

68 Sweetland Avenue & 146 Osgoode Street

Planning Rationale + Design Brief
Zoning By-law Amendment + Site Plan Control
June 24, 2022

FOTENN

Prepared for Smart Living Properties

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1.0 Introduction

Fotenn Planning + Design has been retained by 68 Sweetland Holdings Inc. and 146 Osgoode Holdings Inc. to prepare this Planning Rationale and Design Brief in support of the concurrent Zoning By-law Amendment and Site Plan Control Applications to facilitate a lot consolidation and consider a rear addition on to an existing building that is municipally known as 68 Sweetland Avenue, in the Sandy Hill neighbourhood of the City of Ottawa.

1.1 Application Overview

The applications relate to properties municipally addressed as 146 Osgoode Street and 68 Sweetland Avenue, proposed to be consolidated to form the “Subject Property”. The subject property at present consists of a Planned Unit Development with four (4) low-rise residential use apartment buildings fronting on to Osgoode Street between Nelson Street and Sweetland Avenue, addressed as 148, 150, 160, 168 and 166 Osgoode Street, but referenced as 146 Osgoode Street; and abutting property at 68 Sweetland Avenue, presently containing a low-rise, 2 ½ storey residential use building. The resulting parcel will maintain its use as a Planned Unit Development, while adjusting the property boundaries.

The subject property is located within the Sandy Hill Neighbourhood of Ottawa and contains listed Category three (3) and four (4) Buildings in the Sandy Hill Heritage Character Area.

The development proposes to retain the original buildings on all frontages while creating a three (3) storey, residential use, rear addition with enclosed garbage storage onto 68 Sweetland Avenue. A total of 33 new rooming units are proposed with the creation of the new addition. Once completed the project will contain a total of 152 rooming units and 1 Bachelor apartment unit, as there are 9 existing units within 68 Sweetland Avenue, and 111 rooming units within the Osgoode Buildings.

The development further proposes a private outdoor amenity area, bicycle storage, and two (2) temporary parking spaces located in the common rear-yard space behind all buildings. The proposal includes improvements to the interior of the existing buildings as well as to the landscaping along the front, side and rear yards in order to enhance and contribute to the streetscape within the Sandy Hill area of the City.

Primary entrances to the units will be maintained along Osgoode Street and Sweetland Avenue frontages. Additional secondary entrances are proposed along the side and rear of the new addition.

To facilitate this development, concurrent Zoning By-law Amendment and Site Plan Control Applications are being submitted. The Osgoode property is presently zoned Residential Fourth Density, Subzone UB, exception 2488 suffix “c” (R4UB[2488]-c), while the Sweetland property is currently Residential Fourth Density Subzone UD exception 480 (R4UD[480]). The Zoning By-law Amendment proposes to consolidate the zoning on both lots to be consistently zoned Residential Fourth Density, Subzone UD R4UD[XXXX].

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development at 146 Osgoode Street and 68 Sweetland Avenue against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate building form within the established Sandy Hill neighbourhood and in close proximity to higher-order transit while considering the Sandy Hill Heritage Character Area.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 146 Osgoode Street and 68 Sweetland Avenue is a “corner through lot” located on a block bound by Nelson Street to the west, Osgoode Street to the north, Sweetland Avenue the east and Somerset Street East towards the south. The property is located in in the Rideau-Vanier ward, Ward 12 of the City. The subject property has a frontage of approximately 75.10 metres along Osgoode Street, 32.21 metres along Sweetland Avenue, and 20.46 metres along Nelson Street. With an approximate lot depth of 75.10 metres the total site area is 2,155.86 square metres (**Error! Reference source not found.**).



Figure 1: Subject Property.

The subject property is currently developed with four (4) low-rise apartment buildings fronting on Osgoode Street, and a single converted low-rise residential use building that is 2 1/2 storeys in height on Sweetland Avenue. The existing low-rise apartment buildings on Osgoode are built to the property lines, while the low-rise on Sweetland is setback 3.7 metres. Each building has multiple entrances along the front facades, in most cases accessed off of a wooden deck and a paved pathway providing direct access to the sidewalk. There are mature trees within the City’s, right of way along the frontages of the existing buildings (**Error! Reference source not found.** to **Error! Reference source not found.**).



Figure 2: Subject Property, looking east from Nelson Street at 148 through to 168 Osgoode Street.

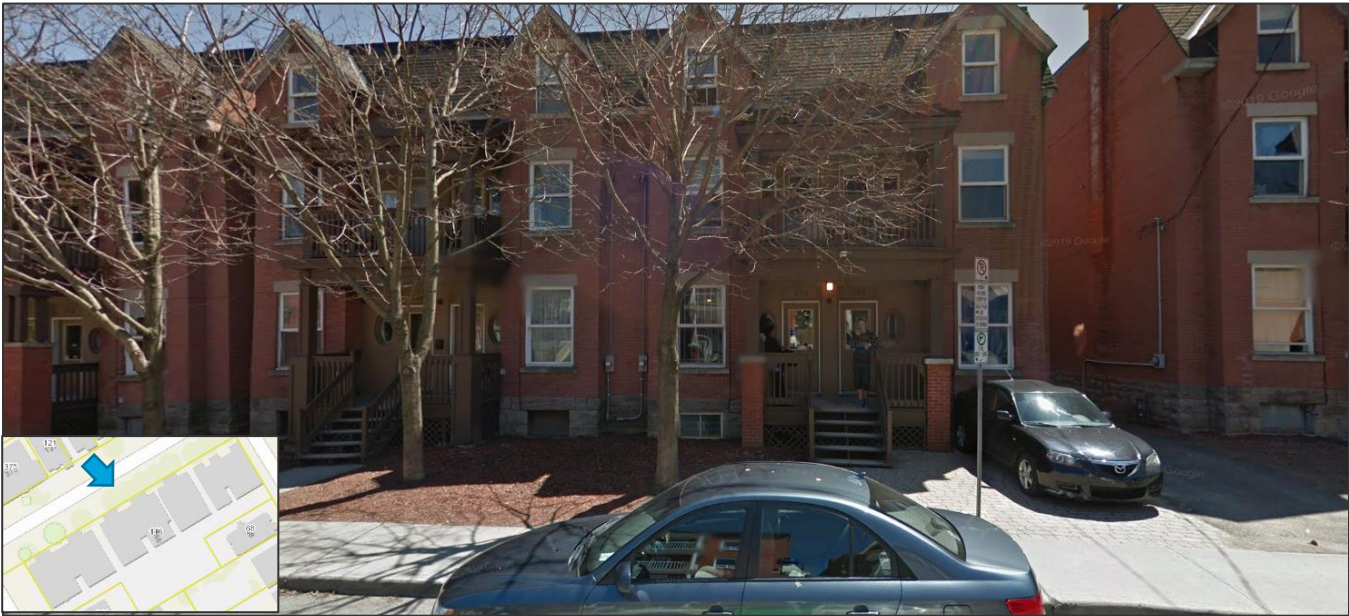


Figure 3: 160 Osgoode Street front facade.



Figure 4: 168 and 166 Osgoode Street front facade.

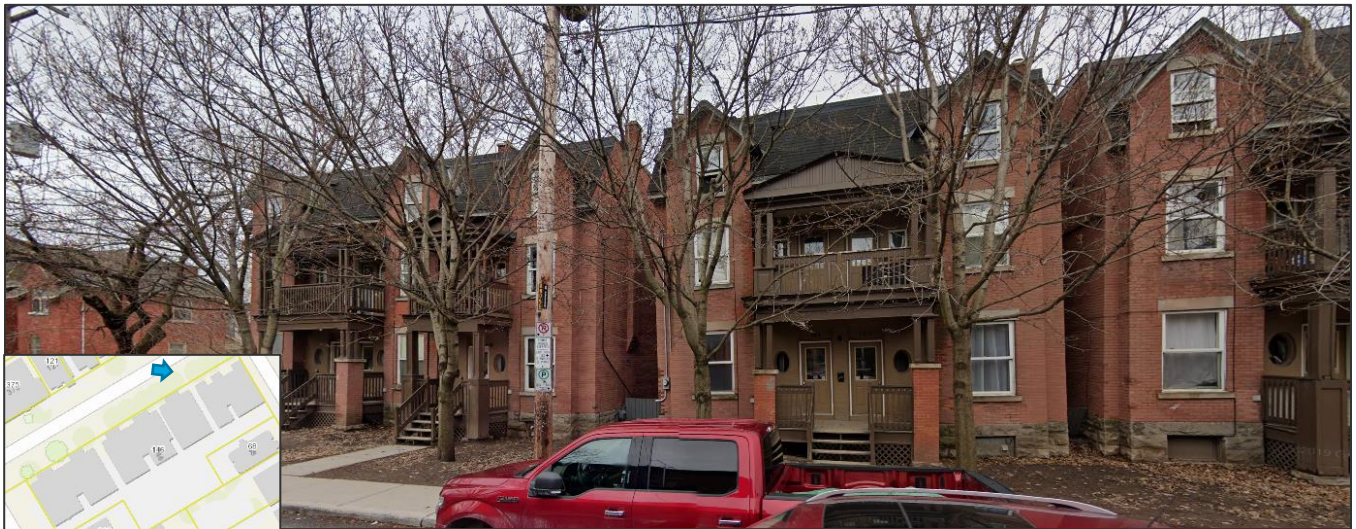


Figure 5: 168 and 166 Osgoode Street front facade.



Figure 6: 68 Sweetland Avenue front facade.

A private laneway runs along at the rear of the Osgoode properties, providing access between Nelson Street, and Sweetland Avenue. The laneway is currently unpaved and provides parking access at the rear. There is currently no landscaping in the rear of the subject property.

The properties along Osgoode Street are located within the Sandy Hill Cultural Heritage Character Area. Building 148 and 150 Osgoode Street, located on the northwest corner of Osgoode and Nelson Street is designated Category Three (3), while the remaining buildings along the same frontage are designated Category Four (4). The buildings are considered to contribute towards the Sandy Hill Cultural Heritage Character Area.

2.2 Surrounding Area

The subject property is located in the established neighbourhood of Sandy Hill. As a corner through lot, it has frontage on three local streets - Osgoode Street, Sweetland Avenue and Nelson Street. The property is located approximately 245 metres south of Laurier Avenue which is identified as a Major Collector Road; approximately 235 metres east from King Edward Avenue, and 690 metres south of Rideau Street which are both identified as Arterial Roads. The area surrounding the property can generally be characterized as a broad mix of low-rise building forms for the most part up to three-storey and residential, with some four-storey apartments in the general vicinity. A Public School is also located diagonally across, to the northwest of the subject property.

A range of commercial-retail services are available along Laurier Avenue and King Edward Avenue as well as along Rideau Street. These businesses provide goods and services to fulfil daily needs for area citizens while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood.

The property is located approximately 700 metres from the existing uOttawa LRT station and approximately 700 metres south of an identified Transit Priority Corridor along Rideau Street, situating it in proximity to public transportation options.

The general neighbourhood contains heritage buildings that are either designated or considered to be contributing towards the heritage character of Sandy Hill.

The adjacent land uses can be described as follows:

North: Immediately north of the property across Osgoode Street are a range of low-rise, residential use properties ranging in heights of two (2) up to three (3) stories, with parking provided in driveways. There are sidewalks on both sides of Osgoode Street.

Approximately 210 metres north of the subject site is Laurier Avenue East, which features a mix of mostly low-rise residential, commercial, office and institutional uses in single or mixed-use building typologies, with some recently added mid-rise, mixed-use buildings. Institutional uses along Laurier Avenue include the University of Ottawa, Amnesty International, the Laurier House National Historic Site along with other embassies.

The Sir Wilfred Laurier neighbourhood park is also located approximately 500 metres north and east of the property with frontage along Chapel Street.

Further north is Rideau Street, which features a wide range of mainstreet uses including grocery stores, retail, restaurants, personal services and other uses typically found in a downtown core.

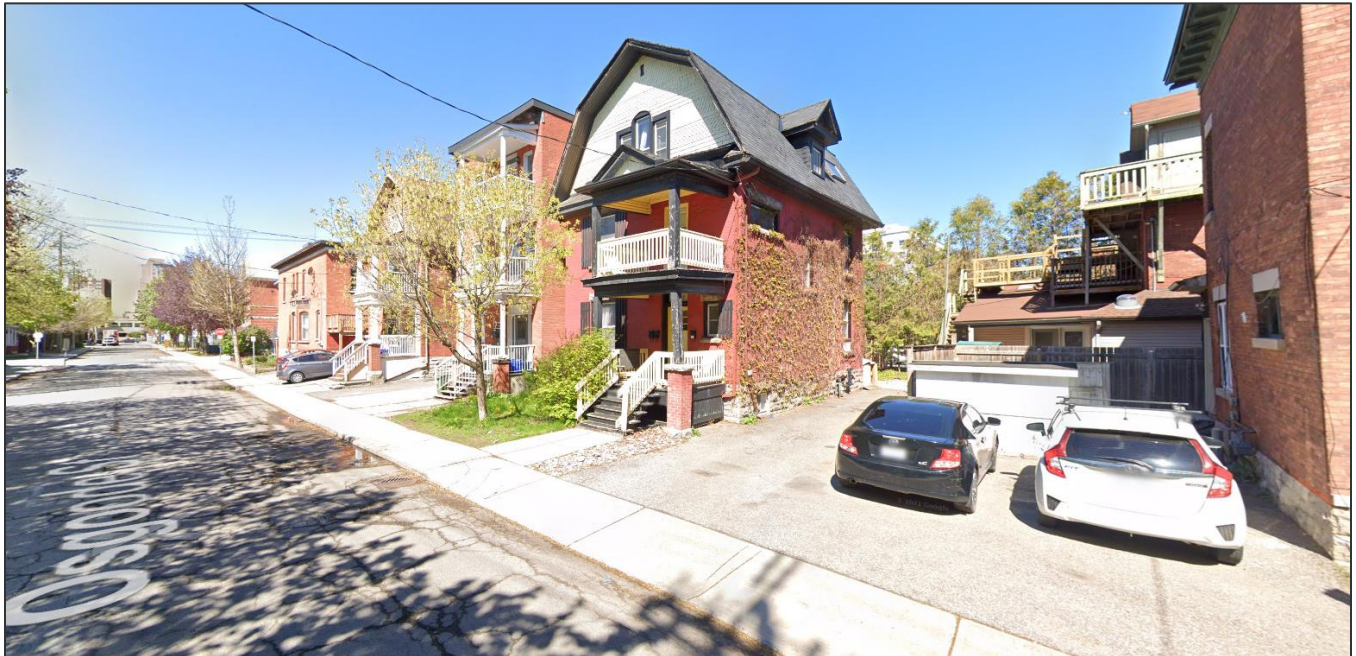


Figure 7: View northwest of subject site along Osgoode Street.

East: Directly east of the subject property across Sweetland Avenue are low-rise, residential apartment buildings fronting onto Sweetland Avenue. The east and west side of Sweetland Avenue abut pedestrian sidewalks.

Further east is a continuation of predominantly low-rise built form up to four (4) stories.

Approximately 700 metres east of the property is Strathcona Park, which is a public park with frontage along Range Road. The park abuts the Rideau River to the east, beyond which is the Rideau Sports Centre, which can be accessed by the Adawe Crossing bridge which provides pedestrian and bicycle access over the river.



Figure 8: Properties east of Sweetland Avenue.

South: The subject property abuts two properties to the south; one fronting onto Sweetland Avenue and the other fronting onto Nelson Street. The abutting property fronting onto Sweetland consists of a recently constructed, low-rise, three (3) storey apartment use building. Further south of this are more low-rise, residential use buildings with a mix of converted apartments, single-detached homes and duplexes. Most properties have onsite parking at the front or at rear accessed via an onsite driveway. The grading along Sweetland declines quite steeply, as a result building typologies vary where some have at-grade basements, and abutting properties have sharp changes in grading and retaining walls as required.

Immediately south, along the Nelson Street frontage is another low-rise, 2 ½ story apartment building, abutting another low-rise apartment of three (3) storeys. Further south of this are more low-rise apartment buildings included a newly constructed four-storey building. The built form south of the subject site consists mainly of low-rise, apartment buildings of up to a maximum of four (4) storeys height. The general area is characterized by older building typologies that contribute towards the Sandy Hill Heritage Character Area.

Towards the south end of the block is Somerset Street East, a Collector Street, that begins at Range Road, and terminates at Marie Curie Private by the University of Ottawa campus. Abutting Somerset Street East is Sandy Hill Community Centre, which provides a variety of community amenities, including a large park, playground and a community pool.

Beyond this is the Matt Anthony Field, which forms part of the University of Ottawa's Minto Sports Complex Fitness Centre, past which is Provincial Highway 417.

West: Immediately to the west of the property across Nelson Street is a low-rise converted apartment building with frontage along Osgoode Street. Low-rise apartments continue to be the dominant building type along Osgoode Street. Immediately north of these properties is École élémentaire publique Francojeunesse, a French immersion public school, beyond which is a mid-rise apartment building of eight (8) storeys. There are sidewalks on both sides of Nelson Street.



Figure 9: View south of subject site, along Sweetland Avenue.

Further along on Osgoode are some mixed-use, residential buildings with at-grade commercial uses included restaurants and convenience stores. Continuing west, approximately 165 metres is King Edward Avenue which is designated as an Arterial Road with a variety of commercial, retail and residential uses services. There are transit stops along this King Edward Avenue. Beyond this, approximately 200 metres west of the subject property is the University of Ottawa's main campus buildings and student residences. uOttawa transit station is located approximately 700 metres west from the subject site.



Figure 10: View west towards Nelson Street from subject site frontage along Osgoode Street.

2.3 Road Network

The property is located on a block that is bound by Osgoode Street to the north, Nelson Street to the west, Sweetland Street to the east, and Somerset Street East to the south. All streets, except for Somerset Street East are designated Local Roads. Somerset Street East is designated Collector as per Schedule F (Central Area/Inner City Road Network) in the City of Ottawa’s Official Plan. Collector roads provide connections between Major Collectors, and Arterial. These roads tend to be shorter and carry lower volumes of traffic than Major Collector and Arterial roads.

The site is conveniently located close to two Arterials with Laurier Avenue East being less than 220 metres north, and King Edward Avenue being approximately 170 metres west of the subject property. Arterial roads serve through travel between points not directly served by the road itself and have limited direct access to only major parcels of adjacent lands. Arterial roads are equipped with pedestrian, vehicular and transit infrastructure and provide direct and efficient access to major parts of the city such as the downtown core as well as other arterials roads.

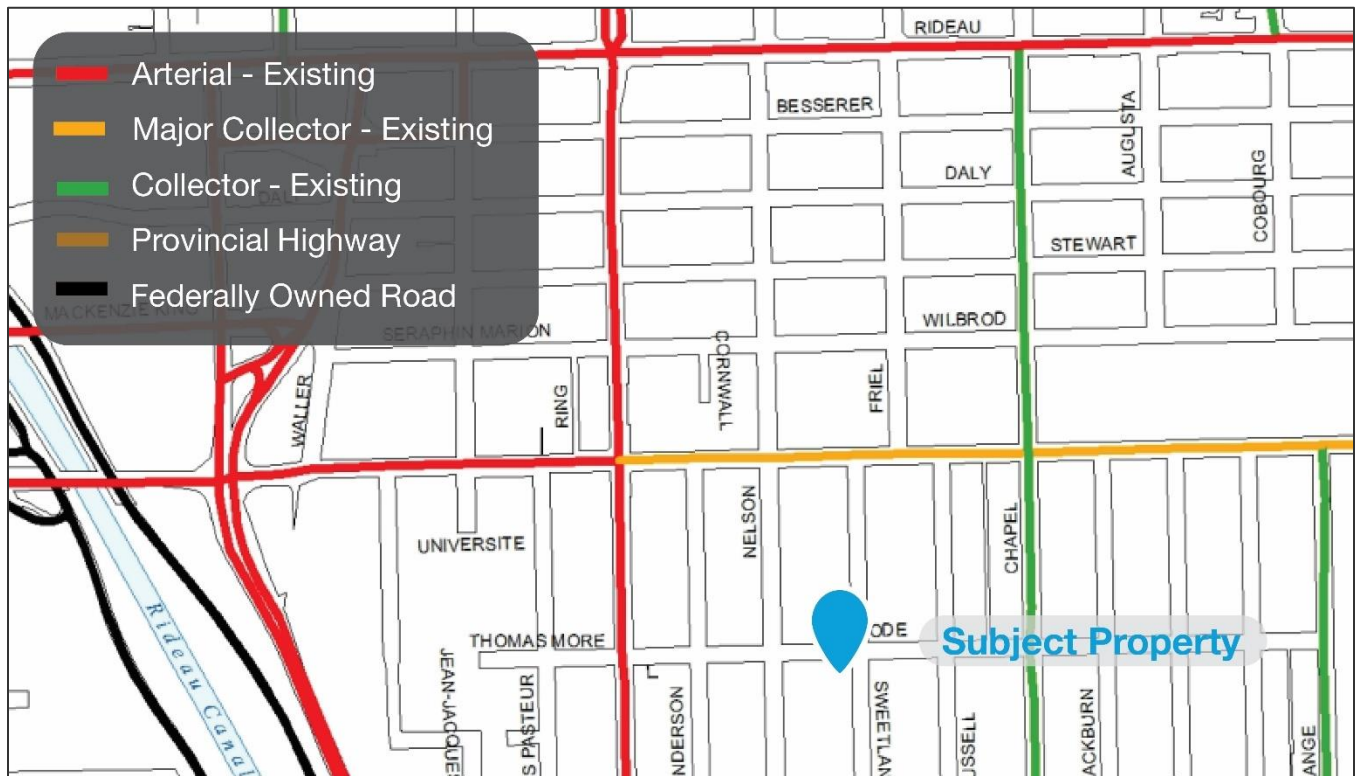


Figure 11 Excerpt from Schedule F of the Official Plan - Central Area/Inner City Road Network

2.4 Transit Network

The subject property is well served by public transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, the property is located within approximately 700 metres northeast of the existing uOttawa LRT station. uOttawa Station is part of the Phase 1 Confederation Line providing efficient connections between Blair Station to the east and Tunney’s Pasture at its terminus to the west. The subject property is also located approximately 710 metres south of Rideau Street which is identified as a Transit Priority Corridor.

The nearest bus stop is located along King Edward Avenue approximately 250 metres directly west of the subject property. This OCTranspo stop provides access to Bus Routes 16, 39, 45, 56 and 97 at stop number 7613 (King Edward and Osgoode Street).

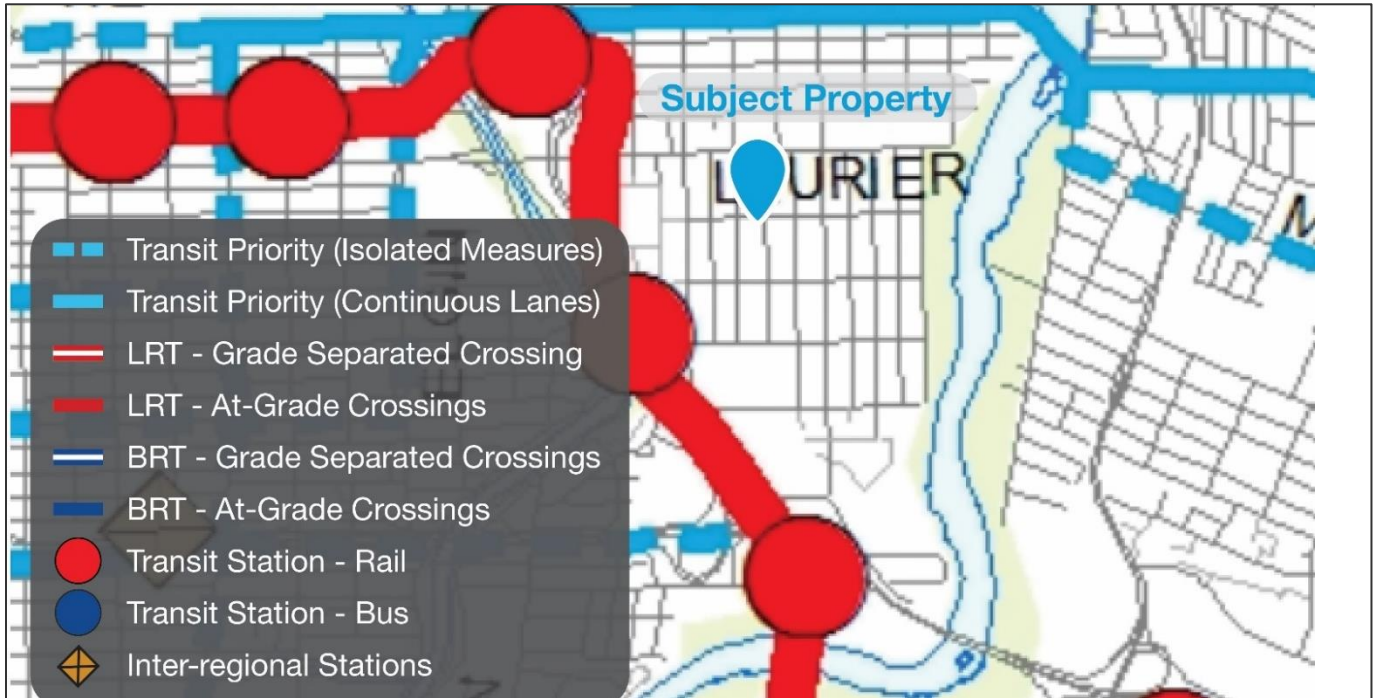


Figure 12 Excerpt from Schedule D of the Official Plan - Rapid Transit Network

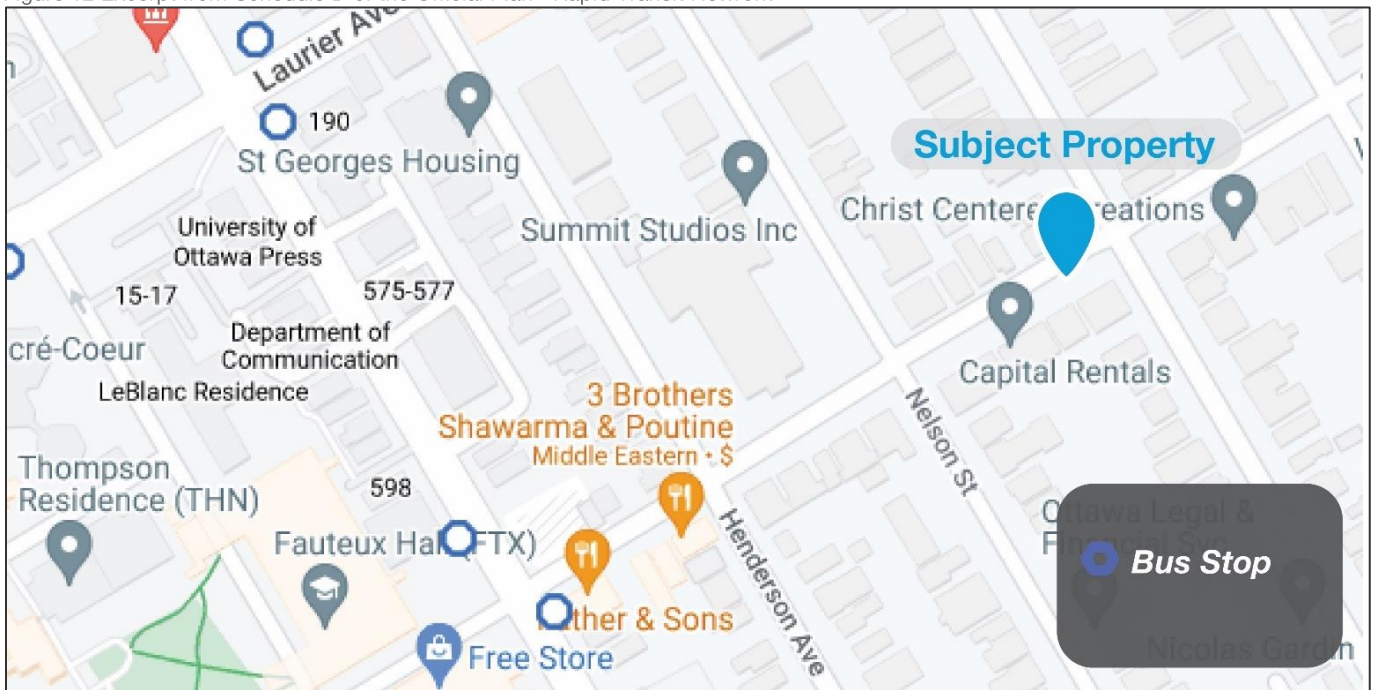


Figure 13 : OC Transpo Travel Planner Map

2.5 Active Transportation Network

The subject property is served by the greater cycling network. Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, Laurier Avenue is identified as a Cross-Town Bikeway and Cycling Spine Route. Somerset Street East located approximately 250 metres south of the property is also identified as a Cross-Town Bikeway and Cycling Spine Route. This cycling infrastructure provides increased access and connections to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Cycling infrastructure does not currently exist along Osgoode Street, Sweetland Avenue or Nelson Street, however Spine Routes along King Edward Avenue and Somerset Street East are in close proximity.

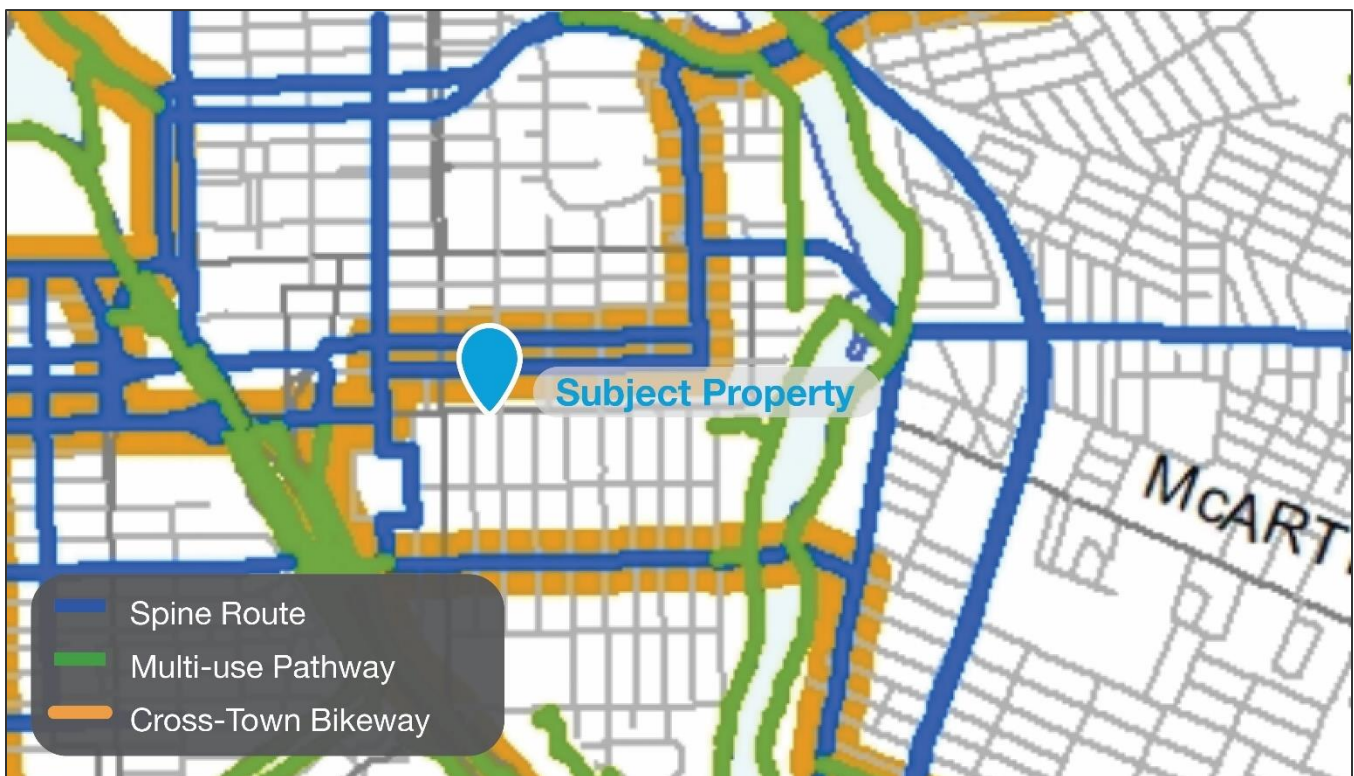


Figure 14 Excerpt from Schedule C of the Official Plan - Primary Urban Cycling Network

2.6 Neighbourhood Amenities

As a site located in the established Sandy Hill neighbourhood and near the Downtown Core, the subject property enjoys proximity to many neighbourhood amenities including a variety of small and locally focused commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to one (1) large grocery store within an 800 metres distance (11-minute walk). The neighbourhood also benefits from being within walking distance to the Rideau Centre. The site is also well-served with parks and community facilities being within close distance to Sandy Hill Community Centre and park to the south, Saint Germain Park further south, Sir Wilfred Laurier Park to the north, Strathcona Park and the Rideau River to the east.

A non-exhausted list of neighbourhood amenities including a wide range of uses is below:

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

Additional convenience-retail and restaurants are located within a 10-minute walk from the subject property including restaurants along Osgoode Street, as well as cafes, print shops, restaurants, legal services along Laurier Avenue, and additional restaurants, child-care facilities along Wilbrod Street.

Proposed Development

The subject property consists of parcels municipally known as 146, 148, 150, 160, 168 and 166 Osgoode Street and 68 Sweetland Avenue. To simplify the Osgoode properties are commonly referenced as 146 Osgoode Street. The proposal consists of a two-phased approach, whereby in the first phase will renovate the interior of all existing buildings in accordance with appropriate building permit approvals. The second phase warrants these applications to consolidate the two lots and rezone the new “corner through lot,” to a R4UD zone, with site specific exceptions. The resulting configuration will extend the Planned Unit Development condition already present on the Osgoode Properties, to include the property fronting onto Sweetland Avenue. Since Phase two also proposes an addition to the rear and side of 68 Sweetland Avenue, a Site Plan application is also required.

The proposal for 68 Sweetland Avenue includes a residential use addition into the rear of the existing building containing 33 new rooming units, an enclosed garbage storage facility along the buildings northern wall, bicycle parking for 41 bicycles along the driveway, enhanced landscaping, two (2) vehicle parking spaces (visitor) and fencing to increase security by limiting access to the private amenity area.

Residential Addition

The lot consolidation will result in a total of five (5) buildings with four (4) fronting onto Osgoode Street, and one (1) on Sweetland Avenue. The buildings with frontage along Osgoode Street contain a total of 111 rooming units, with no external additions.

The property at 68 Sweetland Avenue is proposed to have an extension to the west and north of the existing building. This proposed rear (west) addition is for a three (3) storey, residential use building that will connect to the existing 2 ½ storey building to provide a total of 33 new rooming units in addition to eight (8) rooming units, and one (1) bachelor apartment within the existing building. The units are distributed through three full floors above grade, and a raised basement. Primary entrance to the new addition will be provided from a door to a lobby along the north façade of the building. Additional access is provided through a stairwell at the rear (west façade), while the existing front entrance in the original building along the eastern façade is maintained. A lift is also proposed next to the side entrance to the new addition.

The newly created units will be connected to the existing building through an internal corridor, to facilitate access to common elements such as kitchen, and laundry.

Refuse Storage

The refuse (garbage and recycling) for the existing units is currently being collected in unenclosed bins in the paved area behind the Osgoode properties. Improving the situation refuse is now proposed to be mainly located within an enclosed structure along the north façade of 68 Sweetland Avenue, supplemented by a collection area in the rear between 150 and 160 Osgoode Street. These bins are designed to accommodate waste for all building residents on the consolidated lots and will require twice weekly private collection.

Outdoor Amenity Space

A private outdoor amenity area is provided in the rear of all buildings and considered as the interior yard area from a zoning perspective. The amenity area is designed to provide an intimate outdoor area for residents off all five (5) buildings, with convenient access via the shared driveway/pathway. The amenity area is proposed to be 175 square metres, softly landscaped including the addition of three (3) new trees.

Parking

Two (2) automobile parking spaces are provided abutting the amenity area and rear driveway. The parking spots are for use by delivery vehicles and visitors. There are no resident parking spaces provided.

Bicycle storage is provided on two locations along the rear driveway, with convenient access from Sweetland Avenue. The structure proposed along the north façade of 68 Sweetland Avenue provides parking for 18 bicycles and is designed to be covered. Along the rear of 166 Osgoode Street, an additional 23 bicycle parking

spaces are proposed. With a total of 41 bike parking spaces provided the zoning requirement for bicycle parking is met.

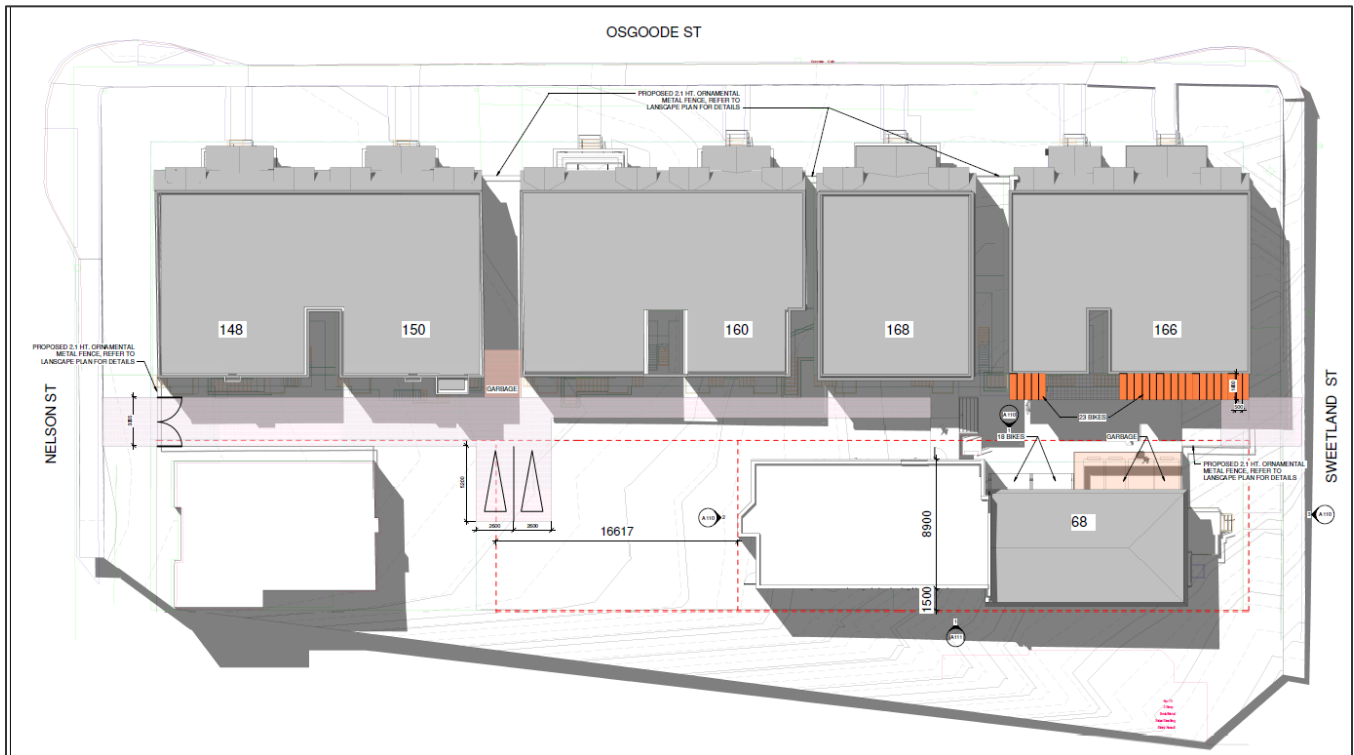


Figure 15 Aerial View of Proposed Addition onto 68 Sweetland Avenue

Landscaping

All exterior surfaces are proposed to be improved from their present condition through carefully selected hard and soft landscaping treatment that responds to its function. All existing mature trees in the front, side and interior yards of the buildings are planned for retention, while three (3) new trees are proposed within the outdoor amenity area. The trees are supplemented with shrubs and perennials to achieve a high-quality public realm along all exterior public frontages.

All walkways leading up to the building entrances are defined by shrub and perennial planting on either side. Planting is also proposed between each building along Osgoode Street and extends to both its east and west facades along Nelson Street and Sweetland Avenue.

The new addition on Sweetland Avenue will receive shrubs and perennials along its northern façade, defining the pathway as it extends further west to the amenity area. All other unpaved surfaces will at minimum be sodded. Collectively, the proposed landscape treatment enhances the public realm and contributes positively to establishing and maintain the character of the area.

Connectivity

All primary entrances are covered and will have paved walkways connected to the public right-of-way. The rear driveway from Nelson Street is linked via a pathway to Sweetland Avenue. The width of the paved area along the northside of the Sweetland addition has been designed to provide a pedestrian friendly access to the

residents of the addition. This area also provides clear, unobstructed access for bicycles leading to and from their storage areas, as well as convenient and efficient access for the mobilization of garbage bins to the garbage collection vehicles.

Fencing has been utilized to define spaces, improve the pedestrian realm, regulate traffic, and to increase security for residents and bicycles.

4.0 Urban Design Brief

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

4.1 Building Design

4.1.1 Building Massing and Scale

In response to neighbourhood context the proposed addition maintains a three-storey, low-rise building height that complements the existing buildings on the subject property and the low-rise buildings in the general area, particularly along Sweetland Avenue to the south, and west of the property. The proposed addition represents a built form of its own time designed to be compatible with surrounding character buildings. The addition does not impact the streetscape, and compatibility with the streetscape is maintained through architectural elements of scale, massing, height, setback, entry level treatment, materials and windows. The built form is designed to be compatible rather than imitate the existing heritage buildings (Figure 17).



Figure 16 : Rendering showing 68 Sweetland Frontage looking west towards private laneway and new proposed rear addition.

The new addition mimics the narrow setbacks of the existing and adjacent buildings. The built mass of the building is broken up by the use of differing materiality, fenestration, exit stairs, and ornamental railing treatments for balconies to forge a familiar relationship with the existing heritage buildings while providing a built form that is in keeping with the present architectural trends. It further provides a private amenity space protected from overlook of abutting properties as well as a refined driveway that creates a more pedestrian

friendly environment and increases accessibility to the improved amenity spaces and communal features such as bicycle and refuse storage.

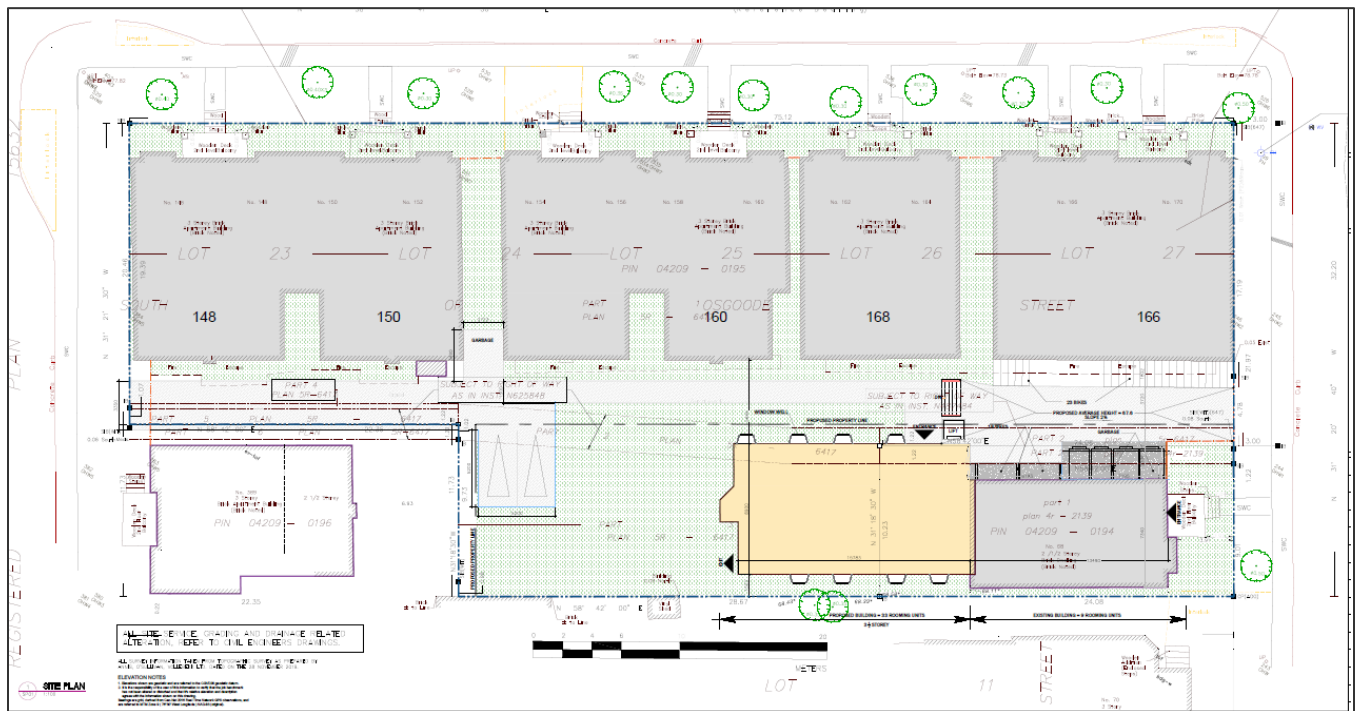


Figure 17: Site Plan

4.1.2 Views

The original buildings along Osgoode Street, and Sweetland Avenue are maintained, therefore, retaining the views along all frontages. The rear addition to the Sweetland property, while taller than the existing building it is proposed to be of a scale that aligns with the character of the area, more specifically the abutting buildings to the west, and south of the property. Being setback from the Sweetland frontage ensures the addition doesn't overpower the existing façade. The built form is expected to minimally change the views from aforementioned frontages, however, will continue to maintain the character of the neighbourhood. Further compatibility with surrounding buildings is achieved through the choice of materials, fenestration and surface treatments. The residential nature of the building allows for windows and steps, creating visual interest and architectural articulation. Most of the refuse storage is enclosed along the side of the original Sweetland building, improving upon the current condition which had bins unenclosed and visible.

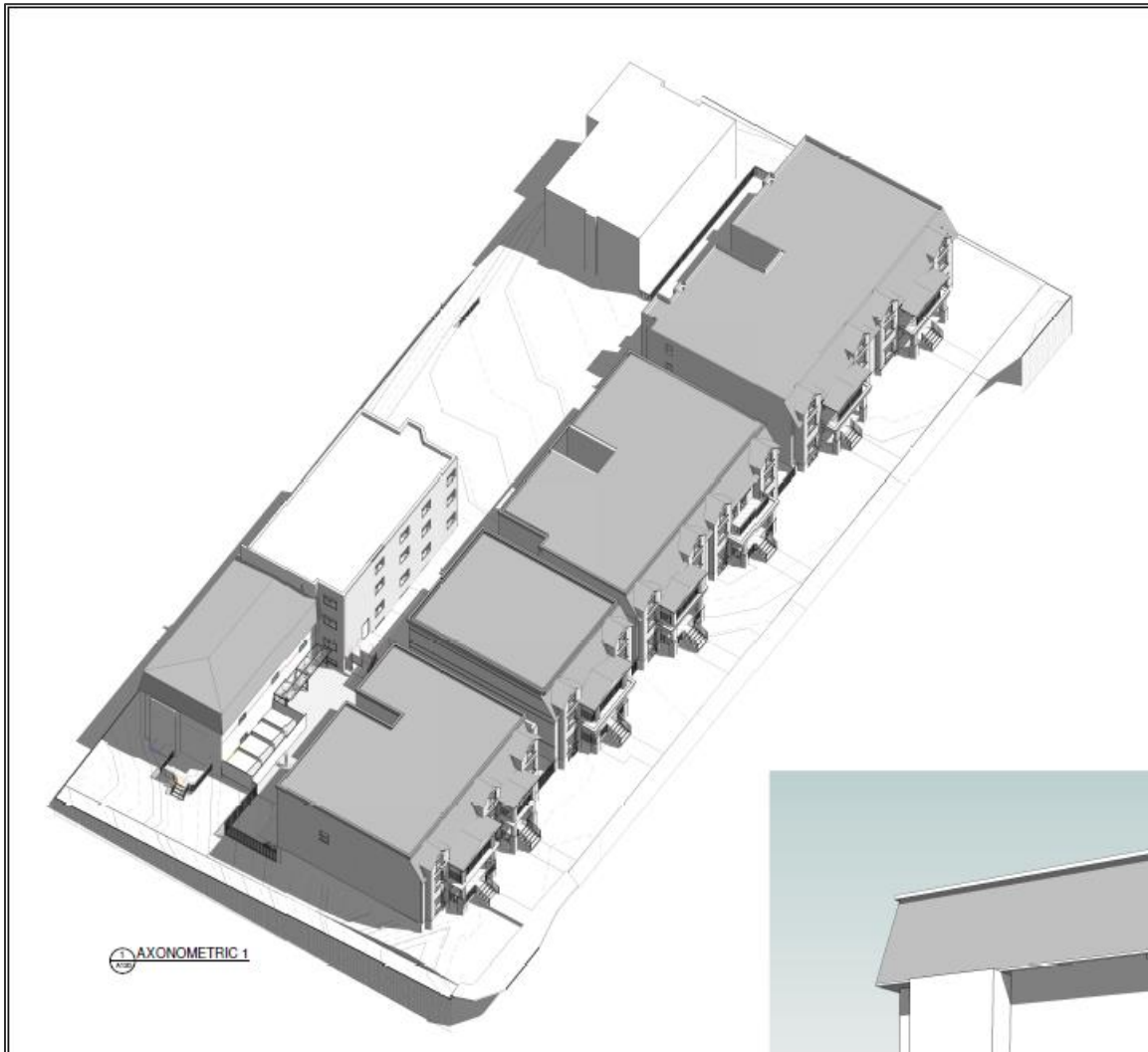


Figure 18: Aerial view of site, including proposed addition

4.1.3 Materiality

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building. Facades are generally fenestrated to create a positive relationship and interface between the building and open spaces within the property this will ensure passive surveillance of these area with “eyes on the street”. The position of windows, building separation and setbacks proposed provides for natural light infiltration into more parts of the building.

4.1.4 Pedestrian Experience and Public Realm

The proposed development includes improvements along the public right-of-way, including Osgoode Street and Sweetland Avenue, as well as improvements to the private driveway. A combination of hard and softscape features are proposed along the property frontage to enhance the public realm and create a more pleasant environment for pedestrians. The front entrances are unchanged, and an existing condition. They are minimally setback from the sidewalk and accessed through paved walkways that lead to the buildings primary entrance, which is enhanced with wooden stairs, and second floor balconies. The properties are lined with mature trees

that are expected to remain and supplemented with additional landscaping to contribute towards an enhanced public realm along all frontages.

The inclusion of the rear addition as well as the introduction of new entrances oriented towards the private driveway increases animation and pedestrian friendliness in an otherwise utilitarian area. Hard and softscape elements as well as furnishings such as bicycle storage, wooden steps, lifts, and ornamental fencing is proposed reconstitute the public realm and create a more pleasant environment for building residents and members of the public passing by.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (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, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

5.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns...;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 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...;
 - (e) support active transportation; and
 - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / 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:
 - (b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
 - (e) 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.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (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 (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the Provincial Policy Statement. As a property located in an established Sandy Hill neighbourhood and within proximity of one (1) LRT station as well as one (1) identified Transit Priority Corridor, the redevelopment of the subject property advances the provincial goals of healthy, livable, and safe communities that efficiently use infrastructure, by intensifying to provide diversified housing stock within built up areas of the municipality. The proposed development increases the existing housing stock and contributes to providing a housing options. The proposed development makes efficient use of existing infrastructure and public service facilities which have the capacity to support the increased density.

5.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network.

5.2.1 Managing Growth

Section 2.2.2 addresses the management of growth within the urban area through intensification and recognizes that intensification to be the most efficient pattern of development that is the makes efficient use of existing and

planned municipal infrastructure, services, and supports existing and planned transit. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / 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;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

Policy of Section 2.2.2 identifies target areas for intensification include the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met.

While the Official Plan identifies specific land use designations as target areas for intensification, **Policy 22 of Section 2.2.2** states that the City also supports compatible intensification in other locations 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, discussed in further detail below.

Policy 23 of Section 2.2.2 states that 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 proposed development represents intensification through infilling an underutilized lot located close to the city's core that is well serviced by existing municipal services, infrastructure, and transit. The proposed development contributes to achieving the City's policy objectives of compatible urban growth within built up urban areas.

While the subject property is not located within the City's Target Area for intensification as defined in Policy 3 of Section 2.2.2, the subject property can support the proposed addition due to its unique context, proximity to existing transit and amenities, configuration, and size of the property. The proposed addition achieves the city's intensification objectives within built up areas as it is located within 800 metres from uOttawa LRT station and 750 metres from a designated Transit Priority Corridor along Rideau Street as identified in Schedule D. Additionally, the site enjoys proximity to a range of commercial and institutional uses in the area, non-residential uses along Laurier Avenue and the University of Ottawa campus.

The proposed addition provides a design that minimally impacts the front façade of the existing buildings while achieving an increase in density. The addition makes efficient use of excess land at the rear of the property by converting a currently underutilized, paved parking and driveway area to a low-rise residential use addition and amenity area to support the development that is carefully designed with soft and hard landscaped features.

The addition is in keeping with the architectural trends of present times, while expressing compatibility with the existing buildings through its general form. The addition provides a modest increase in density through a housing type that adds to the diversity of housing choices in an area that is centrally located, close to transit, amenities, university, and the downtown.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City's built-up areas, 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 increases the number of dwelling units in the area by minimally impacting the surrounding area. It addresses housing concerns by providing a unique housing type, it supports active transportation and supports the use of existing infrastructure and transit.

5.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings without necessarily imitating it (Section 2.5.1). Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

1. **It enhances the sense of community and creates a sense of identity:**
 - / The development proposes to maintain and improve existing buildings on all public frontages therefore preserving buildings that contribute to the historic character of the neighbourhood. Maintaining the valuable heritage contributions of the existing buildings and enhances it through external and internal renovations for continued use by future generations.
 - / The development includes the creation of a rear courtyard that will be unique and safe space for complex residents.
 - / The proposed improvements reinstate valuable rental units of a diverse housing choice to the neighbourhood, thereby helping to achieve an overall improvement to the broader neighbourhood, not just the buildings themselves.
 - / The development provides an opportunity for enjoyment by a different demographic to contribute towards the continued evolution of sense of community and identity in the area.

2. **It defines quality public and private spaces through development**
 - / The development provides improvements to the rear laneway by providing well defined, purposeful driveways with high quality pavers, defined entrances, wooden decks and staircases, lifts, enclosed refuse storage, covered bicycle parking and fencing that work together to define quality spaces in the rear of all buildings.
 - / A private interior courtyard that is visually open to the public is provided which connects to sidewalks along both Sweetland Avenue and Nelson Street.
 - / The use of ornamental fencing helps to establish a division of private and public space.
 - / Providing enclosed refuse storage facilities help to minimize the visual and environmental impacts currently present on the site.
 - / Undesirable overlook impacts on neighbouring private space were considered when placing windows on the addition.

3. **It creates places that are safe, accessible, and are easy to get to, and move through**
 - / The development proposes several improvements to the outdoor spaces around the buildings which help to achieve safety, accessibility and ease of access.
 - / The rear laneway is enhanced with hard and soft landscaping features with well defined walking areas, bicycle storage, stairs where needed, and a lighting design that promote a healthy and comfortable environment for pedestrians.
 - / The buildings maintain their original front yard setback providing for short distances between the public right-of-way and the building residents. Being close to the public realm adds to passive surveillance of for both residents and the public passing by, thereby increasing security.
 - / The proposed development is in proximity to existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.
4. **It respects the character of existing areas**
 - / The development proposal maintains all original buildings along all frontages. The proposed addition is in the rear yard and minimally impacts the streetscape.
 - / The low-rise addition respects the character of the existing area.
5. **The proposal considers 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 helps to achieve a more compact urban form by developing within the built-up Sandy Hill neighbourhood.
 - / The proposed development offers housing types that cater to an evolving demographic in the area. It revives the existing property and increases potential for it to evolve to meet market and social trends over time.
6. **The proposal understands and respects natural processes and features in development design**
 - / Proposed landscape features, including increasing soft landscaping in the front and rear, allowing for natural water percolation while reducing the heat island effect.
 - / No tree removal is required to accommodate this proposal.
7. **The proposal maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**
 - / The proposed development presents an opportunity to intensity a site located near a range of transit options, amenities, local university and the downtown core. This presents an opportunity to meet daily needs by alternative and active modes of transportation rather than private automobile.
 - / Landscape elements are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
 - / The development provides a supply of bicycle parking spaces, to facilitate bicycle use by residents and visitors.

The proposed development meets the Official Plans objectives for creating livable communities by providing good housing with ample greenspace within the historic Sandy Hill neighbourhood. The proposed addition and renovations breathe new life into the historic neighbourhood while promoting quality exterior space through redesigning the laneway to be a welcoming feature with enclosed garbage, bicycle storage, interlocked pavement, ornamental fencing, as well as appropriate lighting design.

In addition to maintaining the existing supply of units within the buildings on both Osgoode Street and Sweetland Avenue, the rear addition represents a compatible form of development that introduces moderate density within the city's core. The new addition achieves compatibility through a low-rise built

form that aligns with the character of the area, while maintaining architectural trends of the present time. In addition to the building height, the addition achieves compatibility through a variety of design features such as fenestration, that are discussed later.

5.2.3 Land Use Designation

The property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

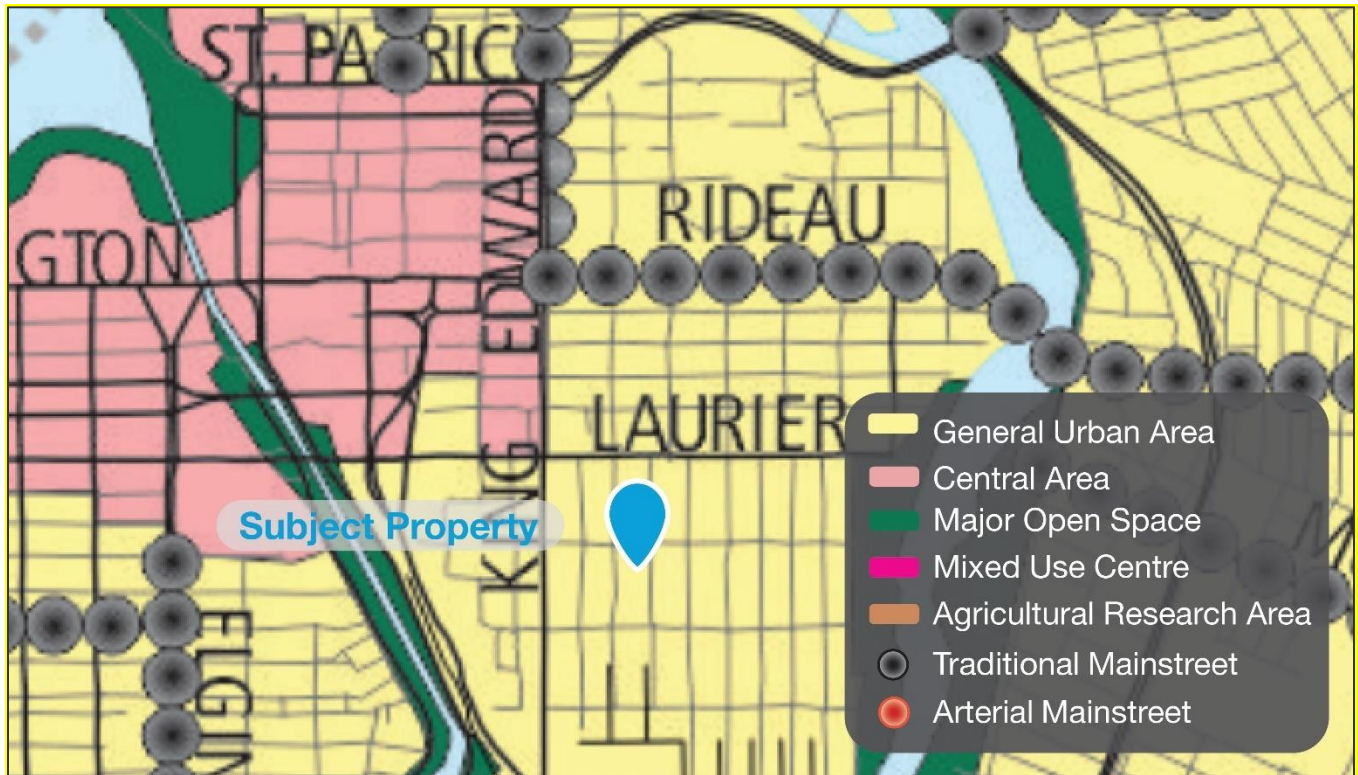


Figure 19 Except of Schedule B of the Official Plan - Urban Policy

Policy 1 of Section 3.6.1 notes 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 states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).

Policy 5 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

- / Assess the compatibility of the new development as it relates to the existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / 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.

The proposed addition conforms to the City of Ottawa Official Plan and aligns with the policy objectives for development within the General Urban Area. The proposed development builds upon and enhances the established and desirable patterns of built form to provide a quality addition that makes efficient use of existing municipal services and transit, while also maintaining compatibility with its surrounding area.

The proposed addition represents a low-rise built form that is consistent with what is found on adjacent properties, and in the general area. It respects the existing conditions on surrounding properties. By locating the addition at the rear, the proposed development minimally impacts frontage along Sweetland Avenue and Osgoode Street while providing an opportunity to enhance the existing character of the area through an increase in density on a lot located centrally on municipal servicing and in proximity to transit.

5.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of **Section 4.11**.

Table 1

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The proposal has a maximum built height of three (3) storeys creating an appropriate building height to surrounding development in the neighbourhood. The interior side yard and rear yard setbacks provide appropriate separation between the low-rise addition and the neighbouring properties on Sweetland Avenue and Nelson Street.</p> <p>The driveway maintains adequate distance from buildings,</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area that compliments the heritage character of Sandy Hill, while maintaining an architectural style that is distinctly unique and keeping with current architectural trends.</p>
<p>6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The original buildings along both Osgoode Street and Sweetland Avenue are maintained, and so are their primary entrances which face these streets.</p> <p>The addition proposes windows and a secondary entrance along the northern façade which is oriented towards the</p>

	<p>private driveway in between the buildings, which is visible from Sweetland Avenue.</p> <p>The private driveways are designed to function more as pathways, complimented with landscape treatment and designed for pedestrian activity of complex residents.</p> <p>The northern façade on the proposed addition enhances the interface with the driveway and improves safety through passive surveillance.</p>
<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. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm. The proposed waste storage for the building is enclosed and located along the side of the proposed addition, ensuring that the pedestrian friendly environment is maintained, and not impeded.</p>
<p>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.</p>	<p>The rooftop service equipment is incorporated within the building.</p>
<p>Massing and Scale</p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p>	<p>The Sandy Hill Secondary Plan provides general policies that encourage low-rise residential use development within the Residential land use designation, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan is discussed in greater detail below.</p>
<p>Outdoor Amenity Areas</p>	
<p>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). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development provides sufficient setbacks that along with fencing along the rear property line help to maintain privacy and mitigate overlook between abutting properties.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of</p>	<p>The current rear laneway is proposed to be improved to provide 175 square metres of amenity space with a combination of soft and hard landscape features. This improved area is to serve as an outdoor amenity area for all building residents and is located behind all buildings.</p>

development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.

By replacing the existing surface parking space on the subject property, the proposed rear yard space provides a location that is less utilitarian in nature and will be a welcomed improvement for residents of the existing buildings as well as the proposed addition.

The proposed development conforms to the policy direction of Sections 4.11. The proposed development will positively contribute to the established neighbourhood through sensitive intensification and high-quality design. The addition has been designed in a manner that will minimize impacts to surrounding properties by providing an appropriate low-rise height, enclosed refuse storage, providing sufficient setbacks from neighbouring buildings, as well as strategically placed windows and entrances to mitigate privacy concerns and overlook. Additionally, the proposal includes a well-designed, usable amenity area.

5.3 Sandy Hill Secondary Plan

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

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

5.3.1 Land Use Designation

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

5.3.2 Transportation

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

5.3.3 Heritage

Policy 5.3.4 of the Secondary Plan notes that preserving the heritage character of the Sandy Hill area involves preservation of the actual structure as well as contributing to creating a sense of “community.” Most structures slated for heritage preservation are residential in nature, and this corresponds to the to the intention of maintaining Sandy Hill as a residential neighbourhood.

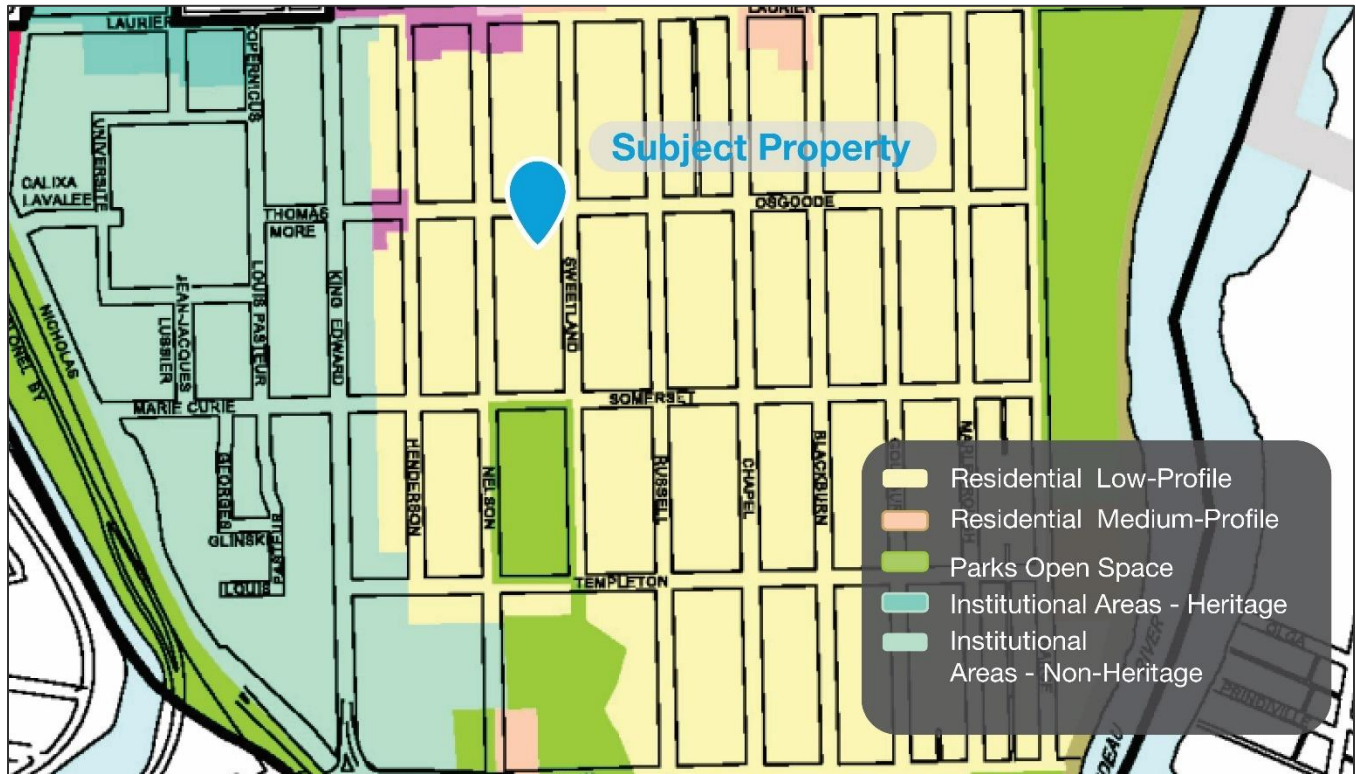


Figure 20 Schedule J - Sandy Hill Secondary Plan Land Use

The proposed addition includes uses that are permitted within the specified land use designation and reflects a built form that is in keeping with the direction of the Sandy Hill Secondary Plan. The proposal is below the maximum built height limit that is specified in the Secondary Plan and works towards varying the housing options available to a range of demographics. By locating the addition at the rear of the of 68 Sweetland Avenue and retaining the existing buildings on both Osgoode Street and Sweetland Avenue, the proposed development maintains buildings that contribute to the establishment of the area's heritage, while not overshadowing with the mass of the new construction. The proposed rear amenity space will replace the existing surface parking lot, reducing private automobiles, and encouraging residents to use alternative and active modes of transportation.

5.4 New Ottawa Official Plan (Anticipated 2022)

The City of Ottawa has recently adopted a new Official Plan as of November 24th, 2021. The new Official Plan has not yet been adopted by the Ministry of Municipal Affairs and Housing, and comments on the plan are anticipated by the summer of 2022. The enclosed applications have regard for the new Official Plan, which places increased emphasis on intensification, urban design and sustainability.

The new Official Plan provides a vision for future growth of the City and a policy framework to guide the physical development for a 25-year period from 2021 to 2046 when it anticipates reaching a population of 2 million people. The Strategic Directions in the new Official Plan speak to the creation of 15-minute neighbourhoods, promoting a diverse mix of land uses, range of housing types that work together to provide sustainable communities that are less auto-dependent, focus on community, active transportation, and contribute to economic development and a quality of life. The structure of the new Official Plan replaces singular land use designations with a set of overlapping transects designations and overlays.

While this proposed development will be evaluated under the current Official Plan it is important to note that it contributes to achieving the intensification target put forward in the new Official Plan for growth in proximity to rapid transit, and transit priority corridors. The intensification at this location, contributes to a land use pattern that is consistent with 15-minute neighbourhoods which is a key goal of the future Official Plan.

5.4.1 Downtown Core Transect

The new Official Plan divides the City into six Transect Policy Areas (Section 5). Each transect represents a planned function for the lands within it from most urban (Downtown Core Transect) to the least urban (Rural Transect). The subject property is located within the Downtown Core Transect as per Schedule A—Transect Policy Area of the Official Plan (Figure 21).

The **Downtown Core Transect** is part of a larger metropolitan downtown core that includes Centre-Ville de Gatineau and forms the larger downtown core for the region. The Downtown Core is defined by its urban character and pattern of built form which is reflected in its development and site design. It is characterized by a mature built environment consisting of high-density, mixed uses and sustainable transportation along identified Hubs and Corridors. Hubs and Corridors along with supportive Residential densities that assist in achieving the City's objectives of creating successful 15-minute neighborhoods where a full range of services are provided within convenient distances.

Further, the City expects development within the Downtown Core to maintain a high-density urban pattern of built form and site design that encourages the use of active transportation and transit by limiting on-site parking to only visitor spots for large residential developments. The Official Plan seeks to prioritize walking and cycling for short trips and cycling and transit use for long trips within the Urban Core (S.5.1.2).

The proposed development is consistent with the policy direction of the new Official Plan and works to achieve many of the policy objectives of the Downtown Core Transect. The proposed addition will increase density through a low-rise built form that is compatible with its surrounding neighbourhood. The addition accommodates increased density on a lot that is centrally located and helps to achieve a more urban built form that is desirable within the Downtown Core Transect. The proposed development meets the Plans objective to encourage active transportation through minimizing on-site parking by replacing the existing rear parking area with additional residential units, landscaped area, and promoting bicycle usage through convenience.

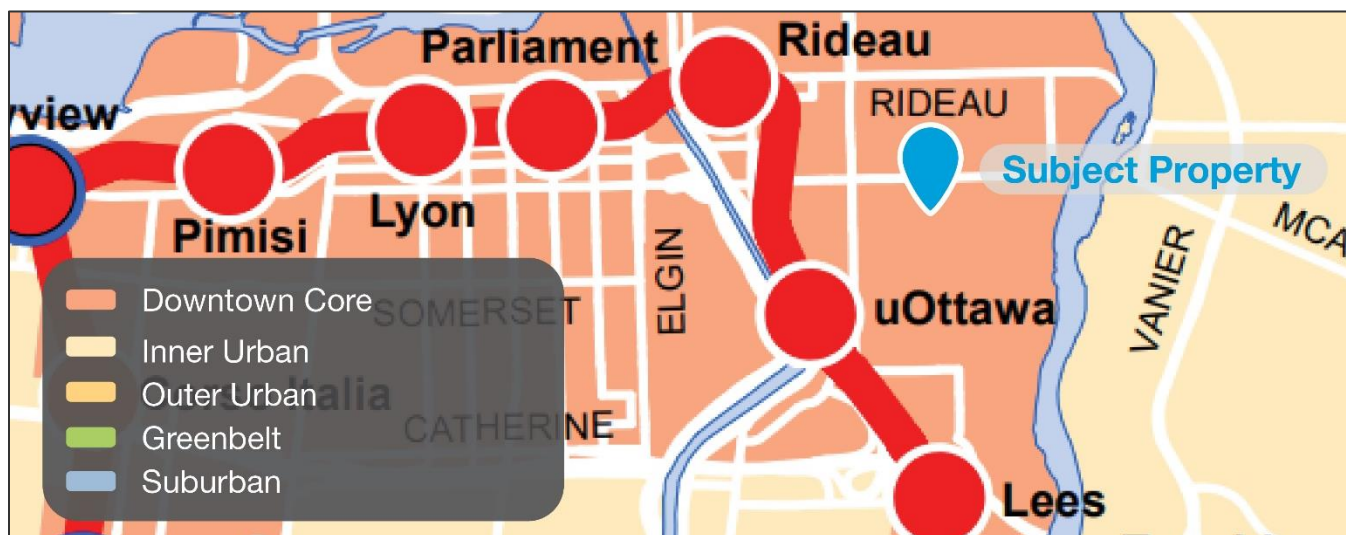


Figure 21 Schedule A - Transect Policy Areas, new Official Plan

5.4.2 Neighbourhood Designation

Most of the subject property is designated **Neighbourhood** in Schedule B1-Downtown Core Transect of the new Official Plan. Neighbourhoods are contiguous urban areas and are identified to permit a mix of building forms and densities.

Neighbourhoods located within the Downtown Core Transect are expected to accommodate residential growth to meet Growth Management targets of the Official Plan by providing a wide variety of housing types including those that focus on the missing-middle. Majority of the built form within the Neighbourhoods is expected to be low-rise up to four (4) storeys. Development and evolution of Neighbourhoods is expected to be guided through Zoning By-law amendment which will distribute mix of densities, and allow for gradual, integrated, sustainable and context-sensitive development that evolves towards creation of 15-minute neighbourhoods.

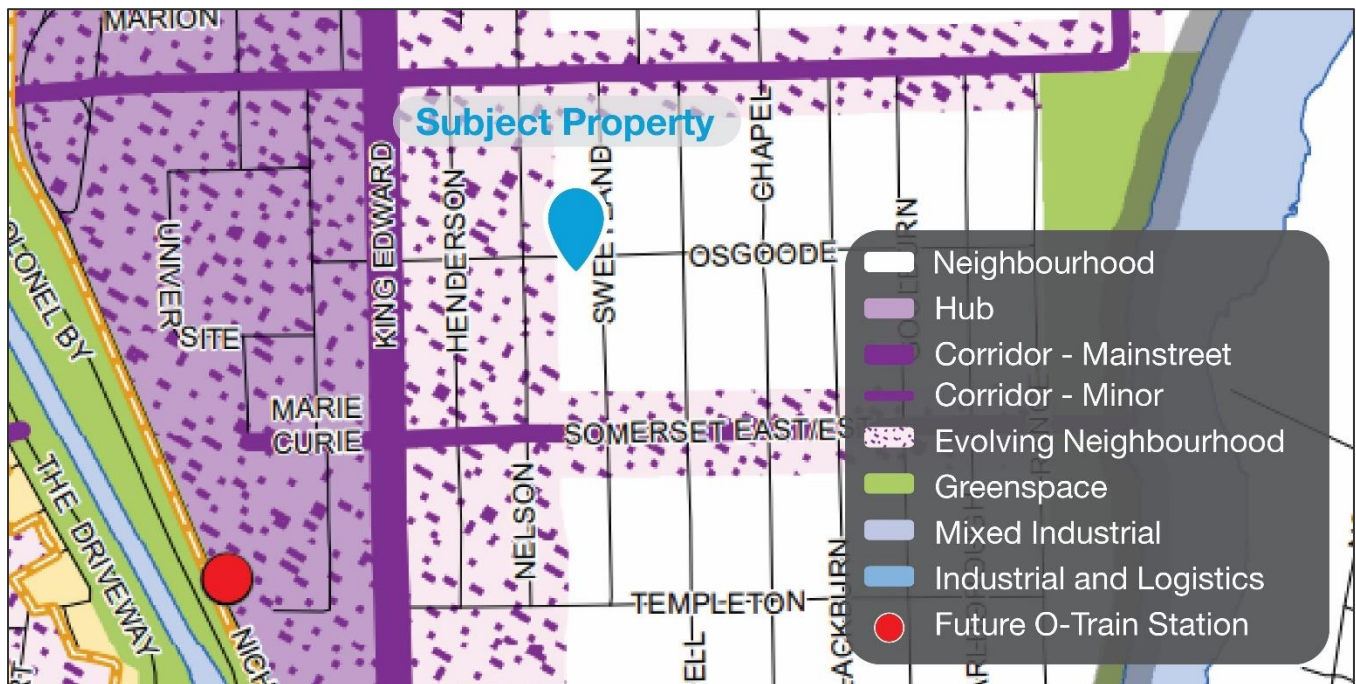


Figure 22 Schedule B1-Downtown Core Transect of the new Official Plan

The proposed development aligns with the new Official Plan's objectives of a gradual evolution of Neighbourhoods towards increased density in a low-rise format while promoting active transportation. The proposed addition represents housing type that contributes to the missing middle housing as a way of increasing density in an area that is centrally located and well serviced by existing transit, and active transportation options, and has the opportunity to evolve into a 15-minute neighbourhood.

5.4.3 Evolving Neighbourhood Overlay

While majority of the site is located within the Neighbourhood designation, buildings 148 and 150 Osgoode Street fall within the Evolving Neighbourhood Overlay. **Policy 1 of Section 5.6.1.** states that the Evolving Overlay will apply to areas that are in a location or stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 metres from the boundary of a Hub or Mainstreet designation; and to lands within a 40-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework

for intensification through the Zoning By-law by providing guidance for gradual change in character, allow for new building forms and typologies, such as missing middle housing, direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode.

The proposed development of the entire block helps to achieve some of the policy objectives of the Evolving Neighbourhood Overlay as it proposes to introduce a moderate increase in density to a centrally located area while maintaining the low-rise neighbourhood built form.

5.5 Central and East Downtown Core Secondary Plan

The new Official Plan consolidates the former Sandy Hill Secondary Plan and others to create a single Central and East Downtown Core Secondary Plan. This Secondary Plan provides strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core areas.

The general intent of the policies in the new Central and East Downtown Core Secondary Plan align with that of the Official Plan and the old Sandy Hill Secondary Plan.

The subject property is designated as **Local Neighbourhood** on Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan. Local neighbourhoods are primarily residential and may include small-scale commercial and institutional uses that are meant to primarily to support local residents’ everyday needs, as per Section 6.3—Neighbourhoods, of Volume 1 of the Official Plan.

Development within the Central and East Downtown Core is expected to contribute to an active street life and pedestrian convenience through its design, function and activity. Indoor and outdoor amenity areas are expected to be visible where possible to contribute to the creation of active street frontages (**S. 3.1 (1b)**).

The Secondary Plan reiterates some of the parent Official Plan objectives for prioritizing active transportation methods such as walking, cycling and transit use, and to increase their comfort and convenience over vehicles. Further, the City would like to encourage bicycle usage by ensuring that new developments provision for ample protected bicycle parking for its residents, visitors and commuters, and that it be provided in safe, enclosed spaces that are distanced from vehicle loading and parking spaces (**S. 3.3**).



Figure 23 Schedule B -Designation Plan of the Central and East Downtown Core Secondary Plan

The proposed development aligns with the policy objectives of the Central and East Downtown Core Secondary Plan by providing a moderate increase in the areas residential density while promoting active transportation. The increase in density is through a minimally impactful low-rise addition into the rear yard of a building, while also providing an outdoor amenity area to encourage community. The development promotes active transportation by providing ample bicycle storage in place of surface vehicle parking, and by being in close proximity to existing transit infrastructure. The built form, intended use and function of the proposed development is in keeping with the objectives of the Secondary Plan.

5.6 Sandy Hill Cultural Heritage Character Area Guidelines (updated 2018)

The Sandy Hill Cultural Heritage Character Area (Heritage Character Area) is an important historic urban landscape in Ottawa associated with the early development of the city in the 19th and 20th centuries and the growth of Ottawa as the national capital. The goal of the Heritage Character Area is to celebrate the rich history of Sandy Hill, encourage the retention of its historic fabric and to guide new development in a way that is appropriate to the character of the neighbourhood. Properties located in the Sandy Hill Heritage Character area are not automatically designated under Part V of the Ontario Heritage Act.

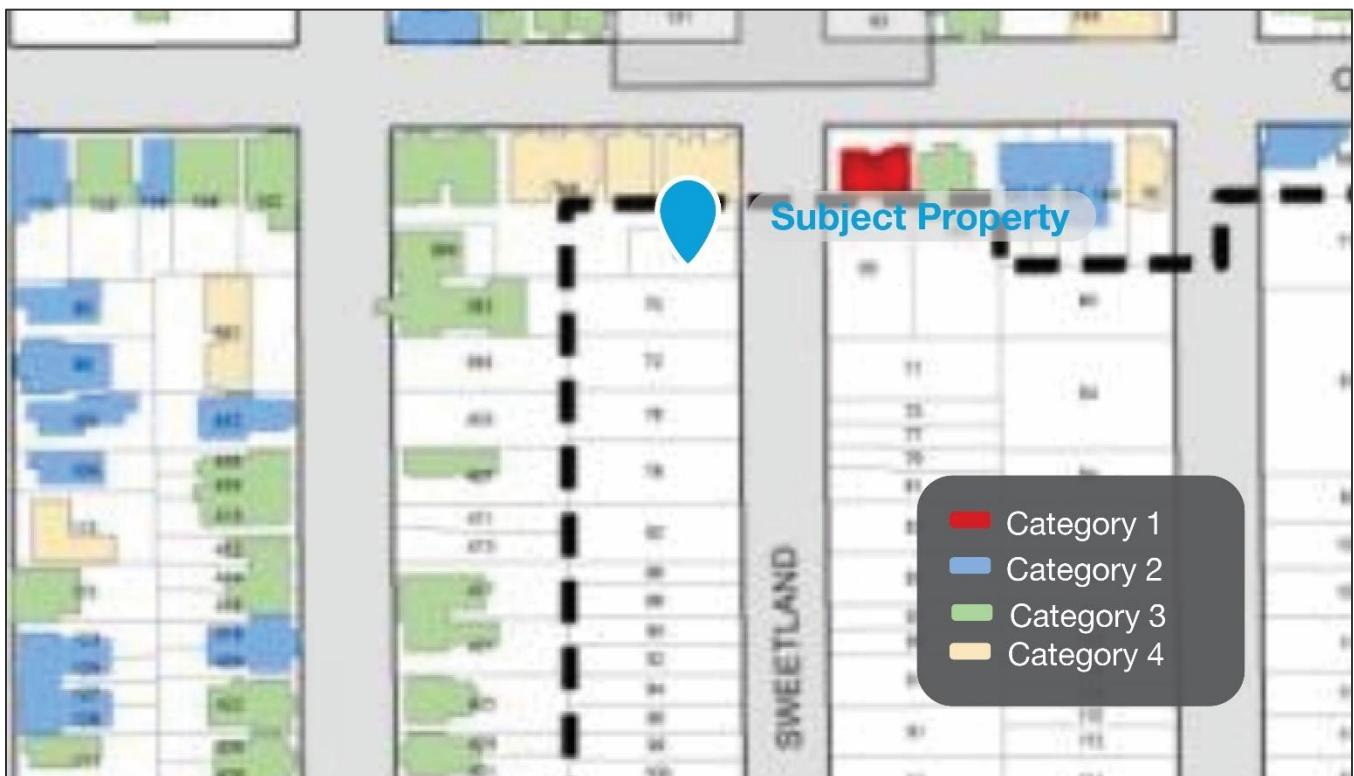


Figure 24 Sandy Hill Cultural Heritage Character Area

The building furthest west on Osgoode Street addressed 148 and 150 Osgoode Street is designated Category Three (3), while the remaining buildings along Osgoode Street are designated Category Four (4) on the Sandy Hill Cultural Heritage Character Area. 68 Sweetland Avenue is outside the Heritage Character Area.

Category three (3) buildings are considered Contributing Buildings in the heritage character area. These historic buildings contribute to the overall sense of place in Sandy Hill and define its character. The guidelines recommend repair and restoration of heritage attributes rather than replacement, or demolition. Property

owners are encouraged to restore the roof, and other materials of the heritage homes, and where possible retain the original materiality. Windows, doors, porches, verandas and decorative features that contribute to the buildings unique character are suggested to be retained and enhanced.

Category Four (4) buildings do not contribute to the cultural heritage value of the heritage character area. These buildings may be newer buildings or historic buildings that have been significantly and irreversibly altered over time. Guidelines are in place for these buildings as alterations or demolition and replacement of these buildings has the potential to impact the cultural heritage landscape in the future. Guidelines suggest that alterations and additions to non-contributing buildings should contribute to and not detract from the heritage character of the area. Alterations and additions should be of their own time and not attempt to recreate a historical architectural style. Compatibility should be achieved through scale, massing, height, setback, entry level, materials and windows.

Further, the Sandy Hill Cultural Heritage Character Area Guidelines offer guidance for infill projects that are to be read along with applicable policy and by-laws. The policies direct new infill developments to be of their own time and not attempt to replicate a historic style but should be sympathetic to the character of the neighbourhood. Developments should be in keeping with the traditional scale of residential buildings in the heritage character area, and new construction should be sympathetic to immediate neighbours in terms of setback, footprint and massing. Compatibility should be maintained in lot patterns.

The proposed development maintains and improves the condition of the existing buildings along Osgoode Street, therefore meeting the criteria of the guidelines. The proposed addition is for an undesignated building, regardless represents infill development that aligns with the criteria set forth in the guidelines.

The addition provides a built design that is subordinate to and distinguishable from the original building while maintaining compatibility through elements such as window ratio, massing, height and setbacks while being located in the rear yard. It represents a building style that is uniquely different and compliments the existing building, while contributing to an enhanced streetscape by replacing the existing surface parking area in the rear private laneway. These characteristics work together to protect, maintain and advance the objectives of the Sandy Hill heritage Character Area.

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

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for infill housing to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The objectives of these Infill guidelines are to:

- / Enhance streetscapes;
- / Support and extend established landscaping;
- / Be a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front yards;
- / Create at grade living spaces that promote interaction with the street;
- / Incorporate environmental innovation and sustainability.

These objectives are achieved by meeting the various guidelines, including those listed below which are applicable to the proposed development:

- / Reflects the desirable aspects of the established streetscape character [**Guideline 2.2**];
- / Located 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 [**Guideline 4.1.2**];
- / Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized. [**Guideline 4.1.4**];
- / Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades [**Guideline 4.1.11**];
- / Designed 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 4.2.1**];
- / Provides similar level of quality and detail on all sides of the building [**Guideline 4.3.1**];
- / Provides rich detail that enhances public streets and spaces, while also responding to the established patterns of the street and neighbourhood [**Guideline 4.3.2**];
- / Provides primary building entrances that are inviting and visible from the street [**Guideline 4.3.3**]; and
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard [**Guideline 5.1**].

The proposed development is consistent with the Urban Design Guidelines for Infill Housing. The proposed development respects the desirable aspects of the established streetscape by retaining original buildings and enhancing them externally and internally for continued enjoyment within the community. The new addition expresses compatibility through various features such as built form, location in the rear yard, setbacks, and improving the amenity area by reducing the area occupied by driveways and parking spaces.

5.8 Zoning By-law 2008-250

The subject property is currently covered by two zones, with the properties fronting onto Osgoode Street being Residential Fourth Density, Subzone UB, exception 2488, with a Residential Neighbourhood Commercial suffix (R4UB[2488]-c); while 68 Sweetland Avenue is currently zoned “Residential Fourth Density, Subzone UD, Exception 480 (R4UD [480])” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250.

The R4 zone permits a wide range of residential uses including the following:

- | | | |
|--|----------------------------------|---|
| / Maximum three guest bedrooms in a bed and breakfast; | / Duplex dwelling; | / Retirement home; |
| / Maximum ten residents permitted in a group home; | / Group home; | / Rooming house; 4 secondary dwelling unit; |
| / Apartment dwelling, lowrise; | / Home-based business’ | / Semi-detached dwelling’ |
| / Bed and breakfast; | / Home-based daycare; | / Stacked dwelling; |
| / Detached dwelling; | / Linked-detached dwelling park; | / Three-unit dwelling; |
| / Diplomatic mission; | / Planned unit development; | / Townhouse dwelling; |
| | / Retirement home, converted; | / Urban agriculture |

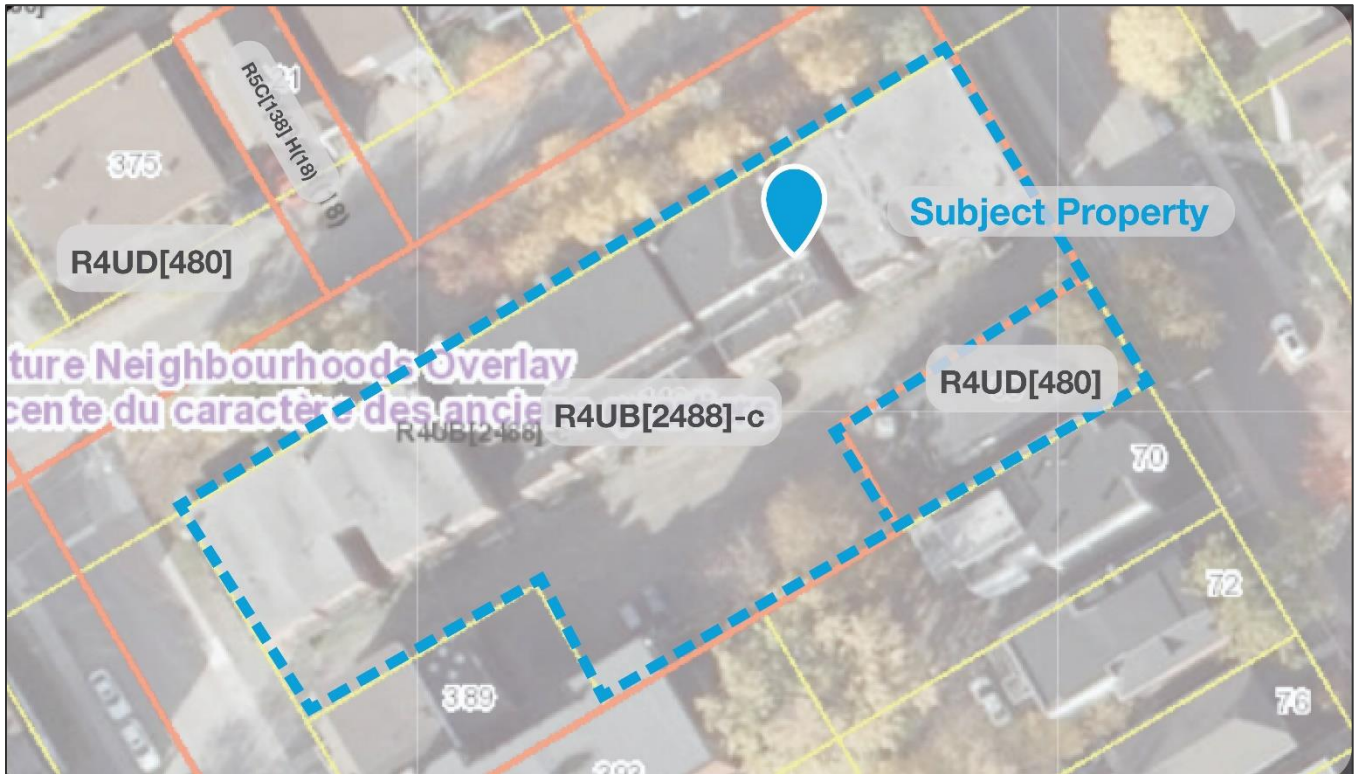


Figure 25 Zoning Map

The two subzones have subtle differences in provisions, including permitted uses, as well as performance standards in terms of building setbacks and heights. Below is a breakdown of some subzone-specific provisions:

Table 2

R4UB [2488]-c	
Subzone “UB”	<ul style="list-style-type: none"> / Maximum of 7 rooming units is permitted, / No secondary dwelling unit is permitted,
Exception “2488”	<ul style="list-style-type: none"> / Despite 132(1) and 132(4), up to three rooming houses are permitted in a building and may occupy a building with principal dwelling units.
Residential Neighbourhood Commercial Suffix (“-c”)	<p>Purpose of the Residential Neighbourhood Commercial suffix is to:</p> <ul style="list-style-type: none"> / Regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced; / Allow a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas; / Provide conveniently located non-residential uses predominantly accessible to pedestrians, cyclists and transit users from the surrounding residential neighbourhood; and


	<ul style="list-style-type: none"> / Impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area. / When a lot is subject to Residential Neighbourhood Commercial suffix the following non-residential uses are permitted subject to conditions prescribed in Section 141 of the Zoning By-law: <ul style="list-style-type: none"> - Artist studio, - Convenience store, - Instructional facility, - Medical facility, - Personal service business, - Restaurant, - Retail food store, - Retail store. / The permitted non-residential uses are permitted on the ground floor, basement or both of a residential use building, to a maximum cumulative total gross floor area of 100 square metres, and no parking spaces are required for non-residential uses.
R4UD[480]	
Subzone “UD”	Dwelling unit is a permitted use.

The development seeks to consolidate the zoning for both sites to be uniformly an R4UD with site specific exceptions [XXXX]. As there will be multiple buildings on one lot the Planned Unit Development Provisions (Section 131) will apply. Further, Section 132 on Rooming Units will also be applicable.

The next table provides a summary of the Residential Fourth Density, Subzone UD, and Subzone UB and demonstrates how the proposed development meets the provisions for the requested R4UD [XXXX] zone, as well as the requirements of the UB subzone.

Table 3: Zoning Summary

Zoning Mechanism	Requirement R4-UD, PUDS	Requirement R4-UB, PUDS	Provided	Compliance with the R4-UD Zone
Minimum Lot Area	1,400 m ²		2,155 m ²	Complies
Minimum Lot Width	N/A		-	-
Minimum Front Yard Setback Sweetland and Nelson	Must align with the abutting lots' actual yard setbacks abutting each street (not less than 1.5 m and no more than 4.5 m) (144.1b)		-	Noncompliant Existing condition
Minimum Corner Side Yard Setback Osgoode			-	Noncompliant Existing condition

Zoning Mechanism	Requirement R4-UD, PUDS	Requirement R4-UB, PUDS	Provided	Compliance with the R4-UD Zone
Minimum Interior Side Yard Setback	7.5 m from rear property line of 389 Nelson 1.5 m for first 18m from street, and 7.5m for the remainder for others.		13.92 m From Nelson 3.1 m From Sweetland <ul style="list-style-type: none"> 0.62 (existing building) 1.5 m (new addition) 	Complies Relief required Relief required
Minimum Rear Yard Setback	N/A no rear yard as per Section 135			
Interior Yard Area	30% in from abutting properties rear yard setback on to the affecting property. 			Relief required
Maximum Building Height	As Per Dwelling Type (Low-rise apartment 9 or more units) = 14.5 m	As Per Dwelling Type (Low-rise apartment 12 or more units) = 11 metres		Complies
Minimum Area of Soft Landscaping in the Rear Yard	N/A no rear yard as per Section 135			
Minimum Area of Soft Landscaping in the Front Yard	40%			Noncompliant Existing condition
Amenity Area *for rooming units	7.5 m ² per units 1-7 3 m ² per units above 8 Total = 364.5 m ² <ul style="list-style-type: none"> located at grade and in the rear yard landscaped 80% soft landscaping 			Need to confirm location as there is no rear yard
Principal Entrance	Min. 1 located on the façade			Existing condition
Front Recession	20%			Existing condition

Zoning Mechanism	Requirement R4-UD, PUDS	Requirement R4-UB, PUDS	Provided	Compliance with the R4-UD Zone
Landscaped Area of Lot	30%			Complies

The property is considered as within **Area X** as shown in Schedule 1A in the City of Ottawa Zoning By-law. Parking provisions are listed in Table 4 below.

Table 4 Parking Provisions

Zoning Mechanism	Requirement	Provided	Compliance
Vehicle Parking Spaces Area X *rates for rooming units	Residential: 0.25 per DU/ not required for first 12 units. (111 units, less 12 = 99) 25 spaces required Visitor: 0.1 per DU/ not required for first 12 units. 10 spaces required. Total Parking = 35	0 2 2	Relief Required
Bicycle Parking Spaces	0.25 spaces per unit = 30	41	Complies
Dimension of Bicycle Parking Spaces	Min (horizontal): 0.6m wide/1.8m long Min (vertical): 0.5m wide/1.5m long Min (stacked): 0.37m wide/1.8m long 50% minimum must be horizontal		Complies

Section 131 Planned Unit Development

The development is subject to provisions of Section 131 for Planned Unit Developments (PUD) of the City of Ottawa's Comprehensive Zoning By-law 2008-250. PUDs are permitted in an area where the zone or sub-zone permits their use and consists of the dwelling type permitted within the zone or sub-zone. The entire PUD must comply with the applicable Sections of the By-law, as well as Section 131 for specific provisions for the dwelling type. Ancillary uses are permitted on the same lot as a PUD but only if they serve the residents. Where an ancillary building is provided for garbage or bicycles, the maximum permitted height is 4.5 metres, and the maximum size is 200metres squared.

Additional zoning provisions for PUDS include the following (Table 5):

Table 5: Section 131 Zone Provisions

Zoning Mechanism	Provision	Provided	
(1) Minimum width of private way	6 metres	N/A	No private way is planned.

(2) Minimum setback for any wall of a residential use building to a private way	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres.	N/A	No private way is planned.
(3) Minimum setback for any garage or carport entrance from a private way	5.2 metres	N/A	No private way is planned.
(4) Minimum separation area between buildings within a planned unit development	Where height of abutting buildings within the PUD is less than or equal to 15.4 metres – 1.2 metres All other cases – 3 metres	Between 106 and 162 Osgoode – 0.78 m *all other buildings are separated by more than 1.2 m	Noncompliant Existing condition Existing
(5) Parking	(a) Parking within a PUD be located anywhere within the development, whether or not the PUD is severed. (b) Required visitor parking may be provided as parallel parking on private way.		Compliant

Section 132 – Rooming Units

The subject property is also subject to provisions of Section 132 of the City of Ottawa’s Comprehensive Zoning By-law 2008-250 for Rooming Houses. Section 132 sets out criteria for Rooming units as follows (Table 6):

Table 6 Section 132 Zone Provisions

Zone Provisions	Compliance
(1) No more than one rooming house is permitted in a building	Complies
(2) Despite 1), two rooming houses existing as of January 1, 2018, are permitted in a building where they are separated vertically by a party wall in a semi-detached configuration. (By-law 2018-317)	N/A
(3) Any building containing a rooming house may contain an office accessory to the rooming house.	N/A
(4) No rooming house may occupy a building containing dwelling units or oversize dwelling units.	Relief Required Existing condition
(5) Despite 4), a building containing a rooming house may contain one secondary dwelling unit	N/A
(6) No rooming unit in a rooming house may contain more than one bedroom.	Complies
(7) Despite 161(5) and 122(1), where permitted in the R1, R2, R3 or R4A through R4L zones, a building containing a rooming house is subject to the height, yard, lot width and lot area requirements of a detached dwelling and where	N/A

such a building occupies more than one lot, such are to be considered one lot for zoning purposes. (By-law 2018-206) (By-law 2018-317)	
--	--

Section 140 – Low-rise Residential Development within the Mature Neighbourhoods Overlay

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140, Policy 4a., the proposed development is not subject to a Streetscape Character Analysis as it does not include the introduction of a new driveway, attached garage or carport.

The proposed development seeks rezoning to consolidate the R4UB [2488]-c and R4UD [480] zones and align it with the prominent zoning of the area with exceptions. The site-specific exceptions are required to help achieve the proposed development by seeking relief from appropriate zoning standards that are deemed reasonable, and necessary to create a development that aligns with several policy objectives. The proposed Zoning By-law Amendments are outlined below.

5.8.1 Proposed Zoning By-law Amendment

The proposal seeks to change the zoning for the Osgoode properties, to better reflect the current development and accommodate the new addition to 68 Sweetland Avenue. The rezoning to a new exception zone under the Residential Fourth Density, Subzone (R4UD) will introduce provisions to address the minimum interior side yard setback, interior yard area, rooming units and dwelling units being permitted in the same building and minimum vehicle parking requirements. Further the amendments will recognize any non-complying elements that are currently applicable on the subject property.

Minimum Interior Side Yard Setback: The zoning provisions requires that a minimum interior side yard setback of 1.5 metres be provided for the first 18 metres from the street, and 7.5 metres for the remainder of the property. The subject property is a corner through lot, therefore has two front lot lines (Nelson and Sweetland). For the majority, the interior side yard setbacks for the proposal are existing conditions, which predate the applicable zoning. Policy requires that new development be compatible with its existing neighbourhood, and that compatibility is required to be achieved through building massing, and setbacks that are common in the area. The addition proposes an interior side yard setback of 1.5 metres when 7.5 metres is required. The 1.5 metres requested aligns with that is commonly found in the neighbourhood between two internal side yards and moves towards compliance with the provision. Further the impact of this relief is minor in nature. The neighbouring property to the south of the Sweetland addition contains a parking area where the reduced setback is proposed, negating any privacy concerns. The relief for side yard perpendicular to Nelson is an existing condition. Adequate separation with abutting properties is provided for in this proposal.

Interior Yard Area is required for a corner through lot instead of a rear yard. The zoning provisions require that the interior yard area be provided for 30% in from the abutting properties rear yard setback onto the affecting property by 30% of the lot width. There are two properties that abut the subject property to the south, one fronting onto Nelson Street (facing west), and another on Sweetland Avenue (facing east). The rear yard setback for the property on Nelson Street is 11 metres, while for the Sweetland Avenue property it is 11.1 metres. A line from these rear yard setbacks was drawn 30% into the subject properties lot, to identify an area that will equal to the Interior Yard Area. The required area for the Interior Yard Area is 220 m², and what is provided in the proposal is 175 m²; however the addition is in this prescribed area, so the amendment seeks relief from the location of the Interior Yard Area by seeking relief from the minimum area requirement, as well as requesting permission for it to be shifted west, where it is more appropriate.

Vehicle Parking is required to be provided at a rate of 0.25 per dwelling unit except for the first 12 units for residents. Visitor parking is required to be provided at the rate of 0.1 per dwelling unit except for the first twelve

units. A total of 35 parking spaces are required to be provided based on the building's unit count. The proposed development provides two (2) total parking spaces for visitors or deliveries, on sight in the rear of the buildings. Relief from the zoning provisions for minimum parking space rates is required. The subject property is located within the Downtown of the City of Ottawa, and in close proximity to multiple transportation options. uOttawa LRT station is located just under 750 metres from the subject property, and a Rapid Transit Corridor is located 750 metres away along Rideau Street.

Additional bus stops are located along King Edward Avenue which is within 250 metres walking distance of the property providing access to several bus routes including routes 16, 39, 45, 56 and 97.

By virtue of being located within the Downtown, the subject property is well serviced by numerous bicycle routes, which including a cross-town bikeway along Somerset Street East which provides connections to various other bicycle routes throughout the city.

The site is also well serviced by numerous amenities located within walking distance. There are several amenities located within walking distance of the subject property including University of Ottawa's Campus, restaurants, shops, coffee shops, retail shops and parks. A large, big-box grocery store is also located within 800 metres walking distance of the subject property along Rideau Street.

The requested parking reduction helps to achieve several policy objectives that seek to promote active transportation throughout the Downtown core and establish transit supportive densities. The site presents a great opportunity to achieve several of these targets. The proposed development provides a total of 41 bicycle storage spaces instead of the 35 minimum required by zoning. The bicycle storage spaces are provided along the internal driveway with easy access from both Sweetland Avenue and Nelson Street, protected by an ornamental fence.

The parking reduction allows the subject property to meet several Official Plan objectives for properties within the Downtown Area. The elimination of vehicle parking is required to increase density that contributes towards achieving density targets for the area, and an urban built form that is preferred within this area. Further, the Official Plan as well as the Secondary Plans emphasis the reduction and elimination of surface parking in this area in favor of a shift towards more active and sustainable transportation forms.

Relief from Section 132 (4) - To **permit rooming house** in a **building** containing **dwelling units** in 68 Sweetland Avenue. The units in the subject property are existing non-conforming units that were created through a rezoning application 1991 to permit the creation of two dwelling units and seven (7) rooming units within a single detached property. The property was subject to Committee of Adjustment Decision 91-406-A-8829. Additionally, building permit number 920203 was issued on February 20, 1922 to permit the conversion of a single family dwelling to seven rooming units and two apartments, legalizing the existing use. This information was provided in a compliance report dated January 8, 2020. Zoning Exception 2488 currently applicable to the property permits this unit type breakdown, however this application is seeking a rezoning that would remove this permission for this pre-existing condition, so it is requested to be incorporated into the new site-specific exception.

The requested reliefs are appropriate and help to achieve an increase in density in an area that is centrally located, close to transit, amenities and serviced by municipal services. The requested variances do not impose any undue adverse impact on the area and its surrounding residents, but rather create a condition that is preference by the Official Plan and Secondary Plan objectives of intensification within the Downtown Core. Further, the requested variances are minor in nature and help to achieve a development that is compatible with the existing context of this area of the City.

6.0 Supporting Studies

6.1 Site Servicing Report and Erosion and Control Plan

McIntosh Perry prepared a Servicing and Stormwater Management Report in support of the Site Plan Control application for the proposed development, dated June 10, 2022. The purpose of the report was to present a servicing and stormwater management design for the development in accordance with recommendations and guidelines provided by the City of Ottawa (the City), the Rideau Valley Conservation Authority (RVCA), and the Ministry of the Environment, Conservation and Parks (MECP). The report addressed the water, sanitary and storm sewer servicing for the development, ensuring that existing and available services will adequately service the proposed development.

The report revealed the following key items:

- / A 3 ½-storey residential rear addition is proposed to be constructed at 68 Sweetland Avenue which will contain an additional 33 units to the existing 9 units, with street access from Nelson Street.
- / It is proposed to service the proposed building addition through the existing building's watermain and sanitary sewer connection.
- / The FUS method estimated fire flow indicated that **8,000 L/min** is required for the proposed development.
- / The OBC method estimated fire flow indicated that **2,700 L/min** is required for the proposed development.
- / The development is estimated to have a combined peak wet weather flow of **0.72 L/s**.
- / Based on City of Ottawa guidelines, the development will be required to attenuate post-development flows to the 2-year release rate of **5.09 L/s**.
- / To meet the stormwater objectives the development will contain **6 m³** of rooftop storage for flow attenuation; and
- / Quality controls are not required for this site as it is tributary to a combined sewershed.

Based on this information, the report concludes that the development can be serviced appropriately and recommends that the City of Ottawa approve this Servicing and Stormwater Management report and accompanying drawings in support of the proposed development.

6.2 Phase One Environmental Site Assessment and Geotechnical Investigation

EXP Services Inc. (EXP) was retained to prepare a Phase One Environmental Site Assessment (ESA) on June 3, 2022.

The Phase One ESA was conducted in accordance with the Phase One ESA standard as defined by Ontario Regulation 153/04, as amended, and in accordance with generally accepted professional practices.

The purpose of the Phase One ESA is to determine if past or present site activities have resulted in actual or potential contamination at the property. It is understood that the report will be used to support a site plan application. EXP understands that the most recent use of the property is residential and that the proposed future use is also residential.

The property is located within residential/commercial area, located away from water bodies, is topographically flat, there are no areas of natural or scientific interest. Mark McCalla, P. Geo is a Qualified Person that confirmed that the Phase One ESA was conducted per the requirements of the Ontario Regulation 153/04, as amended, and in general accordance with generally accepted professional practices. The Qualified Person made the

determination that no further assessment on the property is required, as there are no areas of potential environmental concern (APEC) that could have been identified during this assessment.

6.3 Geotechnical Study

EXP Services Inc. (EXP) conducted a Geotechnical Investigation, and subsequently prepared a report dated June 17, 2022. The geotechnical investigation for this project consisted of two (2) boreholes drilled to termination and cone refusal depths of 6.7 m and 15.8 m respectively. A monitoring well was installed in Borehole No. 2 for purposes of monitoring the groundwater level over time. The borehole information indicates the surface conditions consist of fill to a 1.4 m depth (Elevation 67.0 m) underlain by firm to hard native clay and clayey silt to a 13.7 m depth (Elevation 54.7 m) followed by compact glacial till. Boulders or bedrock are inferred at a 15.8 m depth (Elevation 52.6 m). The groundwater level is at a 5.4 m depth (Elevation 63.0 m).

Based on borehole information and Table 4.1.8.4.A of the 2012 Ontario Building Code (OBC) as amended May 2, 2019, the site classification for seismic site response is estimated to be Class D. The subsurface soils are not susceptible to liquefaction during a seismic event. A higher site class may be obtained by conducting a shear wave velocity soundings survey of the site.

Since the site is located in a well-established developed area of the city of Ottawa, raising the grades at the site is not anticipated as part of the proposed development. However, for purposes of this geotechnical investigation, a maximum grade raise of 0.5 m has been assumed for this project.

Based on review of the borehole information and design plans and profiles, it is considered feasible to support the proposed building addition by strip and spread footings founded in the upper 1.0 m of the native clay to a maximum depth of 2.5 m below existing grade (Elevation 66.0 m and Elevation 65.9 m). The existing fill is not considered suitable to support the footings for the proposed building addition. The report provides recommendations for footing design to support the development.

Additional recommendations are made regarding minimizing the need to underpin the existing footings along the west wall of the existing building where the proposed building addition will be located. Additional recommendations are made for basement floor design, and perimeter drainage system installation around the proposed addition, along with backfilling with free draining material along the subsurface basement walls of the building. The report provides more details for materials and design for the building footings, and foundations, however, does not express any concerns resulting from the proposed addition.

Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
 - o A formal Pre-Application Consultation Meeting was held with City Staff and the applicant team in October of 2021, and additional revisions to the plans were submitted for informal Pre-Application Consultants in January and February of 2022.
 - o The Pre-Application Consultation was held over a virtual webinar format in light of the current COVID-19 restrictions.

- / Notification of Ward Councillor, Councillor Matthieu Fleury

The Ward Councillor has been notified of the proposed development for the subject site, and a virtual meeting to discuss current and upcoming applications in the ward was held on May 16, 2022.

- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process. In addition, Smart Living Properties will be in direct contact with the Community Association to discuss current and upcoming applications.

- / Community Information Session
 - o A community information session was held on May 16, 2022 as requested by the Ward Councillor to discuss current and upcoming developments in the ward.
 - o Due to current COVID-19 restrictions, the community information session was held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

8.0 Conclusions

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

- / The proposed development is **consistent with the Provincial Policy Statement (2020)** by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit.
- / The proposed development **conforms to the current Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the General Urban Area. The proposal responds to its context by proposing a low-rise addition in the Sandy Hill neighbourhood which is characterised by an eclectic mix of uses and heights. The proposal also responds to its context by proposing a minimally impactful low-rise addition located fully in the rear yard to ensure the compatibility with the existing low-rise buildings located on the property, 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 **responds strongly to the Sandy Hill Secondary Plan** by proposing a low-rise addition that compliments, preserves and enhances the existing and planned context.
- / The proposed development **conforms to the new City of Ottawa Official Plan's** (pending Ministerial approval) vision for intensification within neighbourhoods in the Downtown Core Transects. The proposal responds to the policy direction for increasing density in the Downtown Core while maintaining a low-rise built-form in areas that are close to transit. The proposed development encourages an evolution towards a more compact urban built-form that replaces current surface parking to accommodate greater density and encourages active transportation in an area currently well serviced by amenities and transit.
- / The proposed development **responds to the new Central and East Downtown Core Secondary Plan** (pending Ministerial approval) by proposing a low-rise addition that compliments the existing character of the area while increasing density and active transportation in an area well serviced by transit and other amenities.
- / The proposed development **responds strongly to the Sandy Hill Cultural Heritage Character Area** by proposing an addition that compliments and preserves the heritage character of the surrounding Sandy Hill neighbourhood. The proposed development revives the existing stock to introduce new generation of users that can continue to contribute to the character of the Heritage area.
- / The proposed development **responds strongly to the Urban Design Guidelines for Infill Housing** by proposing sensitive infill near the existing uOttawa LRT station as well as the Rideau transit priority corridor and in the heart of Sandy Hill.
- / The proposed development **meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.**
- / The proposed development is **supported by technical studies** submitted as part of this application.

Sincerely,



Lisa Dalla Rosa, RPP, MCIP
Associate



Haris Khan, MES
Planner