



273-281 Bell Street South, Ottawa

Planning Rationale + Design Brief
Zoning By-law Amendment + Site Plan Control
April 19, 2022



Prepared for Bell Street Ottawa Inc.

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April 2022

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1.0 Introduction

On behalf of Bell Street Ottawa Inc., Fotenn Planning + Design ('Fotenn') has prepared the following Planning Rationale and Design Brief report in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a six (6) storey purpose-built, residential apartment building on part of Lots 22, 23 and 24 on Registered Plan 33 ('subject property'), municipally known as 273, 275, 277 and 281 Bell Street South in the City of Ottawa.

2.0 Site and Context

2.1 Subject Property

The subject property, which is municipally known as 273, 275, 277 and 281 Bell Street South, has a frontage of approximately 29.3 metres along Bell Street South, and a depth of approximately 35.6 metres. The property is generally rectangular, except for a small section which projects into the Arthur Lane South right of way. The total area of the subject property is approximately 1,084 square metres.

The property is legally described as part of Lots 22, 23 and 24 on Registered Plan 33, in the City of Ottawa, as excerpted in Figure 1. The property is occupied by a two-storey detached dwelling and two (2), two-storey semi-detached dwellings.



Figure 1: Excerpt from Survey Plan showing Subject Property and public right of way Arthur Lane South.

2.2 Surrounding Context

The subject property is a through lot with the rear of the lot abutting Arthur Lane, an opened right of way. Arthur Lane is approximately 7.6 metres wide. One portion of the subject property extends over the Arthur Lane right of way. Municipal water and combined sanitary and storm sewers are provided in the Arthur Lane right of way, as well as telecommunication utilities and a hydro line.

Bell Street South is a local road with a 16.4 metre right of way. A hydro line runs along the east side of the street, abutting the subject property. Municipal water and combined storm and sanitary service are in the right of way.

The provincial Highway 417 is located 14 metres north of the subject property. The two properties between the subject property and the Highway 417 are owned by the same owner.

A mix of detached, semi-detached and townhouse dwellings front on the east side of Arthur Lane, and on the west side of Bell Street South, facing the subject property, as shown in Figure 2: Existing Built Context.



Figure 2: Existing Built Context

2.3 Neighbourhood Context

The subject property is found within the Glebe Annex neighbourhood of the City of Ottawa. Its boundaries are generally defined by the Highway 417/Queensway to the north, Bronson Avenue to the east, Carling Avenue to the south, and the Booth Street complex to the west. The neighbourhood was developed in the pre-war period and contains a diversity of uses and dwelling types.

The Booth Street complex, which bounds the western side of the neighbourhood, was formerly a federal employment node which has been planned for mid to high-rise redevelopment with a mix of uses. Bronson Avenue is an arterial road with a mix of residential and commercial uses, as well as underutilized lots, that serves as a mainstreet for the community. Carling Avenue, another arterial road that serves as an important east-west transportation corridor, is also planned as a mainstreet, and contains a mix of uses and building heights.

The interior of the neighbourhood is characterized by a very wide variety of residential typologies, from detached dwelling to high-rise apartment (Figure 3), with some neighbourhood commercial uses. Buildings generally follow a pattern of narrow front and side yard setbacks. The architectural styles that characterize the neighbourhood generally use simple building forms with minimal articulation. Porches, balconies, windows and cladding materials create visual interest and a stronger relationship with the street.

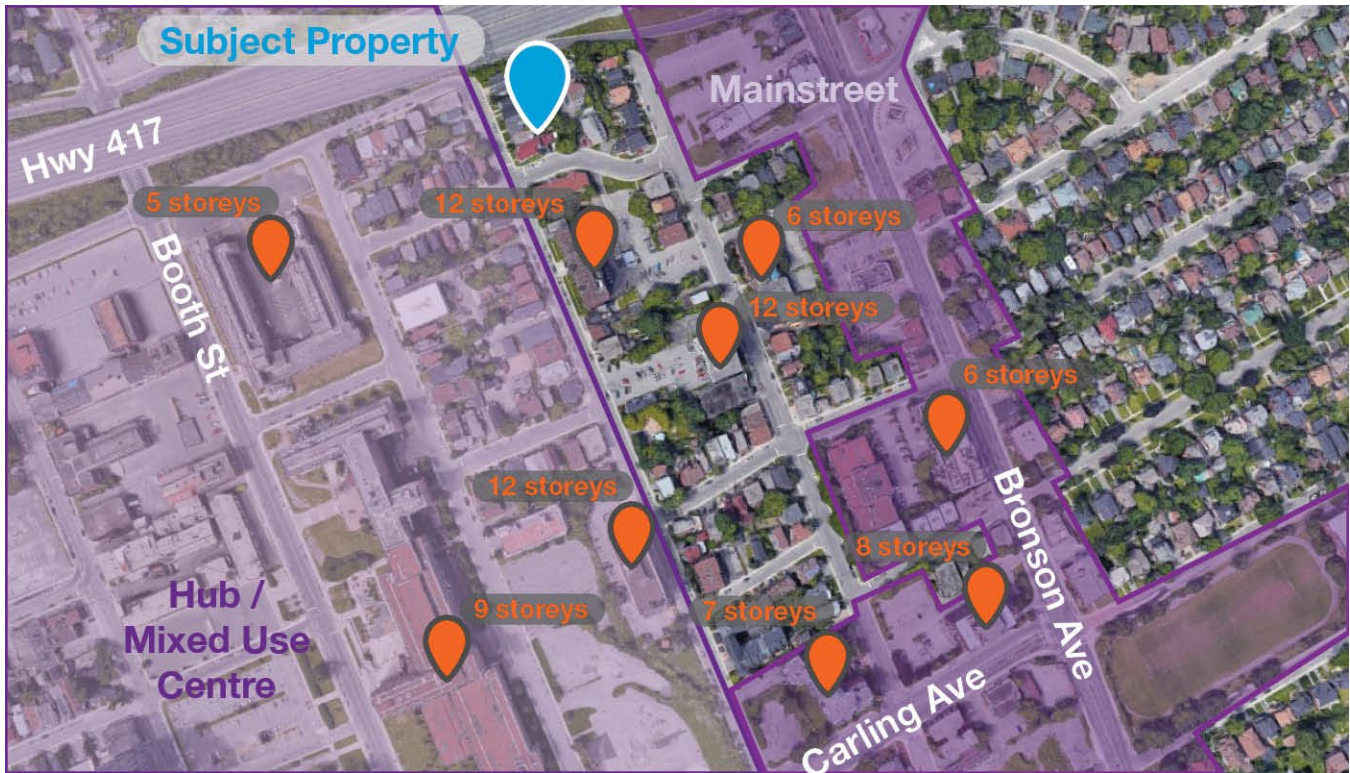


Figure 3: Existing Mid- and High-rise Built Context

The neighbourhood is very well served by amenities, services and transportation options found within a short walk of the subject property. Carling Avenue and Bronson Avenue are both served by frequent bus service. The subject property is in close proximity to winter-maintained cycling pathways along the Rideau Canal and the Trillium Light Rapid Transit (LRT) line. The future Gladstone LRT station, scheduled to open in Spring 2023, is an 830 metre walk from the subject property, assuming access across the Adult High School property. The subject property is also within a 1.1 kilometre walk of the Carling LRT station. Existing and planned rapid transit and cycling infrastructure is shown in Figure 4.

The neighbourhood is also well served with respect to municipal parks and open space. In addition to the municipal parks shown in Figure 4, the subject property is within a 15-minute walk of the open space surrounding Dow's Lake and the Rideau Canal, and the landscaped route along the Trillium Pathway.

The high residential densities, mix of uses, nearby amenities and active transportation and transit infrastructure combine to support a high use of alternative transportation modes. The 2016 census found that 66 percent of residents within the Glebe Annex and Little Italy neighbourhoods used transit, active transportation or carpooling to travel to work.

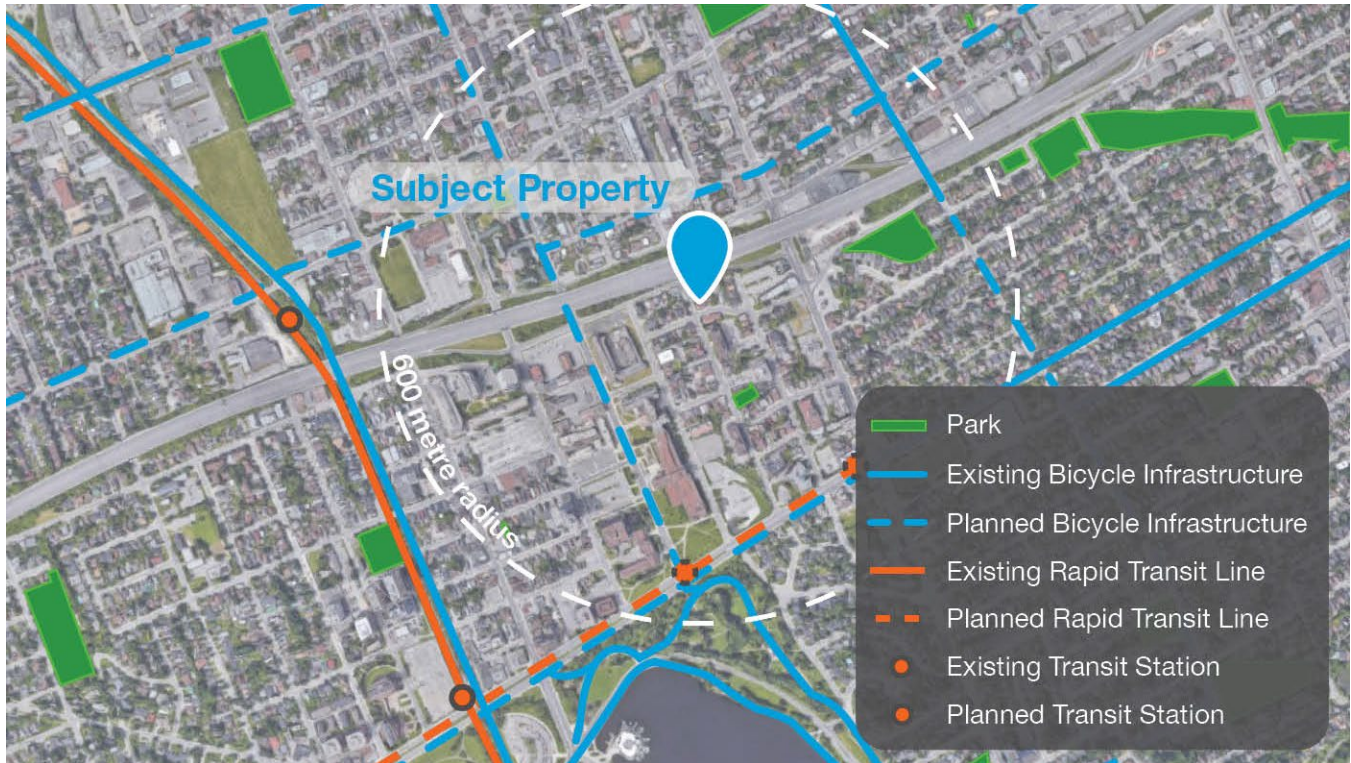


Figure 4: Neighbourhood Context Map showing Rapid Transit, Cycling Infrastructure, and City Parks.

In summary, the Glebe Annex neighbourhood, in which the proposed development will be situated, has many attributes of a 15-minute neighbourhood, which support and will be supported by further residential intensification.

3.0 Proposed Development

The proposed development consists of a mid-rise apartment building with a six-storey component and a four-storey component, oriented around a landscaped central courtyard, as shown in Figure 5. The six-storey portion of the building fronts Bell Street, while the low-rise portion of the building faces Arthur Lane South. Seven (7) covered parking spaces are provided at grade below the low-rise portion of the building. A covered walkway at the second storey connects the two portions of the building.

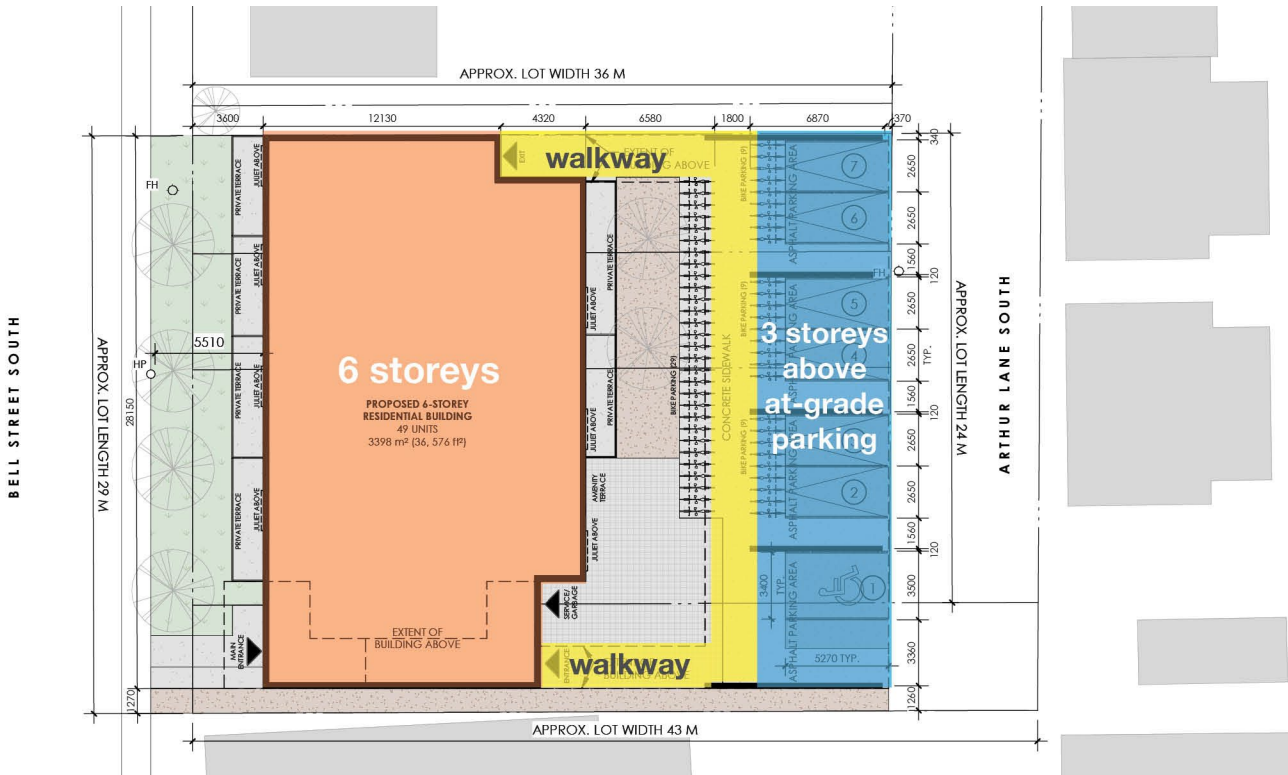


Figure 5: Extract from Site Plan

The proposed development includes a total of 49 rental dwelling units. The six-storey portion of the building will accommodate 12 studio units and 29 one-bedroom units, while the four-storey portion of the building will accommodate four one-bedroom units, and four two-storey, two-bedroom units that are accessed via stairs from the covered walkway.

The building design is strongly shaped by material and construction choices that enable greater sustainability, improved energy efficiency and faster construction timelines than standard construction approaches. The development is based on a model developed by R-Hauz to rapidly deliver energy-efficient, lower-cost homes in infill contexts using mass timber and prefabrication. This model allows for flexibility while strongly shaping the building design.

3.1 Affordability and Sustainability

Mass timber and prefabrication technology offers several important advantages with respect to sustainability and affordability. Prefabrication allows for faster construction timelines, reducing the cost of developing a project. This can be passed on to residents in the form of lower housing costs. Prefabrication of mass timber building components reduces risk and improves quality control, improving building performance compared to buildings that are constructed completely on-site (Figure 6). Mass timber allows the embodied carbon in the wood to be stored for the life of the project, unlike steel or concrete. Where harvested sustainably, mass timber is also a renewable resource.

The development will use Canada Mortgage and Housing Corporation (CMHC)'s Rental Construction Finance Initiative (RFCI). This will allow greater affordability, accessibility and energy efficiency.

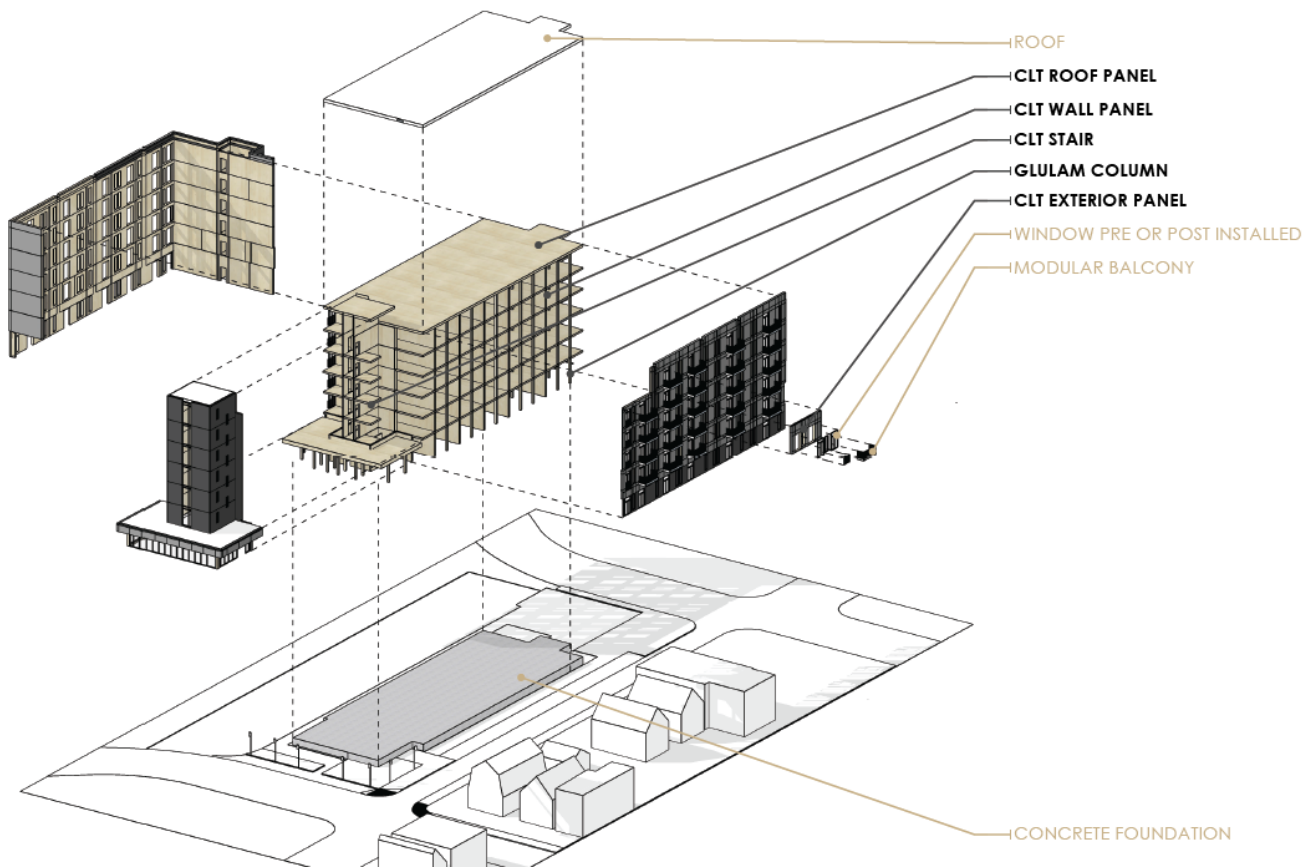


Figure 6: Mass Timber and Prefabrication – System Components

In addition, the following sustainability measures are proposed to be included in the development:

- / **High performance envelope and structure:** the project intends to use mass timber construction to reduce embodied carbon; provide enhanced insulation in walls, roof, and below grade, including full R-10 insulation below slab; and use of ultra-low solar heat gain windows with high thermal performance to minimize cooling requirements.
- / **Water Management:** beyond simple low-flow fixtures, the building will explore greywater recycling, consider infiltration of stormwater on site using semi-permeable paving and other low impact development practices, and use efficient suite layouts to shorten runs of pipe from main risers to kitchens and bathrooms, reduce time-to-tap for hot water, providing better occupant experience and reducing water use.
- / **Heating, Cooling and Ventilation:** Suites will be heated and cooled using a heat-pump based central plant, with no natural gas on site. The project intends to use embedded radiant heating and cooling, with dedicated high-performance ERVs and dehumidifiers serving each suite. The use of hydronic heating is durable and future proof, with typical service life for piping upwards of 30+ years.
- / **Lighting and Plug Loads:** The building will include LED lighting, Energy Star appliances and ventless heat-pump dryers to reduce both energy use and costs to tenants.

3.2 Mobility

The proposed development is designed to be bicycle and transit-oriented, with reduced reliance on private automobiles. A total of 56 bicycle parking spaces are provided, at a rate of 1.1 per unit. The bicycle parking spaces are located in view of the central courtyard. This location allows for more informal surveillance by residents, which will discourage bicycle theft.

The vehicular parking spaces, which do not meet the definition of a “parking lot”, are accessed directly from Arthur Lane South, reducing the paved area of the site, and reducing the emphasis on private automobiles. One Type A accessible space is provided. A reduced parking rate is critical to the proposed development, as below-grade parking would render the project unaffordable and financially unfeasible.

3.3 Massing, Compatibility, and Interface with Public Realm

The proposed building form is taller than the immediate context but fits within a pattern of taller and shorter buildings that is repeated on nearby blocks, as shown in Figure 7. Like most buildings within the neighbourhood, the proposed building is composed of simple forms, with visual interest and activation created through glazing and materiality. The proposed development has a consistent pattern of windows, with Juliet balconies providing added interest and connection between the units and the street. A single residential entrance is provided facing Bell Street South. At-grade patios that are accessible by the ground-floor front-facing units create opportunities for greater street-level interaction.



Figure 7: Perspective of Proposed Development, Looking South along Bell Street South

The requested Zoning By-law Amendment will increase the permitted height for the taller part of the building by 5.5 metres, or just under two storeys. As shown in Figure 8, this additional height relates well to the width of Bell Street South, and the permitted heights for adjacent and facing parcels.

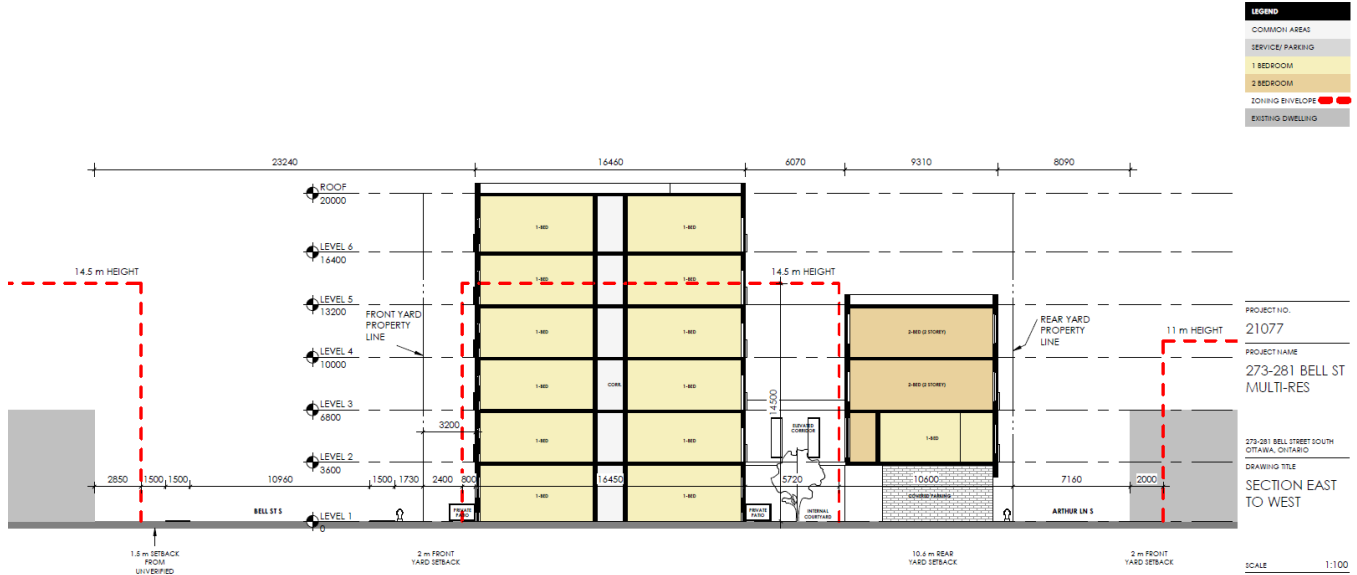


Figure 8: Section of Proposed Development

The four-storey portion of the development is proposed have a 0.1 metre setback to Arthur Lane South. This matches the facing condition, with developments set against the front lot line on very shallow lots. To respect the narrow right of way of Arthur Lane South, a lower four-storey height is proposed for this wing of the building. This four-storey massing relates well to the permitted heights for the properties to the east, as shown in Figure 8. Figure 9 shows the scaling down of height towards the rear of the property and Arthur Lane South.



Figure 9: View of Proposed Development Looking Southwest from Arthur Lane South

The reduced setbacks of the proposed development are consistent with the existing pattern of narrow front and interior side yard setbacks in the surrounding area. No setbacks or step-backs are provided to the north, where the subject

property abuts future development properties under the same ownership. A 1.3 metre interior side yard setback, and an additional 2.5 metre step-back for the six-storey portion of the building help to mitigate potential impacts to the abutting property to the south.

A mix of hard and soft landscaping is proposed in the front yard, and four smaller street trees, which are intended not to conflict with the existing hydro infrastructure, are proposed to be planted. The existing balsam fir in good condition on the adjacent property to the north is proposed to be retained. The front yard landscaping will improve upon the existing condition.

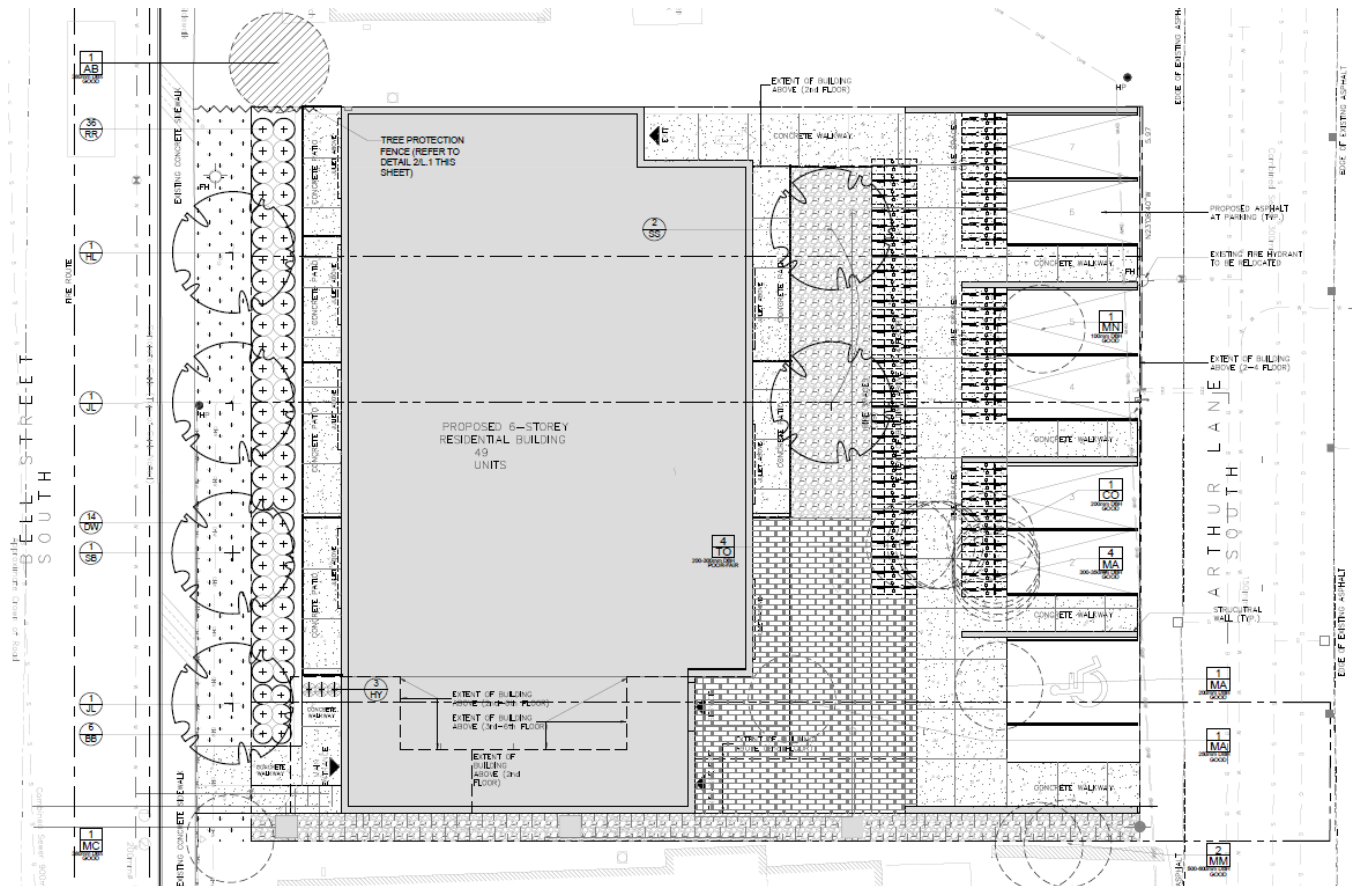


Figure 10: Extract from Landscape Plan, Showing Front Yard and Courtyard Landscaping

With respect to building height, massing, setbacks and landscaping, the proposed development is compatible with the highly urban character of its context. Consistent with surrounding architectural styles, the proposed development uses window, entrance, cladding and landscape details to add visual interest and soften a highly efficient built form.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

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

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The PPS recognizes that healthy, liveable and safe communities are sustained by accommodating an affordable and market-based range and mix of residential types, and other uses. Intensification and transit-supported development are critical to achieve cost-effective development patterns, optimize transit investments, and minimize land consumption and servicing costs (Policy 1.1.1)

Land use patterns within settlement areas should support active transportation, minimize negative impacts to climate change, prepare for the impacts of a changing climate, and be transit-supportive (Policy 1.1.3.2)

The PPS directs planning authorities to permit and facilitate all types of residential intensification in areas that can accommodate it. Development standards for residential intensification and redevelopment should minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (Policy 1.4.3)

Planning authorities are directed to plan for and protect rights of way for transportation and infrastructure corridors (1.6.8.1).

Energy conservation, air quality, and climate change are addressed in Policy 1.81 of the PPS. Planning authorities must encourage land use and development patterns that are compact in form, promote the use of active transportation and transit, encourage intensification, and which promote design and orientation which maximizes energy efficiency and conservation.

The proposed development helps to achieve the objectives of the PPS for healthy, liveable and safe communities. The development increases the rental housing supply through intensification in a neighbourhood where existing infrastructure and services exist to efficiently serve the development. Through provision of ample bicycle parking, and reduced vehicular parking, the development supports active transportation and transit use.

The development is set back 14 metres from the provincial highway right of way, protecting the Highway 417 transportation corridor.

The proposed building has a compact design, which allows for appropriate density and improved energy efficiency, helping to achieve the sustainability and climate change objectives of the PPS.

The proposed development is consistent with the policies of the PPS.

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

In November 2021, Ottawa City Council adopted a new Official Plan to replace the Official Plan adopted in 2003. The new Official Plan is currently being reviewed by the Ministry of Municipal Affairs and Housing, and comments are expected in Summer 2022. Therefore, the enclosed Zoning By-law Amendment and Site Plan Control applications have been reviewed for conformity with the current Official Plan, as discussed below.

4.2.1 Growth Management

Section 2.2 of the 2003 Official Plan sets out the growth management strategy for the City of Ottawa. The vast majority of growth – 90 percent – is directed to the urban area, with a target of 42% of new residential dwelling units to be accommodated through intensification.

Intensification is defined as development that results in a net increase in residential units and includes redevelopment and infill within previously developed areas. Intensification is to be directed to target areas for intensification, such as mixed-use centres and Mainstreets, but is also supported outside these target areas.

The proposed development meets the definition of intensification. The subject property is located just outside a target area for intensification, in a neighbourhood that is characterized by a range of building heights up to high-rise. The policies of Section 2.2 of the Official Plan support intensification of the subject property, to achieve the City's growth management objectives.

4.2.2 Land Use Designation

The subject property is located in the General Urban Area designation of the Official Plan, as shown in Figure 11. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The Zoning By-law will allow infill and intensification that is compatible with desirable characteristics of the neighbourhood, provides for the every day needs of residents, ensures the long-term vitality of communities.

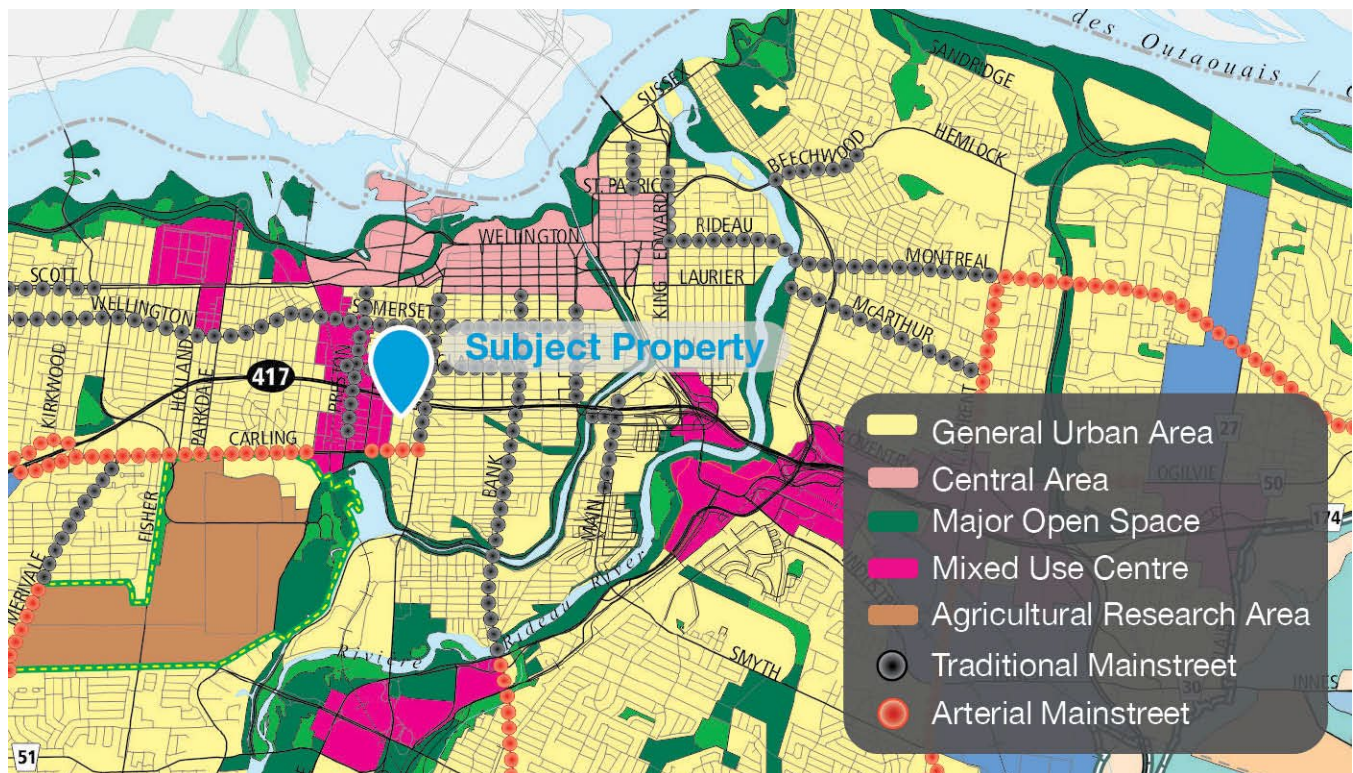


Figure 11: Excerpt from Schedule B of the Official Plan, Showing Land Use Designations

While most neighbourhoods within the general urban area are characterized by a low-rise built form, Section 3.5.1, Policy 4, supports new taller buildings that are within an area already characterized by taller buildings. Infill developments will be assessed for compatibility as it relates to the existing community character, and for its contribution

to the maintenance and achievement of a balance of housing types and tenures to provide housing for a variety of demographic profiles throughout the General Urban Area.

The proposed use is permitted within the General Urban Area, and a mid-rise built form, as requested through the Zoning By-law Amendment, is permitted within a neighbourhood characterized by a mix of low-, mid- and high-rise built forms. The proposed development will contribute to the achievement of a balance of housing types and tenures within the General Urban Area. The proposed built form, massing and landscaping is compatible with adjacent development and reinforces desirable urban characteristics of the surrounding community, as described below. The proposed development conforms with the land use designation policies of the Official Plan.

4.2.3 Urban Design and Compatibility

Section 2.5.1 of the Official Plan addresses urban design and compatible development. Compatible development – development that functionally and aesthetically works well with the existing and planned context – does not necessarily mean buildings that are the same as or similar to existing development.

At a high level, the following design objectives help to frame compatibility and high-quality urban design for new development:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
With respect to land use, building height, setbacks and landscaping, the proposed development reinforces the eclectic, urban qualities of the Glebe Annex neighbourhood
- / **To define quality public and private spaces through development.**
The proposed development frames Bell Street, further activates Arthur Lane South as a public right of way and creates a landscaped communal courtyard to serve as an amenity area and focal point for residents of the new development.
- / **To create places that are safe, accessible and are easy to get to, and move through.**
The proposed development supports active transportation and transit usage, and de-prioritizes parking.
- / **To ensure that new development respects the character of existing areas.**
The proposed development respects and reinforces the character of its surrounding context.
- / **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 increases housing options for renters within a desirable, 15-minute community.
- / **To understand and respect natural processes and features in development design.**
Soft landscaping and tree plantings are proposed to provide benefits to the proposed development and neighbourhood. Paved area is minimized to that required for pedestrian access and outdoor amenity space.
- / **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**
A high-performance building is proposed, minimizing energy consumption. The proposed use of Cross Laminated Timber (CLT) will reduce the embodied carbon of the building.

More specific urban design and compatibility criteria are set out in Section 4.11 of the Official Plan. Table 1 sets out how the proposed development conforms to these criteria.

Table 1: Urban Design and Compatibility Criteria

	Policy	Design Response
5	Compatibility of new buildings with their surroundings will be achieved in part through the design of the	The proposed development uses simple volumes, consistent with common architectural styles in the neighbourhood, to achieve development in a compact

	portions of the structure adjacent to existing buildings and/or facing the public realm.	<p>form. The development uses a consistent pattern of punched windows to animate the front façade. The front yard setback pattern is consistent with the existing neighbourhood pattern, while the 0-metre rear yard setback reflects the setback pattern of the facing properties across Arthur Lane South.</p> <p>The proposed building height builds upon an existing pattern in this neighbourhood, where mid- and high-rise buildings are interspersed with a wide diversity of low-rise residential typologies.</p>
6	<p>The City will require that all applications for new development:</p> <p>Orient the principal façade and entrances of main buildings to the street.</p> <p>Include windows on the elevations that are adjacent to public spaces;</p> <p>Use architectural elements, massing, and landscaping to accentuate main building entrances.</p>	<p>The principal building entrance is oriented towards Bell Street South, and the building frames both public rights of way that it abuts. The building entrance is accentuated by a 2-metre-deep canopy.</p> <p>Both street-facing facades are glazed. Punched windows, compatible with the character of the neighbourhood, are provided. This type of window allows for greater building energy efficiency as compared to wall-to-wall windows, which result in greater heat gain and loss, and can compromise the comfort and useability of residential units.</p> <p>Juliet balconies add visual interest to the front façade.</p>
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.	No outdoor servicing or loading areas are proposed. Waste storage is internal to the building.
9	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building	The elevator penthouse and roof access is consolidated in a single form that projects above the roof of the building.
10	<p>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:</p> <p>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 and facing development;</p> <p>Prevailing patterns of rear and side yard setbacks, building separation and landscaping as established by the zoning;</p>	<p>The proposed building height of six storeys is compatible with the surrounding existing low-rise development, which is generally zoned for four storeys, given the neighbourhood context of taller buildings.</p> <p>Compatibility is reinforced using a four-storey built form adjacent to the narrower abutting right of way. The building forms have been broken up to minimize their impact, and the floorplate for the six-storey portion of the building is smaller than the typical floorplate for nearby mid-rise buildings, minimizing impacts.</p>

		<p>The proposed setback for the Arthur Lane South frontage does not attempt to achieve a rear-yard condition, but rather mirrors the front-yard setbacks on the facing properties.</p> <p>A 1.3 metre south interior side yard setback is provided, representing an increase from the existing 0.4 metre setback.</p> <p>No interior side yard setback is provided to the properties under the same ownership to the north. This is a similar condition as the existing 0.35 metre setback and is generally consistent with interior side yard setbacks in the surrounding area, many of which are in the range of 0.2-0.6 metres. Further, there is a 3-metre easement on the north side of the property which provides additional separation.</p>
12	<p>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.</p>	<p>The proposed development provides compatibility with its surrounding low-rise context in several ways.</p> <p>The four-storey portion of the building is proportional to the narrower Arthur Lane South right of way, and is compatible with the three storey, 11 metre built form permitted in the existing zoning for the facing properties.</p>
13	<p>Building height and massing transitions will be accomplished through a variety of means:</p> <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. 	<p>The six-storey built form facing Bell Street South is proportionate to the right of way and does not create negative shadowing impacts. Step-backs ensure that the six-storey portion of the building is set back nearly four metres from the abutting low-rise property.</p> <p>Overall, the proposed building fits well within this neighbourhood, and the proposed massing functions well, with respect to compatibility, building energy performance, and compact development.</p>
19	<p>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).</p>	<p>The proposed development will not create any overlook over nearby existing private amenity spaces.</p>
20	<p>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.</p>	<p>The majority of amenity area is provided as outdoor communal amenity area in the building's courtyard. This outdoor amenity area is supported by an internal amenity room.</p> <p>Private amenity space is provided in the form of at-grade patios in the front and rear yards.</p>

The new Official Plan replaces single land use designations, with a series of transects, designations and overlays. The subject property is located within the Downtown Core Transect and is designated “Neighbourhood” with an “Evolving” overlay.

The Downtown Core is the most important hub in the Ottawa-Gatineau urban area, and an area of focus for the City to achieve its objectives with respect to growth, climate change, and liveability. The urban characteristics of the Downtown Core – high-density, mix of uses, and orientation to sustainable transportation – are to be maintained and enhanced.

Residential densities in the downtown core should be sufficient to support a full range of services for 15-minute neighbourhoods (Policy 2, Section 5.1.1). Policy 5.1.2 states that motor vehicle parking shall not be required in new development, but enhanced bicycle parking may be required.

Neighbourhoods in the downtown core shall accommodate residential growth, with a focus on missing-middle housing (Section 5.1.5). While development is typically low-rise in the Neighbourhood designation, the Neighbourhood policies set out in Section 6.3 of the new Official Plan state that taller buildings may be permitted in areas already characterized by taller buildings, subject to a Zoning By-law Amendment.

The new Official Plan recognizes that innovative building forms, including missing middle housing, should be supported through the Zoning By-law and planning approvals processes. The Zoning By-law will move to a form-based approach, that requires an urban built form in the Downtown Core. Per Table 6 in the new Official Plan, urban built form has shallow or zero front yard setbacks and minimal side yard setbacks, small areas of formal landscape, and principal entrances at grade with direct relationships to the public realm.

The Evolving Overlay, which applies to the subject property, indicates that the area is close to a hub and will see a change in character to greater density and urban form. Within this overlay, the Zoning By-law should be consistent with the planned character of the area, which may be different from the existing characteristics.

The proposed height, residential density, and built form of the proposed development is consistent with the objectives and policies of the new Official Plan. The enclosed Zoning By-law Amendment would be permitted and encouraged under the policies of the new Official Plan.

4.4 Urban Design Guidelines

4.4.1 Bird-Safe Design Guidelines

Healthy bird populations are critical for ecological function. Many bird species have suffered devastating population declines in recent decades, and collisions with buildings is the second largest anthropogenic cause of bird mortality in Canada. To mitigate impacts to birds, the City of Ottawa has adopted the Bird-Safe Design Guidelines.

Certain features of buildings significantly increase risk to birds:

- / Adjacency to treed areas, water bodies and other habitats;
- / Large areas of transparent or reflective material, particularly glazing;
- / Design traps, such as transparent guard rails; and,
- / Other building features, such as antennas with guy wires, and significant nighttime uplighting.

The proposed building is not in proximity to significant bird habitat, does not have large areas of glazing, and will employ minimal lighting. The courtyard is proposed to be planted with fruit-bearing trees but will not be faced with large areas of monolithic glazing. Because the proposed development does not include large areas of glazing, specific measures such as bird-safe glass or integrated protection measures are not required through the Site Plan process.

4.5 Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned Residential Fourth Density, subzone UD (R4UD) as shown in Figure 13. The intent of this zone is to permit a wide mix of low-rise residential forms within the General Urban Area designation.

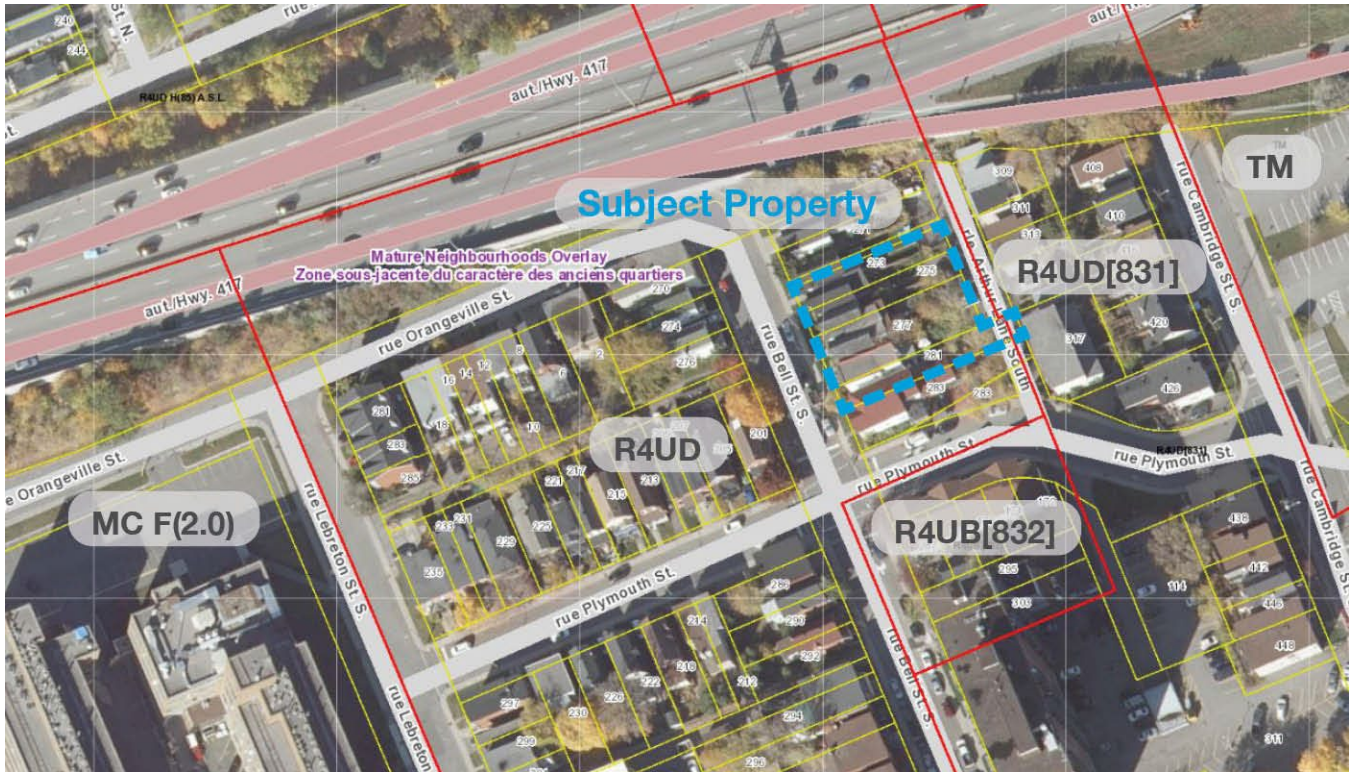


Figure 13: Zoning of Subject Property and Surrounding Area

In order to permit the proposed mid-rise development, in accordance with the Official Plan, a rezoning to a Residential Fifth Density zone (R5) is required. The R5B subzone is the most frequently used R5 zone and is therefore proposed as the new residential zone for the subject property. The proposed development is compared to the R5B zone in the table below. Areas requiring amendment are highlighted and bolded.

Provision	Existing - R4UD	R5B	Proposed Development
Permitted uses (selected)	Apartment Dwelling, Low rise Planned Unit Development Stacked Dwelling	Apartment dwelling, low rise apartment dwelling, mid rise Apartment dwelling, high rise Planned Unit Development	Apartment Dwelling, mid-rise
Minimum Lot Area	Apartment, low rise: 450 PUD: 1,400 m ²	Apartment, mid-rise: 675 PUD: 1,400 m ²	1,084 m ²
Minimum Lot Width	Apartment: 15 m PUD: per dwelling type	Apartment, mid-rise: 22.5	29 m

Provision	Existing - R4UD	R5B	Proposed Development
Minimum Front Yard Setback	Average of abutting lots' setbacks, to max of 4.5 m and min of 1.5 m = 2.1 m	Average of abutting lots' setbacks, to max of 4.5 m and min of 1.5 m = 2.1 m	3.6 m
Minimum Interior Side Yard Setback	1.5 m	7.5 m	North: 0 m South: 1.1 m
Minimum Rear Yard Setback	25% lot area, 30% lot depth	25% of lot depth to max of 7.5 m	0 m
Maximum Building Height	14.5 m + four storeys	Per schedule or site-specific height limit	20 m
Landscaping Requirements	Min 30% of lot area = 325.2 m ²	Min 30%	481.8 m ²
Landscaping Requirements (R4-UD)	Any part of yard not occupied by structures, bicycle parking, permitted paths, permitted parking etc. must be softly landscaped Min 50% of rear yard must be soft landscaped One rectangular area of min 25 m ² , where $l = \leq 2w$. Front yard must be 20% soft landscaped for setback of 1.5-3 m.	N/A	Yards are landscaped with a mixture of soft landscaping, hardscaped patios, and riverstone.
Active Entrances	Min. one entrance every 12 m to ground-floor unit or common interior corridor/stairwell located on front façade with access to street	N/A	One active entrance provided
Front façade requirements	Glazing: 25% windows and glazed doors, windows must have sill no higher than 1 m from floor Articulation: 20% of facade area must be recessed an additional 0.6 m OR 1 balcony/porch of min 2 m ² per front-facing unit	N/A	N/A
Permitted projections into required setbacks	Balconies: 2 m at grade and 1.2 m above first floor Exit stairs required by OBC: 2.2m into rear yard setback	Balconies: 2 m, but not within 1 m of lot line	At grade patio: 1.5 m

Provision	Existing - R4UD	R5B	Proposed Development
Bedroom requirements	25% of units must have 2+ bedrooms, rounded down	N/A	8% of units have two bedrooms
Waste Management	Garbage Storage within main or accessory building with 1.2 m route to street/travelled lane	N/A	Interior waste storage with min 1.7 m pathway to travelled lane provided.
Minimum Amenity Area	N/A	6 m ² /unit (294m ²), 50% communal	294.6m ² including space within the front yard
Minimum Parking (Area X)	Residential: 49 units at 0.5/unit, after the first 12 units = 19 Visitor: 49 units at 0.1/unit, after the first 12 units = 4		Proposed: 7 spaces
Bike Parking	Residential: 49 units at 0.5/unit = 25 50% of required spaces must be horizontal, with minimum dimensions of 1.8 by 2.6 m, with a 1.5 m access aisle		Proposed: 56 1.8x 0.6 m, with 1.5 m access aisle

4.5.1 Proposed Zoning By-law Amendment

It is proposed to rezone the subject property to Residential Fifth Density, subzone B, with a site-specific exception to permit the proposed development. In addition to the rezoning to R5B, the following site-specific provisions are proposed:

- / To permit a reduced north side yard setback of 0 metres, and a reduced south side yard setback of 1.1 metres;
- / To permit a reduced rear-yard setback of 0 metres;
- / To permit a maximum building height of 20 metres and six storeys;
- / To permit a reduced vehicular parking rate of 0.14 spaces per unit (combined residential and visitor);
- / To require an increased bicycle parking rate of 1 space per unit; and
- / To permit amenity area in the front yard.

As discussed throughout this document, the proposed building height and reduced setbacks are appropriate for the context of the subject property and conform to the intention for redevelopment in this area of the City. The proposed parking reductions will encourage active transportation and the use of transit, which exists in proximity to the site and is anticipated to be improved in the future (e.g. BRT along Carling Avenue). The reduction in car parking is also offset by the increased bike parking spaces.

The proposed front yard amenity area also recognizes the urban context of the subject property and is appropriate for the proposed development. The proposed development includes significant amenity space for residents in the form of private terraces, interior amenity rooms, and a courtyard space interior to the site.

The requested zoning by-law amendment will facilitate an appropriate development, in conformity with the policies of the Official Plan, and consistent with the intent of the Zoning By-law.

5.0 Supporting Studies

5.1 Servicing and Stormwater Management Report

McIntosh Perry Consulting Engineers have prepared the servicing design for the proposed development. As summarized in the Servicing and Stormwater Management Report, it is proposed to service the development with a 150 mm diameter water service connection to the existing watermain located within Bell Street South. The average daily demand, maximum daily demand, and required fire flow to the site will be met by the proposed water servicing design.

A new 200 mm diameter sanitary service connection is proposed to the existing combined sanitary and storm sewer in Bell Street South. The proposed development will result in an increase in sanitary flow, but a reduction in stormwater flow due to proposed stormwater management measures, and therefore the existing infrastructure can accommodate the proposed development. Rooftop storage of stormwater is proposed to allow runoff from the property to be controlled to the allowable release rate.

The proposed development is recommended from a servicing and stormwater management perspective.

5.2 Traffic Noise Study

Due to the proximity of the subject property to a 400-series provincial highway, a Roadway Traffic Noise Assessment was prepared by Gradient Wind Engineers and Scientists.

This study found that noise levels will range from 76 to 80 dBA during the daytime and up to 72 dBA during the nighttime, exceeding relevant criteria. The highest noise level occurring at the north façade, closest to the highway.

To mitigate noise-related impacts to residents, windows to noise-sensitive rooms should be avoided on the north façade. Building components with a higher Sound Transmission Class rating are required, as is central air conditioning to permit residents to comfortably keep windows closed. Additionally, a warning clause will be required to be placed on all Lease, Purchase and Sale agreements.

5.3 Geotechnical Investigation

A Geotechnical Investigation in support of the proposed development was prepared by Terrapex. Based on site investigations, Terrapex recommends that the building be founded on bedrock. The foundation design shall be reviewed and approved by Terrapex.

5.4 Environmental Site Assessment

Pinchin prepared a Phase I Environmental Site Assessment (ESA) in 2015, and a Phase II ESA in March 2021 for the subject property. The Phase I ESA identified that a large spill of furnace oil onsite in 1989 could result in subsurface impacts. The Phase II ESA collected “worst case” soil samples and assessed soil and groundwater quality in accordance with provincial standards. Based on the findings of the Phase II ESA, no further subsurface investigations are recommended.

Due to the date of the Phase I ESA, and that it was conducted to the Canadian Standards Association standard, rather than the Ontario Regulation 153/04 standard, updates are required for Site Plan Approval. An updated Phase I ESA is being conducted now, in accordance with Ontario Regulation 153/04, and will be provided once complete.

6.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities are proposed:

- / Notification of Ward Councillor, Councillor Menard, prior to application submission (completed);
- / Community “Heads Up” to local registered Community Associations (City of Ottawa);
- / If requested, Community Information Meeting, to be held by Fotenn in collaboration with Councillor Menard;
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa); and
- / Statutory Public Meeting - Planning Committee.

Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and concurrent Site Plan Control Application to permit a six-storey apartment building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed use and built form, including the proposed six-storey height, are appropriate and desirable in the context of the surrounding neighbourhoods;
- / The proposed development is consistent with the Provincial Policy Statement, 2020, and will help to support a healthy, liveable and safe community;
- / The requested Zoning By-law Amendment responds to the current height policies of the current Official Plan (2003, as amended) and has regard for the building height policies of the new Official Plan;
- / The requested Zoning By-law Amendment conforms with the General Urban Area policies of the Official Plan and will facilitate intensification and an increase the range of housing options, helping to implement the growth management policies of Section 2.2. of the Official Plan;
- / The development will allow the redevelopment of a relatively small, underutilized site; and,
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Bria Aird, RPP MCIP
Senior Planner



Paul Black, RPP MCIP
Associate