



1 Old Sunset Boulevard

Planning Rationale
Zoning By-law Amendment
June 21, 2022



Prepared for Hamel Design and Planning

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1.0 Introduction

1.1 Application Overview

Fotenn Planning + Design (“Fotenn”) has been retained by Hamel Design and Planning (“HD&P”) to prepare this Planning Rationale in support of a Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 1 Old Sunset Boulevard (the “subject property”) in the City of Ottawa.

The application is submitted in support of a proposed redevelopment of the subject property with a semi-detached dwelling with secondary units in place of the existing detached dwelling unit. The proposed rezoning will include site-specific zoning provisions to permit the proposed development.

1.2 Zoning By-law Amendment Application

To proceed with the development, a Zoning By-law Amendment application is required.

The proposed Zoning By-law Amendment application requests a change in zoning on the subject property from Residential First Density, Subzone QQ (R1QQ) to Residential Second Density, Subzone P (R2P) to permit the semi-detached dwelling type and proposed building design.



Figure 1: Rendering of the proposed Site Plan.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property, known municipally as 1 Old Sunset Boulevard, is located in the Glebe Annex neighbourhood in the City of Ottawa. The property fronts the north side of Old Sunset Boulevard with a lot width of 10.3 metres. The area of the property is 284.8 square metres. The subject property is presently improved with a two-storey detached dwelling, with an attached single-car garage that fronts onto Bronson Avenue. The rear of the property extends to Madawaska Drive, which provides frontage on three different streets. The property is approximately 450 metres from the future Bus Rapid Transit Station proposed to be located at the corner of Bronson Avenue and Carling Avenue.



Figure 2: Aerial of subject property, surrounding area, and proximity to future rapid transit.

2.2 Surrounding Area

The following land uses are located in the area surrounding the subject property:

North:

North of the subject property, the primary use is residential. The dominant residential use is typically a combination of single and semi-detached dwellings with some low-rise apartment buildings also present. Additional uses in the area include schools, parkland, and recreation fields.

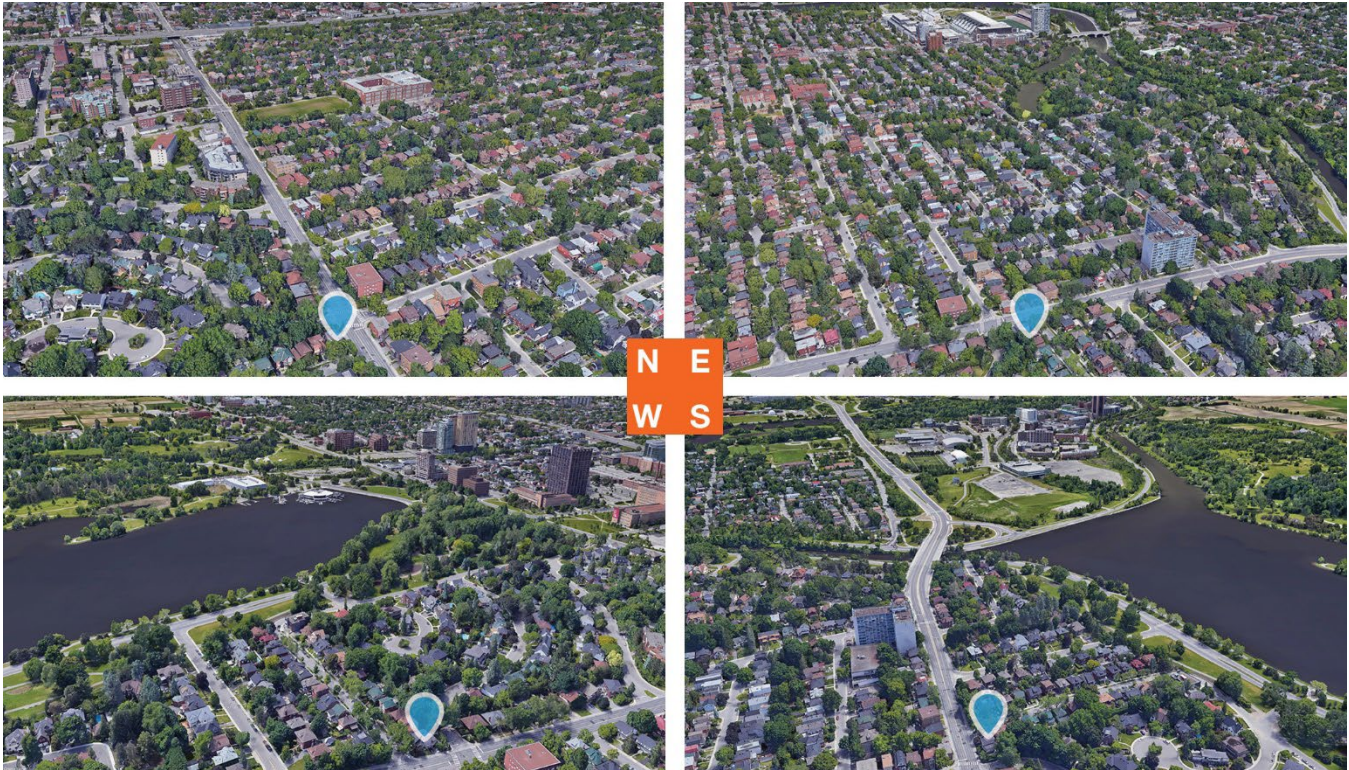


Figure 3: Aerial context views from each cardinal view.

East:

East of the subject property, between Bronson Avenue and Bank Street, the primary use is residential in the form of detached and semi-detached units, with low-rise apartments fronting onto Bank Street. Bank Street includes commercial uses, including restaurants grocery stores, and the Lansdowne commercial area. Other uses include parkland and schools.

South:

South of the subject property is primarily residential. South of the Rideau Canal is Carleton University, located in the Old Ottawa South neighbourhood. Uses remain typically residential in the immediate Old Ottawa South area, aside from Carleton University.

West:

West of the subject property is parkland surrounding Dow's Lake. Parks in the area include Commissioners Park, Air India Victims Memorial, and Queen Juliana Park. Other uses in the area include the Navy Curling Club and commercial uses associated with Dows Lake Pavilion.

Community Amenities:

The subject property is located within close proximity to several area amenities, including:

- | | |
|------------------------|------------------------------|
| / Dows Lake | / Lansdown Commercial Area |
| / Bank Street | / NCC walking trail |
| / Rideau Canal Pathway | / Air India Victims Memorial |

2.3 Existing Condition

The existing building on the subject property is a two-storey detached dwelling, which includes an attached single-car garage. Landscaping at the front of the property include two young coniferous trees and two mature Ash trees on the public easement. The corner and rear yard include shrubs for the purpose of screening the rear yard amenity space. A retaining wall has been constructed in the rear of the property to keep the exterior grades similar between the front and the rear of the property. At its tallest, the retaining wall is approximately one metre from the abutting sidewalk.



Figure 4: Image of subject property, looking north on from Old Sunset Boulevard.



Figure 5: Image of the subject property, looking west from Bronson Avenue.



Figure 6: Image of subject property, looking south from Madawaska Drive.

2.4 Road Network

As shown in Figure 7, the subject property is located at the intersection of Bronson Avenue, an Arterial Road, and Old Sunset Boulevard, a local street. On the east side of Bronson Avenue across from the subject property is Fifth Avenue, a Collector Road. Arterial Roads are the major roads of the City that carry large volumes of traffic over the longest distances. Arterial roads function as major public and infrastructure corridors in urban communities, and also serve pedestrians, public utilities, cyclists and public transit buses. The Arterial Road right-of-way is therefore designed to meet the needs of a range of users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters.

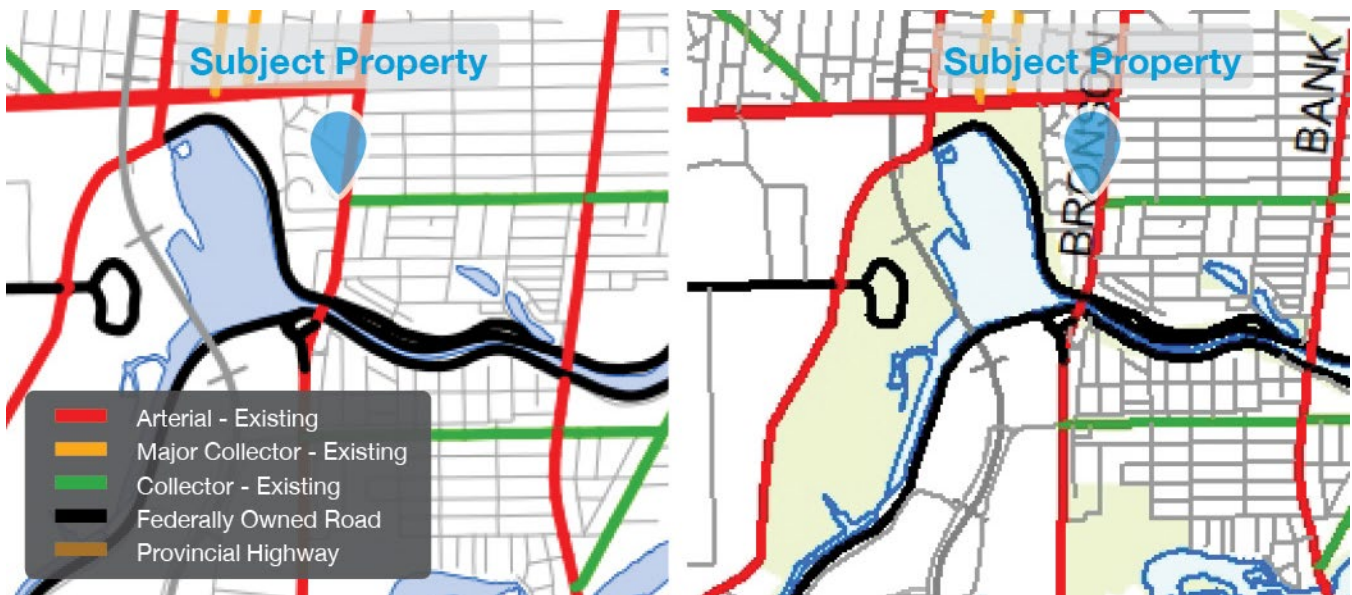


Figure 7: (Left) Schedule E - Existing Ottawa Official Plan, (Right) Schedule C4 - New Ottawa Official Plan.

2.5 Transit Network

As shown in Figure 8, the subject property enjoys access to public transit, including local bus routes and future Rapid Transit. The subject property is located within 10 metres of two bus stops (one in each direction) along Bronson Avenue, which is identified as a Transit Priority Corridor. Local OC Transpo routes offered in the area include routes 10 and 56. The subject property is located approximately 450 metres from the future BRT station to be located at the corner of Bronson Avenue and Carling Avenue.

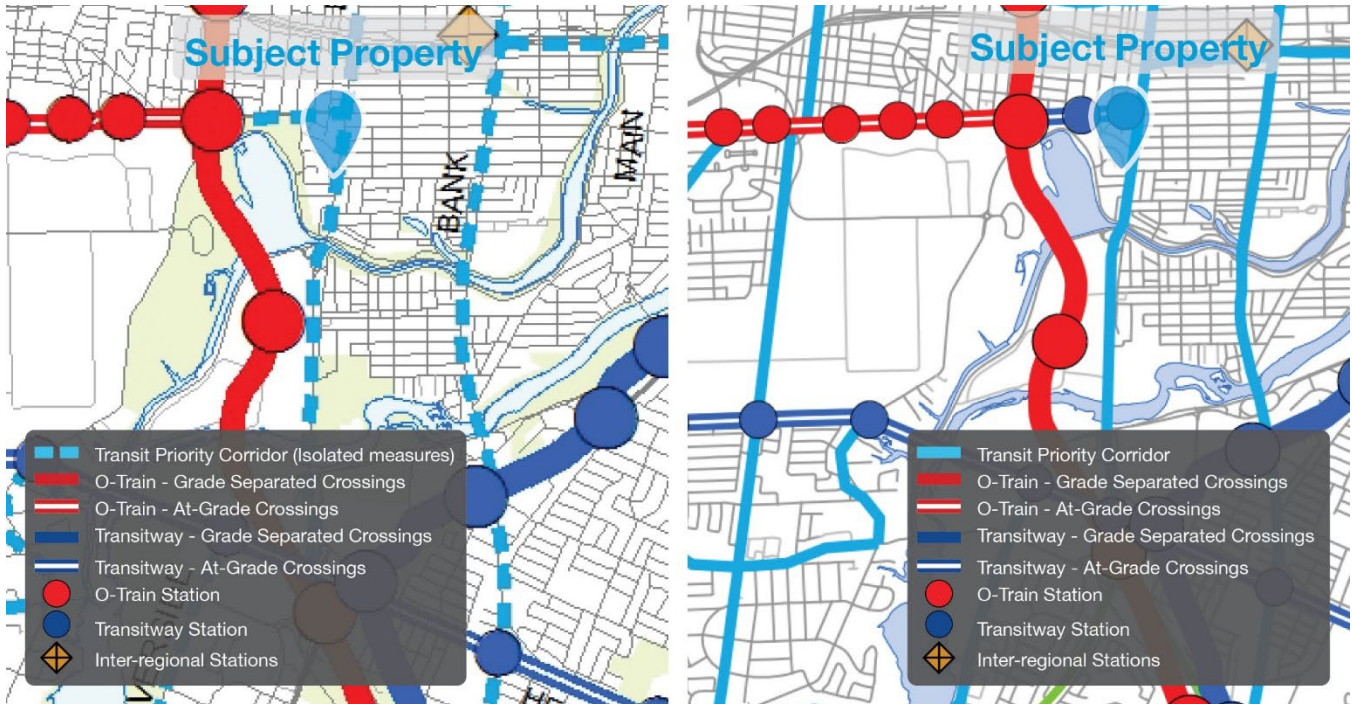


Figure 8: (Left) Schedule D - Existing Ottawa Official Plan, (Right) Schedule C2 - New Ottawa Official Plan.

2.6 Active Transportation

As shown in Figure 9, the subject property is located approximately 200 metres from the multi-use pathway network that also connects to two cross-town bikeways. Further, the subject property is located within 200 metres of three different bicycle spine routes.

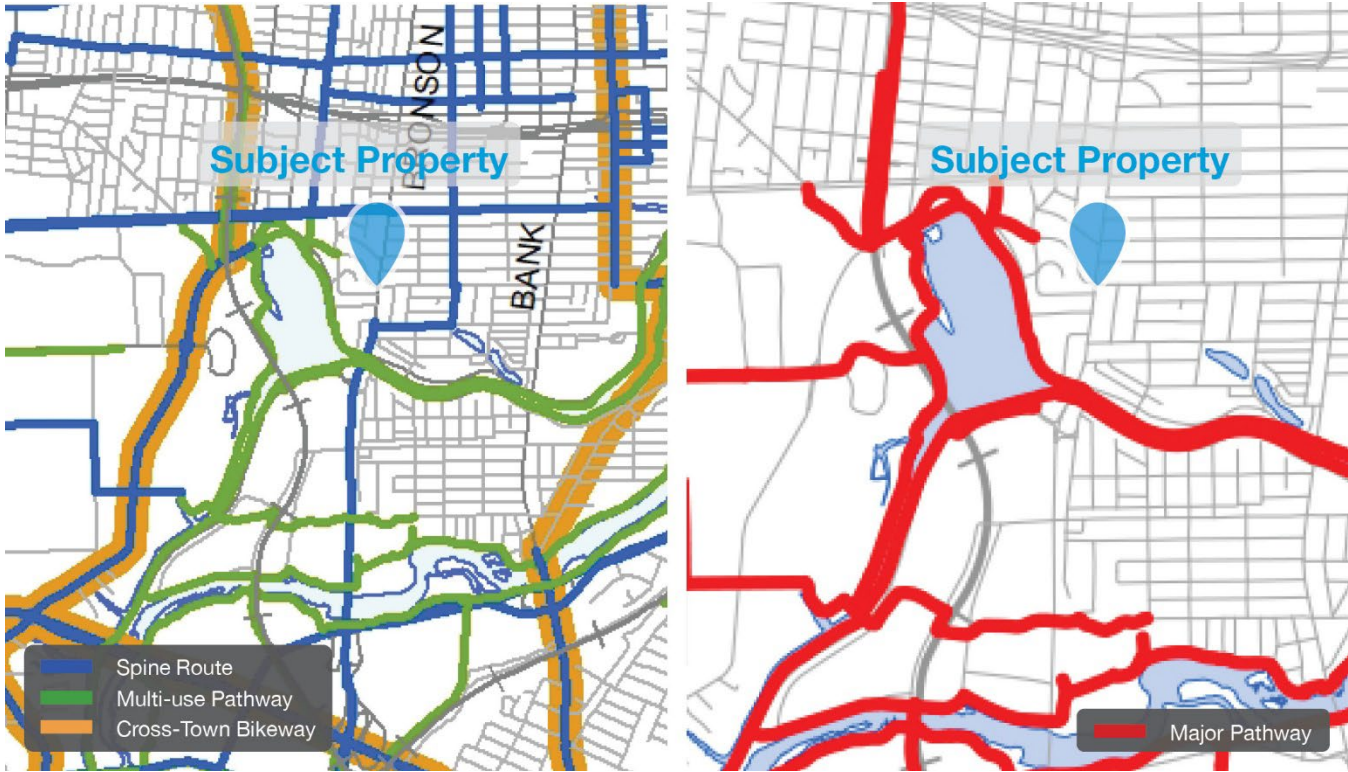


Figure 9: (Left) Schedule C - Existing Ottawa Official Plan, (Right) Schedule C3 - New Ottawa Official Plan.

3.0 Proposed Development

3.1 Development Description

The owner is proposing to redevelop the subject property with a semi-detached dwelling with secondary units, replacing an existing detached dwelling.

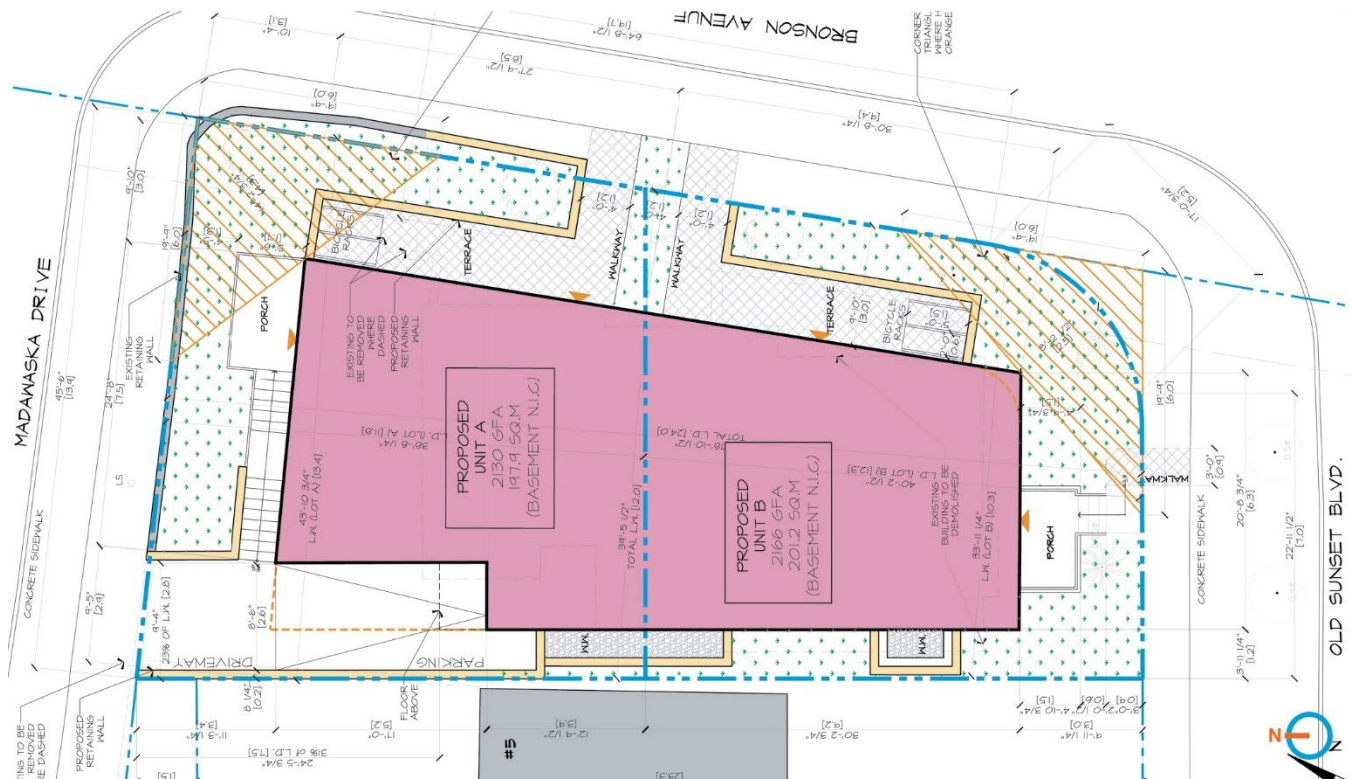


Figure 10: Proposed Site Plan.

The proposed development of a semi-detached dwelling with secondary units has a gross floor area (GFA) of 278 square metres and includes one parking space for the north unit. The building is comprised of two primary dwellings, one that fronts on Old Sunset Boulevard and one that fronts on Madawaska Drive. Both Secondary units have entrances that front Bronson Avenue.

Unit A, which fronts Madawaska Drive, has a GFA of 198 square metres and three bedrooms. The unit offers amenity space in the form of a porch at ground level, three balconies, a roof deck. Collectively, Unit A includes 54.25 square metres of private amenity space. The secondary suite associated with Unit A has an area of 64 square metres and includes two bedrooms.

Unit B, which fronts Old Sunset Boulevard, has a GFA of 201 square metres and four bedrooms. The unit offers amenity space in the form of a porch at ground level and four balconies. Collectively, Unit B includes 22.72 square metres of private amenity space. The secondary suite associated with Unit B has an area of 67 square metres and includes two bedrooms.



Figure 11: Elevations of the proposed development.

The design, in terms of materials and aesthetics, is consistent with similar contemporary infill projects found in the area and Ottawa more broadly. Figure 11 above contains elevation drawings illustrating the material choices proposed.



Figure 12: Rendered views of the proposed development from abutting streets.

3.2 Relationship to Surrounding Context

The neighbourhood surrounding the subject property is presently characterized by detached and semi-detached dwellings, as well as low-rise apartment buildings along Bronson Avenue. The proposed development remains consistent with the existing use and design aesthetic, specifically as it pertains to their shared flat roofs. Further, the front yard setback remains similar to the abutting property on Old Sunset Boulevard, while the frontage on Madawaska Drive now helps activate an existing dormant frontage. Finally, the proposed development contributes to the increased density of the area as outlined in both Official Plans. The proposed development is broadly consistent with both the existing character of the Glebe neighbourhood and aligns with the evolution of the area, as outlined in policies found in the new and existing Official Plans.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) establishes a vision for land use planning in Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available, to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available;
- 1.1.3.1 Settlement areas shall be the focus of growth and development.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available;
 - c) Support active transportation; and
 - d) 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.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 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.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides easy access to active transportation on the existing network of pedestrian and cycling routes in the area, including the Spine Routes on Bronson Avenue and Carling Avenue, which lead to the broader network of Major Pathways and Cross-Town Bikeways in the area. The proposed development supports transit as the subject property is within approximately 450 metres of the future Bus Rapid Transit station and Bronson Avenue and Carling Avenue and is in close proximity to local bus routes along Bronson Avenue and several adjacent streets. The proposed development will contribute to the supply of available housing within The Glebe Annex neighbourhood in a built form that will offer greater variety of housing types.

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

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

4.2.1 Managing Growth

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

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

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

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
 - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
 - d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.
- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. [...] Low-rise intensification will be the predominant form of intensification in the General Urban Area;
- Policy 22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1.
- Policy 23 The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

The proposed development represents intensification of a property in an area currently well served by community facilities, commercial services, park spaces, and transportation options. The redevelopment and intensification of the subject property will complement the existing built form environment (low-rise) while creating more units near Rapid Transit Stations.

4.2.2 Land Designation

The subject property is designated General Urban Area on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. Section 3.6.1 permits a full range and choice of housing types in the designation, 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.

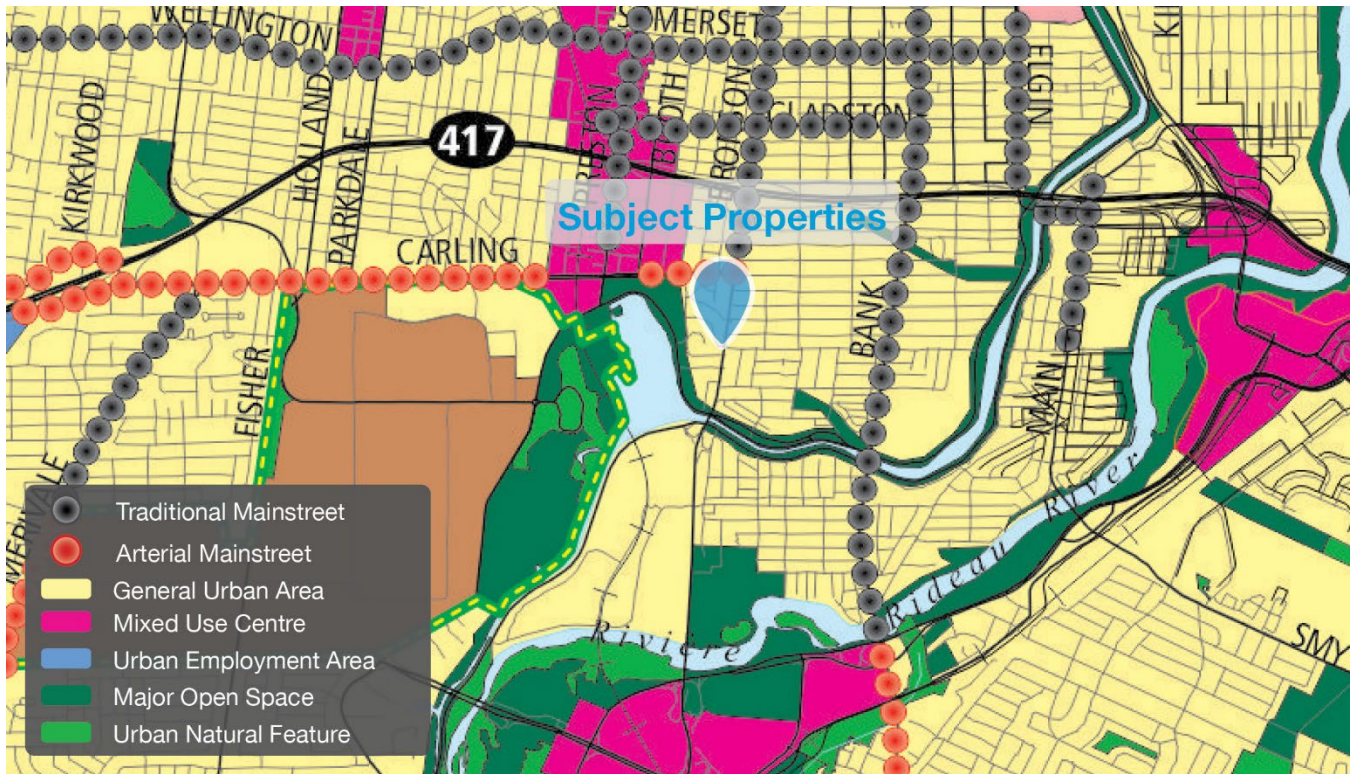


Figure 13: Schedule B - Urban Policy Plan, Ottawa Official Plan.

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

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

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

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

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

- Policy 5 The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and

intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development includes semi-detached dwelling units, aligning with the housing type identified for intensification in the General Urban Area. The design of the building is compatible with the surrounding context, including setbacks, interaction with surrounding streets, and landscaping. The proposed development will also contribute to the available housing stock in proximity to existing services, amenities, employment, and will support active transportation and transit use.

4.2.3 Designing Ottawa

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

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

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

The proposed development is within The Glebe Annex neighbourhood, which is a well-established, low-rise residential area. The proposal seeks to maintain this vision of the area, and will offer additional housing options in proximity to transit, retail, employment, and other amenities, in a way that contributes to this complete community.

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

The proposed development will add quality amenity spaces through a shared patio on the roof and private balconies in each unit. Further, public-interfacing exterior spaces will be landscaped.

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

The proposed semi-detached dwellings create places that are safe, accessible, and easy to get to by transit and active transportation. Direct access to the surrounding streets will generate animation and passive surveillance of the streets.

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

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

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

The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types to accommodate residents. The range of dwelling unit sizes will contribute to a range of housing choice in the area, accommodating a variety of life circumstances, incomes, and preferences.

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

The proposed development includes soft landscaping and will account for appropriate drainage.

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

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

4.2.4 Urban Design Compatibility

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

Building Design

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

The proposed development has a low-rise residential built form that is compatible with the existing context and planned function of the area. Proposed setbacks are consistent with semi-detached dwellings and existing patterns on the street. The proposal improves the interface with Madawaska Drive to the north, replacing a fence with a dwelling entrance. Materials, colours, and architectural elements have been carefully considered as to provide a redevelopment which is complementary, yet distinctive from existing conditions.

Policy 6 The City will require that all applications for new development:

- a) Orient the principal facade and entrance(s) of main building(s) to the street.
- b) Include windows on the building elevations that are adjacent to public spaces; and
- c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

The proposed development orients entrances to surrounding public streets and includes windows, architectural elements, and landscaping to enhance compatibility and visual interest. The proposed development meets the setbacks for semi-detached dwellings and is consistent with the low-rise character of the area.

Outdoor Amenity Areas

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

The proposed development will not create undesirable impacts to the private amenity spaces for adjacent residential units. The building is designed to feature an additional setback on the northwest façade to reduce impacts on the adjacent property. No above-grade decks/porches are proposed on the west side, and the rooftop terrace has been designed to avoid overlook onto adjacent amenity areas. Further, consideration has been given to the ROW widening requirement (23 metres) as noted in Annex 1. Finally, the proposed design meets the policies of the Scenic Entry Routes noted in Section 4.6.4 of the Official Plan, which generally requires development to be safe, visually attractive, oriented to the street, and include landscaping elements.

The proposed development conforms to the policy direction of Section 4.11. The design features of the proposed development will positively contribute to the established neighbourhood's urban fabric, including orienting entrances to surrounding public roads. The design of the building responds to the surrounding context and mitigates overlook and massing impacts.

4.3 New Official Plan (Anticipated 2021-2046)

The City of Ottawa has recently adopted a new Official Plan. The final draft Official Plan was endorsed by Council in October and a by-law to adopt the Plan was passed on November 24th, 2021. The Official Plan has been sent to the Ministry of Municipal Affairs and Housing (MMAH) for final review and approval, anticipated later in 2022.

Given the timing of this Zoning By-law Amendment application, Ottawa City Council's approval of the new Official Plan (OP) and the pending Ministry approval, the Plan is not yet in full force and effect. Despite this status, the direction from the City is that both the current Official Plan and Council-approved Official Plans should be considered during this transition period. It is also important to review the New Official Plan as it provides insight on the City's direction on land use planning and growth management in the future.

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

Preliminary policy directions include:

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

4.3.1 Transect Policy Areas

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

The subject property is in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics, with the intended pattern being

urban. The draft OP envisions the Transect to continue developing as a mixed-use environment, where a full range of services are located within walking distance from home to support the growth of 15-minute neighborhoods.



Figure 14: Schedule A – Transect Policy Areas, New City of Ottawa Official Plan.

The proposed development meets the following Inner Urban Transect policies outlined in Section 5.2, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

- 5.2.1.3 The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
- Proximity and access to frequent street transit or rapid transit;
 - Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development adds residential units to an underdeveloped site, adding densification to the Inner Urban Transect in proximity to a future Bus Rapid Transit station. Further, this objective is accomplished in a manner that is consistent with the existing character of the neighbourhood and meets the policy regarding the evolution of the Transect outlined in the Official Plan.

- 5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
 - b) Small, locally-oriented services may be appropriately located within Neighbourhoods;
 - c) Existing and new cultural assets are supported, including those that support music and nightlife;
 - d) Larger employment uses are directed to Hubs and Corridors; and
 - e) Increases in existing residential densities are supported to sustain the full range of services

The proposed development will increase the residential density in the neighbourhood to help support and sustain services in the surrounding neighbourhood.

- 5.2.1.5 The Inner Urban Area is planned for mid- to high-density urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
 - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
 - c) Further to the above, development applications may be required to:
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.

The proposed development features one parking space for the development, which includes two semi-detached units and two secondary dwelling units. The proposal removes the existing curb cut from Bronson Avenue, improving safety and the quality of the pedestrian realm. The single curb cut will be located on the north side of the building, where street parking is not currently permitted.

[Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect](#)

- 5.2.2.1 In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
- a) Automobile service stations;
 - b) Automobile dealerships, except automobile showrooms entirely contained within a building; or
 - c) Drive-through facilities.

The proposed residential development will encourage the use of transit and active transportation infrastructure available in the area.

5.2.2.2 The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking, cycling and transit; and
- b) Accommodate motor vehicle access and movement, provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

The proposed development supports active transportation by limiting parking supply and intensifying a property in close proximity to transit and bicycle routes.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 1. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 2. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 3. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The proposed development improves safety by locating the single curb cut on Madawaska Drive, as opposed to Bronson Avenue, which is an Arterial Street. Further, the parking space is screened by retaining walls on both sides of the driveway.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
- c) In all cases:

- i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right-of-way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
- ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The proposed development contemplates adding a 3-storey building to an area characterized by low-rise development. The height is consistent with building heights in the surrounding area and on lots of similar sizes. Further, the proposed development is compliant with existing zoning provisions as they pertain to height and front yard setback.

5.2.3.4 All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

4.3.2 Urban Designation and Overlay

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

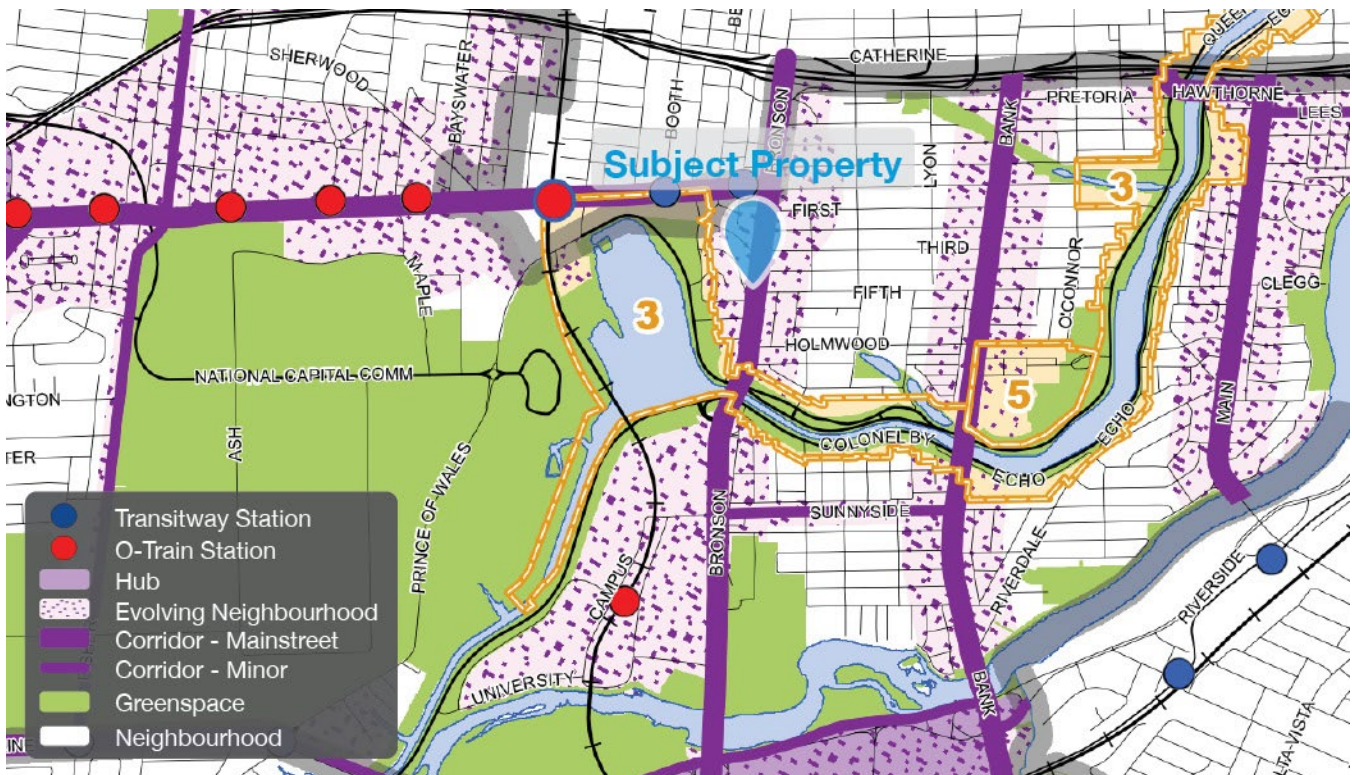


Figure 15: Schedule B2 – Inner Urban Transect, New City of Ottawa Official Plan.

The subject property is designated as a **Mainstreet Corridor** in the new Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks, where appropriate.

The proposed development meets the following Corridor designation policies outlined in Section 6.2, among others:

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

- 6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and,
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- 6.2.1.4 Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
 - b) Vehicular access shall generally be provided from the parallel street or side street.

The proposed development adds residential density to an under-utilized property along a Mainstreet. The added density and height remain consistent with both the existing character of the neighbourhood and Official Plan policies for properties located approximately 450 metres from a future Bus Rapid Transit station. Design features are incorporated into the building to ensure appropriate transition to the adjacent dwelling. Active frontages are included facing Bronson Avenue, the Mainstreet Corridor, and the vehicular access has been relocated to Madawaska Drive, a side street.

The subject property is located within an Evolving Neighbourhood Overlay. The overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The application of the Evolving Neighbourhood Overlay in the New Official Plan indicates that the area is planned to evolve into a denser neighbourhood.

4.3.3 Growth Management Framework

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

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

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

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

Designate Sufficient Land for Growth

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

As outlined in the Transect Policy section, the subject property is within the urban area.

Support Intensification

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

The proposed development replaces a detached dwelling unit with four (4) residential units, making for a more efficient use of the property.

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

The subject property is located within the Mainstreet Corridor designation and the proposed development contributes to the intensification of an area designated for greater density. Further, the redevelopment of the property with four (4) residential units will contribute to the vitality and sustainability of the goal of a 15-minute neighbourhood in the area.

3.2.4 Intensification is permitted in all designations where development is permitted, taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

The subject property is located along a Mainstreet Corridor within the Inner Urban transect, where the Official Plan supports the type of intensification being proposed. Further, the subject property is fully serviced with municipal water and sanitary infrastructure.

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

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood.

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare, and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development optimizes density on the property, contributing to density targets on the abutting Mainstreet.

4.3.4 Urban Design

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

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

Protect views and enhance Scenic Routes, including those associated with national symbols

4.6.2.4 Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right-of-way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate;
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and

- e) Managing the intensity and spill-over of lighting on adjacent parcels.

The subject property abuts Bronson Avenue, which is designated a Scenic Route on Schedule C13 of the new Official Plan. The proposed development does not obstruct or in any way degrade significant cultural or heritage features of the area. Further the proposed development will not create undesirable impacts to the private amenity spaces for adjacent residential units. The building is designed to feature an additional setback on the northwest façade to reduce impacts on the adjacent property. No above-grade decks/porches are proposed on the west side, and the rooftop terrace has been designed to avoid overlook onto adjacent amenity areas.

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

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

The proposed development is compatible with the intent of the New Official Plan's Transect and Urban Designation policies. Further, the development meets several of the Urban Design Guidelines for Low-Rise Infill and Transit Oriented Development.

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

The proposed development meets all relevant policies with regard to the Corridors designation and Inner Urban Transect. The proposed development frames three (3) streets effectively by incorporating appropriate setbacks, landscaping, and active entrances to further animate the street abutting the subject property.

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

The proposed development is designed to improve interaction with the public realm along all three (3) abutting streets by including entrances, windows, and balconies on each façade. Further, the proposed development relocates vehicle access to Madawaska Drive, a side street, while partially screening the parking space from view through the use of retaining walls.

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

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

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

4.4 Urban Design Guidelines for Low-Rise Infill

The City's Urban Design Guidelines for Low Rise Infill Housing are a series of design guidelines to manage the design of infill housing on vacant lots in established urban areas. Infill optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development.

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

Streetscapes

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

Landscape

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

Building Design (Built Form)

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

Parking and Garages

- Guideline 5.1 Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard.
- Guideline 5.11 Limit the width of front yard parking in order to retain the maximum amount of soft landscape area in the front yard.

4.5 Transit Oriented Development Guidelines

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

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

Land Use

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

Layout

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

5.0 City of Ottawa Zoning By-law

5.1 Existing Zoning

The subject property is currently zoned Residential First Density, Subzone QQ – R1QQ.

The purpose of the R1 – Residential First Density Zone is as follows:

- / Restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Permitted uses in the R1 zone are as follows:

- | | | |
|---------------------|-----------------------|---------------------------|
| / detached dwelling | / bed and breakfast | / diplomatic mission |
| / group home | / home-based business | / home-based daycare |
| / park | / retirement home | / secondary dwelling unit |

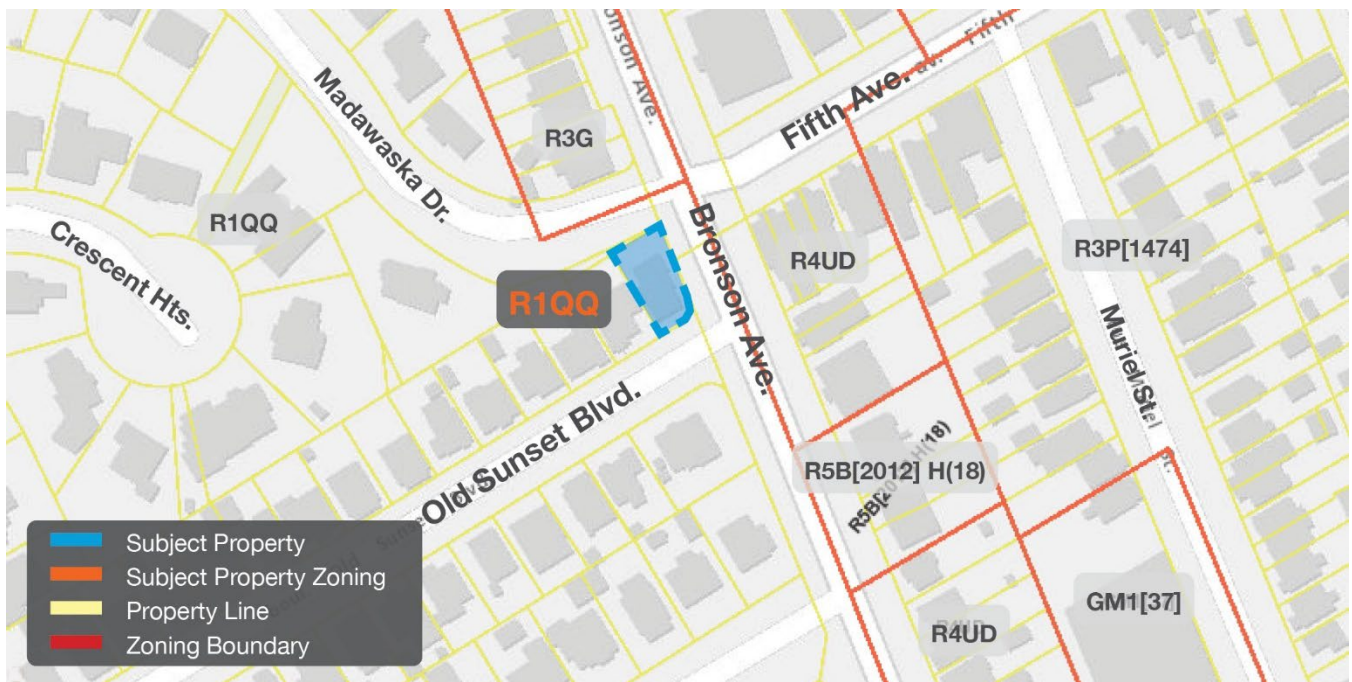


Figure 16: Excerpt from the City of Ottawa Zoning Bylaw map.

As shown in Figure 16, zoning on surrounding properties is eclectic, including:

- / R1QQ along Old Sunset Boulevard and Madawaska Drive, which permits single-detached dwellings;
- / R3G north of the property, which permits densities up to townhouses;
- / R4UD on the east side of Bronson Avenue, which permits densities up to low-rise apartment dwellings; and
- / R5B[2012] H(18) along the east side of Bronson Avenue, which permits mid-rise apartment dwellings.

Semi-detached dwelling is not a permitted use in the R1QQ zone. Therefore, it is necessary to apply for a Zoning Bylaw Amendment to permit the proposed development.

5.2 Requested Zoning

The Zoning By-law Amendment application requests a rezoning of the subject property to Residential Second Density, Subzone P – R2P.

The purpose of R2 – Residential Second Density is as follows:

- / Restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Permitted uses in the R2 Zone area as follows:

- | | | |
|---------------------------------|----------------------------------|----------------------|
| / semi-detached dwelling | / secondary dwelling unit | / detached dwelling |
| / bed and breakfast | / diplomatic mission | / duplex dwelling |
| / group home | / home-based business | / home-based daycare |
| / linked-detached dwelling | / park | / retirement home |
| / urban agriculture | | |

The following table summarizes the proposed development's compliance with the R2P zone. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Provision (Semi-detached)	Provided	Compliance
Minimum Lot Width	8 metres	12.0 m	✓
Minimum Lot Area	240 square metres	284.8 m ²	✓
Maximum Building Height	11 metres	10.8 m	✓

Zoning Mechanism		Provision (Semi-detached)	Provided	Compliance
Minimum Setback	Front Yard <i>Sec. 144(1b.) – Alternative Yard Setbacks</i>	2.9 metres (Old Sunset) 3.8 metres (Madawaska)	3.0 m 3.0 m	✓ ✗
	Corner Yard <i>Sec. 144(1d.) – Alternative Yard Setbacks</i>	3.0 metres	3.0	✓
	Interior Yard <i>Sec. 144 (2b.) – Alternative Yard Setbacks</i>	1.2 metres	1.2 m	✓
Interior Yard Area <i>Sec. 144 (6) – Alternative Yard Setbacks</i>		12 m (Total Lot Width) x 30% = 3.6 m	2.6 m	✗
Front Yard Landscaping <i>Sec. 139 (1) – Low-Rise Residential Development in All Neighbourhoods within the Greenbelt</i>		40%	>40%	✓
Driveway <i>Sec. 140 (Table 140B) – Low-rise Residential Development within the Mature Neighbourhoods Overlay</i>		Single driveway or shared driveway is permitted	Single	✓
Maximum Driveway Width <i>Sec. 139 (3)</i>		3 m	2.8 m	✓
Maximum Walkway Width <i>Sec. 139 (4c)</i>		1.2 m	0.9 m	✓
Front Door Location <i>Sec. 140 (Table 140C) – Low-rise Residential Development within the Mature Neighbourhoods Overlay</i>		Principal entrance faces the street on which the principal dwelling unit is fronting upon.	Entrances face street	✓
Corner Site Triangle		6 m x 6 m	6m x 6 m	✓
Maximum Secondary Dwelling Unit Area		40% GFA of principal dwelling	<40%	✓
Location of entrance to Secondary Dwelling Unit		Entrance must be located on ground floor	Basement level	✗
Permitted Balcony Projection		1.2 m (above first floor), no closer than 1 m from any lot line	1.9 m	✗
Minimum Required Vehicle Parking		No minimum	1	✓
Minimum Parking Dimensions		2.6 m x 5.2 m	2.6 m x 5.2 m	✓

As demonstrated in the table above, the proposed development is compliant with the majority of performance standards. In addition to rezoning, the Zoning Bylaw Amendment will seek relief from the front yard setback, interior

yard area, location of secondary dwelling unit entrance, and the permitted balcony projection provision through a site-specific exception.

5.3 Relief Requested

A Zoning Bylaw Amendment is proposed to rezone the subject property from Residential First Density, Subzone QQ – R1QQ to Residential Second Density, Subzone P Urban Exception [XXXX]– R2P[XXXX]. The urban exception seeks relief from the following provisions:

Reduce the Minimum Front Yard Setback from 3.8 metres to 3.0 metres.

- / Whereas the minimum front yard setback is 3.8 metres on the north side of the property, the proposed amendment would reduce the permitted front yard setback (on Madawaska Drive) from 3.8 metres to 3.0 metres.
 - The proposed reduction in front yard setback is appropriate, given that the next building abutting Madawaska Drive does not actively front that street, and includes a retaining wall that meets the property line. The proposed 3.0-metre setback is consistent with the setback proposed on the south side of the building and helps to define the corner of Madawaska Drive and Bronson Avenue.

Reduce the Interior Yard Area from 3.6 metres to 2.6 metres.

- / Whereas the required interior yard area is 3.6 metres (representing 30% of the lot width), the proposed development would reduce the area to 2.6 metres.
 - The proposed reduction in interior yard area is appropriate, given the subject property’s unique lot configuration. The proposed building design mimics the extent of the notch-out incorporated into the existing building, while providing sufficient frontage on the north side to create a continuous street frontage along Madawaska Drive.

Permit the entrances to the Secondary Dwelling Units to be located at the basement level, whereas an entrance to a Secondary Dwelling Unit is required to be located on the ground floor of a dwelling.

- / As the proposed development features walk-out entrances onto Bronson Avenue, owing to the unique topography of the subject property, the relief for this provision is technical and appropriate.

Increase the Maximum Permitted Balcony Projection above the first floor from 1.2 metres to 1.9 metres.

- / Whereas the maximum permitted balcony projection into required yards on properties with a lot depth between 23.5 metres and 30.5 metres is 1.2 metres (above the first floor), the proposed amendment would increase the maximum permitted balcony projection to 1.9 metres.
 - The proposed increase in permitted balcony projection is appropriate, given that all balconies remain at least one metre from all property lines and no balconies are located on an interior side yard. The size, projection, and location of all balconies does not compromise the privacy of surrounding neighbours.

6.0 Supporting Studies

This section provides an overview of the technical studies that were completed in support of the applications for the development of the subject property.

6.1 Geotechnical Investigation

Paterson Group prepared a Geotechnical Investigation, dated March 14, 2022. The objectives of the Geotechnical Investigation were to determine the subsoil and groundwater conditions at this site by means of boreholes and provide geotechnical recommendations pertaining to the design of the proposed development, including construction considerations which may affect the design.

The report concludes that the subject site is suitable for the proposed development from a geotechnical perspective. As bedrock is anticipated at a depth below the design footing level, it is recommended that the proposed building be founded on conventional spread footings bearing on engineered fill, which is placed directly over the clean, surface sounded bedrock. Alternatively, should the bearing pressures from the proposed building foundations exceed the bearing resistance values for the engineered fill, the conventional spread footings are recommended to be supported on lean concrete trenches which extend to the bedrock.

6.2 Environmental Site Assessment – Phase I

Paterson Group prepared an Environmental Site Assessment (Phase I), dated February 16, 2022. The purpose of the Phase I ESA was to research the past and current use of the site and study area and to identify any environmental concerns with the potential to have impacted the Phase I Property.

The ESA was conducted in accordance with the Phase One ESA standard as defined by Ontario Regulation 153/04, as amended by Ontario Regulation 511/09 (O.Reg. 153/04), and in accordance with generally accepted professional practices. The report does not identify any areas of potential environmental concern. No further work is recommended.

6.3 Environmental Noise Control Study

Paterson Group prepared an Environmental Noise Control Study, dated March 9, 2022. The objective of the study was to determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment, Conservation and Parks (MOECP) and the City of Ottawa, as well as review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The surface transportation noise analysis was completed at the Outdoor Living Area – rooftop deck. The results of STAMSON modeling indicate that the noise levels at the rooftop deck is expected to be 60 dBA during the daytime period. According to ENCG, noise control measures (i.e. barriers) are required to reduce the Leq to 55 dBA where technically and economically feasible. Since noise levels cannot be economically reduced to 55 dBA, this exceedance in noise level is considered acceptable provided that the warning clause Type A is included on all deeds of sale.

7.0 Conclusion

It is Fotenn's professional opinion that the proposed Zoning By-law Amendment application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the **Provincial Policy Statement (2020)** by providing additional housing within an established, serviced settlement area, which will make efficient use of existing infrastructure and contribute to reducing the need to expand the City's existing settlement areas;
- / The proposal conforms to the policies of the **Official Plan (2003, as amended)**, including those policies which support intensification in existing urban areas. The subject property is designated **General Urban Area**, which permits a range of uses including the proposed residential use. The proposed development is compatible with the surrounding context, which includes existing three-storey detached and semi-detached dwellings that are similar in character to the proposed dwelling;
- / The proposal conforms to the **New Official Plan (Anticipated 2022)**, including policies which support intensification in existing urban areas. The subject property is located on a **Mainstreet Corridor** within the **Inner Urban Transect**, which permits greater heights and density than presently exist on the subject property;
- / The proposed development meets several of the applicable **Urban Design Guidelines for Low Rise Infill Housing (2012)** and the City's Design Guidelines for **Transit Oriented Development (2007)**;
- / The proposed site-specific exception provisions maintain compatibility with surrounding development; and
- / The proposed development is supported by a range of technical studies, including geotechnical, environmental, and noise-related reports.

Sincerely,



Tyler Yakichuk, MPlan
Planner



Jaime Posen, MCIP RPP
Associate