

Planning Rationale
In Support of a
Minor Zoning By-law Amendment and Site Plan Control Application
314 Bell Street
City of Ottawa

Prepared For:



Prepared By:



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March 21, 2022

Novatech File: 121266
Ref: R-2021-161

March 21, 2022

Hamel Design and Planning
170 Main Street
Ottawa, ON
K1S 1C2

Attention: Jacques Hamel

Dear: Mr. Hamel

Reference: 314 Bell Street
Minor Zoning By-law Amendment and Site Plan Control Applications
Our File No.: 121266

This Planning Rationale has been prepared in support of applications for Minor Zoning By-law Amendment and Site Plan Control for the property municipally known as 314 Bell Street in the City of Ottawa.

The proposal is for a three-storey addition to the existing three storey low-rise apartment dwelling. This addition increases the unit count by four. The total unit count will be eight units.

The Subject Site is zoned Residential Fourth Density, Subzone UD, (R4UD) in City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-Law Amendment is required to permit an increased height and to permit encroachments into the side yard.

Should you have any questions regarding any aspects of this application, please do not hesitate to contact either Murray Chown or myself.

Sincerely,



NOVATECH

Taylor West, M.Sc. (Planning)
Planner

Table of Contents

1.0 INTRODUCTION..... 1

1.1 SITE LOCATION AND CONTEXT..... 1

1.2 DEVELOPMENT PROPOSAL..... 6

1.3 LANDSCAPING AND PEDESTRIAN CONNECTIVITY 7

1.4 TRANSPORTATION NETWORK 8

2.0 PROVINCIAL POLICY STATEMENT 2020 10

3.0 CITY OF OTTAWA OFFICIAL PLAN 2003-203..... 12

3.1 URBAN DESIGN AND COMPATIBILITY..... 15

3.2 REVIEW OF DEVELOPMENT APPLICATIONS..... 15

4.0 NEW OFFICIAL PLAN..... 18

4.1 DOWNTOWN CORE TRANSECT 19

5.0 DESIGN BRIEF 21

6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250..... 25

6.0 ZONING SUMMARY 25

6.1 REQUIRED ZONING AMENDMENTS..... 29

6.2 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT 29

7.0 CONCLUSION 29

1.0 INTRODUCTION

Novatech has been retained by Hamel Design and Planning to prepare a Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications for the development of an addition to a low-rise apartment dwelling on the property municipally known as 314 Bell Street. Pedestrian access to the Subject Site is from Bell Street.

A Minor Zoning By-law Amendment is required to permit an increased height, and encroachments into the side yard setback. The required relief will be discussed in section 5.1 of this report. The Minor Rezoning and Site Plan Control applications are being submitted concurrently.

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

- Are consistent with the Provincial Policy Statement;
- Conform to the City of Ottawa Official Plan;
- Conform to the New City of Ottawa Official Plan;
- Establish appropriate performance standards for the Subject Site.

1.1 SITE LOCATION AND CONTEXT

314 Bell Street is approximately 495 square metres in size, with approximately 12 metres of frontage on Bell Street and a depth of approximately 42 metres. 314 Bell Street is currently occupied with a three-storey low-rise apartment dwelling with four units. 314 Bell Street is legally known as Lot D, Plan 82717, in the municipality of Ottawa/Nepean.

An aerial view of the Subject Site is shown on Figure 1.



Figure 1: Aerial View of Subject Site

For the purpose of this Report, Bell Street is assumed to run north-south. The surrounding land uses are described as follows:

East: To the east of the Subject Site is twelve-storey high-rise apartment building. Pedestrian access to this building is located along Bell Street. Parking for this building is located in the rear and is accessed from Cambridge Street South. This high-rise building is shown on figure 2.

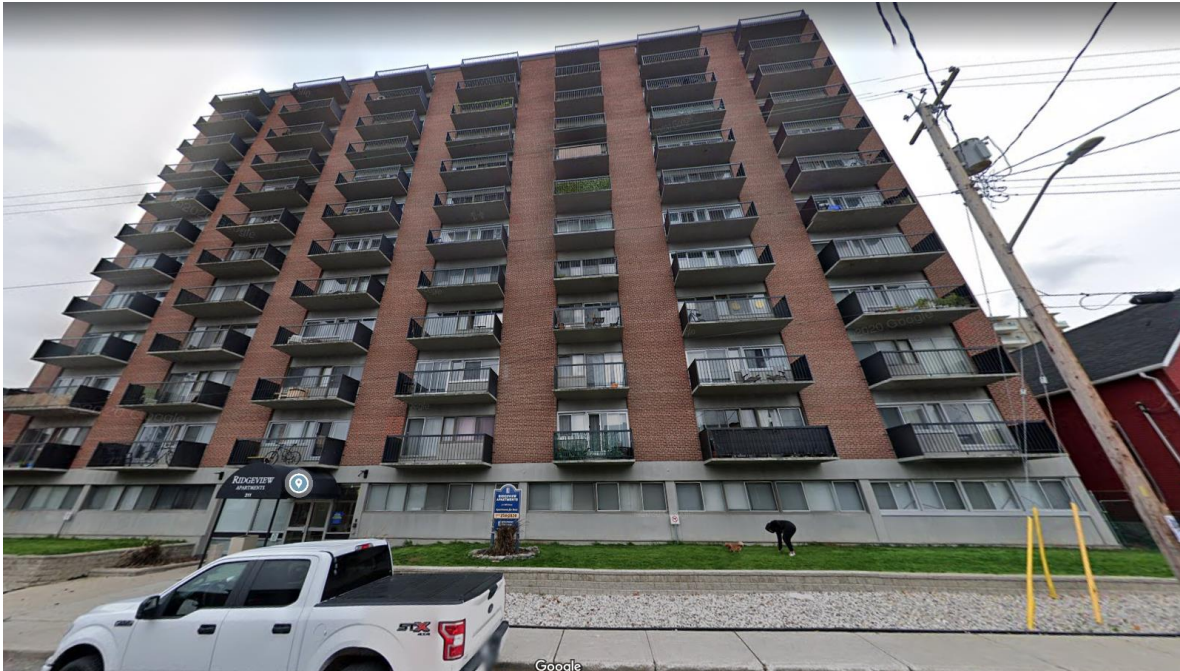


Figure 2: High-Rise Apartment Building to the East of the Subject Site

South: To the south of the Subject Site are low-rise residential buildings. The building immediately to the south of the Subject Site is a semi-detached dwelling. The low-rise residential buildings to the south of the Subject Site are shown on Figure 3.



Figure 3: Low Rise Residential Buildings to the South of the Subject Site

West: To the west of the Subject Site is a public lane that is accessed from Hendry Street. Further west across the public lane are low-rise residential buildings. The public lane is shown on Figure 4.



Figure 4: Public Lane to the West of the Subject Site (Photo from Henry Street)

North: To the north of the Subject Site is a semi-detached dwelling. The semi-detached dwelling is shown on Figure 5.



Figure 5: Semi-Detached Dwelling to the North of the Subject Site

1.2 DEVELOPMENT PROPOSAL

The proposed development is an addition to an existing low-rise apartment dwelling. The addition accommodates four additional two-bedroom units. The total number of units for the entire building after the addition is constructed will be eight. Pedestrian access is from Bell Street. No parking is required or proposed. Covered garbage storage, and bike parking are proposed in the rear yard of the property, accessed from the public lane. Outdoor amenity space will be provided in the rear of the building. The Site Plan is shown in Figure 6.

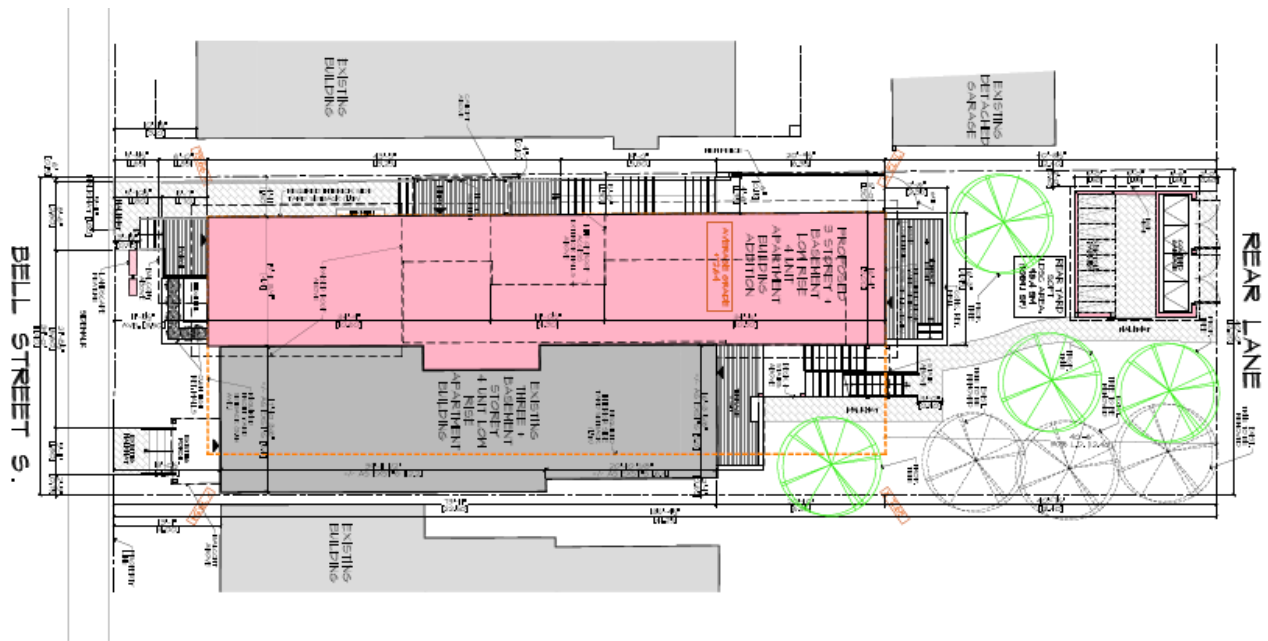


Figure 6: Site Plan

The Zoning By-law does not require any motor vehicle parking spaces for the proposed development. The Zoning By-law requires 4 bike parking spaces for the proposed development. The proposed development provides 8 bike parking spaces, one for each unit (double the required amount).

The entrance to the addition will be located on the western side of the building. A staircase immediately inside the principal entrance to the addition leads to the basement and upper floor units. A staircase on the southern side of the building provides a secondary access to the upper floor units. The ground floor unit has a front porch. The basement units have a rear yard access through an in-grade terrace.

Balconies are proposed on the second, and third floor of the building for the upper units. The ground, and upper existing units have access to a deck in the rear. The new proposed third floor unit has access to a rooftop terrace.

The exterior finish of the proposed building is comprised of a mixture of traditional brick and modern siding. The proposed finish has been designed to blend with the existing building. A rendering of the development is shown on Figure 7.



Figure 7: Rendering

1.3 LANDSCAPING AND PEDESTRIAN CONNECTIVITY

The proposed development has been designed to provide a high-quality streetscape and pedestrian experience along Bell Street. There is adequate greenspace in front of the building for plantings. The rear of the building consists of amenity area, framed with greenspace. Walkways in the rear yard provide access from the building, to the garbage storage, bicycle parking, and private lane.

1.4 TRANSPORTATION NETWORK

The Subject Site is in close proximity to northbound and southbound bus stops on Bronson Avenue, to the east. These bus stops serve the 10-bus route. The 10-bus route provides all-day service to Lyon Station, Albert/Bay, Carleton University, Billings Bridge, and Hurdmans every 15 minutes on weekdays, and every 30 minutes on weekends. At present time, the Subject Site is also serviced by the Line 2 bus stops while the LRT is under expansion. The Line 2 Bus system provides all-day service to Bayview, Sunnyside, Heron, Walkley, and Greenboro every 12 minutes on weekdays, and every 15 minutes on weekends.

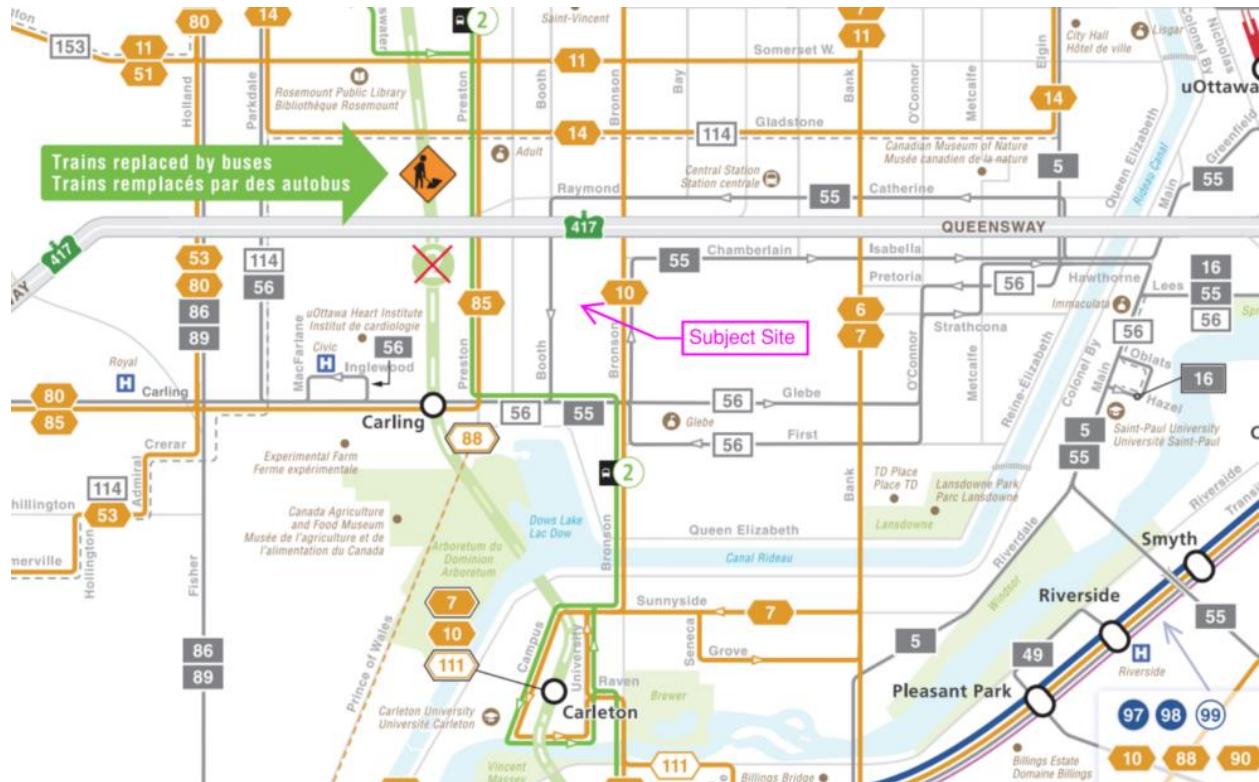


Figure 8. Bus Routes near the Subject Site

Once the LRT Line 2 resumes services in Fall 2022, the Subject Site will be in close proximity to the LRT station at Carling Avenue. The proximity to the Carling Avenue LRT Station is shown on Schedule C2 – Transit Network (Figure 9).



Figure 9. Schedule C2 – Transit Network

The proposed development is in a location accessible to public transit.

Pedestrian sidewalks are present along Bell Street. The Subject Site is located an 8-minute walk from Preston Street, which is identified as a Major Pathway on Schedule C3 of the New Official Plan. Major Pathways have cycling infrastructure that enables active transportation through the City. Schedule C3 is shown on Figure 10.

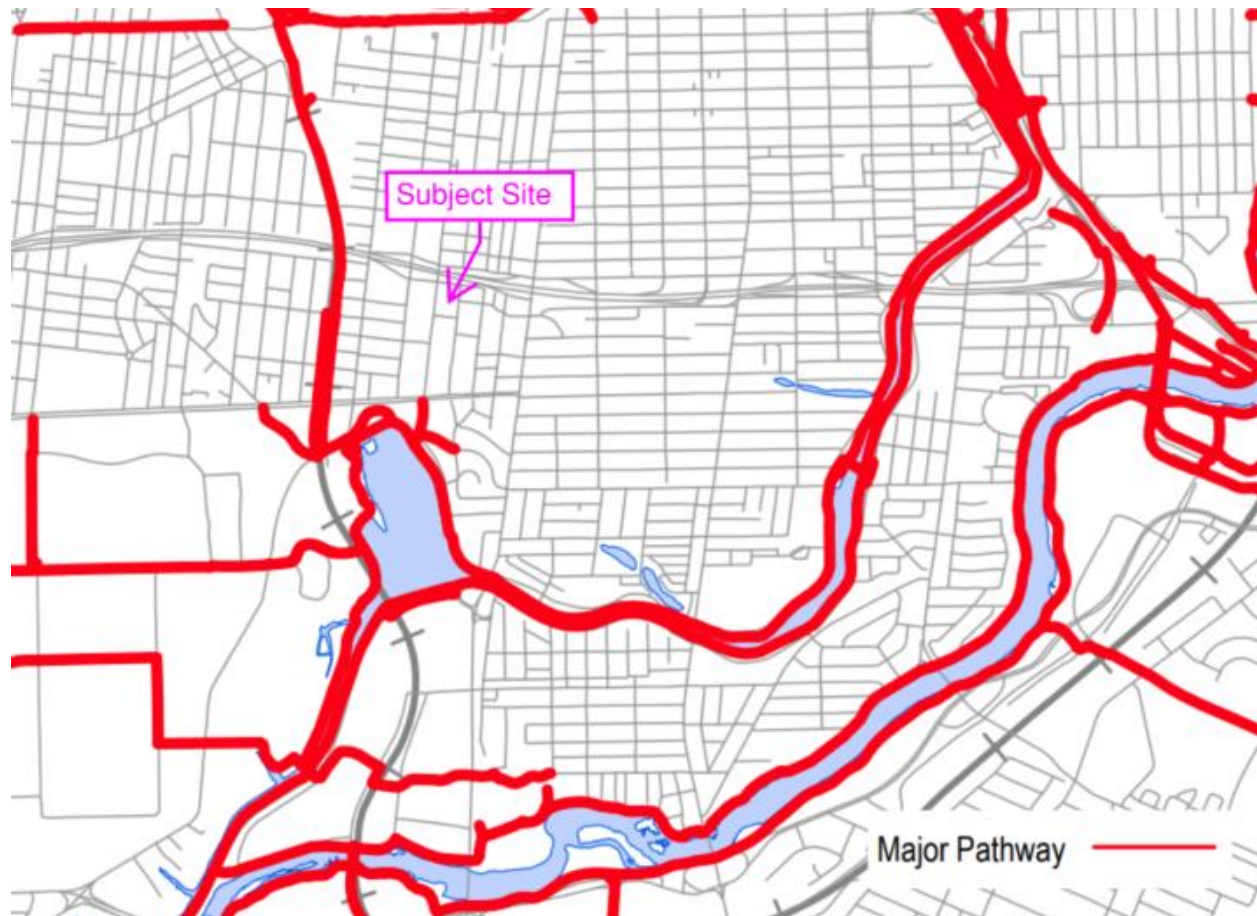


Figure 10. Excerpt from the New Official Plan Schedule C3

2.0 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. Under Section 3 of the Planning Act, all decisions affecting planning matters shall be consistent with the PPS policy.

Section 1 of the PPS speaks to the building of strong and healthy communities within the province of Ontario. Section 1.1.1 sets out policies that aim to achieve the building of these healthy communities. The proposed development meets the following policies of Section 1.1.1:

- The proposed development promotes efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term (Policy 1.1.1 a);

- The proposed development accommodates an appropriate affordable, and market based range and mix of residential types to meet the long term needs of the City of Ottawa (Policy 1.1.1 b);
- The proposed development avoids land use patterns which may cause environmental or public health and safety concerns (Policy 1.1.1 c);
- The proposed development does not impede the efficient expansion of settlement areas as it is a redevelopment located within the City's urban area (Policy 1.1.1 d);
- The proposed development promotes growth management, transit supportive development, and intensification to achieve cost effective development, optimization of transit investment, minimization of servicing costs, and minimization of land consumption (Policy 1.1.1 e);

The proposed development is consistent with the policies of Section 1.1.1 of the PPS 2020.

Section 1.1.2 of the PPS speaks to providing sufficient land to:

accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years

The proposed development is a residential use in an urban area that is well serviced by existing transit services. The proposed development is located within an 8-minute walk to Preston Street, and within a 4-minute walk to Bronson Avenue. Preston Street and Bronson Avenue have amenities including shops, restaurants, bars, and personal service uses. The intensification of the Subject Site helps achieve a density that supports the transit system and various amenities within the surrounding area.

Section 1.1.3 provides direction on Settlement Areas. Policy 1.1.3.2 speaks to how land use patterns within settlement areas should be developed. The proposed development meets the following policies of Section 1.1.3.2.

- The proposed development provides a density and mix of land use that:
 - efficiently uses land and resources (Policy 1.1.3.2 a);
 - is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion (Policy 1.1.3.2 b);
 - supports active transportation (Policy 1.1.3.2 e);

- is transit-supportive, where transit is planned, exists or may be developed (Policy 1.1.3.2 f).

The proposed development is an example of intensification and redevelopment, consistent with Section 1.1.3.2.

Section 1.1.3.3 states that

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

The proposed development will result in intensification that increases the supply and range of housing, and development that is transit supportive.

The proposed development is located within an urban area that can be served by infrastructure and transit systems. The proposed development is accessible by local bus services that run along Bronson Avenue. The Subject Site is located in close proximity to LRT service at Carling Avenue.

The surrounding neighbourhood features many neighbourhood amenities such as the Dalhousie Park, Dow's Lake, and amenities along Bronston Avenue. The Subject Site has access to several schools, including Glebe Collegiate Institute, St. Anthony School, and Mutchmor Public School.

The proposed development represents an efficient use of land located within a built-up settlement area in the City. The Subject Site benefits from existing infrastructure, bus service and a variety of neighbourhood amenities. The Subject Site is well suited for intensification.

The proposed development is consistent with the policies of the Provincial Policy Statement.

3.0 CITY OF OTTAWA OFFICIAL PLAN 2003-203

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa's Official Plan, as shown on Figure 11. The Official Plan identifies General Urban Areas as areas for growth:

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from

ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office

The proposed development represents an opportunity for higher density residential development within the General Urban Area. The location of the Subject Site allows the proposed development to take advantage of the existing services, facilities and greenspace within the surrounding area.



Figure 11: Excerpt from Official Plan 2003-203 Schedule B

Policy 1 of Section 3.6.1 states:

General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses

The proposed residential use is permitted in the General Urban Area designation.

Policy 2 of Section 3.6.1 states:

The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

This report will outline the required studies submitted with this application in Section 3.2.

Policy 3 of Section 3.6.1 states:

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.

Low-Rise is defined as a built form of four or fewer stories. The proposed development is an addition to a low-rise building. The proposed development is compatible with the existing context and the planned function of the area. There are no Secondary Plans in effect on the Subject Site.

Policy 5 of Section 3.6.1 states:

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.

The proposed development is a form of ground oriented, residential intensification. The proposed addition is compatible with the existing building, as it has been designed to reflect the existing design. The Official Plan supports these projects as long as the following is considered:

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;*
- 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 addition is in keeping with the existing ground-oriented apartment building. The proposed development has been designed to be compatible with the character of the area, and the design of the existing building. The proposed development provides increased housing choices to contribute to a variety of housing options in the General Urban Area.

The proposed development doubles the density of the existing building on the Subject Site. The proposed development meets the intent of the General Urban Area policies of the Official Plan.

The Subject Site is also located approximately 225m away from the Bronson Avenue Traditional Mainstreet Area. The Traditional Mainstreet Area is an area planned for significant intensification through medium-density and mixed-use development. The Bronson Avenue Traditional Mainstreet will develop over time, bringing more amenities to the area.

3.1 URBAN DESIGN AND COMPATIBILITY

Section 2.5.1 of the Official Plan provides policy direction on urban design and compatibility.

Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinct character that will attract people and investment to the City.

Section 2.5.1 sets out a number of design objectives for new development. The proposed development responds to the following design objectives:

- The proposed development will help to enhance the sense of community by creating a development with a distinct identity (Objective 1);
- The proposed development defines quality public and private spaces (Objective 2);
- The proposed development will have a safe and accessible design (Objective 3);
- The proposed development maintains the character of the area by utilizing architectural design that complements the surrounding development and neighbourhood (Objective 4);
- The proposed development promotes sustainability by utilizing existing infrastructure and adding a higher density to an area served by bus-transit, helping to reduce the carbon footprint (Objective 7).

This proposed development addresses the City of Ottawa Design Objectives.

3.2 REVIEW OF DEVELOPMENT APPLICATIONS

Section 4 of the Official Plan outlines policies that will be applied for the review of development applications. Section 4 provides policy direction for the different aspects of development review.

The proposed development responds to the following relevant policies:

- Relating to Policy 4.1 (Site Specific Policies and Secondary Policy Plans), the Subject Site is not within an area regulated by a Secondary Plan.

- Relating to Policy 4.3 (Walking, Cycling, Transit, Roads and Parking Lots), sidewalks are present along Bell Street. The Subject Site is in close proximity to the bus stops serving the 10 bus route, shown on Figure 9.
- Relating to Policy 4.4 (Water and Wastewater Servicing), the proposed development has access to existing water and wastewater services. A Serviceability Brief and Storm Drainage Report were prepared by T.L. Mack Engineering Consultants, dated February 2022, in support of the proposed development. These reports provide an overview of the proposed servicing scheme for the Subject Site.
- Relating to Policy 4.6 (Cultural Heritage Resources), no heritage buildings or areas are located on or adjacent to the Subject Site.
- Relating to Policy 4.7 (Environmental Protection). A Landscape Plan was prepared by James B Lennox Associates Inc, dated November 23, 2021. Greenspace is proposed along the front and rear of the proposed development.
- Relating to Policy 4.8 (Protection of Health and Safety), a Phase 1 Environmental Site Assessment (ESA) was prepared by Paterson Group, dated July 28th, 2021. The Phase 1 ESA recommended a Phase 2 ESA for this property. A Phase 2 ESA was prepared by Paterson Group, dated August 27th, 2021. The purpose of the Phase 2 ESA was to review potentially contaminating activities in the area of the Subject Site. The Phase 2 ESA recommends that soil remediation be undertaken in conjunction with construction activities. The Phase 2 ESA also recommends that the monitoring wells that were dug be destroyed during the redevelopment process.

A Geotechnical Investigation was prepared by Paterson Group, dated August 23rd, 2021, in support of this application. The report provides recommendations for the foundation design.

The policies regarding Urban Design and Compatibility found in Section 4.11 of the Official Plan are discussed below.

Section 4.11 of the Official Plan addresses issues of compatible development.

At the scale of neighbourhood or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing and micro-climate conditions are prominent considerations when assessing the relationship between new and existing development.

Section 4.11 sets out policies to encourage high quality design throughout the City of Ottawa and to address issues of compatibility for infill development. Policies of Section 4.11 are grouped under the themes discussed below:

View – Depending on its location, the mass or height of new development may enhance or impact the view visible from public view points.

The proposed addition has been designed to be compatible with the existing building on the Subject Site. The proposed development will require an exception to the Zoning By-law to permit an increased height to regularize the existing building, and to permit a consistent height for the proposed addition. The area is characterized by low-rise residential buildings of similar height. A twelve storey high-rise apartment building is located directly in front of the Subject Site. The height of the proposed development is consistent with the neighbourhood, and does not cause significant impacts on the views of the abutting properties.

Building Design – Good building design contributes to successful neighbourhood integration and compatibility of new development with the existing or planned character of its surroundings.

The proposed addition has been designed to blend into the surrounding area and to be consistent with the existing building on the Subject Site. The design of the building is compatible with the character of the neighbourhood with respect to material, and architectural elements.

Massing and Scale – complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and compatibility of new development with the character of surrounding community.

The proposed low-rise addition makes effective use of the area of the lot. The height of the proposed addition matches the height of the existing building and is suitable for the area. The proposed development is consistent with the massing and scale of nearby low-rise residential buildings and is much smaller in scale than the high-rise building directly in front of the proposed development.

Outdoor Amenity Areas - private and communal areas of a property designed to accommodate a variety of leisure activities.

Outdoor amenity areas are provided in the form of private balconies on the ground, second, and third floor units. Existing decks and basement terraces are available in the rear yard. The proposed third storey has access to a rooftop terrace. Greenspace is present in the front, and rear yards.

The proposed development conforms to the City of Ottawa Official Plan including the design and development review policies of Section 2.5.1 and Section 4.11. The proposed development conforms with City of Ottawa development goals and design objectives.

4.0 NEW OFFICIAL PLAN

The City of Ottawa adopted a New Official Plan by Municipal Council on November 24th, 2021. Prior to approval by the Ministry of Municipal Affairs and Housing, development applications must address the policies of both the current Official Plan 2003-230 and the New Official Plan.

The Subject Site is located within the Downtown Core Transect on Schedule A of the New Official Plan. Schedule A is shown on Figure 12.

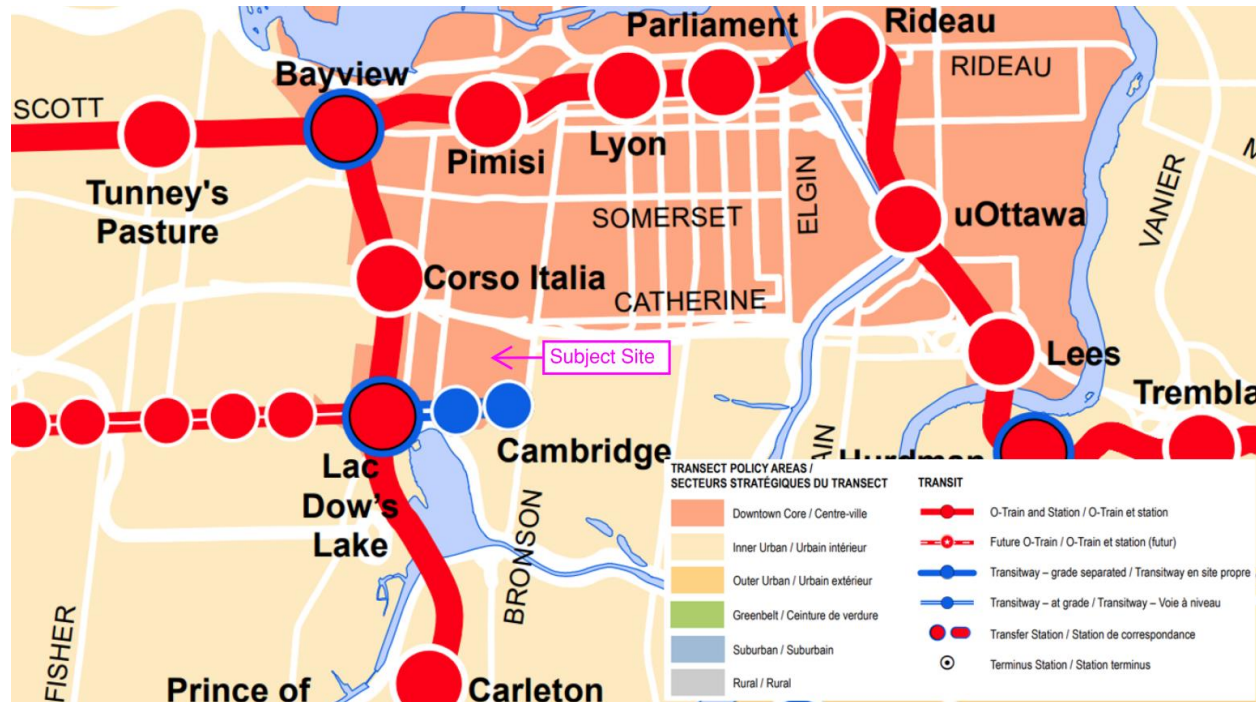


Figure 12: Excerpt from Schedule A of the New Official Plan

Section 5 of the New Official Plan describes the purpose of transects.

Schedule A divides the City into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

Section 5 provides general guidelines for development within each transect.

The transect policies provide direction on minimum and maximum height based on context through the type of transect and designation. Table 7 is provided as an easy reference tool for the reader to quickly determine what minimum and maximum heights could apply. For full details of the heights requirements, refer to the policy reference.

The Downtown Core Transect excerpt from Table 7 is shown in the table below.

Table 1: Excerpt from Table 7 of the New Official Plan

Transect	Official Plan Policy Reference	Designation	Height Categories and Details
Downtown Core Transect	5.1.3(1)	Hubs	High-rise and High-rise 41+: between 10 storeys and 40 storeys and 41 storeys plus, through criteria and area-specific policy
	5.1.4(1)	Hubs	Low-rise, Mid-rise and High-rise: minimum 4 storeys and maximum 40 storeys
	5.1.4(3)	Mainstreet Corridors	Low-rise and Mid-rise: Minimum 2 storeys and maximum 9 storeys
	5.1.4(4)	Minor Corridors	Low-rise and Mid-rise: Minimum 2 storeys and maximum 9 storeys
	5.1.3(2)	Neighbourhoods	Low-rise: Minimum 2 storeys and maximum 4 storeys

4.1 DOWNTOWN CORE TRANSECT

Policy 2 of Section 5.1.1 details the policies related to the development of 15 minute neighbourhoods within the Downtown Core Transect.

2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;*
- b) A high concentration of employment is maintained and increased;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
- d) Residential densities are sufficient to support the full range of services noted in Policy a).*

Intensification of the Subject Site provides additional housing choices that contribute to a 15 minute neighbourhood.

Policy 6 of Section 5.1.1 discourages automobile focused development in the Downtown Core Transect.

6) The Downtown Core is planned for higher-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

Section 5.1.2 of the New Official Plan further details policies related to motor vehicle parking in the Downtown Core Transect. Policy 3 of Section 5.1.2 states:

3. Motor vehicle parking in the Downtown Core shall be managed as follows:

- a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;*
- b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;*
- c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;*
- d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and*
- e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking*

The proposed development does not provide any motor vehicle parking, consistent with policy 6 of Section 5.1.1 and Policy 3 of Section 5.1.2 of the New Official Plan.

Section 5.1.3 of the New Official Plan details the policies related to maximum permitted heights.

2. The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:

- a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys; and*
- b) New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-*

residential uses, as permitted in Subsection 6.3.1, Policy 4, and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3.

The proposed addition doubles the density of the existing building on the Subject Site, while meeting the minimum and maximum height restrictions imposed by Policy 2 of Section 5.1.3.

5.0 DESIGN BRIEF

The following section has been prepared to address the design brief terms of reference.

The proposed applications are for Site Plan and Minor Rezoning on the property municipally known as 314 Bell Street (Lot D, Plan 82717, in the municipality of Ottawa/Nepean). The purpose of the application is to develop an addition to the existing low-rise apartment building to double the density on site. The proposed addition will enhance the existing building and be consistent with the municipal goals of appropriate intensification in the downtown area.

The Current Official Plan policies are outlined in Section 3 of this report. The New Official Plan policies are outlined in Section 4 of this report. The proposed development conforms to the policies of the current, and new Official Plan. The context of the Subject Site is explored in Figures 1, 2, 3, 4, and 5 of this report.

A rendering of the proposed development is shown on Figure 7. Elevations of the proposed development are shown on Figures 12, 13, 14, and 15.



Figure 12: East Elevation



Figure 13: West Elevation



Figure 14: North Elevation



Figure 15: South Elevation

The proposed development has been designed to efficiently utilize the underdeveloped space on the Subject Site and add to the existing low-rise building on the Subject Site. The materiality of the proposed development has been designed to reflect the materiality present throughout the area and remain consistent with the existing low-rise apartment dwelling.

6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

6.0 ZONING SUMMARY

The Subject Site is zoned Residential Fourth Density Subzone UD, (R4UD) in the City of Ottawa Zoning By-law 2008-250. The zoning of the Subject Site and surrounding area is shown on Figure 16.



Figure 16: Existing Zoning

The development conforms to the intent and the permitted uses in the R4UD zone and generally meets the zone provisions. A Minor Zoning Amendment is required to permit an increased height in the front half of the building and to permit encroachments into the side yard. A summary of the proposed Zoning Bylaw Amendment is provided under Section 4.3 of this report.

The purpose of the Residential Fourth Density Zone is to:

1. *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*

The proposed development is an addition to a low-rise apartment dwelling and conforms with the above provision.

- 2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*

The proposed development increases the density of the Subject Site and contributes to a wide range of housing types in the area.

- 3. *permit ancillary uses to the principal residential use to allow residents to work at home;*

The proposed development allows residents to work at home. The zoning permits home based businesses and home based daycares.

- 4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*

The proposed development consists of an addition to a low-rise apartment dwelling that is compatible with the existing land use patterns in the neighbourhood.

- 5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The Subject Site is not zoned R4Z. The above provision does not apply.

The proposed low-rise apartment dwelling addition is a permitted use in the R4UD zone. The following table provides an overview of the performance standards set out in the existing R4UD zone, and the proposed development. Provisions in red identify where relief from the Zoning By-law is required.

Table 2: R4UD Performance Standards

Provision	Requirement	Provided
Minimum Lot Area	300m ²	496.8m ²
Maximum Lot Area	1070m ²	496.8m ²
Minimum Lot Width	10m	11.9m

Maximum Lot Width	38m	11.9m
Minimum Front Yard Setback	3.5m	3.5m
Minimum Corner Side Yard Setback	N/A	N/A
Minimum Interior Side Yard Setback	1.5m	1.5m
Minimum Rear Yard Setback	12.36m	12.4m
Max Height	11m	11.95m

The following table identifies the performance standards relating to parking requirements of the zoning by-law. Provisions in red identify where relief from the Zoning By-law is required.

Table 3: R4UD Transportation Performance Standards

Provision	Required	Provided
Resident Parking	0 spaces	0 spaces
Visitor Parking	0 spaces	0 spaces
Bike Parking	4 spaces	8 spaces

The proposed development generally conforms to the provisions of the Residential Fourth Density Zone.

The following table outlines the specific provisions introduced in the changes to the R4 By-law approved by Council on October 14th, 2020. Provisions in red identify where relief from the Zoning By-law is required.

Table 3: R4 Specific Performance Standards

Provision	Required	Provided
Total Landscaping	30% of Lot Area (149m ²)	44.3% of Lot Area (219.9m ²)
Rear Yard Landscaping	50% of the Rear Yard (74.5m ²)	64.2% of the Rear Yard (95.6m ²)
Front Yard Landscaping	35% of the Front Yard (15.4m ²)	46.4% of the Front Yard (20.5m ²)
Solid and Permanent Fixtures in Front/Corner Side Yard	Yes	Yes
One Principal Entrance to a Ground Floor Unit or Common Staircase for every 12m of Lot Width	One Principal Entrance	One Principal Entrance and one existing Principle Entrance

The proposed development conforms to the requirements of the R4 specific zoning provisions.

The following table identifies the performance standards relating to projections of the zoning by-law. Provisions in red identify where relief from the Zoning By-law is required.

Table 4: Provisions Related to Projections

Provision	Required	Provided
Front Porch	2m, but no closer than 1m from any lot line	1.7m projection, no closer than 1.5m from any lot line
Side Porch	2m, but no closer than 1m from any lot line	0.15m from southern lot line
Side Steps	No limit	0.15m from southern lot line
Canopy	1.8m, but no closer than 0.6m from any lot line	0.1m from southern lot line
Parapet	0.3m above height limit	0.3m above height limit

6.1 REQUIRED ZONING AMENDMENTS

An amendment is required to permit an increased maximum permitted height of 11.95m. This amendment increases the maximum permitted height on the property by only 0.95m. This amendment is required to make the height of the addition consistent with the existing building on 314 Bell Street. The slightly larger maximum permitted height is inconsequential due to the existing building on 314 Bell Street. This minor increase to maximum permitted height is negligible when compared to the high-rise building directly across the street, which is zoned R4UD[831]. An increase to the maximum permitted height to accommodate the proposed addition will not have any negative impacts on the neighbourhood. The proposal is an appropriate example of intensification. The increased height is only in the front half of the proposed addition. The required amendment to the maximum permitted height is appropriate for the Subject Site, and the neighbourhood.

An amendment to the provisions for permitted projections is required to permit a side porch to project 0.15m from the southern lot line. An amendment is required to permit a canopy to project 0.10m from the southern lot line. The proposed interior side yard setback is compliant with the Zoning By-law. The proposed development has been designed with a secondary access to the upper floor units through a staircase on the southern side of the building. Providing access on both the interior, and the exterior allows two methods of exit in the event of an emergency. The proposed entry on the southern side of the building promotes an efficient built form for the proposed addition. The proposed projections are considered appropriate.

6.2 SUMMARY OF PROPOSED ZONING BY-LAW AMENDMENT

The following exceptions are required from the provisions of the R4UD Zone.

R4UD[XXXX] Required Exceptions:

- Maximum permitted height of 11.95m
- A porch may project 0.15m from any lot line
- A canopy may project 0.10m from any lot line

7.0 CONCLUSION

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The proposal conforms to the current City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the General Urban Area.

The proposal conforms to the New City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, prohibiting parking, and promoting a 15-minute neighbourhood. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the Downtown Core Transect.

The proposal generally conforms to the provision of the R4UD zone. The site-specific exception requests a slight increase in the maximum permitted height, and to permit minor projections in the southern interior side yard. The proposed development is compatible with the existing low-rise apartment dwelling on the Subject Site, and the character of the neighbourhood.

This planning rationale, along with the associated technical studies, supports the proposed development. The design of the Subject Site is compatible with existing and planned surrounding uses and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good land use planning.

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