

FOTENN

342 ROOSEVELT



November 28, 2024

Planning Rationale Addendum

Zoning By-law
Amendment and Site
Plan Control

Prepared for:



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1.0 INTRODUCTION

Fotenn Consultants Inc., acting as agents for Concorde Properties, is pleased to submit the enclosed Planning Rationale Addendum in support of the revised Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 342 Roosevelt Avenue in the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property

The subject property is located at 342 Roosevelt Avenue, at the northern end of Roosevelt Avenue in Ottawa’s Westboro neighbourhood. The site is located approximately 265 metres north of Richmond Avenue and 200 metres northeast of the upcoming Kichi Zibi rapid transit station, along Ottawa’s east-west, grade separated rapid transit corridor. Roosevelt Avenue is a dead-end street and ends near the subject property’s location.

The subject property is on an irregular shaped lot and has a site area of 646.7square metres, with approximately 27.3 metres of frontage along Roosevelt Avenue. The subject property is currently occupied by a two (2) storey detached dwelling. Vehicular access to the site is provided by way of a driveway that connects to Roosevelt Avenue.

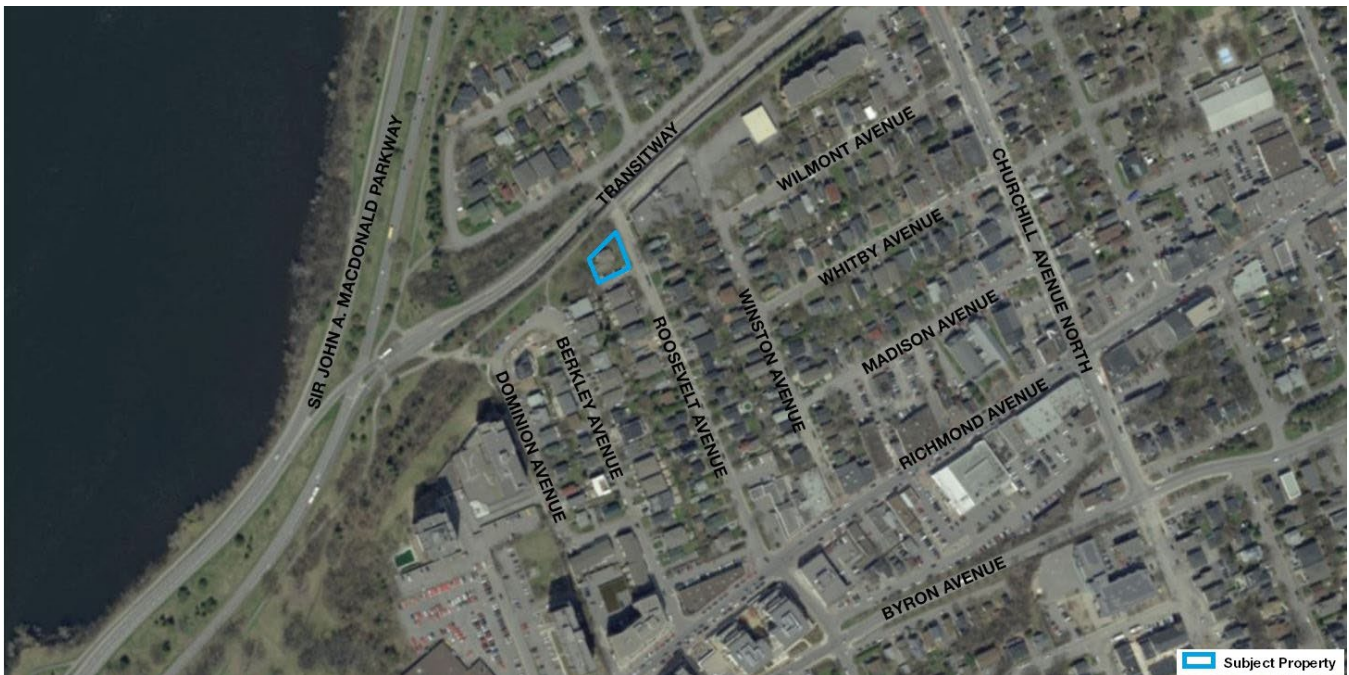


Figure 1: Aerial view of the subject property and its surroundings

2.2 Area Context

The surrounding area is characterized by a mix of land uses such as single family dwellings, semi-detached dwellings, low rise apartment buildings, and parks. The subject property fronts onto Roosevelt Avenue, which connects to Richmond Road (designated as an Arterial Road on Schedule E of the Official Plan) and continues

further south until just north of Highway 417. Richmond Road provides access to a range of daily goods and services, employment opportunities and residential communities, and connects directly to the Central Area of the City of Ottawa to the east.

NORTH: To the north of the subject property is the LRT Corridor, over which a pedestrian bridge provides connection to a residential community consisting of detached dwellings and Westboro Beach along the Ottawa River. Further north is the Kichi Zibi Mikan Parkway which runs adjacent to the Ottawa River and connects to Island Park Drive. Island Park Drive directly leads to Champlain Bridge, which goes over the Ottawa River and connects the provinces of Quebec and Ontario.

EAST: Directly to the east of the subject property, across Roosevelt Avenue, is a single storey commercial building that is zoned R5B[2772] S454, which permits the construction of a twelve (12) storey high-rise apartment building. Further east are a variety of low and mid-rise residential buildings, ranging from one (1) to four (4) storeys.

SOUTH: To the south of the subject property, along Roosevelt Avenue, is a vacant lot beyond which lies a mix of single detached and semi-detached residential dwellings. The site is located about a five (5) minute walk away from Richmond Road, which offers a range of uses including offices, cafes, restaurants, grocery stores, clothing stores, banks, a funeral home and a pharmacy; most of these uses are located in low-rise buildings. Several mid-rise residential mixed-use developments have also developed along Richmond Road. Between Richmond Road and Highway 417 (approximately 1.7 kilometres south) lies a residential neighbourhood that includes several schools and public amenities such as Nepean High School, Broadview Public School, Westboro Badminton Club, Westboro Community Centre, Dovercourt Recreation Association, Hampton Park, Notre Dame High School, Tillbury Park, Byron Park, and McKellar Park.

WEST: Immediately west of the subject property is a vacant lot that is owned by the City of Ottawa. Further west are a pathway and open space along the Kichi Zibi Mikan Parkway, several mid-to-high rise residential developments, some office spaces, and the Kichi Zibi rapid transit Station, which connects the neighbouring area to communities west and east of Westboro along the LRT Corridor.

2.3 Community Amenities

The site's location in the Westboro neighbourhood corresponds to its proximity to a wide range of amenities located within one (1) kilometre of the site including:

- / Kichi Zibi and Westboro LRT Stations;
- / Westboro Beach;
- / Cycling and pedestrian pathway along Kichi Zibi Mikan Parkway
- / Highland Park Lawn Bowling Club;
- / Churchill Alternative School;
- / Churchill Seniors Centre;
- / First United Church/All Saints Anglican Church;
- / Ottawa Gymnastics Centre; and
- / Roy Duncan Park.

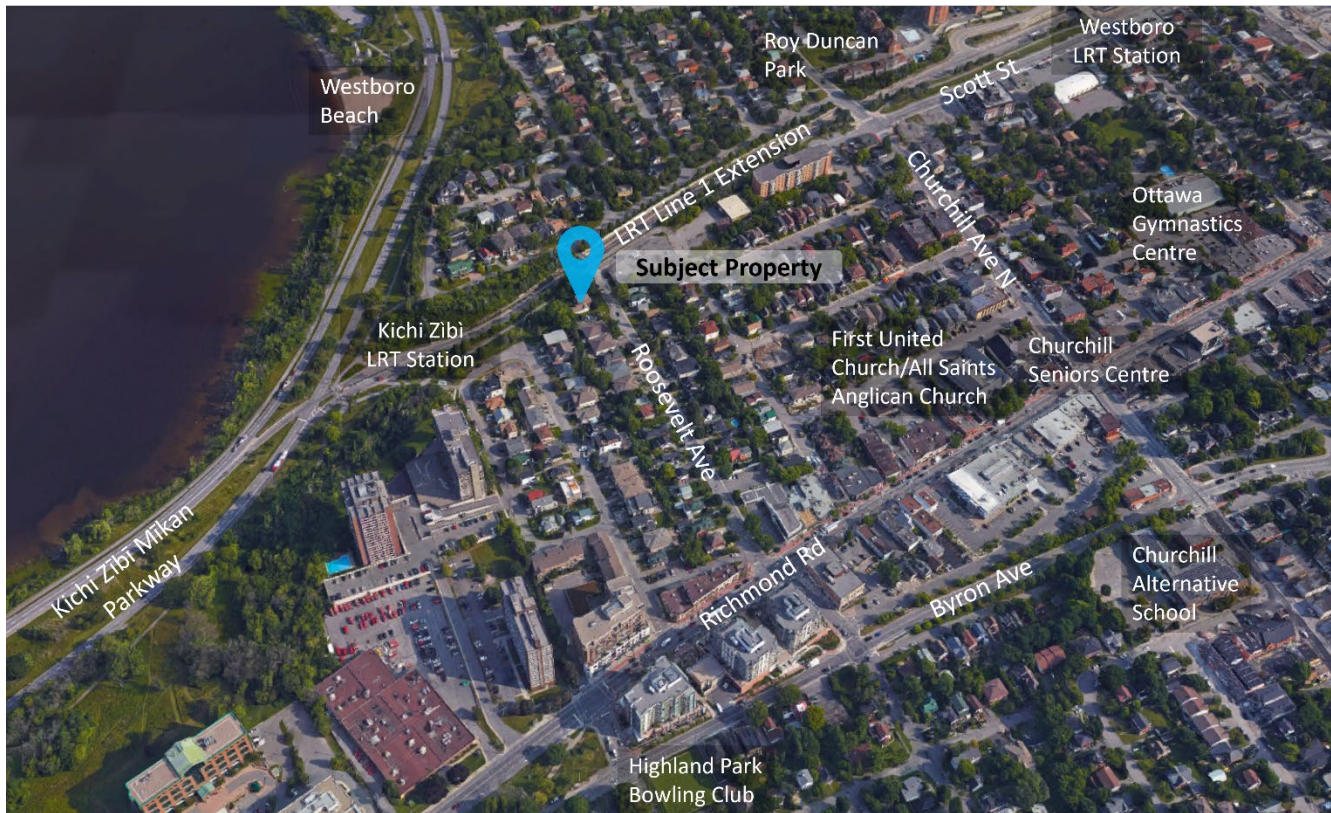


Figure 2: Area context with nearby amenities

2.4 Transportation Network

2.4.1 Road Network

The subject property is located on Roosevelt Avenue, a north-south local street that extends from just south of the LRT Right-of-Way to Richmond Road. Richmond Road is identified as an existing Arterial Road on Schedule C4: Urban Road Network of the City of Ottawa's Official Plan (Figure 3). This road spans from the Rideau River in the east and becomes Richmond Road, Robertson Road, and Hazeldean Road in the City's West end. Arterial Roads are major roads in the City that carry large volumes of traffic over long distances. They function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but to serve pedestrians, public utilities, cyclists and public transit buses.

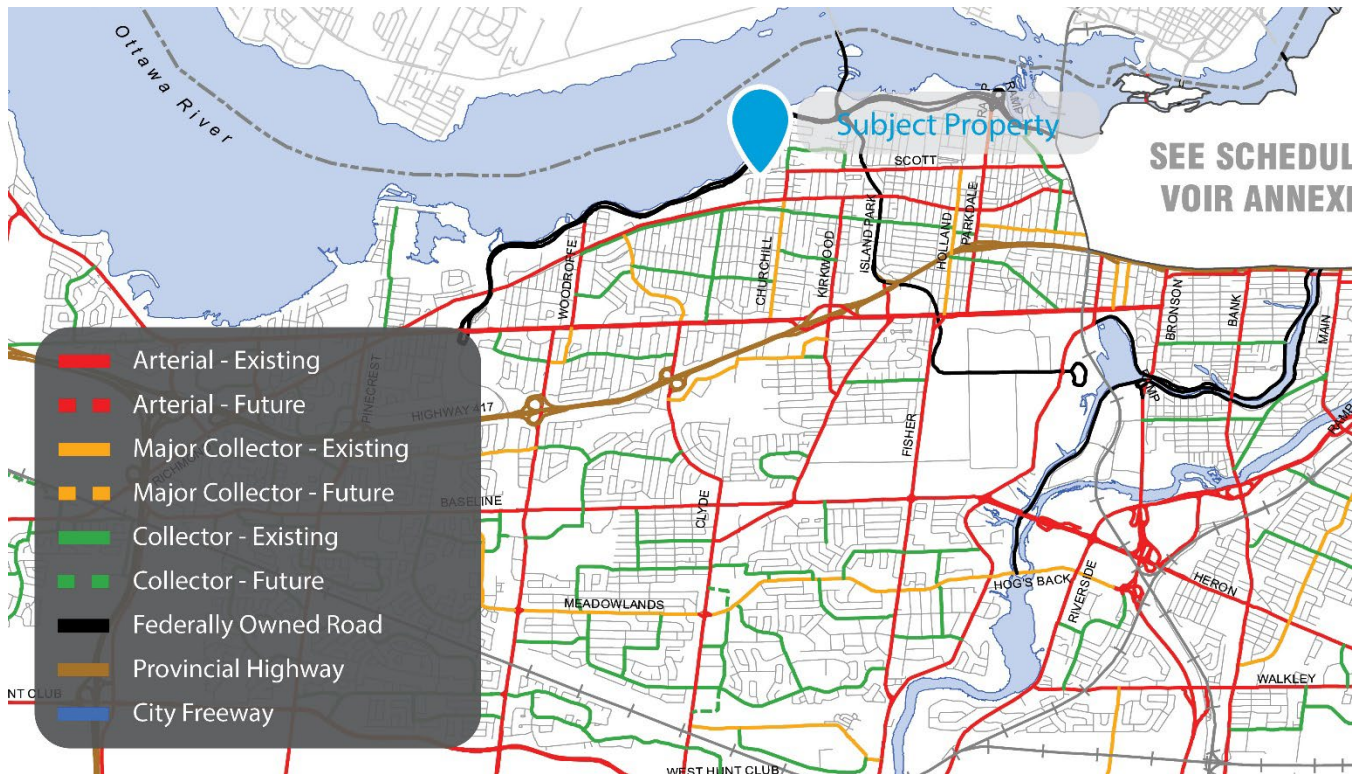


Figure 3: Excerpt from Schedule C4: Urban Road Network of the City of Ottawa's Official Plan

2.4.2 Public Transit

The subject property is located in close proximity to local and rapid public transit. Kichi Zibi Station, which is approximately 200 metres west, accommodates multiple bus routes that run along the Transitway. There are also bus stops at the intersection of Richmond Road and Roosevelt Avenue that connect to local bus routes, which travels in an east-west direction along Richmond Road.

Kichi Zibi Station is one of the two stations in Westboro currently being converted to a light-rail transit system, as part of the City's Stage 2 LRT expansion plans. Given that the subject property is within 600 metres of current and future public transit, certain uses, including residential uses, are subject to lower parking space rates under the Comprehensive Zoning By-law.

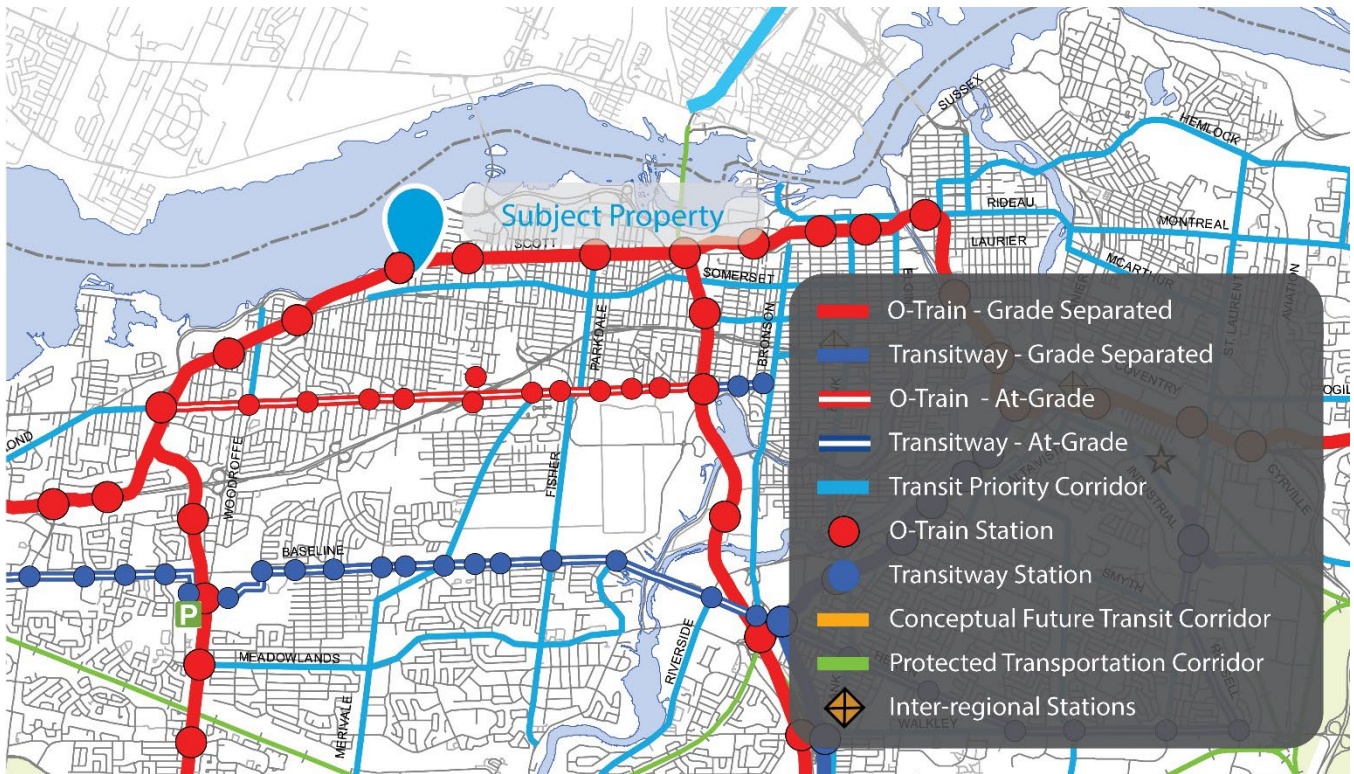


Figure 4: Schedule C2 – Transit Network – Ultimate of the City of Ottawa’s Official Plan

2.4.3 Cycling

As per Schedule C3 - Active Transportation Network - Urban - Major Pathways Network of the City’s Official Plan, the subject property is located near some existing and future routes that are or will be part of the City’s future cycling network. Roosevelt Ave, the road on which the subject property is located, is a designated cycling route, as are Richmond Road and Scott Street. There is also a direct cycling connection between the site and an off-road cycling route along the Kichi Zibi Mikan Parkway that extends far to the west and to the east, providing cycling access to many sites around the city including the downtown core.

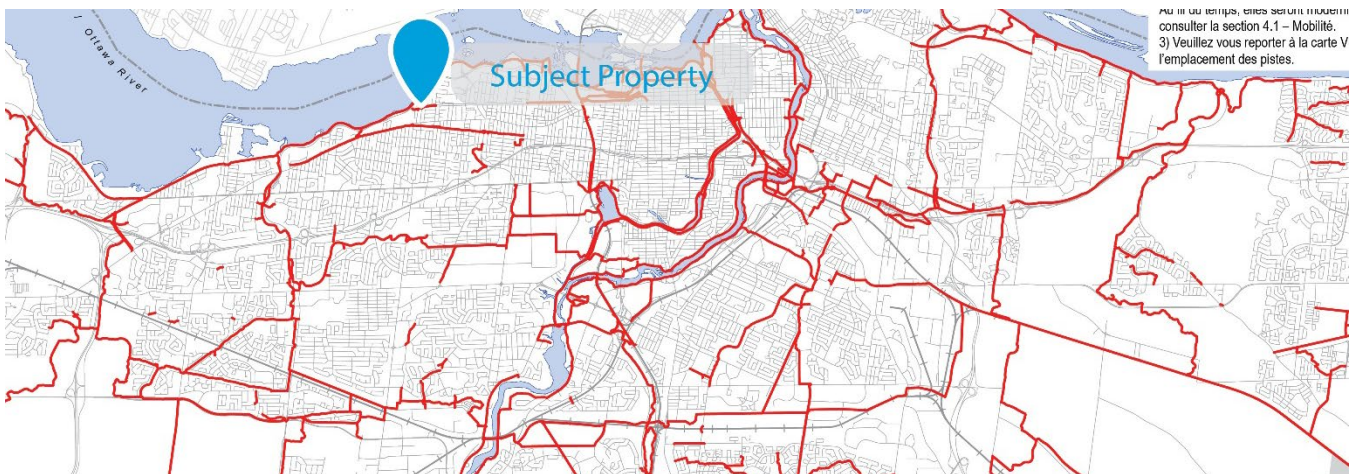
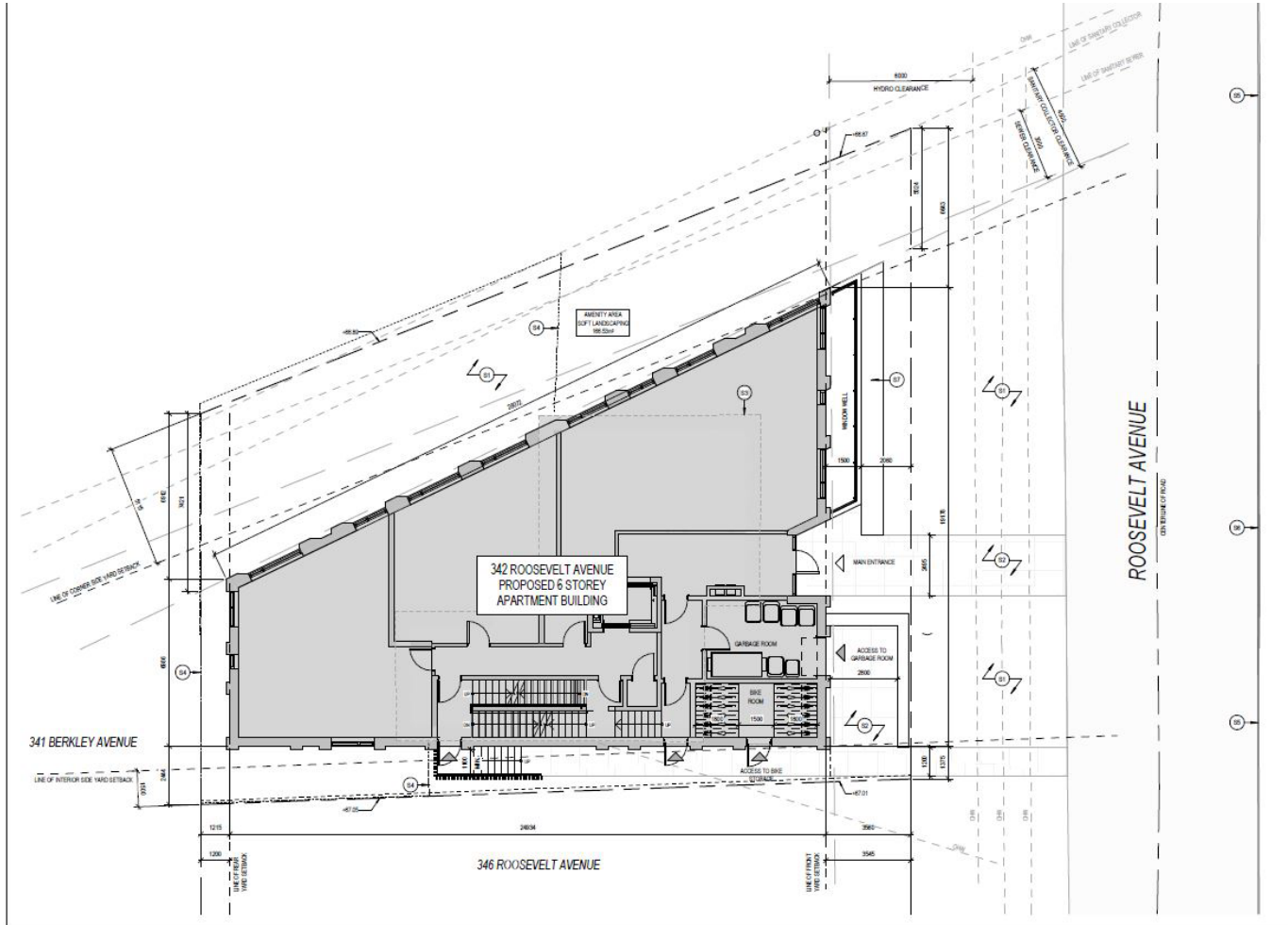


Figure 5: Schedule C3 - Active Transportation Network - Urban - Major Pathways of the City of Ottawa’s Official Plan

3.0 PROPOSED DEVELOPMENT

Concorde Properties is proposing to construct a six (6) storey mid-rise apartment building containing twenty-five (26) residential units on the subject property. This proposal will contribute to increasing residential densities and broadening housing options in the Westboro area. An image of the proposed site plan is provided below.



1 SITE PLAN
SP-01 SCALE: 1:100

3.1 Setbacks

The proposed building setbacks are as follows:

- / 3.5 metres (front);
- / 1.2 metres (rear);
- / 1.2 metres (south side yard); and
- / 5.1 metres (north side yard).

The 5.1 metre north side yard setback is particularly large so as to accommodate a required setback from a major city watermain that was constructed along the subject property line without acquiring easements for maintenance from the owner.

3.2 Materiality

The massing of the proposed building consists of a variety of materials including glass, brick and aluminum paneling. The overall design of the facades is broken up with a purpose driven strategy. The first two (2) floors consist of brick masonry. The third floor and above is defined by a light black & grey panelling and the use of dark grey cornice lines to differentiate from the lower two floors and reduce the perception of building mass. The facades include large windows. The residential entrance fronts Roosevelt Avenue to provide clear connections and to increase its prominence to the public realm.



3.3 Units and Internal Elements

The proposal envisions a total of 25 residential units. The anticipated distribution of unit types is as follows:

- / Twelve (12) two-bedroom units;
- / Fourteen (14) one-bedroom units;
 - o Seven (7) of which include a den.

Bicycle parking and garbage storage are included internal to the building on the first level. Indoor and outdoor amenity space is included on the rooftop of the proposed building.

3.4 Parking

The proposed development was designed with the relevant transit-related policy documents in mind. The proposal looks to advance the City's transit-oriented development strategy by providing a transit-supportive land use within a short distance of Kichi Zibi Station. For this reason, the proposed development will consist of zero resident and visitor parking spaces. Bicycle parking over the required minimum under the Zoning By-law will be provided to the property's users.

3.5 Landscaping

The plan maximizes the space available for landscaped amenity area along the north interior lot line adjacent to the LRT corridor. The provided amenity space in the north side yard consists of soft landscaping, and has an area of 166.53 square metres. There will also be soft landscaping along the southern side yard, the rear yard, and in the front yard, along the right of way adjacent to Roosevelt Avenue. This landscape treatment will integrate the proposed development within the character of the residential nature of Roosevelt Avenue.



Figure 6: Excerpt from the site plan of the proposed development at 342 Roosevelt Avenue

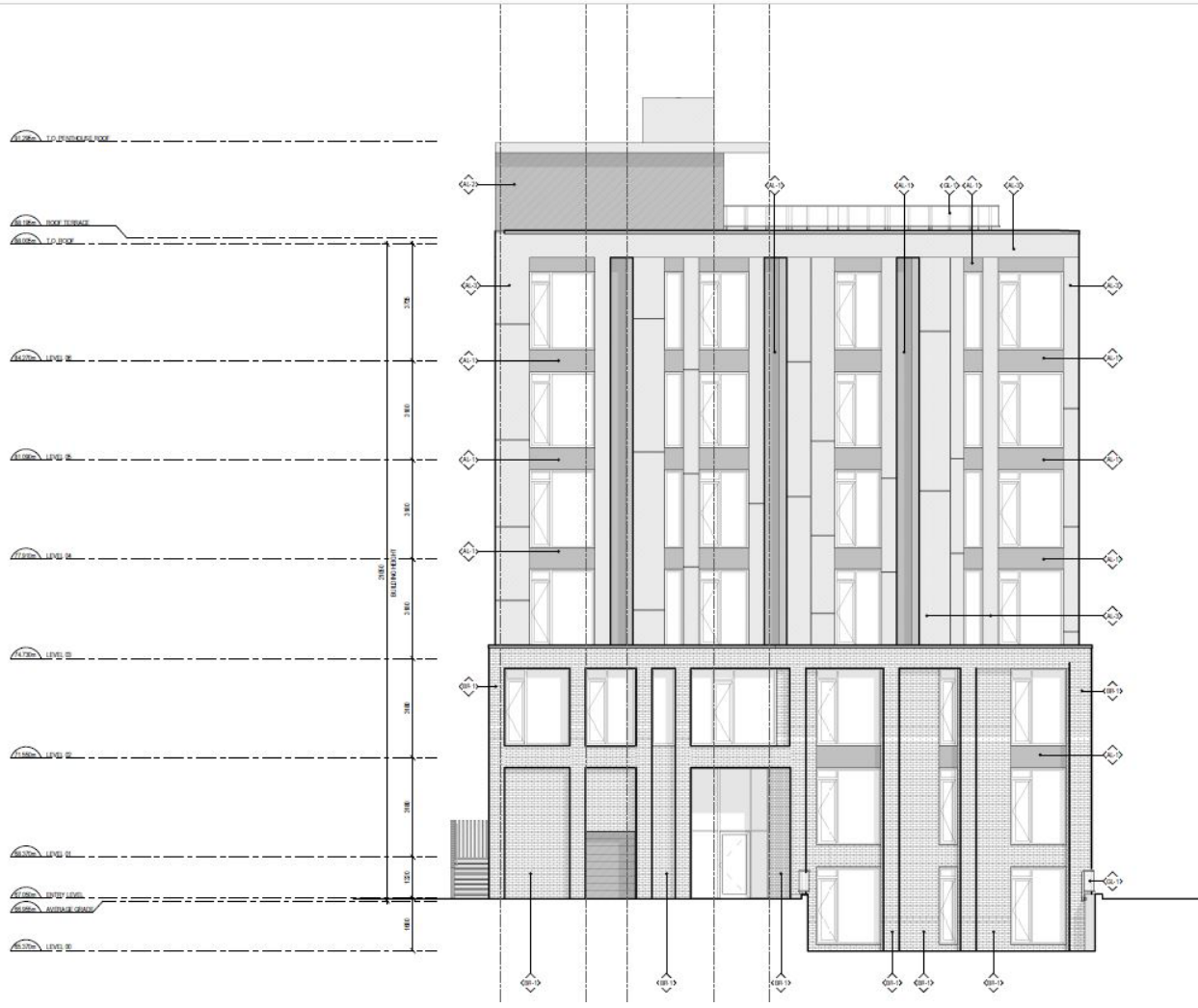


Figure 7: Massing Model – East Elevation



Figure 8: Massing Model – South Elevation

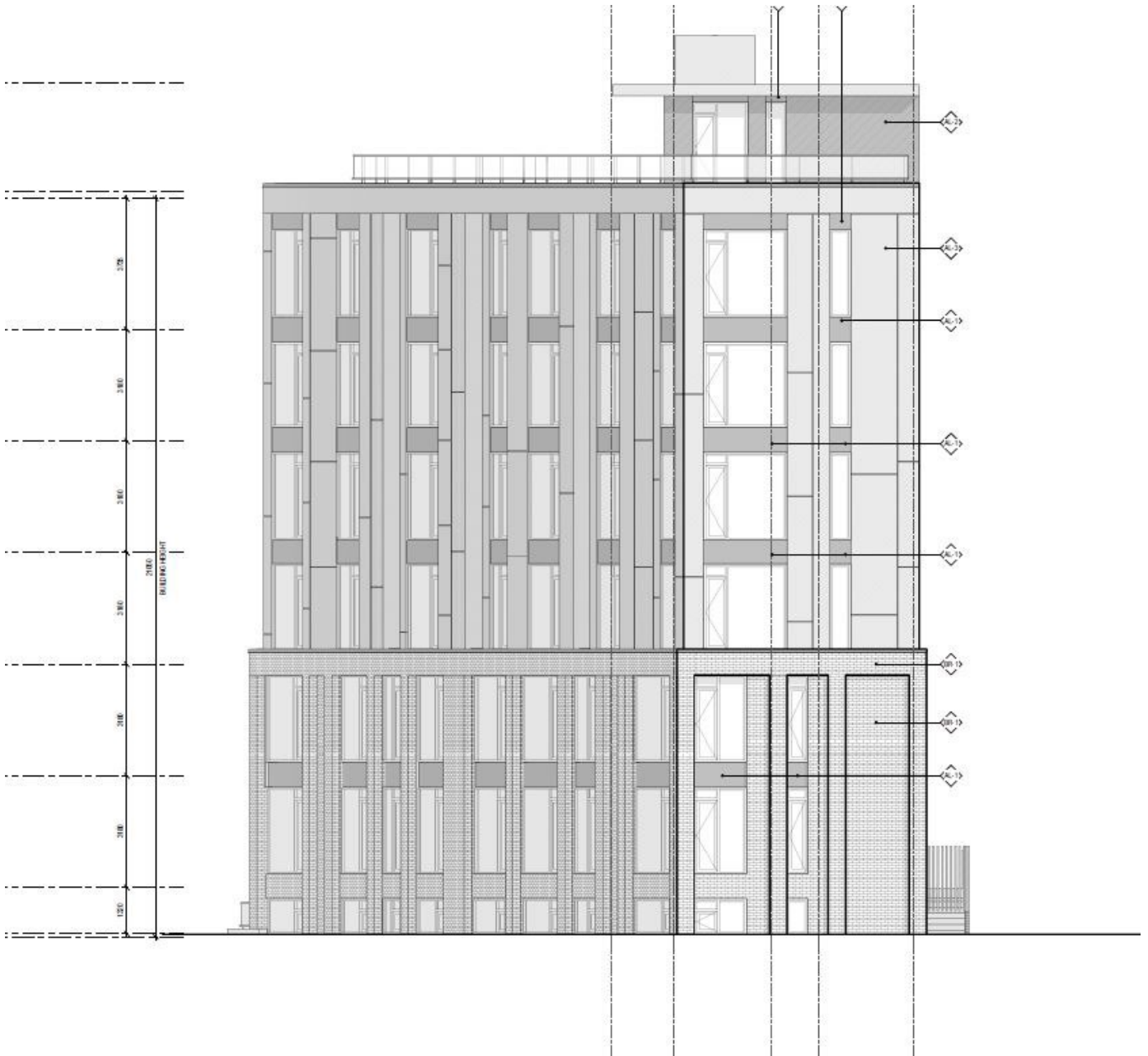


Figure 9: Massing Model – West Elevation

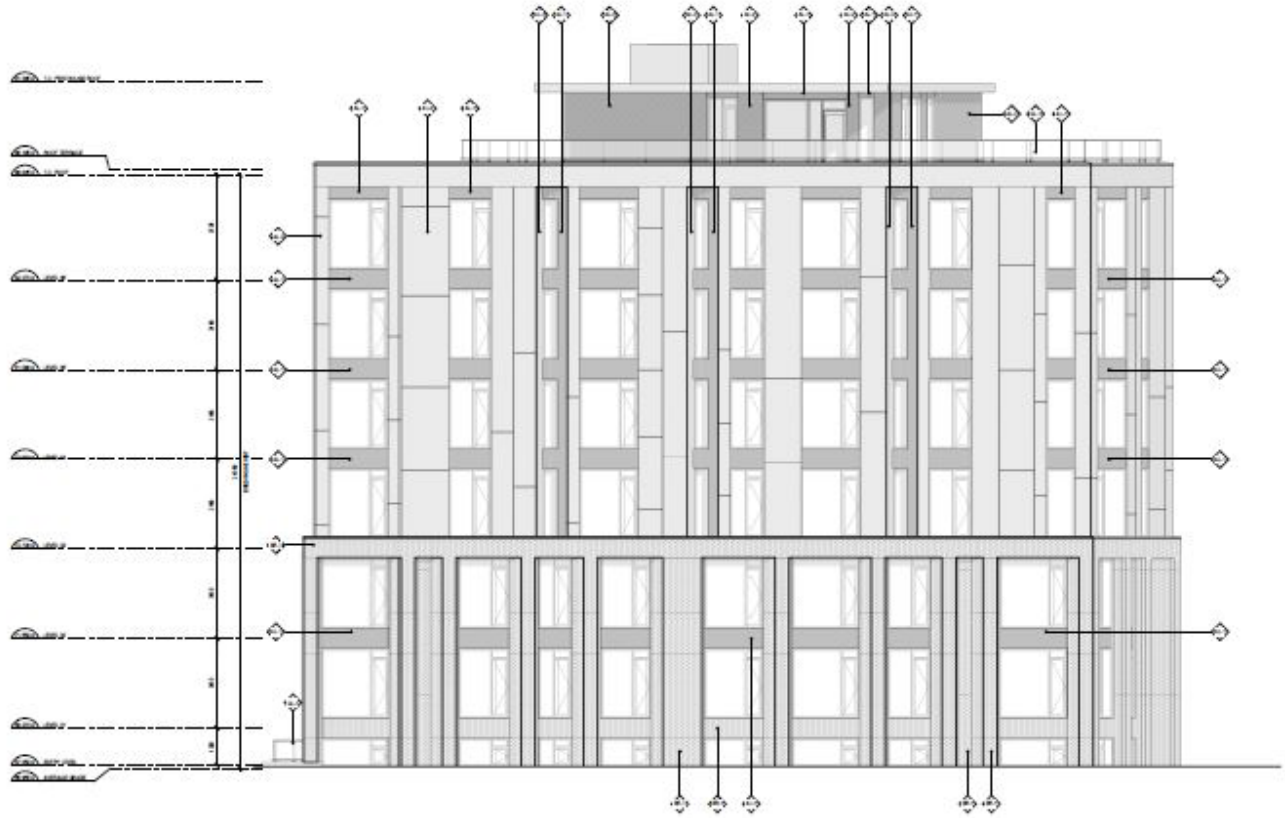


Figure 10: Massing Model – East Elevation



Figure 11: Cross section of the proposed development at 342 Roosevelt Avenue

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces.

Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

The policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to redevelop an area that is located within the City of Ottawa’s Urban Area, within an existing built-up area and existing rapid and active transportation infrastructure. The proposal provides for a range of housing options which are consistent with the surrounding established community. The proposed development is consistent the Provincial Policy Statement (2024) in that:

- / The redevelopment capitalizes on an opportunity for increased utilization of an underutilized site within the City’s built-up area where services are readily available.
- / The proposal will intensify a site situated in proximity to employment, rapid transit and other amenities contributing to the creation of complete communities and development patterns that are more sustainable over the long term.
- / The proposal promotes the use of active transportation and transit.

4.2 City of Ottawa Official Plan (2002, As Amended)

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046 when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and sets out the policies to guide its development and growth.

4.2.1 Transect, Designation, and Overlay

The subject site is within the “Inner Urban Core” Transect and designated as “Neighbourhood” and subject to an Evolving Neighbourhood Overlay per Schedule B2 – Inner Urban Transect.

4.2.2 Inner Urban Core Transect

The Inner Urban Core Transect is the area surrounding the Downtown Core Transect. The neighbourhoods within the Transect are established communities reflecting suburban characteristics. The Official Plan seeks to prioritize active and public transit linkages to and through the Inner Urban Transect and provide additional direction to Neighbourhood designations.



Per policy 5.2.1, the city seeks to enhance or establish an urban pattern of built form, site design and mix of uses:

- / The Inner Urban Transect's built form and site design includes both urban and suburban characteristics. Its intended pattern is urban.
- / In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and public streets.
- / The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
 - o Proximity and access to frequent street transit or rapid transit;
 - o 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
 - o Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development contributes to the existing urban context by introducing new residential housing opportunities to support the development of 15-minute neighbourhoods by contributing to a sufficient residential density that can support and is in proximity to rapid transit. Due to this context, , the parcel may be developed with higher densities, while also contributing to the public realm by adding a new connection to the MUP.

A mixture of building siding materials and colours, along with setbacks and building orientation, minimizes the visual impact of the proposed height. From the pedestrian scale, the proposed height shall be appropriate given the context of the area.

Section 5.2.2. discusses the prioritization of walking, cycling and transit within, and to and from, the Inner Urban Transect.

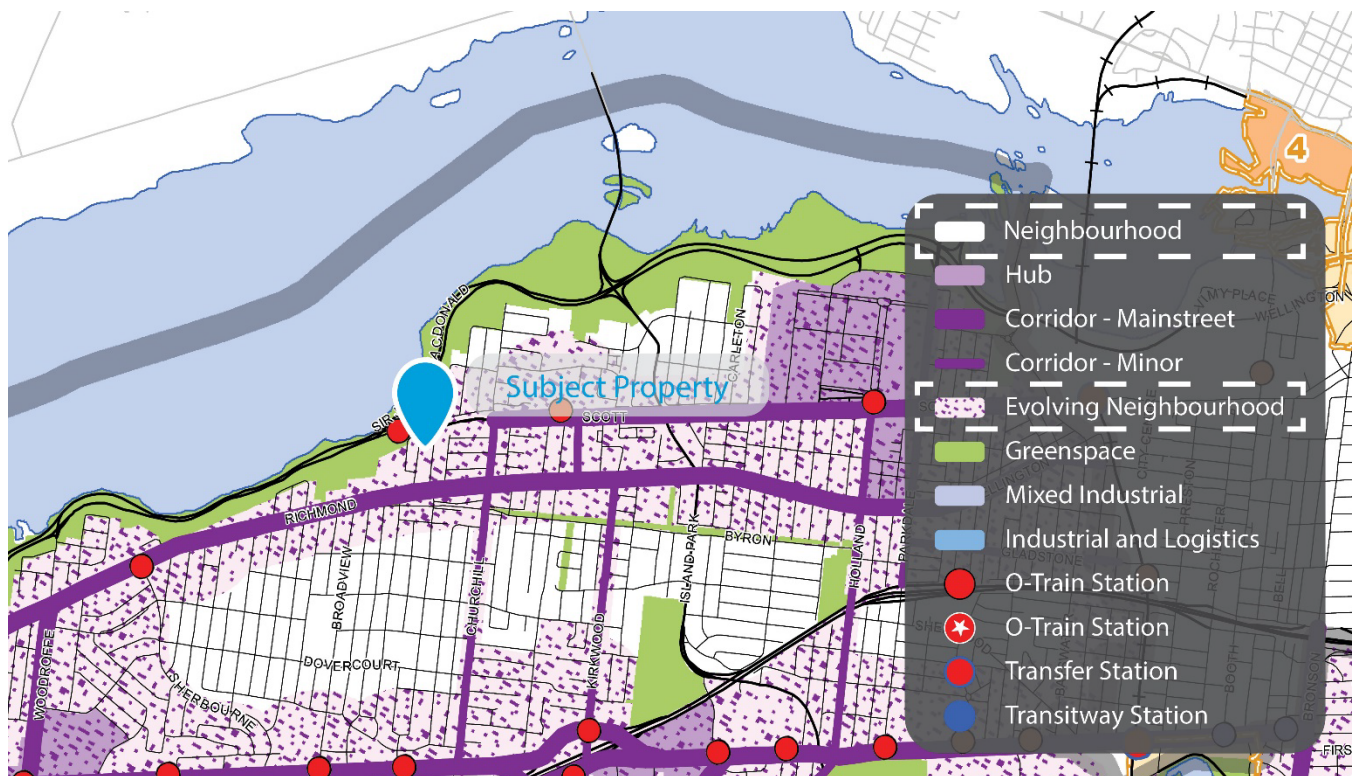
- / In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
 - o Automobile service stations;
 - o Automobile dealerships, except automobile showrooms entirely contained within a building;
 - o Drive-through facilities;
 - o Surface parking lots as a main use of land; and
 - o Mini-storage warehouses, except as ancillary uses to major residential development.
- / The transportation network for the Inner Urban Transect shall:
 - o Prioritize walking cycling and transit; and
 - o 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.
- / Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
 - o Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;

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

No vehicle parking is proposed as part of this development application while bicycle parking is provided at nearly a 2:1 ratio, with bicycle parking included at-grade on the first floor to ensure safety and convenience.

4.2.3 Neighbourhoods Designation

Section 5.2.4 provides direction to the Neighbourhoods located within the Inner Urban Transect.



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:

- 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;
- The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- Provides for a low-rise built form, by requiring in zoning a minimum built height of two (2) storeys, generally permitting three (3) storeys, and where appropriate, will allow a built height of up to four (4) storeys to permit higher-density low-rise residential development;
- 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

Policy 6.3.1 states that 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.

As discussed further in this report, the Richmond Road/Westboro Secondary Plan permits up to 6-storeys on this site.

The massing and building location provides a balanced approach to height distribution and separation distances from the existing, surrounding low-rise residential.

4.2.4 Growth Management Framework

Ottawa's population is projected to grow by 40 percent between 2018 and 2046, with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in various built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including four (4) storeys;
- / Mid-rise: between five (5) and nine (9) full storeys;
- / High-rise: between ten (10) and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

The above section and Tables 2 and 3b in the Official Plan mention density and dwelling targets.

Table 1: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Inner Urban Transect	60 to 80	Within the Neighbourhood designation:

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
		Existing lots with a frontage generally 15 metres or wider: <ul style="list-style-type: none"> • Target of 50 percent for Low-rise buildings; • Target of 5 percent for Midrise or taller buildings; Minor Corridors: No minimum

The proposed development supports the goal of achieving residential intensification within the city's built-up areas by providing for mid-rise intensification in the Neighbourhood designation. The proposed unit count includes a variety of typologies to accommodate various tenants, with almost 50% providing two-bedrooms.

4.2.5 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city because of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

A diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- / Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- / Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- / Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- / Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- / The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential high-rise building that includes a diversity of unit sizes.

4.2.6 Urban Design

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

Section 4.6.5 provides direction for Neighbourhoods, which includes:

- / 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.
- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development is consistent with the intent and general direction of the design guidelines for Neighbourhoods. Development frames the public ROW and MUP, providing appropriate setbacks from adjacent low-rise residential areas. Buildings are set back appropriately, the main entrances are visible for the building via Roosevelt Avenue.

Section 4.6.6 focuses on how to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
 - o Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- / Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

Policy 2 states that transitions between Mid-rise and High-rise buildings and adjacent properties designated as Neighbourhood on the B-series of schedules will be achieved by providing a gradual change in height and massing through the stepping down of buildings and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development has a mid-rise built form that is compatible with the existing context and planned function of this neighbourhood. The building utilizes variable building articulation and materiality changes to respond to the surrounding properties and ensure an appropriate scale along the street.

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Amenity space is proposed indoors and outdoors, at the ground levels and rooftops. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.

Per Policy 8, high-rise buildings shall be designed to respond to context and transect area policies and should:

- / Be composed of a well-defined base, middle and top;
- / Floorplate size should generally be limited to 750 square metres for residential buildings; and,
- / Space at-grade should be provided for soft landscaping and trees.

The landscaping plan proposes a combination of soft landscaping and pathways surrounding the building. The height of the buildings maintains the building typology as a mid-rise building, consistent with Secondary Plan policy for the site.

4.3 Richmond Road/Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to the long-term design and development of the larger portion of Richmond Road and Westboro, and provides direction on land use, built form, design, parking, circulation and modes of transportation. The unifying vision of the Secondary Plan is that Richmond Road and Westboro will continue to be an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

The subject property is located just inside the boundary of Sector 5 - Scott Street and Westboro Transitway Station Area (as shown in Figure 13). The Secondary Plan generally encourages new infill development in this area to be in the four to six storey range. It also states that infill development should be compatible with and provide an appropriate transition to the adjacent low-rise residential community.

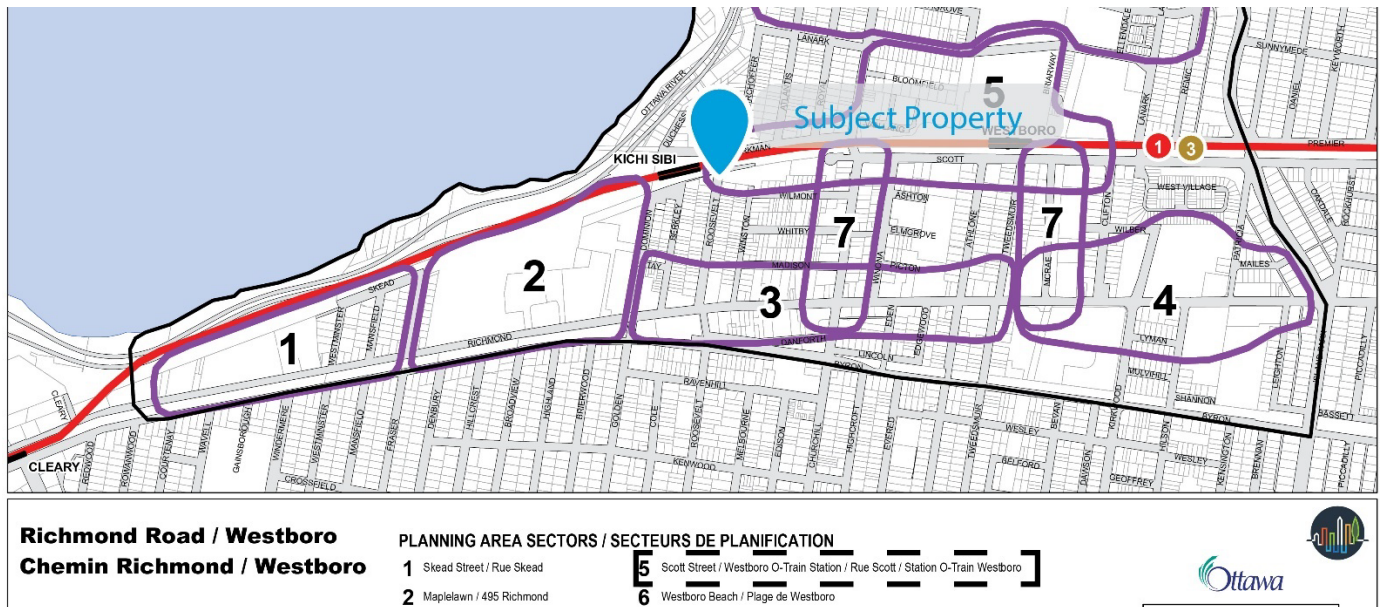


Figure 13: Location of the subject property in the Richmond Road/Westboro Secondary Plan and Community Design Plan

Schedule C2 of the Secondary Plan outlines general maximum building height ranges for properties located within the Secondary Plan’s boundaries (as shown in Figure 14); this schedule confirms that the prescribed building height for the subject property is in the four to six storey range, while the vacant lot to the south and lots to the west and further south are limited to four-storey heights.

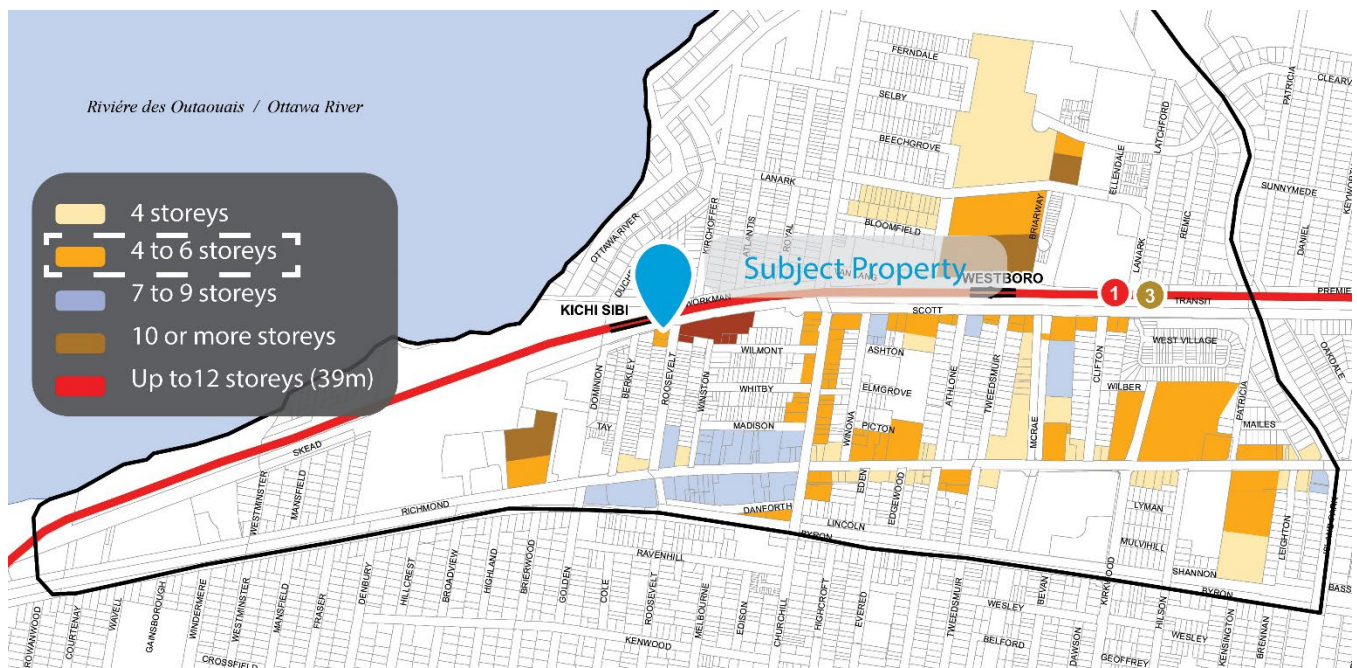


Figure 14: Excerpt from Schedule C2 of the Richmond Road/Westboro Secondary Plan, with General Maximum Building Height Ranges

The proposed six storey development is consistent with the intent and purpose of the Richmond Road/Westboro Secondary Plan, as it intensifies the use on the current property at a height that is prescribed in the Plan and maintains compatibility with the surrounding residential neighbourhood.

Objective Two: Greenspace Network Policies

- / Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links through the area, to the Ottawa River and to other neighbourhoods.
- / Maintain a green buffer between the Ottawa River Parkway and adjoining development without using parkland dedication obligations.



Figure 15 Schedule B – Greenspace Network

As identified on Schedule B – Greenspace Network, the site is adjacent to the multi-use pathway providing an east-west active transportation corridor. The mid-block connection will provide a direct connection to the MUP, accessible to residents of the development and the general public.

4.4 Richmond Road/Westboro Community Design Plan

The subject property falls within the Richmond Road/Westboro Community Design Plan (CDP). The CDP envisions the community as continuing to be an attractive and liveable urban community, based on “green” principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

The CDP includes several overarching objectives and principles which echo the objectives and principles in the Secondary Plan. The applicable objective and principles include:

Objective: Encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key redevelopment sites.

Principles:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
5. Compatible intensification on key redevelopment sites shall:
 - / Provide appropriate setbacks and transition in building height, including lower heights along the edges of existing low density/scale residential areas, regardless of existing zoning;
 - / Contribute to the restoration of the urban fabric and help promote transit usage;
 - / Conform to the maximum recommended building height for the sector;
 - / Conform to the Richmond Road/Westboro design guidelines respecting building form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building with the adjacent neighbourhood character, and other criteria aimed at achieving compatible infill development and minimizing impacts on adjacent residential neighbourhoods.

As in the Secondary Plan, the subject property is located just inside the boundary of Sector 5 – Scott Street and Westboro Transitway Station Area of the CDP. The CDP is consistent with the maximum building height of six storeys for the subject property in the Secondary Plan.

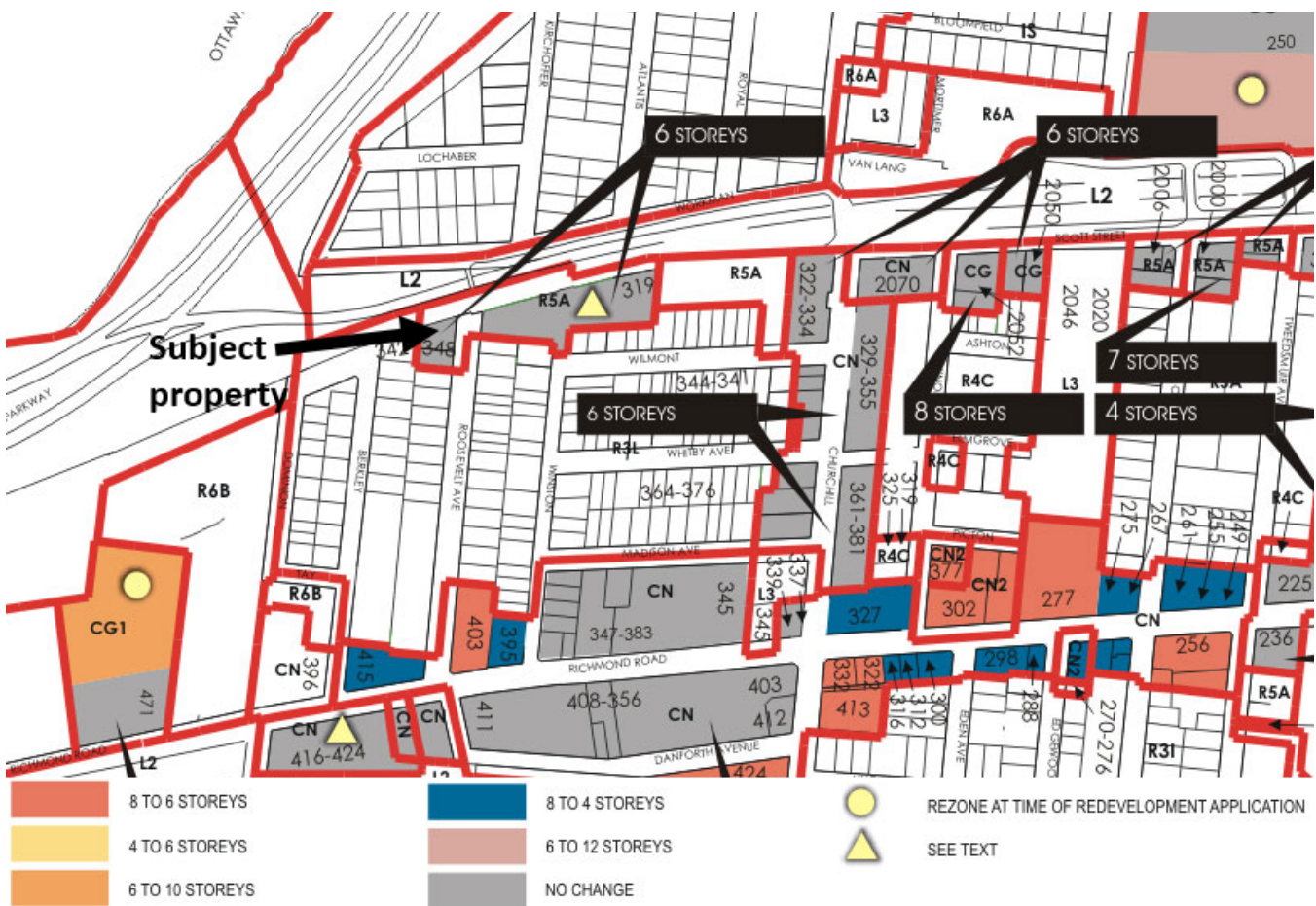


Figure 15: Excerpt from Plan 9b – Proposed Maximum Building Height Changes / East Sector of the Richmond Road/Westboro Community Design Plan

The CDP has identified the subject property as a prime redevelopment area for a residential apartment building of six storeys. At the proposed six storeys, the proposal follows the CDP's recommendation that a denser residential use should be located on subject property.

In its infill development guidelines, the CDP also intends to help ensure that any new developments in this particular area provide an appropriate transition with the residential community to the rear and minimize overlook. The proposed building's height of six storeys and variety of outdoor materials and colours, as well as the small parking lot that separates it from the nearest building to the south will ensure a smooth transition to the two-storey residential dwellings in the area and should help limit any concerns regarding overlook.

The proposed development meets the general intent and purpose of the Richmond Road/Westboro Community Design Plan.

4.5 Urban Design Guidelines for Transit-Oriented Development

The City of Ottawa's Urban Design Guidelines for Transit-Oriented Development is a series of guidelines intended to provide guidance to assess, promote and achieve appropriate development around areas within a 600 metre walking distance of a rapid transit stop or station. The most applicable design guidelines include:

- / Provide transit supportive land uses within a 600m walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they:
 - o Establish high residential and/or employee densities;
 - o Create travel outside of the morning and afternoon peak periods;
 - o Promote reverse-flow travel;
 - o Attract and generate pedestrian and cycling traffic; and
 - o Provide extended hours of activity, throughout the day and week.
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station;
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. The mix of different uses can all be within one building and/or within different buildings within close proximity to one another;
- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians;
- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law.

The proposed development is consistent with the intent of the policies of the Urban Design Guidelines for Transit Oriented Development.

4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Fifth Density Zone, Subzone B, Exception 1195, with a Height Limit of 19 metres (R5B[1195] H(19)) in the City of Ottawa Comprehensive Zoning By-law (2008-250) (as shown in Figure 16). The *Residential Fifth Density Zone* is the City's residential zone that permits the highest forms of density and allows for a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings. Permitted uses include the following:

- | | |
|-------------------------------------|----------------------|
| / Apartment dwelling, low rise | / Diplomatic mission |
| / Apartment dwelling, mid-high rise | / Duplex dwelling |
| / Bed and breakfast | / Dwelling unit |
| / Detached dwelling | / Group home |

- | | |
|------------------------------|---------------------------|
| / Home-based business | / Rooming house |
| / Home-based daycare | / Secondary dwelling unit |
| / Linked-detached dwelling | / Semi-detached dwelling |
| / Park | / Shelter |
| / Planned unit development | / Stacked dwelling |
| / Residential care facility | / Three-unit dwelling |
| / Retirement home, converted | / Townhouse dwelling |
| / Retirement home | / Urban agriculture |
| / Rooming house, converted | |

The proposed development is an apartment dwelling, low-rise use, which is currently a permitted use in the R5B subzone.

Urban Exception 1195, which applies to the site, adds the following provisions:

- / Minimum front yard setback of 6 metres; and
- / Minimum corner side yard setback of 4.5 metres.

As the subject property is an interior lot, and not a corner lot, the minimum corner side yard setback provision of Exception 1195 is not relevant to the proposed development.



 Subject property

Figure 16: Zoning map; the subject property is outlined in blue

The following table details the performance standards of the applicable zoning against the proposal:

Zoning Mechanism		Provisions	Proposed Development	Conformity
a) Minimum lot area		675 m ²	629 m ²	x
b) Minimum lot width		22.5 m	25 m	✓
c) Maximum building height (H Suffix)		19 m	20.15 m	x
d) Minimum front yard setback (Exception 1195)		6 m	3.5 m	x
e) Minimum interior side yard setback	North side yard	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m	a) 5 m (north side lot line) b) 5 to 7 m (north side lot line)	✓ x
	South side yard	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m	a) 1.2m (south side lot line) b) 2 to 2.3m (south side lot line)	x x
f) Minimum rear yard setback		25% of lot depth but need not exceed 7.5 m = 7.5 m	1.2m	x
g) Minimum landscaped area		30% of lot area = 193.8	309.76m ² 48% of lot area	✓
h) Minimum Required Parking		0.5 per unit after the first 12 = 7	0	x
i) Minimum Required Visitor Parking		0.1 per unit after the first 12 = 1	0	x
j) Minimum Required Bicycle Parking		0.5 per unit = 13	24	✓
k) Minimum Required Amenity Area		/ 180m ² 6m ² / unit for 30 units	276.92m ²	✓
l) Minimum width of driveway		3.0 m	3.6 m	✓
m) Maximum width of driveway		3.6 m	3.6 m	✓

4.6.1 Proposed Zoning By-law Amendment

Based on the evaluation of the currently applicable zoning standards for the subject property, a site-specific Exception Zone is proposed for the Zoning By-law Amendment, including the following provisions:

- / Minimum Lot Area to be reduced from 675 m² to 629m²
- / Maximum Building height to be increased from 19 metres to 20.15 m
- / Minimum front yard setback to be reduced from 6 metres to 3.5 metres.
- / Minimum rear yard setback to be reduced from 7.5 metres to 1.2 metres.
- / Minimum interior side yard setback on the north property line reduced from 6 metre to 5 metres where located further than 21 metres from the front lot line.
- / Minimum interior side yard setback on the south property line reduced from 1.5 metres when within 21 metres of the front lot line to 1.2 metres, and 2 metres where located further than 21 metres from the front lot line,
- / Minimum required residential vehicle parking to be reduced from 7 spaces to 0 spaces.
- / Minimum required visitor vehicle parking to be reduced from 1 spaces to 0 spaces.

While the proposed development maintains the general intent and purpose of the Zoning By-law, it nonetheless requires relief from some of the outlined provisions of the Zoning By-law. The provisions which require adjustments include the minimum lot area, building height, front yard, side yard, and rear yard setbacks, minimum required parking. A discussion of the provisions which require relief for this proposed development is provided below.

Minimum Lot Area:

The reduced lot area is a modest reduction in the required minimum and represents a size that is 93% of that required. Given the site's location along the MUP and LRT corridor, and vacant properties abutting to the south and west, no adverse impacts are anticipated with this slightly reduced total size. Importantly, the proposal is still able to accommodate the required landscaped area and amenity space requirements of the by-law.

Maximum Height

The requested increase in maximum building height by 1-metre represents only a minor variation from that performance standard and will not result in additional adverse impacts on near-by properties or public spaces. Transition is facilitated by the site's location along the rail-cut, and vacant property to the west.

The height increase in close proximity to the LRT and MUP, as well as the established amenity and services in the community assists in achieving intensification targets from the OP and SP. The building height is mid-rise which is supported by the general intent of the R5 zone and height permissions of the Secondary Plan direction here.

High-rise development was recently approved on the property directly east on Roosevelt and Winston, establishing an evolving planned form and context for the area.

Front yard setback

The Zoning By-law requires a front yard setback of 6 metres, whereas a setback of 3.5 metre is being proposed. Although the front yard setback does not comply with the zoning requirement, the subject property is at the northern end of Roosevelt Avenue, where the street terminates. This provides an opportunity for the proposed development to contribute to the view terminus with enhanced architecture without risk of disrupting the cadence of existing building setbacks along the street.

Rear yard setback

Relief is requested from the minimum rear yard setback of 7.5 metres, as the proposed rear yard setback is 1.2 metres. As previously mentioned, the design approach to the proposed development was influenced by the

location of the City sewer line and required maintenance setbacks along the north of the subject property, which require a wider side yard than is necessary and that is more akin to a rear yard setback. Since the adjacent property, 341 Berkley Avenue, is a vacant City-owned lot that may be converted into open space, the reduced rear yard setback maintains the Zoning By-law's intent of limiting potential privacy issues and shadowing.

Interior side yard setback

The proposed reduced setbacks are not expected to create an adverse impact. To the north, the property abuts a wide easement, MUP, and rail corridor, with no sensitive uses present,

The sewer easement necessitates that the building is shifted further south than would otherwise be considered and leads to the reduced interior setback.

The property immediately to the south has been historically vacant since at least 1958 as per aerial archived imagery and no development is anticipated on this site.

Minimum required parking

In the upcoming new zoning by-law the City's minimum parking rates are proposed to be removed. City planning staff noted that the City's policy direction encourages intensification, particularly around areas near major Light Rail Transit (LRT) stations and along transit priority corridors. The facilitation of intensification in the inner urban area to support alternative transportation options to driving is identified as a "key goal."

Although the subject property is not located within Area Z, a clear intention of this new By-law is to reduce or completely eliminate parking requirements for lands generally located within 400 to 800 metres walking distance of certain LRT stations and encourage transit use.

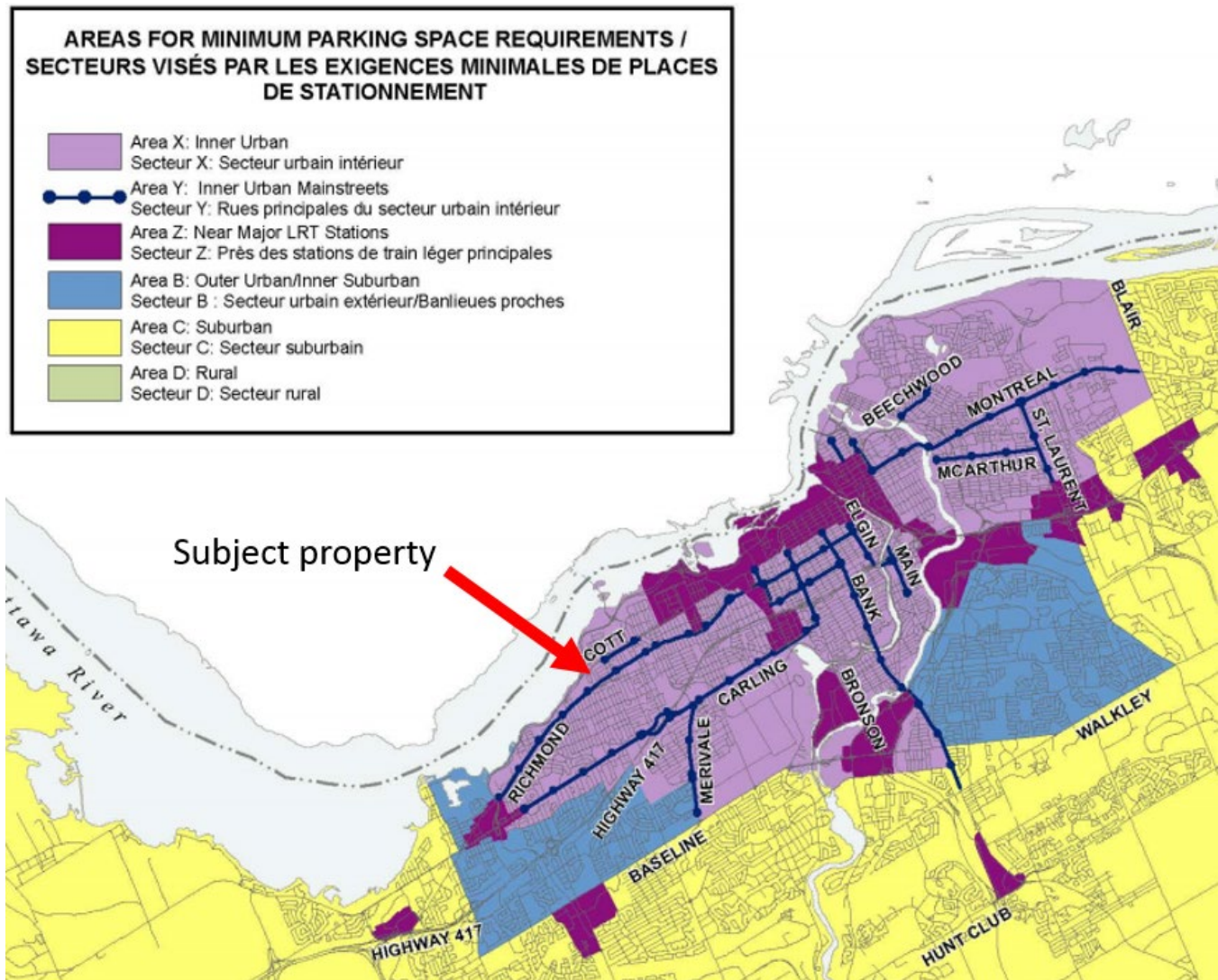


Figure 17: Excerpt from Schedule 1A – Areas for Minimum Parking Space Requirements of the City of Ottawa Zoning By-law. The subject property is located in Area X.

The proposed development capitalizes on an opportunity for a transit-oriented development that supports the City's policy direction for reduced parking around transit stations. It is our opinion that due to the 200 metre distance between the subject property and the future LRT Station, as well as a generously high provision of bicycle storage as part of the proposed development, a shift from car-oriented modes of transportation towards transit and active transportation options is appropriate.

In considering the proposed development and the applicable policy framework, it is Fotenn’s professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

1) Consistent with the Provincial Policy Statement.

- / The proposed development represents a more compact and efficient use of land and municipal infrastructure.
- / The proposed development promotes active transportation and public transit use.

2) Conforms to the City of Ottawa Official Plan.

- / The proposed development contributes to diversifying the types and densities of housing as encouraged by the *Neighbourhood* designation.
- / The proposed development will not generate undue adverse impacts on neighbouring properties and fulfills the urban design criteria, including policies related to building height and massing.
- / The proposed development maintains the intent and purpose of the Official Plan for intensification inside a stable low-rise neighbourhood by following prevailing patterns found in the area and ensuring the building profile and limited setbacks have no adverse impact on adjacent properties and the surrounding area.

3) Conforms to the Richmond Road/ Westboro Secondary Plan and Richmond Road/Westboro Community Design Plan

- / The proposed development preserves the scale and character of existing neighbourhoods.
- / The Secondary Plan and Community Design Plans support mid-rise intensification of the site at a scale.

4) Maintains the intent and purpose of the Urban Design Guidelines for Infill Housing and the Urban Design Guidelines for Transit Oriented Development

5) Consistent with the intent and purpose of the City of Ottawa Comprehensive Zoning By-law (2008-250).

- / The proposed development contributes to the wide mix of residential buildings forms supported by the *Residential Fifth Density Zone*.
- / The *Residential Fifth Density* Subzone B (R5B[1195] H(19)) permits mid-rise apartment dwellings.

6) Represents Good Planning

The proposed development capitalizes on an opportunity for balanced, transit-oriented intensification through strong urban and architectural design. Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.

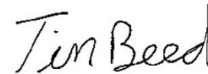
Sincerely,



Brian Casagrande, MCIP RPP
Partner



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Senior Planner



Tim Beed, MCIP RPP
Associate, Planner