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Institutional  
Environmental  
Restoration

## 73-83 Ste. Cécile Street Planning Rationale



Prepared for: Henry Investments

**73-83 Ste. Cécile Street**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Minor Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared For:

**Henry Investments**

Prepared By:

**NOVATECH**

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December / 21 / 2022

Novatech File: 122167

Ref:

December 21, 2022

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Colette Gorni, Planner II, Development Review, Central**

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications  
73-83 Ste. Cécile Street  
Our File No.: 122167**

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The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 73-83 Ste. Cécile Street (the "Subject Property").

The Subject Property is designated Neighbourhood within the Inner Urban Transect of the City of Ottawa Official Plan (2021). The property is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250.

It is proposed to develop a three-storey apartment building on the Subject Property. The proposed building will contain a total of 30 dwelling units, with 18 one bedroom units and 12 two bedroom units. A total of three parking spaces will be provided on the Subject Property, accessed via a driveway located off of Ste. Cécile Street. 30 bicycle parking spaces will be provided. A minor Zoning By-law Amendment application is required to permit 30 dwelling units on the Subject Property, to permit an increase to the maximum permitted lot area, and to permit a reduced number of parking spaces for residents.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Property, and makes a recommendation on the Minor Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Simran Soor, M.PL.  
Planner

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## **1.0 INTRODUCTION**

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit the development of a low-rise apartment building on the property municipally known as 73-83 Ste. Cécile Street (the “Subject Property”). The proposed development comprises of a three-storey residential apartment dwelling on the Subject Property. The proposed building will contain a total of 30 dwelling units. One resident vehicle parking space, two visitor parking spaces, and 30 bicycle parking spaces are proposed. The resident and visitor vehicle parking spaces will be located to the rear of the Subject Property and will be accessed by a driveway off Ste. Cécile Street. Individual entrances will be provided to the ground-floor units fronting onto Ste. Cécile Street. The Subject Property currently contains three detached dwelling units.

The Subject Property is designated Neighbourhood in the Inner Urban Transect of the City of Ottawa Official Plan (2021). The property is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250.

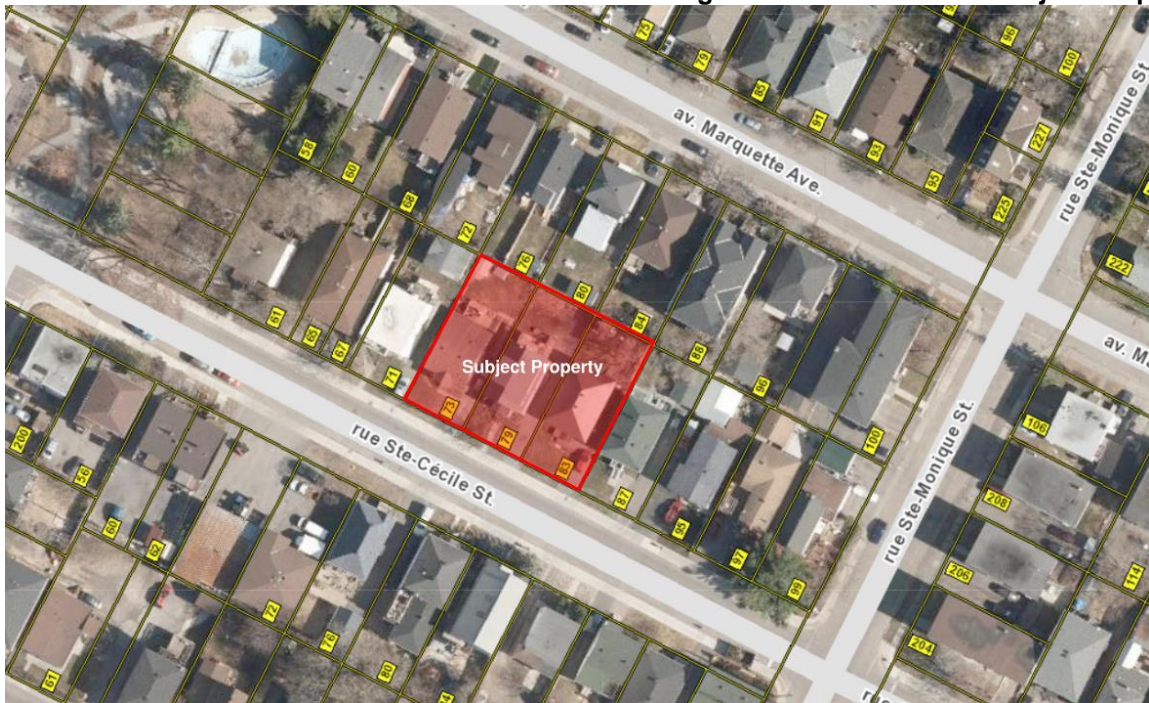
This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2021);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

### **1.1 Description of Subject Property**

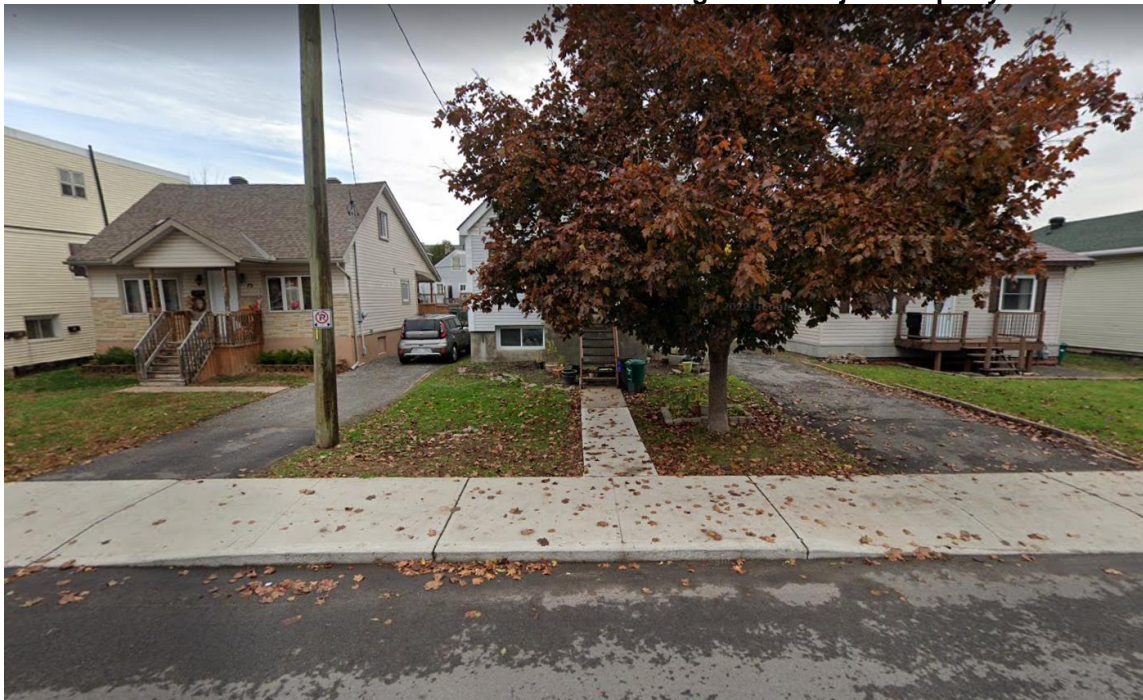
The Subject Property is located on the north side of Ste. Cécile Street in the Rideau-Vanier Ward (Ward 12) in the City of Ottawa. The Subject Property is located in an area bounded by Marquette Avenue to the north, Marier Avenue to the south, Beechwood Avenue to the west, and Ste. Monique Street to the east. The Subject Property currently contains three detached dwellings on separate lots. The Subject Property has approximately 36.7 meters of frontage along Ste. Cécile Street and an approximate area of 1117.6 square meters.

Figure 1. Aerial Photo of Subject Property



## 1.2 Site Location and Community Context

Figure 2: Subject Property from the Street



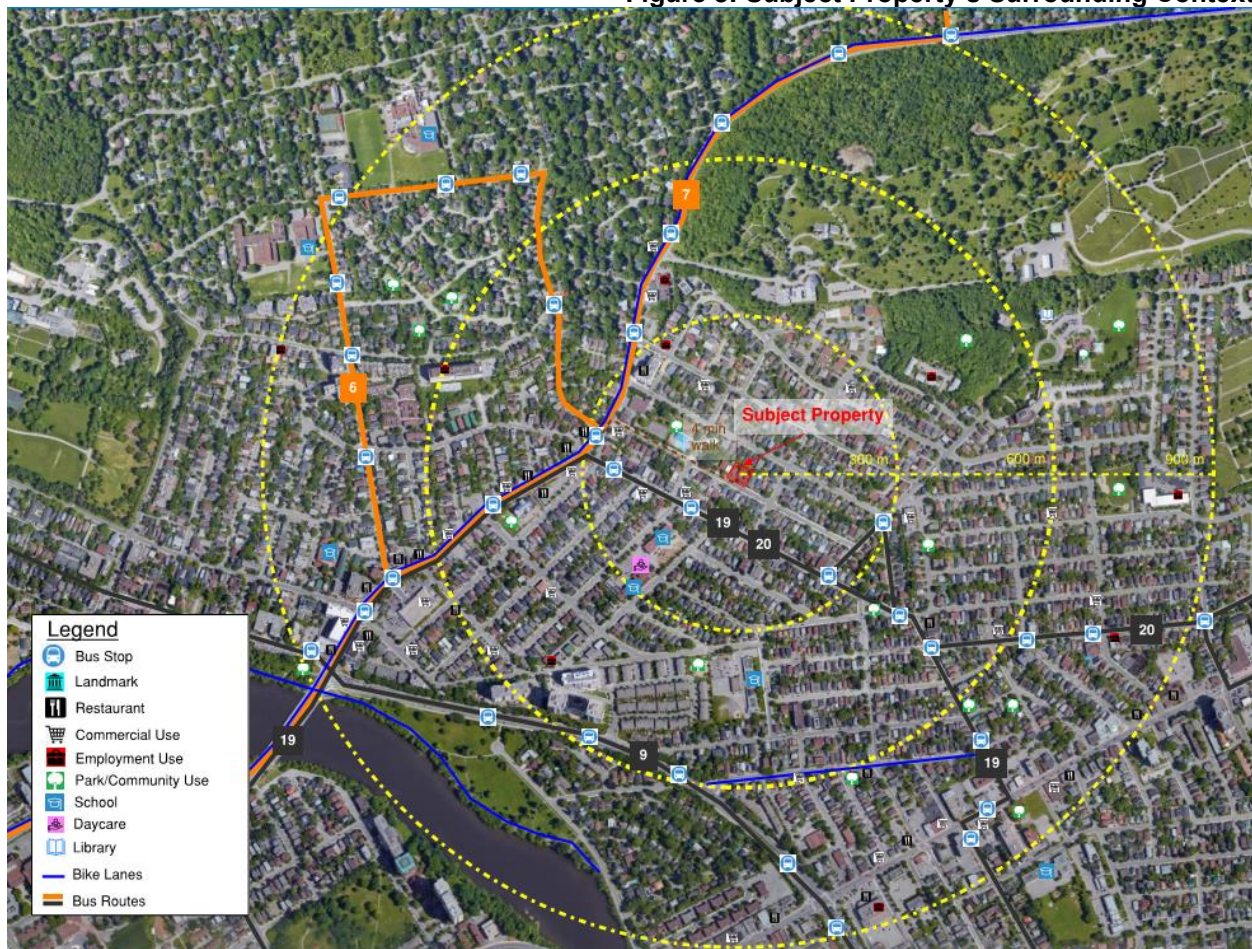
The Subject Property is located in an area primarily comprised of low-rise detached dwellings. There are also a number of multi-unit residential buildings in the area, including some semi-



detached dwellings, duplexes, and three-unit dwellings. Directly to the north of the Subject Property there are a number of residential dwellings, including detached dwellings, semi-detached dwellings, and duplexes. To the west of the Subject Property, there is a two-storey detached dwelling and a two-storey semi-detached dwelling. To the south of the Subject Property, there is a one-storey detached dwelling, a two-storey detached dwelling, and a three-storey duplex dwelling. Directly to the east of the Subject Property, there is a detached dwelling.

Within 300 meters of the Subject Property, there are several restaurants and commercial amenities located along Beechwood Avenue. The area is primarily characterized by a range of different residential forms. Optimiste Park is also located within 100 meters of the Subject Property. Within 600 meters of the Subject Property, the area consists primarily of residential uses in a range of different forms. There are also a number of community and recreational amenities such as schools, parks, and community centres nearby. Within 900 meters of the Subject Property is the Rideau River and a number of commercial amenities available along Montreal Road.

**Figure 3: Subject Property's Surrounding Context**



Many of the buildings in the surrounding area have been constructed from a mix of materials, including siding panels, brick, and cement board cladding, with neutral colour schemes. A number of homes in the area were built in the 1950s and 1960s and the architectural styles are reflective of this period.

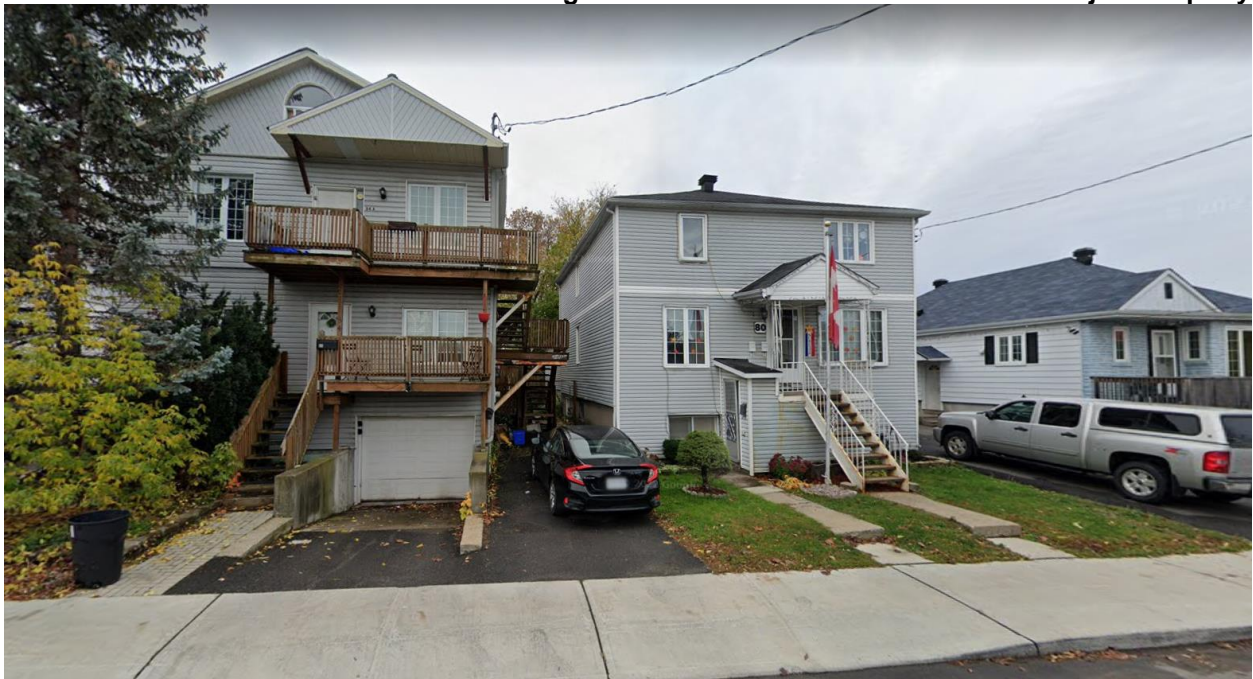


Figure 4: Land uses to the north of the Subject Property



**North:** Immediately north of the Subject Property are detached, semi-detached, and duplex dwellings.

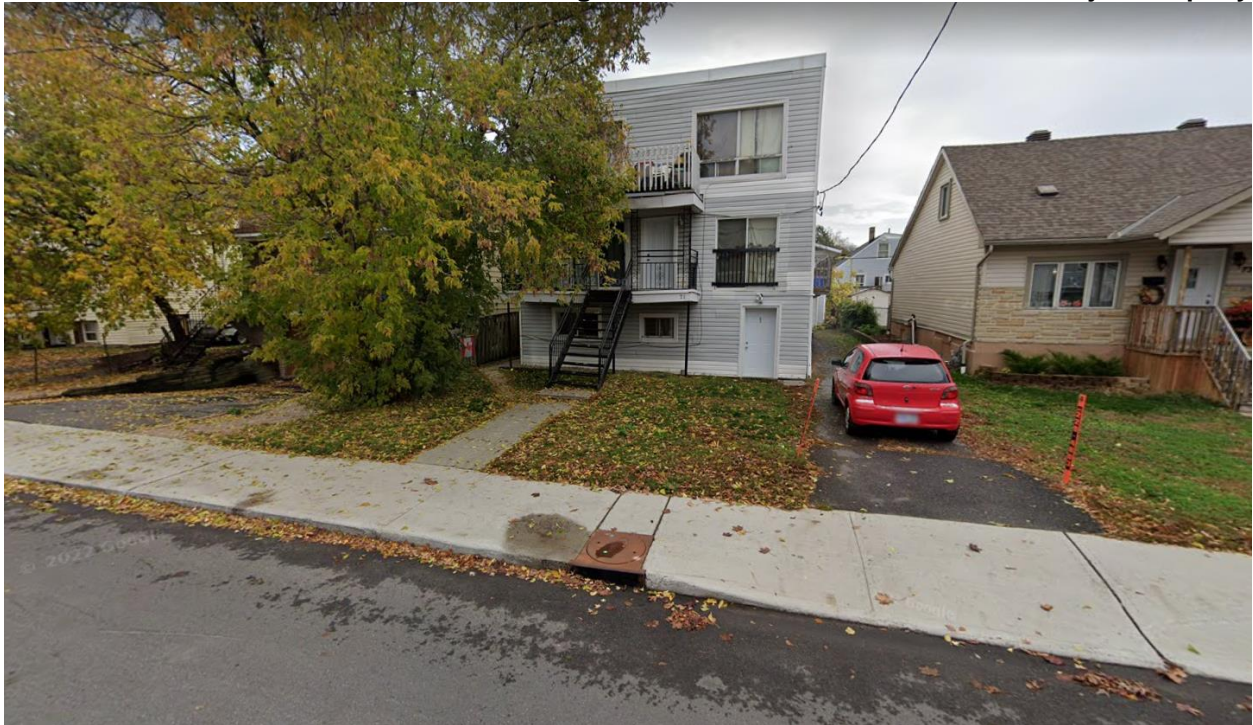
Figure 5: Land uses to the south of the Subject Property



**South:** Immediately south of the Subject Property across Ste. Cécile Street are two-storey and three-storey residential uses.



Figure 6: Land uses to the west of the Subject Property



**West:** Immediately west of the Subject Property is a three-storey residential building and a semi-detached dwelling.

Figure 7: Land uses to the east of the Subject Property

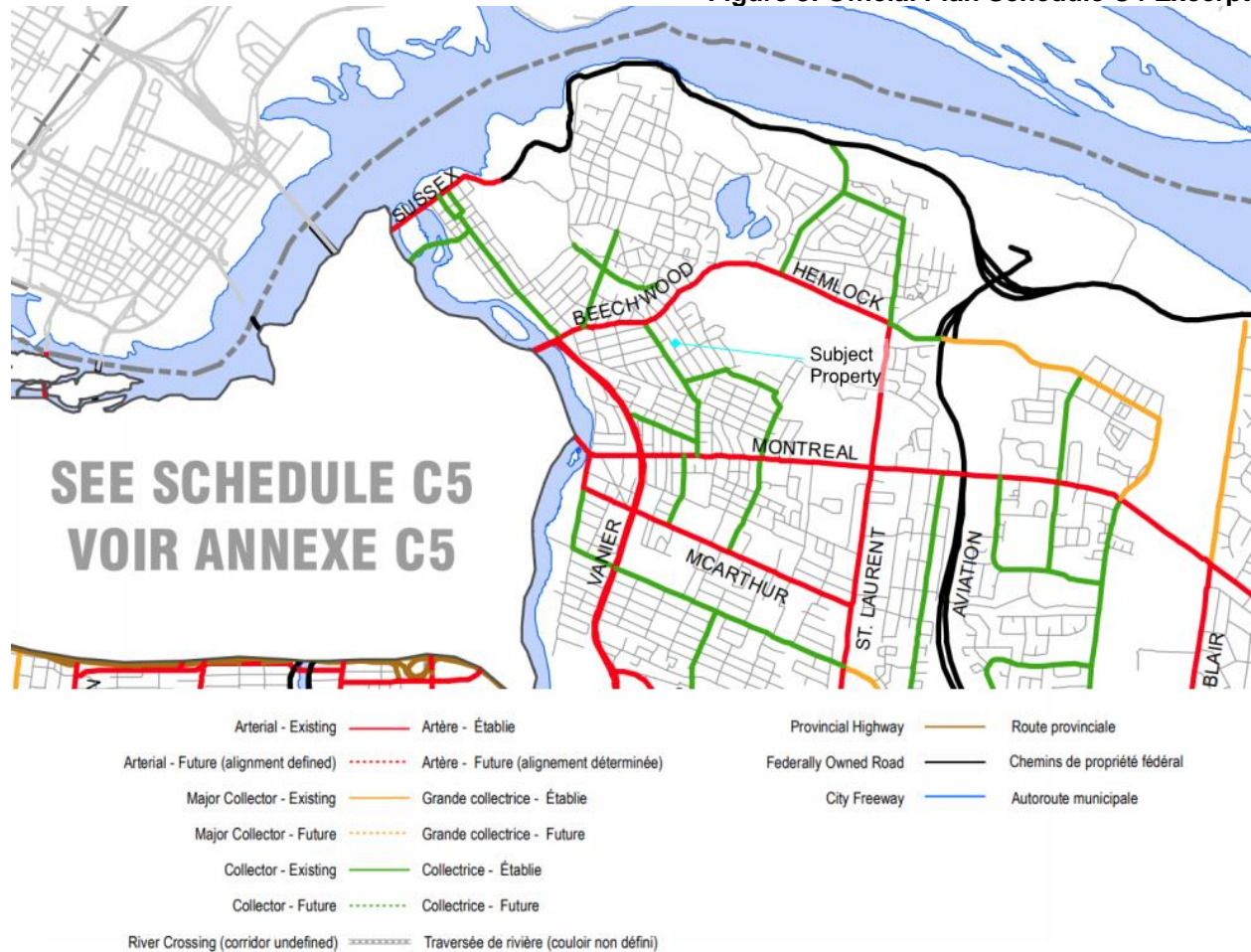


**East:** Immediately east of the Subject Property are low-rise residential dwellings.

### 1.3 Linkages and Transportation Framework

The Subject Property has frontage on Ste. Cécile Street. The Subject Property is located southeast of the intersection of Marier Avenue and Beechwood Avenue. Beechwood Avenue is designated as a Mainstreet Corridor on *Schedule B2 – Inner Urban Transect* of the Official Plan. Marier Avenue is designated as a Minor Corridor on *Schedule B2 – Inner Urban Transect* of the Official Plan. Beechwood Avenue is designated as an arterial road and Marier Avenue is designated as a collector road on *Schedule C4 – Urban Road Network* of the Official Plan.

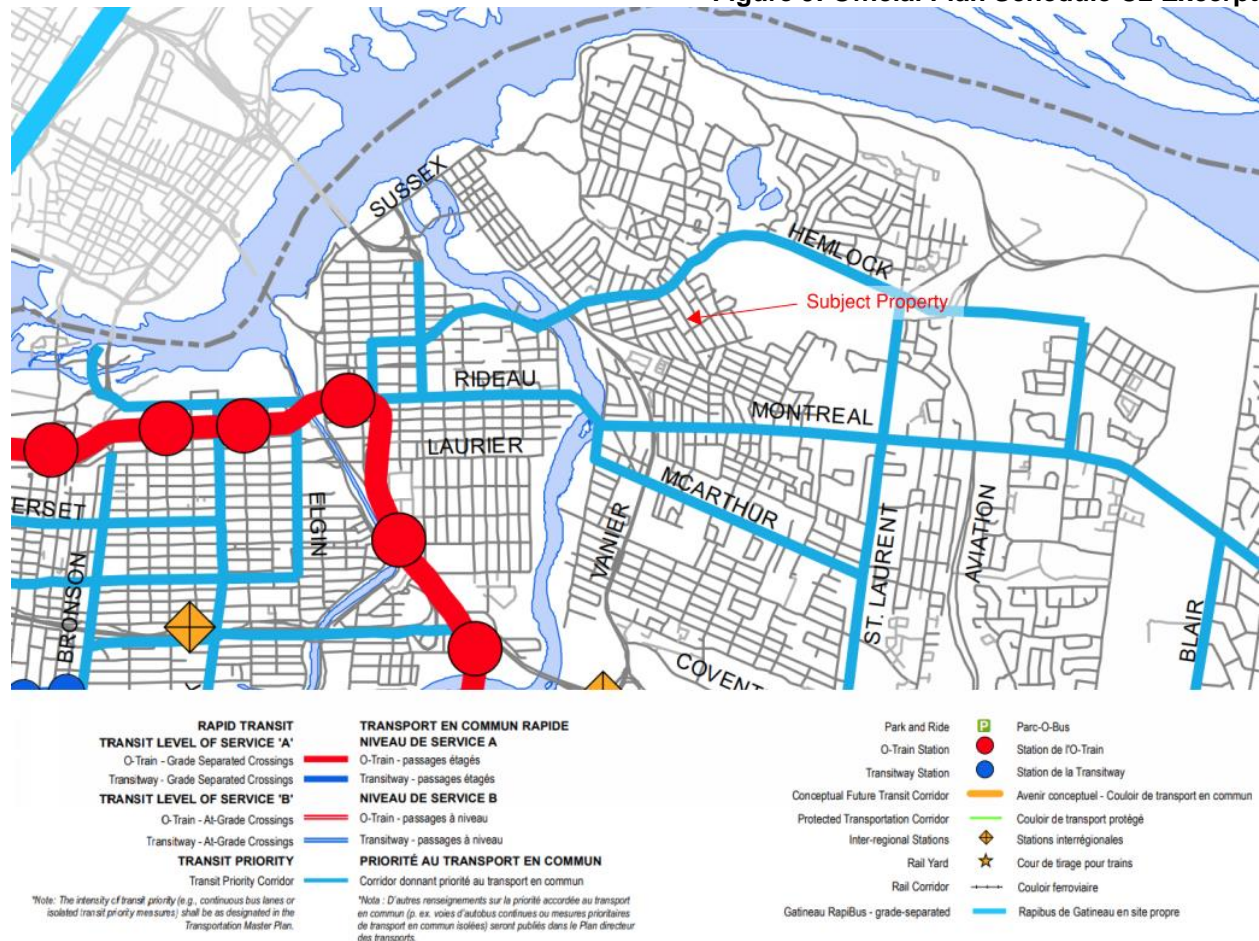
Figure 8: Official Plan Schedule C4 Excerpt



Beechwood Avenue is designated as a Transit Priority Corridor on *Schedule C2 – Transit Network* of the Official Plan (see Figure 9).



Figure 9: Official Plan Schedule C2 Excerpt



Several bus transit route options are available in the immediate area (see Figure 3). Bus routes 6 and 7 service the Subject Property with a bus stop provided on the east and west sides of Beechwood Avenue, north of Marier Avenue. This bus stop is a four minute walk from the Subject Property and provides connections to light rail and the Downtown Core within 15 minutes. Bus routes 19 and 20 also service the Subject Property and are located within walking distance of the Subject Property along Marier Avenue.

Bicycle lanes are also available in proximity of the Subject Property along Beechwood Avenue.

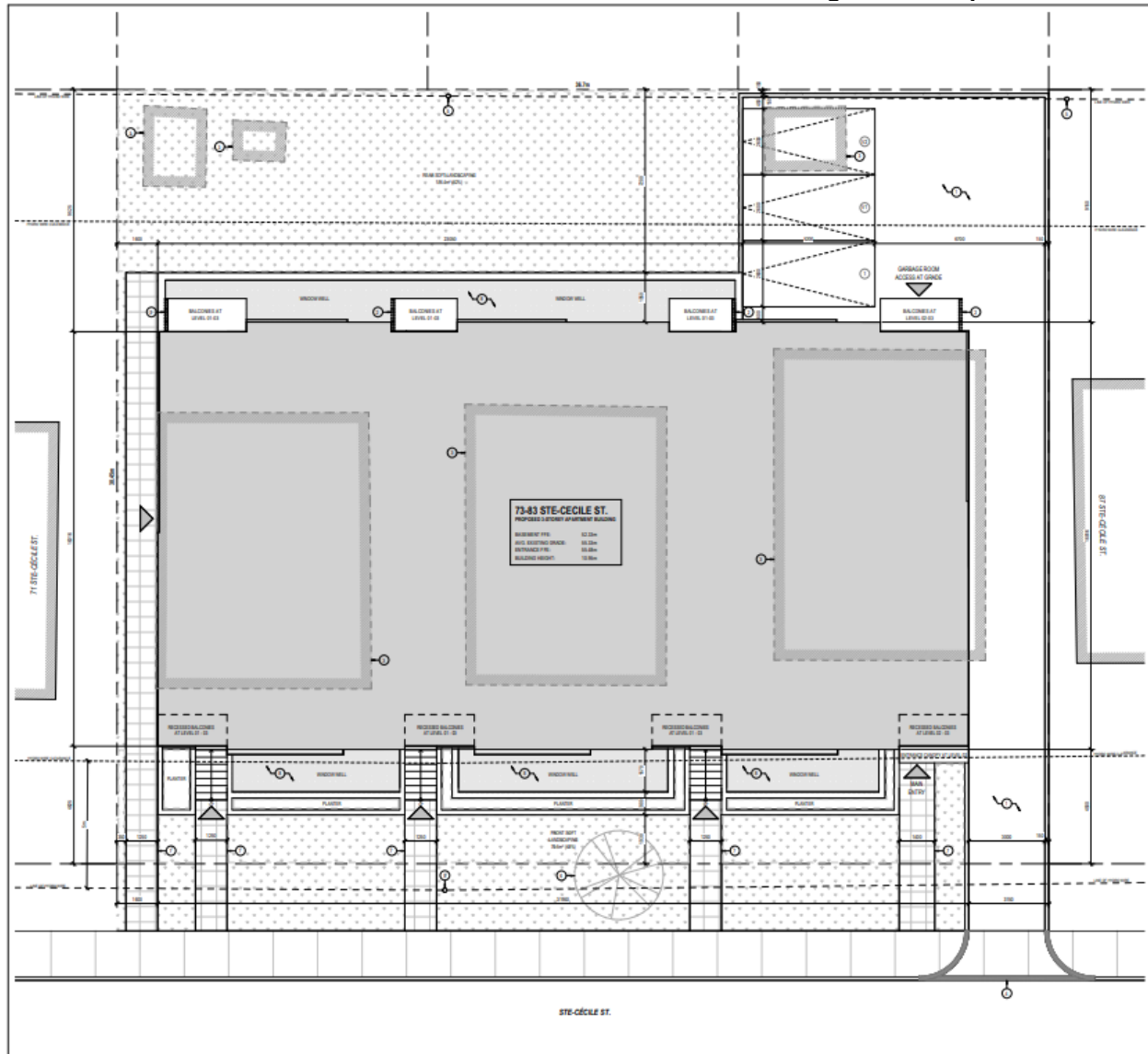
## 2.0 DEVELOPMENT PROPOSAL

It is proposed to develop a three-storey residential apartment dwelling containing 30 dwelling units on the Subject Property. The proposed apartment dwelling will contain 18 one-bedroom units and 12 two-bedroom units. The main entrance is provided off of Ste. Cécile Street. Separate individual entrances for the ground-floor units face Ste. Cécile Street. Most of the units in the building will have balconies. The balconies on the side of the building facing the street will be recessed into the building. Privacy screens are provided on the balconies to reduce overlook and maintain privacy for residents and neighbours.



One residents parking space and two visitor parking spaces will be provided. Parking spaces will be located in a surface parking lot at the rear of the building. The rear yard parking will be accessed through a driveway off Ste. Cécile Street. 30 bicycle parking spaces will be provided. A large rear yard will be softly landscaped for resident use.

Figure 10: Proposed Site Plan



The building has been designed to reduce the impact of the building mass from the street. Façade articulation and a variation of materials will visually break up the building into distinct segments to fit within the streetscape context. In combination with the individual entrances for the ground-floor units, the proposed development will visually appear to be a ground-oriented built form similar to townhouses or stacked townhouses, which fits well into the neighbourhood.

Figure 11: Building Elevations



A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Relief from the Zoning By-law is required to permit an increased lot area, an increase to the maximum permitted number of units, and a reduction to the minimum number of parking spaces required on the Subject Property.

A Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The Subject Property contains three detached dwelling units on separate lots. The proposed site plan is attached as Appendix A (see Figure 10).

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Policy 1.1.1 states:

*“Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- 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;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate”*

The PPS defines “intensification” as:

*“the development of a property, site or area at a higher density than currently exists through:*

- a) *redevelopment, including the reuse of brownfield sites;*
- b) *the development of vacant and/or underutilized lots within previously developed areas;*
- c) *infill development; and*
- d) *the expansion or conversion of existing buildings”*

The proposed development is considered intensification. The proposed low-rise apartment building will add 30 dwelling units to a site that currently has only three dwellings. The Subject Property is well located to support intensification, as it is within 100 meters of the Marier Avenue Minor Corridor and is within 300 meters of the Beechwood Avenue Main Street Corridor. Residents of the proposed development will have access to frequent bus transit and a number of restaurants and shops along Beechwood Avenue.

Section 1.1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

*“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

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

The proposed development is consistent with Policy 1.1.3.2 as it represents an efficient use of a fully serviced property and existing municipal infrastructure. The proposed development will create opportunities for additional housing within a desirable neighbourhood. The property is within proximity of walking and cycling infrastructure and promotes active transportation opportunities for residents. The Subject Property is located within a 300-meter walking distance from bus stops along Beechwood Avenue that are serviced by routes 6 and 7 of the frequent transit network. The proposed development is transit-supportive.

Policy 1.1.3.3 states:

*“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 add to the supply and mix of housing in the area by replacing three dwelling units with 30 apartment dwelling units of different bedroom configurations. The proposed development is transit supportive as it is located within walking distance of the Beechwood Avenue Transit Priority Corridor, where residents will be able to access frequent bus service from their home.

Policy 1.1.3.4 states:

*“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.”*

As a larger and more intensive residential development, the proposed development is subject to the City of Ottawa’s Site Plan Control process.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

*“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;

The proposed low-rise apartment on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will provide an increase of 27 additional residential units on the Subject Property and will more efficiently use the existing site. The Subject Property is also well located in proximity to frequent bus transit service, bicycle infrastructure, and commercial amenities along Beechwood Avenue.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states:

“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

The proposed development is an example of intensification within walking distance of frequent bus transit, bicycle infrastructure, and commercial and recreational amenities. The proposed development will contribute to reducing the number of vehicle trips required while supporting the existing and future use of transit and active transportation.

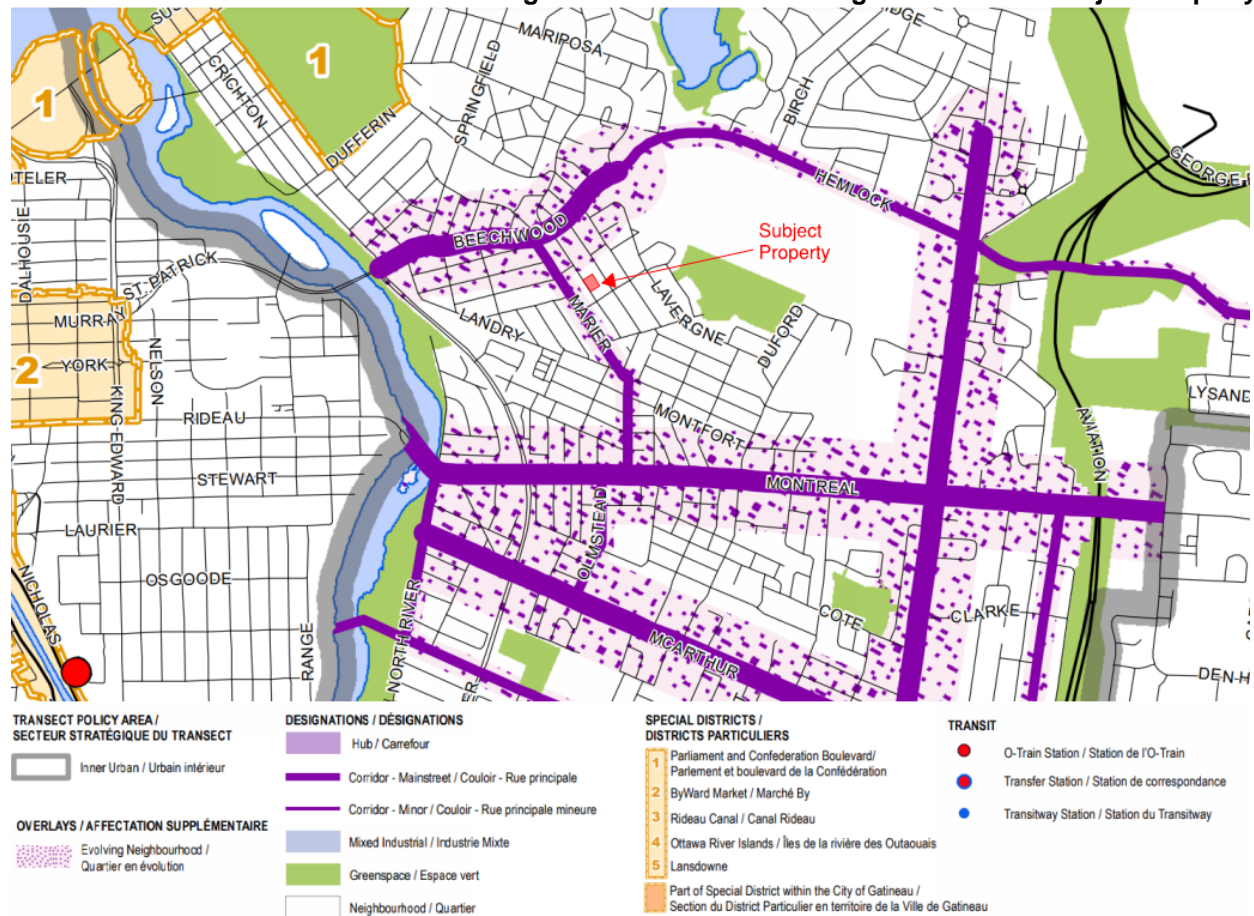
**The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.**

### **3.2 City of Ottawa Official Plan (2021)**

The City of Ottawa Official Plan (2021) was adopted by City Council on November 24<sup>th</sup>, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Neighbourhood in the Inner Urban Transect on *Schedule B2 – Inner Urban Transect* of the Official Plan (see Figure 12).

Figure 12: Official Plan Designation for the Subject Property



### 3.2.1 Growth Management Framework

Section 3 of the Official Plan (2021) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

*“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”*

Section 3 also states:

*“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 Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area by providing 30 new apartment dwelling units. The proposed development will help accommodate the City’s expected growth through infill rather than greenfield development.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 4 states:

*“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 within the built-up area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Property.

### **3.2.2 Urban Design**

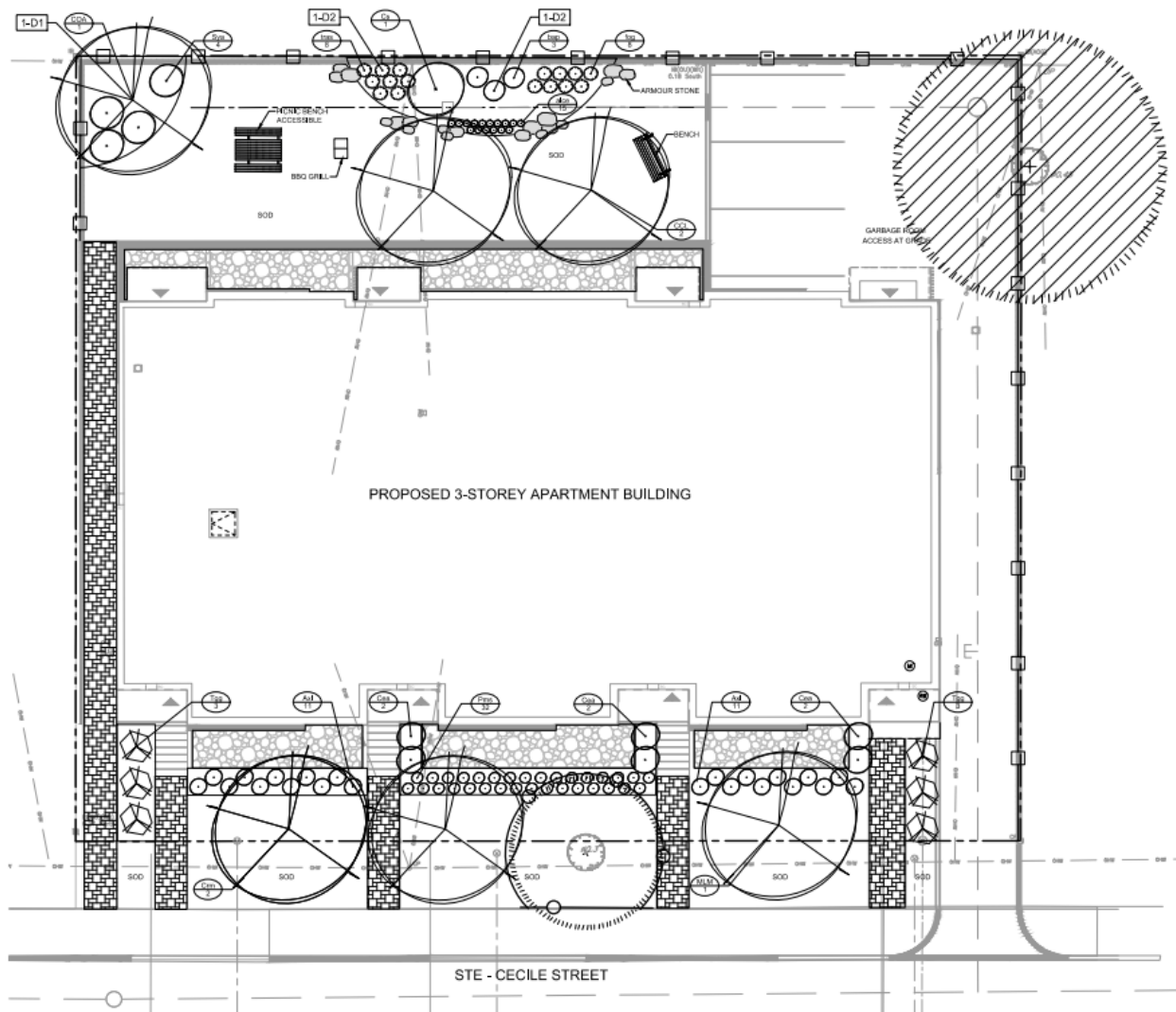
Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 in Section 4.6.5 states:

*“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 will minimize conflict between vehicles and pedestrians by locating surface parking to the rear of the property. This will ensure that there is minimal conflict between pedestrians accessing the site and vehicles accessing the parking area. Garbage and mechanical equipment will be located within the building to ensure that there is minimal impact on residents and pedestrians. Pedestrian access to the building will be through pathways connecting to the sidewalk along Ste. Cécile Street. These pathways will provide access to individual units on the ground-floor as well as the main entrance. This will break up the building and provide a pedestrian-oriented streetscape. The proposed trees and abundant soft landscaping in the front yard will improve the attractiveness of the public realm and improve walkability in the area.

Figure 13: Landscape Plan Excerpt



Policy 6 in Section 4.6.6 states:

*“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 appropriately responds to the neighbourhood context by providing a low-rise form of intensification in proximity to the Beechwood Mainstreet Corridor. The proposed development has been designed with individual entrances for the ground-floor units fronting onto Ste. Cécile Street in order to break up the building mass as seen from the public realm. The proposed development is designed to improve compatibility with neighbouring, ground-oriented buildings by providing a building design that replicates the features of other ground-oriented forms such as townhouses or stacked townhouses. This will minimize impact on neighbours while improving the pedestrian realm and providing a built form that fits into the neighbourhood context.



Figure 14: Rendering of the Proposed Development



Figure 15: Stacked Townhouse Development in Ottawa with a Similar Scale to the Proposal



### 3.2.3 Inner Urban Transect

Section 5.2 of the Official Plan (2021) sets out general policies and guidance for proposed development within the Inner Urban Transect.

Policy 3 of Section 5.2.1 states:

*“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*

- a) Proximity and access to frequent street transit or rapid transit;*
- b) 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*
- c) Resolution of any constraints in water, sewer and stormwater capacity.”*

The proposed development is an example of intensification located in proximity to frequent bus service along Beechwood Avenue. The proposed building height and massing is appropriate for the Subject Property. The three-storey height will fit into the neighbourhood, where there are a number of properties between two storeys and three storeys. The building has been designed to break up the building massing through façade articulation and individual entrances for the ground-floor units. The proposed development will meet the City’s intensification goals by providing additional dwelling units while remaining compatible with the built form and character of the neighbourhood.

Policy 4 of Section 5.2.1 states:

*“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 noted in Policy a).”*

The proposed development will provide increased residential density on the Subject Property. Intensification of the Subject Property will contribute to the City’s objectives for 15-minute neighbourhoods by supporting local businesses and transit services along Beechwood Avenue.

Policy 2 in Section 5.2.2 states:

*“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 Subject Property is located within proximity of cycling and transit infrastructure along Beechwood Avenue. The proposed development provides 30 bicycle parking spaces. Providing one bicycle parking space for each unit in the building will incentivize residents to bike to their daily destinations rather than using a vehicle. Reduced parking is provided on site to encourage residents to walk or take transit to their destinations. The vehicle parking that is provided is located to the rear of the building to reduce its impact on the public realm.

Policy 1 of Section 5.2.4 states:

"Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited."

The Subject Property is located within walking distance of the Marier Minor Corridor and the Beechwood Mainstreet Corridor. The proposed development will provide 18 one-bedroom units and 12 two-bedroom units and will aid the housing diversity of the area. The proposed development fits into the neighbourhood by maintaining a low-rise built form while providing additional residential density on an underutilized property.

### **3.2.4 Neighbourhood Designation**

Section 6.3 provides policy direction for potential development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 states:

"Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or

b) *In areas already characterized by taller buildings.*”

The proposed development is a low-rise building. The three-storey height of the proposed building fits into the existing context, where there a number of two and three storey buildings.

Policy 5 of Section 6.3.1 states:

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

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

The Subject Property is located one block from the Marier Corridor and a four minute walk away from the Beechwood Mainstreet Corridor. The Subject Property is located less than 100 meters from Optimiste Park. The Subject Property is a prime location for low-rise intensification. The proposed development will maintain the existing low-rise context.

Policy 1 of Section 6.3.2 states:

*“The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities.”*

It is proposed to consolidate three lots for the development of a low-rise apartment dwelling on the Subject Property. The consolidation of existing lots will allow for one low-rise building with a mix of one- and two-bedroom units rather than three individual apartment buildings with only one-bedroom units. The single building approach on the consolidated lots reduces the amount of area required for service elements such as stairs/elevators, mechanical rooms, and garbage rooms. This approach provides more space within the building to provide larger units with multiple bedrooms rather than smaller, one-bedroom units. The impact of the increased building mass is reduced by the design of the building. The change in building materials and façade articulation will break up the building into smaller blocks. These design elements, as well as the individual ground-floor entrances, create a more active street frontage and present the building as a ground-oriented, built form similar to townhouses or stacked townhouses.

### 3.2.5 Development Review Requirements

The Official Plan (2021) requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

#### Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 6 of Section 4.7.1 requires redevelopment applications to implement site, grading, building, and servicing design measures. As part of this application, a Grading and Drainage Plan has been completed by Novatech dated December 16, 2022.

Policy 8 of Section 4.7.1 requires proof of sufficient stormwater management and drainage system as a condition of Site Plan Control approval. A Stormwater Management Report and Servicing Brief has been completed by Novatech dated December 16, 2022. The report details the stormwater management for the proposed development.

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. A Pre-Development Drainage Plan and Post-Development Drainage Plan has been completed by Novatech dated December 16, 2022. City staff requested that a Site Servicing study and plan be included in the application. A Site Servicing Plan and Study have been completed by Novatech dated December 16, 2022.

#### Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by CM3 Environmental dated December 16, 2022. The report concluded that a Phase 2 ESA would be required to *“characterize soil and groundwater at the subject properties and assess the potential presence of contaminants of concern at the areas of potential environmental impact”*. A Phase 2 ESA was completed by CM3 Environmental dated December 20, 2022. The report concluded that *“the fill material is not contaminated or contaminating groundwater”* and recommends no further environmental assessment.

#### Relating to Section 10.2.1 – Noise

Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Noise/Vibration Study has been completed by State of the Art Acoustik Inc dated December 8, 2022. The report concluded that *“a detailed building component analysis and implementation of warning clauses were found to be not required as noise levels from the traffic noise sources*



*(Marier Avenue) were less than 55 dBA at the Plane of Window (POW) at each of the PORs and at the Outdoor Amenity Area.”*

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.**

#### **4.0 URBAN DESIGN GUIDELINES**

The City of Ottawa’s Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are not statutory documents and are intended to supplement the policies and regulation of the Official Plan and Zoning By-law.

#### **4.1 Urban Design Guidelines for Low-rise Infill Housing**

The Urban Design Guidelines for Low-rise Infill Housing were completed and approved by City Council in May 2012. These design guidelines are currently under review, with anticipated Council approval in 2023. The latest update, dated May 2022, was reviewed as part of this application. The guidelines provide urban design direction to all low-rise infill development within the Downtown Core, Inner Urban, Outer Urban, and Suburban Transects. The Subject Property is located within the Inner Urban Transect and proposes a low-rise infill development.

The primary objectives of the guideline are as follows:

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

The proposed development adheres to the objectives of the Urban Design Guidelines for Low-rise Infill Housing. The proposed development will enhance the streetscape by providing multiple entrances and plentiful windows and glazing along the front façade of the proposed building. The entrances along Ste. Cécile Street will lead to the ground-floor units, creating an active street frontage that is pedestrian-friendly. Stairs to the ground-floor entrances draw inspiration from neighbouring properties, a number of which have staircases leading to their front entrances. This design choice will allow the building to fit in with neighbouring dwellings. The principal entrance leading to the upper units of the building is at grade and is fully accessible. The building façade emphasizes the front doors and windows of the building, with parking located to the rear of the site.

The proposed development fits well within the neighbourhood context and respects the existing built form and character of the area. The proposed development is three storeys, which is

appropriate within the neighbourhood that is characterized by two and three storey buildings. The individual building entrances and the use of building materials and façade articulation break up the mass of the building by visually dividing the building into smaller sections with similar widths to neighbouring dwellings (as referenced in Guideline 3.2.6). Special attention is given to maintaining privacy for residents and neighbours. Privacy screens are provided on balconies to reduce overlook while the front balconies are tucked into the building. Abundant landscaping is provided in both the front and rear yard, with tree planting planned for the rear yard and along the street. Proposed landscape treatments will contribute to the public realm and make Ste. Cécile Street more pedestrian-friendly by providing shade and a soft edge between the public and private realms.

## 5.0 DESIGN BRIEF

Section 4.6 of the Official Plan sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the Official Plan (2021) in response to requirements identified by the Design Brief Terms of Reference and should be read in conjunction with the Design Brief from Project1 Studio that is included in the application.

### 5.1 Massing and Scale

The Official Plan (2021) emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighbouring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

*“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.”*

The proposed development is an appropriate scale for the Subject Property. The proposed development complies with all required setbacks and the maximum height provision for the zone. All soft landscaping requirements are also met. The proposed development effectively increases housing stock in the neighbourhood and is well-located near transit, cycling infrastructure, and commercial amenities. The three-storey height of the proposed development fits into the neighbourhood, where there are several properties between two storeys and three storeys. A number of the three storey buildings are also multi-unit residential properties similar to the proposed development. The use of façade articulation and change in materials helps break up the mass of the building to be more compatible with neighbouring properties. In combination with the individual entrances for ground-floor units, the proposed development will read as a ground-oriented form, compatible with the streetscape and neighbouring dwellings.

### 5.2 Building Design and Compatibility

The Official Plan (2021) recognizes the importance that building design can have on ensuring intensification remains compatible with the surrounding context.

Policy 7 of Section 4.6.6 states:

*“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 responds to the existing context of two and three storey buildings in the area by providing intensification with an appropriate low-rise built form. The use of neutral tones and a mix of brick and paneling materials reflects materials used on neighbouring buildings. The building incorporates design elements such as façade articulation and change in building materials to break up the building mass into smaller segments. The individual ground floor entrances and plentiful windows creates a more active streetscape and pedestrian realm. The proposed building replicates the features of ground-oriented forms such as a townhouse or stacked townhouse block, which will reduce any potential impacts of the built form on the streetscape and neighbouring dwellings.

### 5.3 Sustainable Design

The Official Plan strives to include innovative and sustainable design practices on sites throughout the City. Policy 1 of Section 4.6.4 states:

*“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”*

The proposed development promotes sustainability by encouraging the use of transit and active transportation. Residents will be able to walk, cycle, or take transit for their daily trips instead of driving. One resident parking space is provided. A total of 30 bicycle parking spaces are provided to encourage residents to use a bicycle to make their daily trips rather than a private motor vehicle.

## 6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 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;
2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home;*
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*

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.

A three storey, low-rise apartment dwelling is proposed for the Subject Property. The proposed development will allow for a mix of residential unit types while maintaining a low-rise built form that does not exceed four storeys. The proposed development is consistent with the purpose of the R4 zone.

Provision 1(c) of Section 161 lists “apartment dwelling, low rise” as a permitted use in the R4 zone. The proposed low-rise apartment dwelling is permitted in the R4 zone.

Table 1 below summarizes the applicable zoning provisions for the Subject Property.

**Table 1: Zoning Provisions for the Subject Property**

Zoning Provision	Required (Low-rise apartment)	Provided
Maximum Number of Units	8 units	30 units
Minimum Lot Width (m)	12 m	36.7 m
Maximum Lot Width (m)	38 m	36.7 m
Minimum Lot Area (m <sup>2</sup> )	360 m <sup>2</sup>	1117.6 m <sup>2</sup>
Maximum Lot Area (m <sup>2</sup> )	1070 m <sup>2</sup>	1117.6 m <sup>2</sup>
Maximum Building Height (m)	11 m	10.83 m
Minimum Front Yard Setback (m)	4.5 m	4.5 m
Minimum Corner Yard Setback (m)	4.5 m	N/A
Minimum Rear Yard Setback (m)	9.15 m (30% of lot depth and 25% of lot area)	9.15 m (30%)
Minimum Interior Side Yard Setback (m)	1.5 m	1.6 m / 3.3 m
Minimum Front Yard Landscaping (%)	40% (66 m <sup>2</sup> )	43% (70.6 m <sup>2</sup> )
Minimum Rear Yard Landscaping (%)	50% (167.9m <sup>2</sup> )	52% (176 m <sup>2</sup> )
Minimum Landscaped Area (%)	30% (335.3 m <sup>2</sup> )	34% (378.4 m <sup>2</sup> )
Minimum Driveway Width (m)	3 m	3 m
Maximum Driveway Width (m)	3.6 m	3 m
<b>Projections</b>		
Maximum Projection (Balcony)	1.2 m (Above the first storey)	0.9
<b>Parking Requirements</b>		
Minimum Parking Spaces	9 spaces (0.5 spaces per dwelling unit after the first 12 units)	1 parking space

Minimum Visitor Parking Spaces	1.8 spaces (0.1 spaces per dwelling unit after the first 12 units)	2 parking spaces
Maximum Visitor Parking Spaces	30 spaces	2 parking spaces
Minimum Bicycle Parking Spaces	15 spaces (0.5 spaces per dwelling unit)	30 spaces

The proposed development complies with the required front yard, interior side yard, and rear yard setbacks, as well as the maximum building height and minimum landscaping provisions. The proposed development requires relief from the Zoning By-law to permit a maximum of 30 dwelling units, an increased lot area, and a reduced minimum parking space requirement.

Section 65 of the Zoning By-law regulates permitted projections into required yards. The provision states that “on a lot with a depth of between 23.5 m and 30.5 m, where the rear lot line abuts an R1, R2, R3, or R4 zone, the maximum projection is 1.2 m above the first floor.” The proposed development includes balconies in the rear yard above the first storey. These balconies project 0.9 meters into the rear yard. The proposed balconies conform with the provisions of the Zoning By-law.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Residential Fourth Density zone and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250.**

## 7.0 PROPOSED ZONING BY-LAW AMENDMENT

73-83 Ste. Cécile Street is currently zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa’s Zoning By-law 2008-250. Sections 161 and 162 set out the provisions for the R4-UA zone. The proposed development will not be in conformity with all provisions of the Zoning By-law. The following site-specific zoning provisions are requested through the Zoning By-law Amendment application.

### Proposed Site-Specific Provisions

The following site-specific relief is requested on the Subject Property.

- To permit 30 units in a low-rise apartment building, whereas the R4-UA zone permits a maximum of 8 units.
- To permit an increased maximum lot area of 1117.6 m<sup>2</sup>, whereas Table 162A, Row 12 of the Zoning By-law permits a maximum lot area of 1070 m<sup>2</sup>.
- To permit 1 resident parking space, whereas Table 101 of the Zoning By-law requires a minimum parking space provision of 9 resident parking spaces.

### Increased Number of Dwelling Units in a Low-rise Apartment

The R4-UA zone permits a low-rise apartment building with a maximum of eight units per lot. Relief from the provision of the Zoning Bylaw is required to permit a low-rise building with 30 units. The Subject Property consists of three lots that are each zoned R4-UA. A low-rise apartment with eight units is permitted on each of these three lots, resulting in a combined total of 24 dwelling



units that could be constructed on the existing lots. The proposed development will consist of 30 units, representing an increase of six dwelling units compared to what would be permitted on the individual lots. An increased number of residential units is supported by the Subject Property's proximity to active transportation and public transit.

The proposed development is a more appropriate form of intensification on the Subject Property than three individual low-rise apartment dwellings. The proposed single building will reduce the amount of area required for service elements such as stairs/elevators, mechanical rooms, and garbage rooms. By reducing service areas, more space is available for a variety of unit sizes, including two-bedroom units rather than three buildings with only one-bedroom units.

The single building will result in a larger lot size than the three individual buildings permitted as-of-right. Three individual low-rise apartment buildings on the existing 372.1 square meter lots would not be subject to the following provisions:

- *“Except for a lot less than 450 square meters in area in the R4-UA, R4-UB, R4-UC, and R4-UD zones, thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development than contains any one or more of these dwelling types.”* (Subsection 161(8))
- *“In the case of a Low-rise Apartment Dwelling or Stacked Dwelling in the R4-UA, R4-UB, R4-UC, and R4-UD zones (Subsection 161(16))*
  - (b) In the case of a lot of 450 square meters or greater*
    - (i) at least 25% of dwelling units must have at least two bedrooms;”*

Each of the existing lots would be less than 450 square meters in area. Three individual low-rise apartment buildings on the existing lots would not be required to provide 30% landscaped area. The proposed development will have a lot area of 1117.6 square meters and **will** be subject to provisions of the Zoning By-law for minimum landscaped area. A total of 50 square meters of landscaped area per lot would be required for individual low-rise apartments on the existing lots. The rear yard landscaping requirement for the proposed development is 50% of the rear yard, or 167.9 square meters. The proposal for a single low-rise apartment dwelling will result in a more desirable development on the Subject Property, with a greater amount of soft landscaping than what is required for three individual low-rise apartments.

Three individual low-rise apartments on the existing lots would not be required to provide 25% of dwelling units having at least two bedrooms. The proposed development of a single low-rise apartment dwelling **would** be required to provide 25% of dwelling units having at least two bedrooms. The proposed development will contain 12 two-bedroom unit, which exceeds the minimum requirement. The proposal for a single low-rise apartment dwelling will result in a more desirable development on the Subject Property, with more two-bedroom units than provided by three individual low-rise apartments.

The proposed development complies with all setback provisions and the Subject Property has adequate lot area to accommodate the larger building footprint. Despite the increased number of units and the larger building mass, the proposed development has been designed to reduce the impact on neighbouring dwellings and the streetscape, ensuring it remains compatible with the neighbourhood. The change in building materials, façade articulation, and individual ground-floor entrances break up the building into smaller blocks and provides a building design that replicates

the features of ground-oriented forms such as townhouses or stacked townhouses. The building height is appropriate for the neighbourhood, as there are a number of two and three storey buildings within proximity to the Subject Property (see Figure 16). The increased number of dwelling units will better utilize the Subject Property, while the building design helps reduce the impact of the increased units.

**Figure 16: Examples of two to three storey buildings in the neighbourhood**



**Increased Maximum Lot Area**

A maximum lot area of 1070 square meters is permitted in the R4-UA zone. The Subject Property has a lot area of 1117.6 square meters and consists of three equally sized lots with lot areas of around 372.5 square meters each. The proposed lot area is 47.6 square meters larger than the maximum lot area permitted in this zone. An increase to the maximum permitted lot area by 47.6 square meters is minor in nature and will not result in any impacts on neighbouring properties or the streetscape, while allowing for appropriate intensification of the Subject Property.

**Reduced Parking**

Table 101 (Area “X” – Schedule 1A) of the Zoning By-law requires nine resident parking spaces to be provided on the Subject Property. Relief from the provision of the Zoning By-law is required to reduce the number of parking spaces from nine to one, a reduction of eight parking spaces. The impact is mitigated by proximity to transit and cycling infrastructure as well as a number of commercial amenities within walking distance of the Subject Property. The Subject Property is a four-minute walk away from frequent bus service along Beechwood Avenue, which provides access to the Downtown Core within less than 15 minutes. Bicycle lanes are also available along Beechwood Avenue. Despite the proposed development providing less than the required number

of vehicle parking spaces, the proposal includes 30 bicycle parking spaces, which exceeds the minimum requirement of 15 spaces. The proposed development will provide a bicycle parking space for each dwelling unit, which will incentivize residents to ride their bicycles to complete their daily trips rather than driving.

## **Conclusion**

To facilitate the proposed development of a low-rise apartment building on the Subject Property, this application requests site-specific relief from the zoning provisions to permit 30 units in a low-rise apartment, to increase the maximum permitted lot area, and to reduce the minimum required resident parking spaces.

The proposed development will allow for intensification on the Subject Property. The proposed single building will provide a greater number of dwelling units and two bedroom units, as well as a greater amount of soft landscaping than the three individual low-rise apartments permitted as-of-right. The proposed development is a more desirable and efficient use of land than three separate low-rise apartment dwellings. The requested relief is appropriate to facilitate the proposed development of a low-rise apartment dwelling on the Subject Property.

## **8.0 PUBLIC CONSULTATION STRATEGY**

### **Prior to Submission**

A formal pre-application consultation meeting was held with City staff on September 23, 2022. Comments from the Vanier Community Association were received and taken into consideration when preparing these applications.

### **Upon Submission**

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

### **Virtual Open House**

<b>Who:</b>	Residents of the community
<b>Where:</b>	The Open House may be held electronically via Zoom, subject to the necessary COVID-19 protocols.
<b>When:</b>	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning Committee.
<b>City rep:</b>	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.

**Follow up:** Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be considered by Planning Committee.

## 9.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a three-storey residential building at 73-83 Ste. Cécile Street. The proposed development will consist of 30 dwelling units. One resident parking space and two visitor parking spaces will be provided and will be located to the rear of the property, accessed through a driveway on the south side of the property. 30 bicycle parking spaces will be provided.

The Subject Property is designated Neighbourhood in the Inner Urban Transect in the City of Ottawa Official Plan (2021). The Subject Property is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250.

The proposed development is appropriate to support the growth and development of the settlement area of the City of Ottawa. The proposal meets the housing and intensification goals of the Provincial Policy Statement by adding 30 dwelling units to the urban area. The proposed development is well located to accommodate increased density, as it is located within walking distance to the Marier Avenue Minor Corridor and the Beechwood Avenue Mainstreet Corridor. Transit and bicycle infrastructure, as well as local commercial amenities, are available within walking distance along Beechwood Avenue. The proposed Minor Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The Minor Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2021). The proposal conforms with the Neighbourhood designation and meets the City's intensification goals by providing additional dwelling units in a low-rise built form. The proposed development effectively uses the Subject Property to provide a number of one and two bedroom units, while providing an abundance of soft landscaping. The requested Minor Zoning By-law Amendment establishes appropriate zoning provisions for the proposed low-rise apartment building and permits development that is compatible with the surrounding uses.

The Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

Yours truly,

**NOVATECH**

Prepared by:



Simran Soor, M. Pl  
Planner

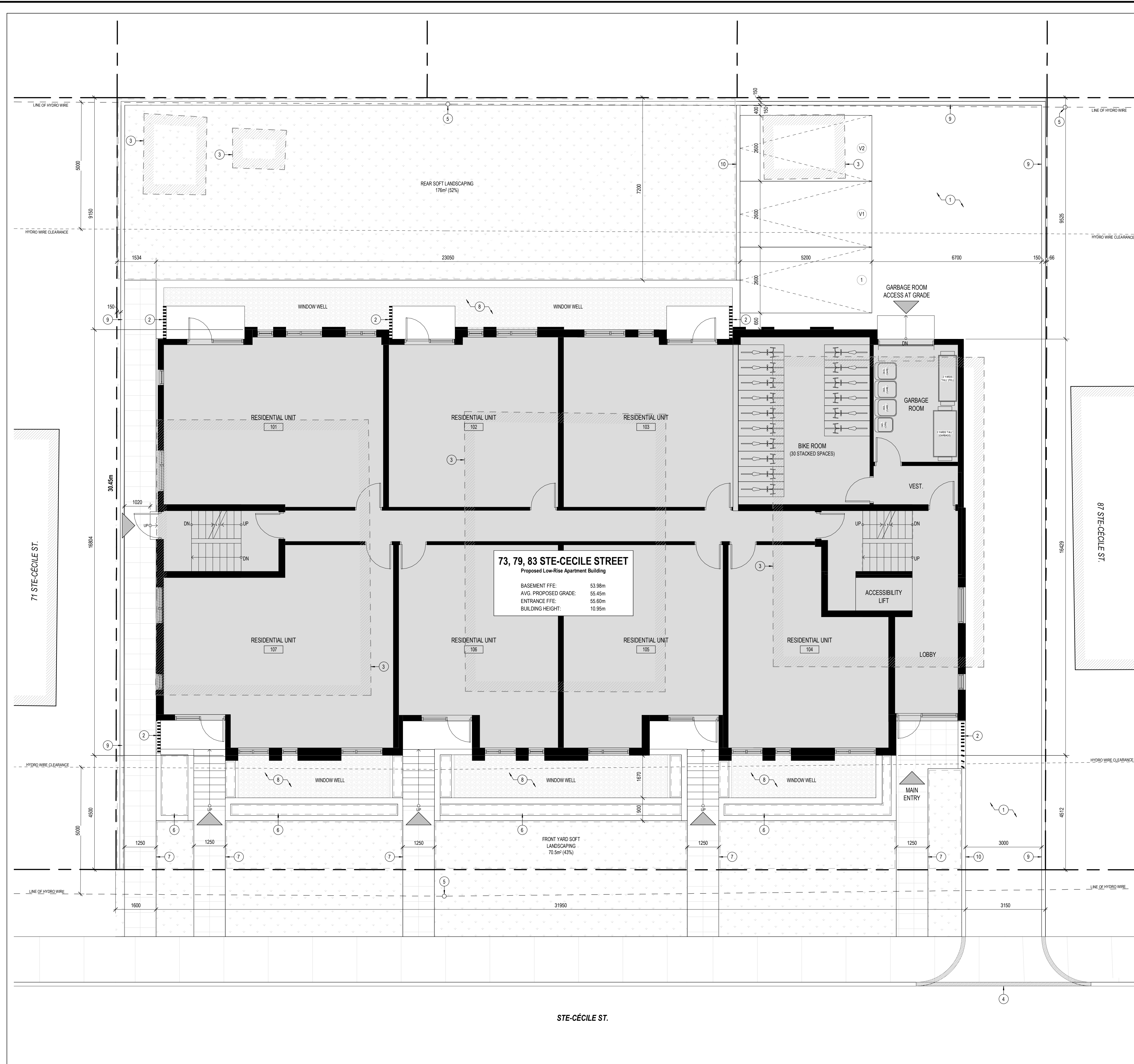
Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development

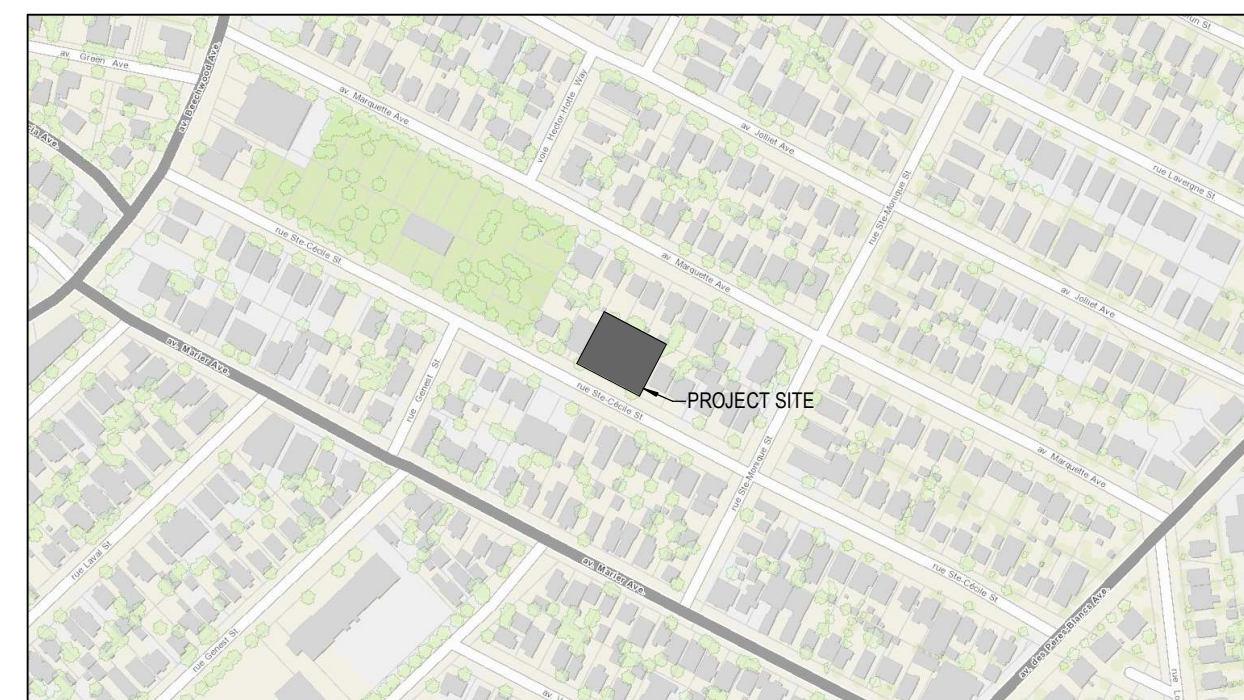


Appendix A:  
Site Plan



**73, 79, 83 STE-CECILE STREET**  
Proposed Low-Rise Apartment Building

BASEMENT FFE:	53.96m
AVG. PROPOSED GRADE:	55.45m
ENTRANCE FFE:	55.60m
BUILDING HEIGHT:	10.95m



**2 LOCATION PLAN**  
SP-01 SCALE: 1 : 1

Site Statistics		
Zoning Designation:	R41A	
Lot Width:	36.7m	
Total Lot Area:	1117.6m²	
Average Existing Grade:	55.45m	
Gross Floor Area:	518.5m²	

Proposed Development - 30 Unit Low-Rise Apartment		
Zoning Mechanism	Required	Provided
Minimum Lot Width 162(a)	12m	36.7m
Minimum Lot Area 162(a)	360m²	1117.6m²
Min. Front Yard Setback 162(a)	4.5m	4.5m
Min. Interior Side Yard Setback 162(a)	1.5m	1.5m
Min. Rear Yard Setback 162(a)(ii)	9.15m (30% of Lot Depth)	9.15m
Maximum Building Height 162(a)	11m	10.83m
Parking Space Rates 101 (Sch. 1A - Area X)	9 Spaces 0 spaces for first 12 units - Section 101(3) 0.5 spaces / unit for 18 units - Table 101(R11-I)	1 Space
Minimum Visitor Parking Rates 102 (Sch. 1A - Area X)	2 Spaces 0 spaces for first 12 units - Section 102(2) 0.1 spaces/unit for 18 units - Table 102(II)	2 Spaces
Bicycle Parking Rates Table (Sch. 1 - Area B)	15 Spaces 0.5 spaces/unit for 30 units [11A(b)(i)]	30 Spaces
Landscaped Area 161 (B)	335.3m² 30% of Lot Area (1117.6m²)	378.4m² (34%)
Rear Yard Soft Landscaping 161 (15)(a)(ii)	167.9m² 50% of Rear Yard (335.8m²)	176m² (52%)
Front Yard Soft Landscaping Table 161	66m² 40% of Front Yard (165.2m²)	70.6m² (43%)
Minimum 2-Bedroom Unit Rates 161 (15)(b)(i)	9 Units Min. 25% of Total Units (30)	12 Units (40%)
Front Façade Minimum Glazing 161 (15)(c)	89.9m² 25% of Front Façade (359.4m²)	153.1m² (43%)
Façade Articulation / Balconies 161 (15)(iv)	71.5m² At least 20% of the area of the front façade must be recessed an additional 0.6m from the front setback line	114.2m² (32%)

**3 ZONING**  
SP-01 SCALE: 1 : 1

- 1 ASPHALT
- 2 PRIVACY PANEL
- 3 EXISTING STRUCTURE TO BE DEMOLISHED
- 4 DEPRESSED CURB
- 5 EXISTING UTILITY POLE
- 6 RAISED PLANTING BED
- 7 INTERLOCKING PAVERS
- 8 PEA GRAVEL
- 9 PROPOSED RETAINING WALL
- 10 PROPOSED CURB

TOPOGRAPHIC PLAN OF SURVEY OF LOTS 85, 86 AND 87 REGISTERED PLAN M-27 CITY OF OTTAWA  
FARLEY, SMITH & DENIS SURVEYING LTD. 2022

**4 SURVEY INFO**  
SP-01 SCALE: N.T.S.

**5 KEYNOTE LEGEND**  
SP-01 SCALE: N.T.S.

GENERAL ARCHITECTURAL NOTES:

- This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
- Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
- Upon notice in writing, the Architect will provide written clarification or supplementary information regarding the intent of the Contract Documents.
- The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
- Positions of proposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
- These documents are not to be used for construction unless specifically noted for such purpose.

**1 ISSUED FOR SITE PLAN CONTROL** 2022-12-16  
**ISSUE RECORD**



**73-83 CECILE ST**  
73-83 Ste-Cécile St  
Ottawa, ON

PROJ	SCALE	DRAWN	REVIEWED
2221	NOTED	BH	RK

**SITE PLAN**

**SP-01**

**1 SITE PLAN**  
SP-01 SCALE: 1 : 75