components or their related “hardscape” elements by reducing the driveways as much as possible and circumventing any conflicting trees (as seen along the Granton facade).

The garage doors are ideally to be treated in a craftsman fashion: untreated natural materials and an emphasis for verticality. Lastly, much like the entrances, they are positioned at each end of the building as far as possible to reduce the opaque garage components of the facade.

### 3.10 Practical SDU Access

Following suit to the idea of separating entrances, SDU access is no different. To create a sense of arrival (and to reduce the necessary stairs to reach the basement level), each entrance is separated as far as possible and brought down over three feet (3'-3") from grade. This increases the occupant's sense of privacy and ownership of their space. This reduction in height also offers the opportunity to partially conceal utility boxes (Hydro meters and Gas- if applicable).

### 3.11 Diverse Yards Between Suites

Initially, it was desirable to place both yards at the rear of the property. However, after many iterations of building massing, it appeared that two rear yards were not optimal for the interior space- especially with issues concerning onlooking and maintaining similar spaces in light of the Interior Yard requirements - (30% Depth of abutting lot).

The Building Type Study (BTS) informed us that placing one of the two yards at the front corner was not uncommon, but an excellent way to give both Suites a fair distribution of space. A great example is located at 251 Royal Avenue which has a similar configuration of driveways, yards and mature foliage as seen below:

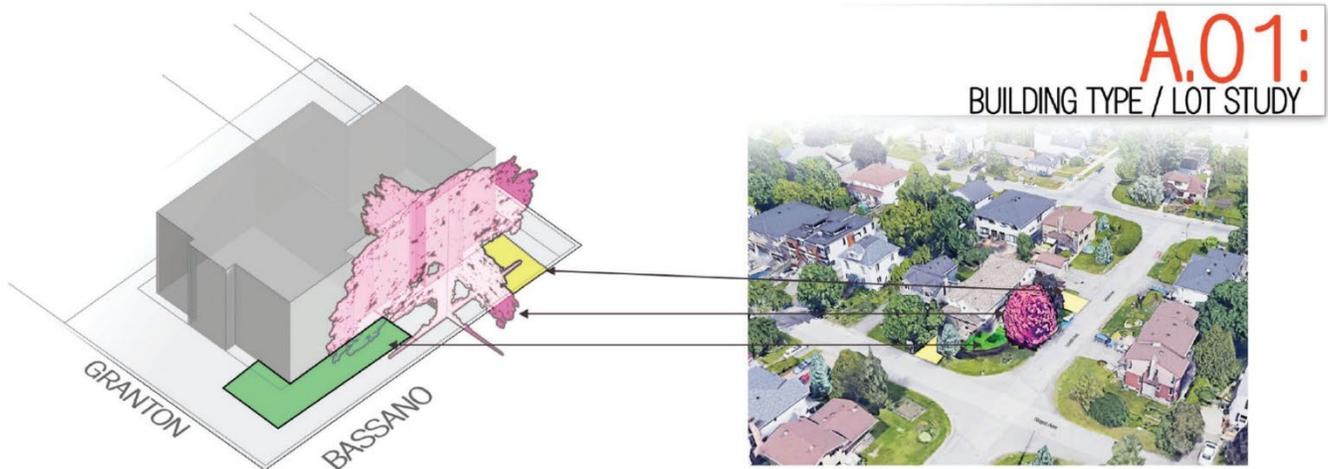


Figure 13: Precedent study.

### 3.12 Proposed Design

The proposal seeks consideration for the construction of a two-storey semi-detached dwelling with two secondary dwelling units at its base. Much like the observed buildings of Nepean (City View) area, the proposed endeavours to be unintrusive, low-slung, be contemporary in its composition and make sensible use of the site's existing features.

The proposed seeks to embrace Craftsman aesthetic to the effect of creating a linear, yet poised structure with diverse end gables that utilize materials vernacular to the craftsman style. The roof form is to be kept simple, while generating modular and pragmatic space for each suite.

While some ornamentation is used, it will adhere to classical composition rules (a 2:1 width to height pilaster and entablature for necessary casings), use of porticos with embedded pilasters at the exterior wall, correct proportion of openings are orchestrated by classical ordering principles (a 2:1 ratio) for the height to width for the ground, and are sensibly used to generate luminous interiors, yet provide necessary opacity for the buildings wonderful colors to show.

The materials are to be natural throughout the façade. Each material forms a part of a tripartite (of three) along each building face; cultured stone as the base, board and batten to transition through the second floor and wood-faced aluminum siding for horizontality and the visual "flattening" of the face just before meeting the standing seam roof. The colors are to be split-complimentary; a blue-green hue to juxtapose with the bold deep cherry tone of the aluminum siding at the top aims to establish visual hierarchy of each building datum. White casings are to accentuate the punched openings while black fascia's and slate gray standing seam roof complete the building.

The second floor is horizontally undulated by a small low-slope roof to conceal the exterior walls which are pulled in two feet above the second storey. The reduced walls decrease the shadow line cast from the building while reducing unnecessary opacity of the building mass and reaps the benefit of reduced heating and cooling demands for the upper spaces—typically only occupied at off-peak hours of the day.



Figure 14: Rendering of proposed development looking south on Bassano Street.



Figure 15: Rendering of proposed development looking north on Bassano Street.

### 3.13 Compatibility

While the existing zoning mechanisms within the immediate area have been zoned as R1FF [632], 3 Bassano seeks to act as a buffer between the established R2 zoning flexibility of Baseline Road and the sensibility and scale of Bassano’s various homes under current zoning.



Figure 16: Current zoning of the area surrounding the subject property.

It is understood that the current area is subject to a change from a “General Urban Area” to an “Outer Urban Area” transect designation and that the primary reasoning is to allow for “15 minute” neighborhoods allowing for sensible intensification but encourage a plethora of building masses and functionalities.

Concerning transitions, a few select homes within the immediate area are shown below to denote the intended building transition and context:

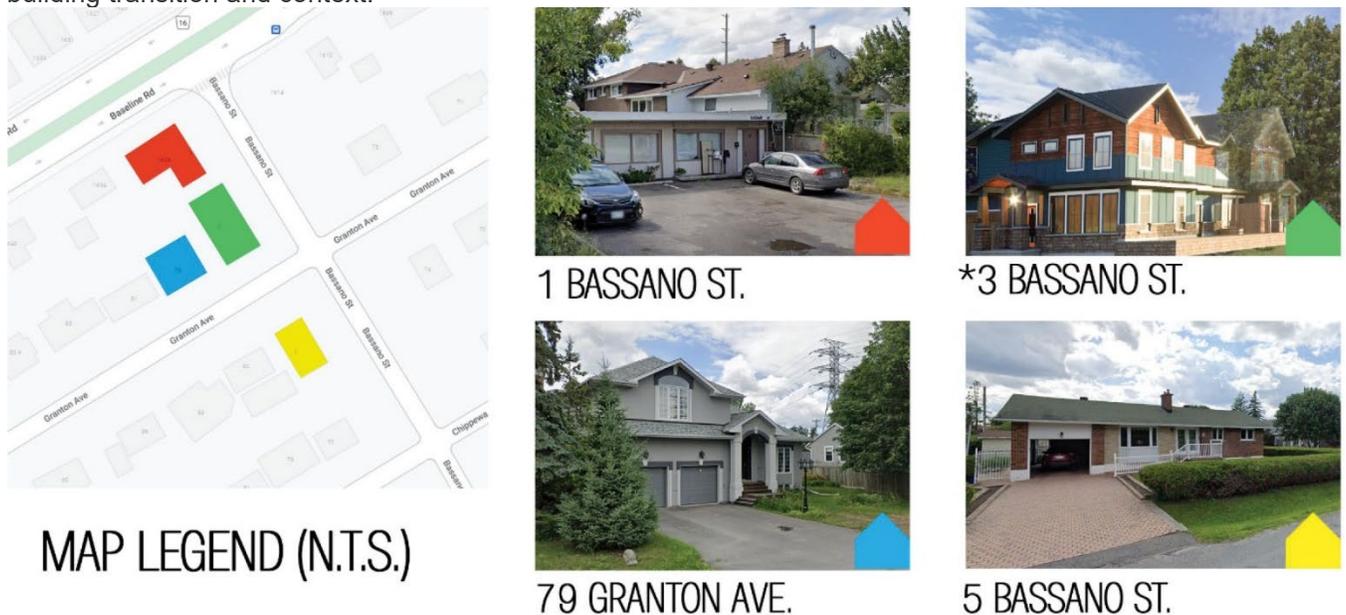


Figure 17: Housing typologies in the immediate surrounding area of the subject property.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

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

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

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

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

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

- 1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

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

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
  - b) Permitting and facilitating all types of residential intensification and redevelopment;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
  - d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
  - e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
  - f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

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

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

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

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

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

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
  - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
  - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

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

## 4.2 City of Ottawa Official Plan (2003, as amended)

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

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

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

### Managing Growth

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

### Creating Liveable Communities

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

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

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

The proposed development intensifies an underutilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development is consistent with abutting housing units and consistent with the strategic directions of the Official Plan. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

#### 4.2.1 Managing Growth

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

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

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

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

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

- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;

- Policy 22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas

determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

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

**The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will complement the existing built form environment (low-rise) while creating more units near Rapid Transit Stations. Further discussion of the compatibility and design policies are in Section 4.2.3 and 4.2.4 below.**

**4.2.2 Land Designation**

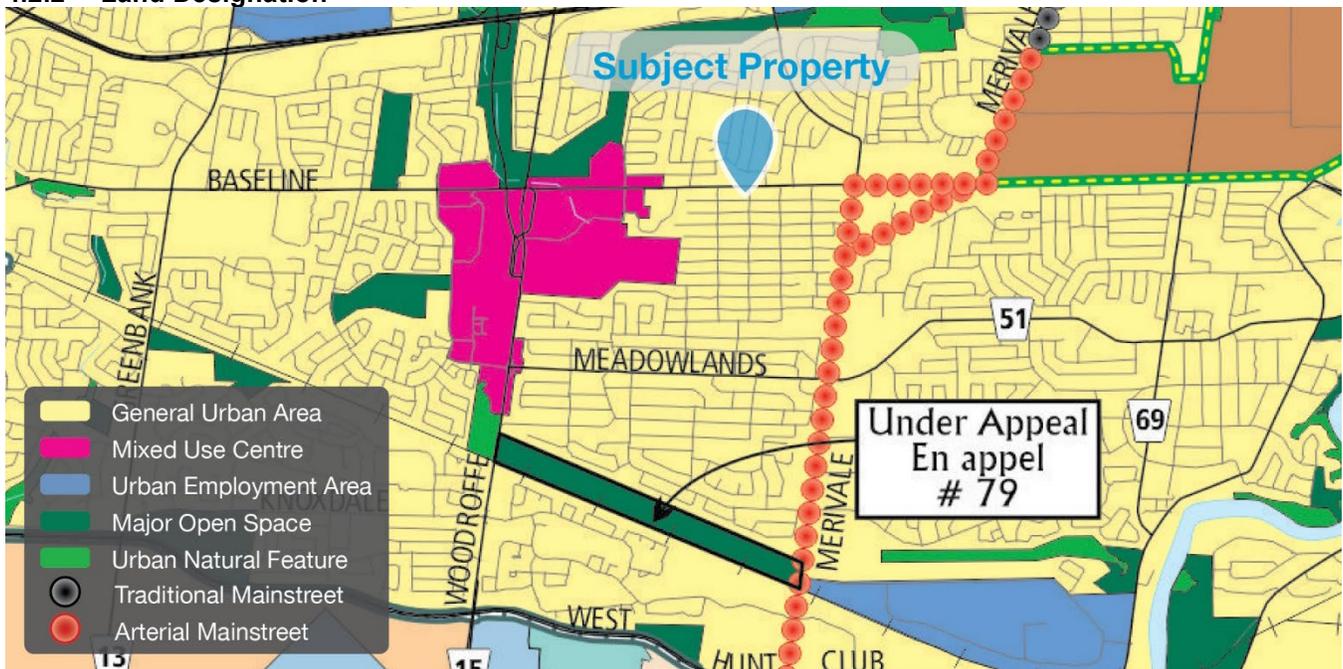


Figure 18: Schedule B - Urban Policy Plan, City of Ottawa Official Plan.

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

entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

The proposed development meets the following policies of Section 3.6.1, among others:

- Policy 1      The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.
- Policy 2      The proposed development will contribute to the available housing within the existing neighbourhood, adding to the variety of housing types and tenures within the neighbourhood and is in proximity to existing services and amenities. The proposed design and compatibility of the design is evaluated in the context of Section 2.5.1 and 4.11 further in this report.

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

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

**The subject property is located in an area characterized by low-rise residential building heights and the proposed development will continue this height profile.**

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

**The proposed development contemplates semi-detached dwelling units, which align with the housing type contemplated for intensification in the Official Plan within the General Urban Area. The proposed development will also contribute to the available housing stock within the City of Ottawa, specifically the College Ward area, which is in proximity to existing services, amenities, employment, and will support active transportation and transit use.**

#### 4.2.3 Designing Ottawa

**Section 2.5.1** of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

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

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

**The proposed development is within the Cityview-Crestview- Meadowland community, which is known as a well-established, low-rise residential area. The proposal seeks to maintain this vision of the area. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, in a way that is sympathetic to this complete community.**

Objective 2 To define quality public and private spaces through development.

**The proposed development will add quality private spaces in the way of backyards and patio amenities which are well landscaped, retaining existing trees where possible.**

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

**The proposed semi-detached dwellings create places that are safe, accessible, and easy to get to by transit and active transportation.**

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

**The design of the building has contemplated a built form that is compatible with existing context. The proposed semi-detached dwelling units adhere to policies established for low-rise buildings in the General Urban Area, ensuring the development form follows that of the existing character of the area. The footprints and massing are consistent with what is envisioned for development in the area.**

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

**The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types to accommodate residents. Introducing smaller homes, will provide an opportunity for people to "right-size" their housing as life circumstances changes.**

Objective 6 To understand and respect natural processes and features in development design.

**The proposed development will have no adverse impact on natural areas as it is infill development that proposes to maintain the existing tree canopy.**

Objective 7 To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development's proximity to the future BRT Station on Baseline Road will help encourage public transit use. The proposed development's compact, dense form represents an efficient use of land.

#### 4.2.4 Urban Design Compatibility

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

#### Policies

- Policy 1 A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:
- a) The provisions of this Plan that affect the design of a site or building;
  - b) Design Guideline(s) approved by Council that apply to the area or type of development; and
  - c) The design provisions of a community design plan or secondary plan.

**A design brief has been integrated into this Rationale, it assesses the applicable design guidelines as they relate to the proposal.**

#### Building Design

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

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

#### Outdoor Amenity Areas

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

**The proposed development will not create undesirable impacts to the private amenity spaces for these adjacent residential units. No above grade-decks/porches are proposed, and a privacy fence will be installed along shared property lines minimizing any overlook concerns.**

### 4.3 New Official Plan (Anticipated 2021-2046)

The City of Ottawa has recently undertaken an Official Plan review. The final draft Official Plan was endorsed by Council in October and a by-law was passed on November 24<sup>th</sup>, 2021. The Official Plan will be sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated later in 2022.

Given the timing of the planning application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite that, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period and the more restrictive policies should be considered in considering the Zoning By-law Amendment applications.

It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future, as approved by City Council. It should be noted that the new Official Plan version that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

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

Preliminary policy directions include:

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

#### 4.3.1 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

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

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

### Designate Sufficient Land for Growth

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

**As outlined in the Transect Policy section, the subject property is within the Outer Urban Area and located in an ideal location for further intensification based on the policy throughout this report.**

### Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

**The proposed development replaces a single detached unit and intensifies the subject property with semi-detached dwellings, including secondary dwelling units, which will contribute positively to the City's intensification goals.**

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

**The proposed development includes a two-storey residential unit which is permissible within the Neighbourhood designation. Further, the proposed density is in conformity with the density policies found in the New Official Plan applicable to the subject property.**

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services.

**The subject property is in a Neighbourhood designated area that is close to both Hub designated area and Mainstreet Corridor (Baseline Road). The intensification of the subject property will positively contribute concentration of residential units in close proximity to areas of employment, rapid transit, as well as support the creation of a 15-minute neighbourhood in the area.**

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

**At present, the subject property has services for the existing detached dwelling off of Granton Avenue. However, as part of the redevelopment of the site, servicing will be introduced for the additional units**

as capacity is available. As there are no services available in Bassano Street, the servicing for Unit B will need to be provided via Granton Avenue, through a new easement.

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices

**The proposed development looks to build semi-detached dwellings with Secondary Units, which will offer the area additional housing typology in addition to adding intensification to the subject property.**

#### 4.3.2 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the New Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

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

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

**Covered in Sections 4.3.3 and 4.3.4 of this report, the proposed development is compatible with the intent of the New Official Plan's Transect and Urban Designation policies. Further, the development is compliant with the policies of the existing Official Plan outlined in Section 4.2 of this report and compatible with both the Urban Design Guidelines for Low-Rise Infill and Transit Oriented Development as detailed in Sections 4.4 and 4.5 of this report.**

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

**The proposed development makes efficient use of the subject property by maximizing the use of both street fronting yards as a result of its location on a corner lot. Further, as indicated on the proposed Site Plan, the proposed development retains existing trees where possible to retain the vegetative character of the surrounding area. The driveways are narrow (3 metres) and neither Bassano Street or Granton Avenue have sidewalks, minimizing conflicts between vehicles and pedestrians.**

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

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

The proposed development is compatible with the Outer Urban Transect polices and remains contextually appropriate for the neighbourhood. The residential units include patios, soft landscaping, and main entrances located at-grade in the front of the residence. Further, the buildings are constructed of high-quality materials and include large amounts of fenestration that complement the existing housing stock in the area.

**4.3.3 Transect Policy Areas**

Schedule A of the Draft New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

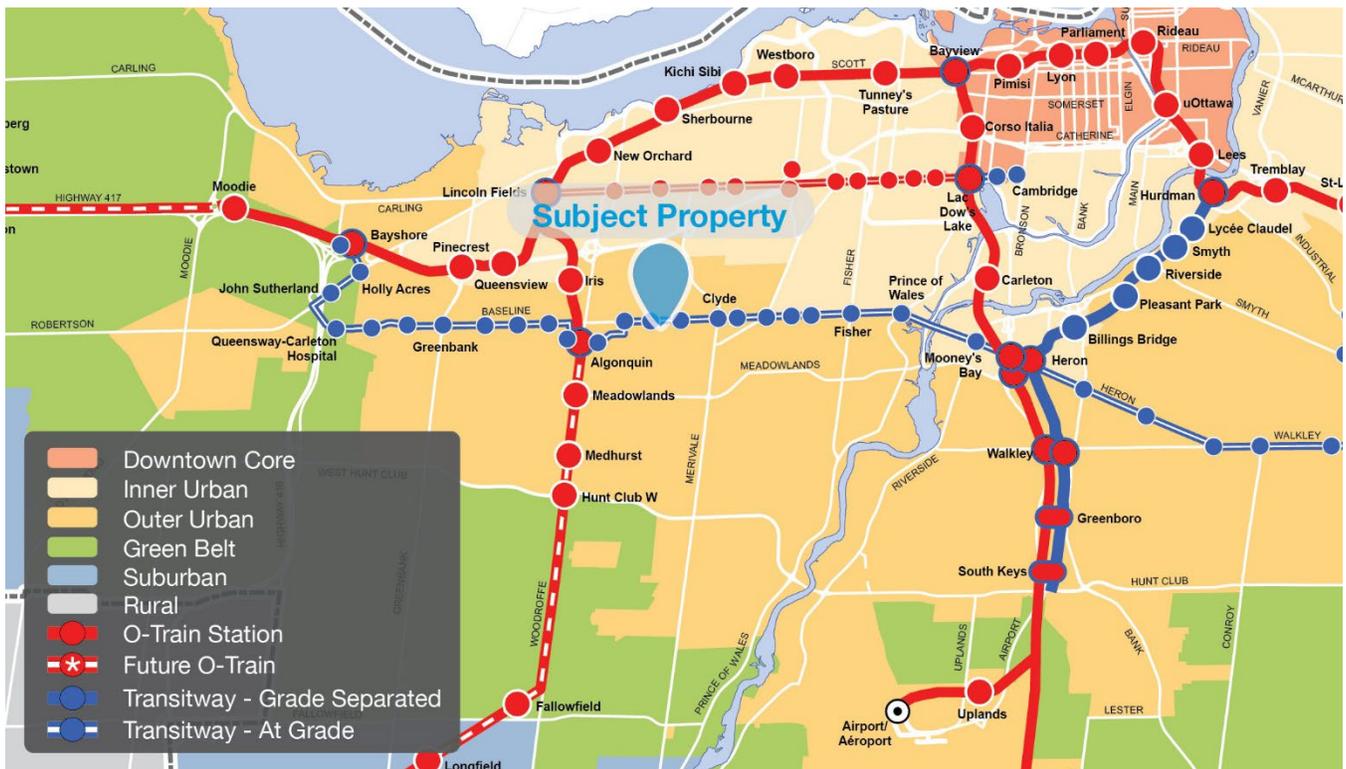


Figure 19: Schedule A - Transect Policy Area, New City of Ottawa Official Plan.

The subject property is located in the **Outer Urban Transect**, an area that comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The Outer Urban Transect neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more

substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.

The proposed development meets the following Outer Urban Transect policies outlined in **Section 5.3**, among others:

#### Recognize the suburban pattern of built form and site design

5.3.1.1 Over the medium- to long-term, the Outer Urban Transect area will evolve towards an urban (15-minute) model. This Plan allows for this evolution to happen gradually.

**The proposed development improves density which will contribute to the future evolution towards a 15-minute neighbourhood model, while remaining consistent with the low-rise residential planned use of the area.**

5.3.1.2 The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs

**The proposed development are low-rise residential semi-detached dwelling units that remains consistent with the built form found in neighbourhood designated area and context area.**

5.3.1.4 In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

#### Provide direction to Neighbourhoods located within the Outer Urban Transect

5.3.4.1 Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy. The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, 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) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed development adds to the variety of housing types in the neighbourhood while ensuring that the proposed low-rise built form reflects the height and character of the existing area. The built form helps frame the streetscape through a consistent pattern of housing.

#### 4.3.4 Urban Designation and Overlay

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

The subject property is designated as a **Neighbourhood**. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

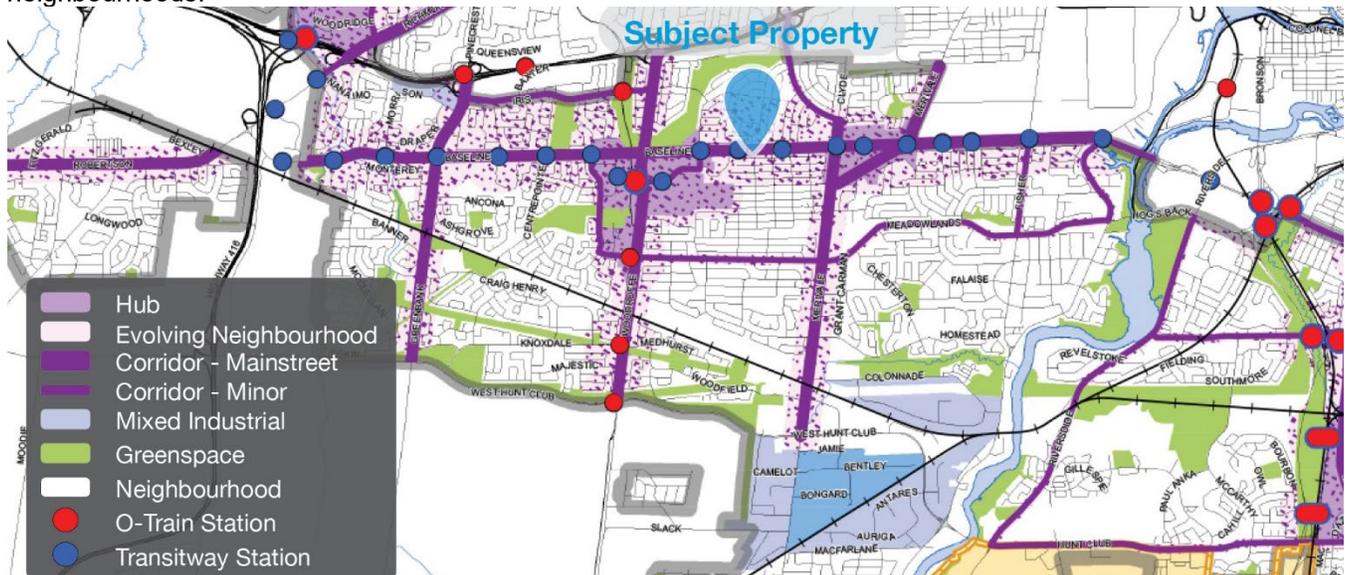


Figure 20: Schedule B2 - Inner Urban Transect, New City of Ottawa Official Plan.

Most of the development in this designation will be low-rise residential, expect where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

The proposed development meets the following Neighbourhood designation policies outlined in **Section 6.3**, among others:

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

6.3.1.2 Permitted building heights in Neighbourhoods shall be Low-rise

**The proposed development is a low-rise residential use that remains consistent with the planned use of the area while adding intensification to a property that is presently developed with a single detached unit.**

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

**The proposed development replaces a single detached residential unit with semi-detached residential units with Secondary Dwelling units, thereby increasing the variety of built forms within the neighbourhood.**

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

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

**The proposed development provides ground oriented low-rise development while offering greater levels of density than presently offered on the property.**

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

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

**The proposed development offers amenity areas primarily in the form patios to offer an efficient use of the subject property while achieving greater levels of density on site, in line with the Growth Management density targets.**

The subject property will also be subject to an Evolving Overlay. Related policies will provide additional guidance on the desired built-form, and public realm interface for these areas that are well-suited to change more rapidly over the life of the Plan. The Overlay is intended to create opportunities allowing the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

## 4.4 Urban Design Guidelines for Low-Rise Infill

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced

lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. **The following guidelines are met by the proposed redevelopment:**

### Streetscapes

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

### Landscape

- Guideline 3.1 Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.
- Guideline 3.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site. To ensure survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable.

### Building Design (Built Form)

- Guideline 4.1.2 Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- Guideline 4.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's intensification policies, and local lot sizes including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.
- Guideline 4.2.1 Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.
- Guideline 4.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as:
  - / Materials, patterns and colours used in wall treatments
  - / Cornice lines, form of the roofline and chimney details
  - / Size, shape, placement and number of doors and windows
  - / The pattern and location of projections, recesses, front porches, stoops, and balconies.
- Guideline 4.3.4 Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, design the infill units with distinguishing characteristics.

### Parking and Garages

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

- Guideline 5.10 Where front garages are permitted, recess garages behind the front façade and make windows, projecting balconies, living space and landscaping the dominant elements facing the public streetscape.
- Guideline 5.11 Limit the width of front yard parking in order to retain the maximum amount of soft landscape area in the front yard.

## 4.5 Transit Oriented Development Guidelines

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

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

### Land Use

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

### Layout

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

### Vehicles and Parking

- Guideline 46 Locate residential garages at the rear of buildings. If residential garages are accessed from the front facade, they should not project beyond the front wall of the dwelling and should not be wider than 50% of the front building façade so that they do not dominate the streetscape.

## 4.6 City of Ottawa Zoning By-law

The subject property is currently zoned Residential First Density, Subzone FF, Exception 632 – R1FF [632]. The site-specific exception allows for properties on Plan 375 to utilize a portion of the rear lane (not exceeding 1.6 metres) to be used in calculating minimum lot area, maximum lot coverage, and minimum rear yard requirements.



Figure 21: Excerpt from the City of Ottawa Zoning Bylaw map.

The primary purpose of the R1 zone is to restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan. This is incompatible with the direction of the Official Plan and the proposed development; therefore, the proposed Zoning By-law Amendment is requesting to rezone the subject property to Residential Second Density, Subzone F– R2F. The purpose of the R2 zone is to:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow 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 dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R2 Zone permits the following uses:

- |                                 |                                  |                     |
|---------------------------------|----------------------------------|---------------------|
| / <b>Semi-detached dwelling</b> | / Detached dwelling              | / Bed and breakfast |
| / Diplomatic mission            | / Duplex dwelling                | / Group home        |
| / Homebased business            | / Linked detached dwelling       | / Park              |
| / Retirement home               | / <b>Secondary dwelling unit</b> | / Urban agriculture |

Zoning Mechanism	R2F (Semi-detached) [632]	Proposed	Compliance
<b>Minimum Lot Width</b>	7.5 metres	7.61 metres	✓
<b>Minimum Lot Area</b>	225 square metres	231.75 square metres	✓
<b>Maximum Building Height</b>	8 metres	8 metres	✓
<b>Minimum Front Yard Setback</b> <i>Sec. 144(1b.) – Alternative Yard Setbacks</i>	6.0 metres	6.0 metres	✓
<b>Minimum Corner Yard Setback</b> <i>Sec. 144(1b.) – Alternative Yard Setbacks</i>	4.5 metres	4.5 metres	✓
<b>Minimum Interior Yard Setback</b> <i>Sec. 144(2b.i)- Alternative Yard Setbacks</i>	1.5 metres	2.81 metres	✓
<b>Rear Yard Setback</b> <i>Sec. 144(5b.) – Alternative Yard Setbacks</i>	1.2 meters	1.2 metres	✓
<b>Interior Yard width</b> <i>Sec. 144(6) – Alternative Yard Setbacks</i>	30% of shared lot line 5.94 metres	5.94 meters	✓
<b>Patio Permitted Projection</b> <i>Front Yard / Corner Side Yard</i>	50% of the required front yard or corner side yard, but no closer than 1m to a property line	3 metres	✓
<b>Softscaping</b> <i>Front Yard / Corner Side Yard</i>	40%	40.97%	✓

As demonstrated in the table above, the proposed development fully complies with the provisions within the R2E zone. Exception 632 is requested to remain as part of the Zoning By-law Amendment, allowing the rear yard lane to be utilized in calculating minimum lot area, maximum lot coverage and minimum rear yard requirements.

## 5.0 Requested Amendment

### 5.1 Zoning By-law Amendment

A Zoning By-law Amendment is being proposed to rezone the subject property from “R1FF [632]” to “R2F [632]”. The purpose of the amendment is to:

- / Rezone the property to a zone that would permit development that accommodates intensification, while being consistent with the evolving character of the area. The proposed development does not meet multiple zoning provisions of the current R1FF zone, including permitted use (semi-detached dwelling). The proposed rezoning would allow for the development to be built in a zone where semi-detached dwelling is a permitted use.
- / Currently the subject property’s permitted use is limited to single-detached dwellings, the proposed rezoning to the R2F zone would apply appropriate zoning provision to allow for the proposed semi-detached dwellings in a way that presents a housing typology that is compatible with the existing housing in the neighbourhood.

**Semi-detached units are appropriate for the subject property given its context close to future rapid transit and a built form is proposed which is consistent with the surrounding neighbourhood. The proposal will see intensification as encouraged in the policies of both the Official Plan and New Official Plan.**

## 6.0 Supporting Studies

### 6.1 Tree Information Report

The Tree Information Report presents an inventory of all trees that are protected under City of Ottawa Tree Protection (By-law No. 2020-340) on the site and adjacent City property. The report identifies two trees of interest. Tree 1 - *Quercus macrocarpa*, is in good to fair condition and is recommended to be retained. Tree 2 - *Acer platanoides* is in good condition and is recommended to be retained. Prior to any site works, protective fencing should be installed around the trees as indicated on the Tree Information Map found within the report and maintained until all construction on site has been completed as per the City of Ottawa Tree Protection Specifications (March 2021).

### 6.2 Site Lighting Certificate and Site Lighting Plan

The Site Lighting Certificate and accompanied proposed lighting plan complies with City of Ottawa standards pertaining to full cut-off classification fixtures and minimal light spillage on adjacent properties. In the summary of the lighting design simulation, the lighting levels at the property line are as follows:

- / Average lighting spillage level: 1.6 Lux or 0.15 fc;
- / Minimum lighting spillage level: 0.0 Lux or 0.0 fc;
- / Maximum lighting spillage level: 5.38 Lux or 0.5 fc.

### 6.3 Noise Study

A Noise Study was prepared to determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change (MOECC) and the City of Ottawa and to review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

Several reception points were selected for the surface transportation noise analysis, consisting of the centre of first level and top level. The results of STAMSON modeling indicate that the anticipated noises at northern, eastern, and western elevations of proposed dwelling are expected to exceed the 55 dBA threshold specified by the ENCG. Therefore, the design with the provision for a central air conditioning unit, along with a warning clause Type C, will be required for both units of this dwelling. It is also noted that the results of STAMSON modeling indicate that the noise levels will be below 65 dBA, and therefore standard building materials are acceptable to provide adequate soundproofing.

## 7.0 Conclusion

It is our professional opinion that the application for a Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.

- / The proposed development is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary. The proposal will contribute to the range of housing options available in the community.
- / The proposed development **conforms to the Official Plan's** vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development is consistent with the policy directions of the **City's New Official Plan**.
- / The proposed development **responds strongly to the Urban Design Guidelines** for Low-Rise Infill Housing and Transit Oriented Development by proposing context sensitive infill, encouraging use of transit for a project in close proximity to a future Rapid Transit station.
- / The **proposed Zoning By-law Amendment aligns with requirements for a development in proximity to Rapid Transit Stations while respecting the planned neighbourhood context**. The Residential Second Density, Subzone F would ensure efficient development patterns that remain compatible with the existing built form in the neighbourhood.
- / Supporting studies confirm that the rezoning is functional and appropriate.

Sincerely,



Lisa Dalla Rosa MCIP, RPP  
Associate



Tyler Yakichuk  
Planner