

322 Waverley Street West

Planning Rationale and Design Brief
Official Plan Amendment and Zoning By-law Amendment Applications
September 14, 2021



Prepared for Serco

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

September 2021

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	1
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
2.0	Site Context and Surrounding Area	2
2.1	Surrounding Area	3
2.2	Road Network	5
2.3	Transit Network	6
2.4	Active Transportation Network	7
3.0	Proposed Development & Design Brief	9
4.0	Policy and Regulatory Framework	13
4.1	Provincial Policy Statement	13
4.2	City of Ottawa Official Plan	14
4.2.1	Managing Growth	15
4.2.2	Land Use Designation	16
4.2.3	Urban Design and Compatibility	18
4.2.4	Cultural Heritage Resources	22
4.3	City of Ottawa Official Plan Update	23
4.3.1	Process and Next Steps	23
4.3.2	Proposed Direction of the New Official Plan	23
4.3.3	Land Use Designation	23
4.3.4	Design Considerations:	23
4.4	Centretown Secondary Plan and Community Design Plan	24
4.4.1	Plan Objectives	24
4.4.2	Character Area and Land Use Designation	25
4.4.3	Heritage Considerations	26
4.4.4	Built Form Guidelines of the Centretown CDP	27
4.5	City of Ottawa Zoning By-Law	27
4.5.2	Heritage Overlay	31
5.0	Required Amendments	32
5.1	Proposed Official Plan Amendment	32
5.2	Proposed Zoning By-law Amendment	32
6.0	Conclusion	34

1.0 Introduction

Fotenn Planning + Design has been retained by SerCo Realty Inc (Serco) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment and Zoning By-law Amendment applications, which are intended to facilitate the proposed development on the lands municipally known as 322 Waverley Street West in the City of Ottawa.

1.1 Required Applications

The proposal is for a mid-rise, multi-unit residential building on the subject property containing 27 residential units, with no on-site vehicle parking provided. To facilitate the proposed development, Official Plan Amendment and Zoning By-law Amendment Applications are required.

A site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan (“Secondary Plan”). The OPA would amend the maximum building heights for the property as shown on Schedule H2 of the Secondary Plan which currently restricts the height of a building on the subject property to four (4) storeys.

The Zoning By-law Amendment (ZBA) proposes to amend the current zoning on the subject property from “Residential Fourth Density, Subzone UD, Exceptions 478 & 479 (R4UD [478] & R4UD [479]) ” to “Residential Fifth Density, Subzone B, Exception XXXX, Schedule YYY (R5B[XXXX] S(YYY))”. A new site-specific zoning schedule would set out building height, setbacks and stepbacks, while a revised special exception would provide the necessary relief from specific provisions of the zone as detailed throughout this report.

A Site Plan Control Application for the proposed development will be submitted in the future to further detail site-specific design considerations such as landscaping, servicing locations, and building materiality. Similarly, a Heritage Permit Application under the Ontario Heritage Act will be submitted in the future.

1.2 Public Consultation Strategy

Pursuant to the City’s Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation. The required pre-application consultation meeting was held on April 15th, 2021 which involved City Staff and representatives from the Centretown Citizens Community Association. These formal and informal discussions will continue to occur following submission of the application package. A community information session will also be held following the submission to share the latest concepts with the general public. Additional public consultation events may be organized if requested by the Ward Councillor or Community Associations.

Other means of engagement and opportunities for input may include the statutory posting of notification signs by the city, posting on the City’s Development Application (DevApps) website, and the statutory public meeting at Planning Committee.

Site Context and Surrounding Area

The subject property is located along Waverley Street West in the south Centretown neighbourhood of the City of Ottawa. The lot has approximately 20 metres of frontage along Waverley Street, and a depth of approximately 30 metres, with a total area of 600 square metres. The lands are legally described as Part 1 of Lot 9 (South side of Waverley Street) Registered Plan No. 12, City of Ottawa.



Figure 1: Site Context Aerial (Subject Property Noted)

The subject property is currently used for non-residential purposes and the existing condition consists of a two-storey brick building and substantial surface parking occupying the majority of the area of the subject property.



Figure 2 Subject Property aerial with existing surface parking area in red.

2.1 Surrounding Area

The subject property is located within the broader Centretown community; a large and diverse urban neighbourhood located south of the downtown core, in proximity to the east-west Confederation Light Rail line, the Central Business District, City Hall, the Parliament Buildings, and many other key institutions and employment opportunities. The immediate area comprises a mix of uses and building forms and is characterized predominantly by residential and commercial uses with building heights varying predominantly from low to mid-rise with high-rise buildings also located in close proximity.

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial. Surrounding land uses are described as follows:



Figure 3 Broader Site Context.

North: Directly north of the subject property is a 9-storey multi-unit residential building with frontage along Waverley Street. Also north along Waverley Street is a converted residential building now used for office purposes. Further north is the downtown core and central business district of the City of Ottawa.

East: Directly east of the subject property is a 3-storey multi-unit residential building with front-yard surface parking. Further east at the intersection of Waverley and Metcalfe is a 11-storey multi-unit residential building. Within 300 metres of the subject property is Jack Purcell Park, and the shops and services along Elgin Street.

South: Directly south of the subject property and abutting the rear lot-line are low-rise residential buildings with landscaped and hard-surface rear yards. Further south is the Museum of Nature, Gladstone Avenue, and access/egress to Highway 417.

West: Directly west of the subject property is a low-rise commercial building with frontage along Waverley Street and O'Connor. O'Connor Street is further west with a bi-directional bicycle track and provides one-way north-bound vehicle movement. Further west at the intersection of O'Connor and Waverley are two mid-rise buildings of six, and seven storeys respectively.

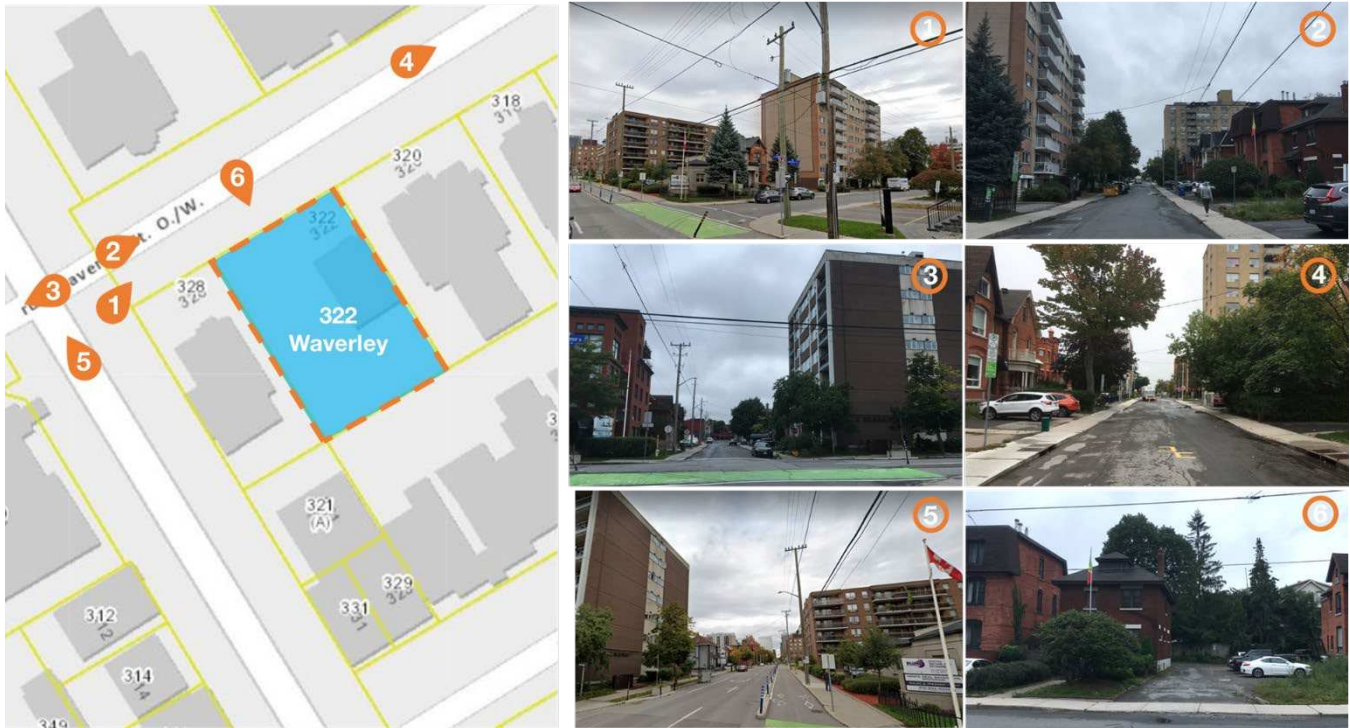


Figure 4 Street view Context of subject property and surrounding area.

2.2 Road Network

The subject property is well served with respect to the existing road network. Waverley Street is identified as Local Road on Schedule F of the Official Plan (Central Area/Inner City Road Network). One block east and west respectively, this portion of Waverley Street is connected to O'Connor Street and Metcalfe Street both designated as Arterial Roadways on Schedule F. Gladstone Avenue, an east-west Major Collector is also located in close proximity to the subject property. Access and egress to Highway 417 is located 400 metres south of the lands.

Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also public transit, pedestrians, cyclists and public utilities. Due to their intended function Arterial Roadways are generally best suited for increased activity as a result of residential and commercial intensification.



Figure 5: Excerpt from Schedule F of the Official Plan (Central Area/Inner City Road Network)

2.3 Transit Network

The subject property is well served by public transit options as it is located approximately 130-metres from Gladstone Avenue, 200-metres from Bank Street, and 300-metres from Elgin Street all designated as Transit Priority Corridors on Schedule D of the Official Plan. Further, the subject property is located 900 metres (15-minute walk) from the Parliament LRT Station. Transit Priority measures as identified in the Transportation Master Plan which may be implemented along these transit priority corridor include important features such as dedicated bus lanes, transit signal priority treatments, bus queue jumps, special stop arrangements and others.

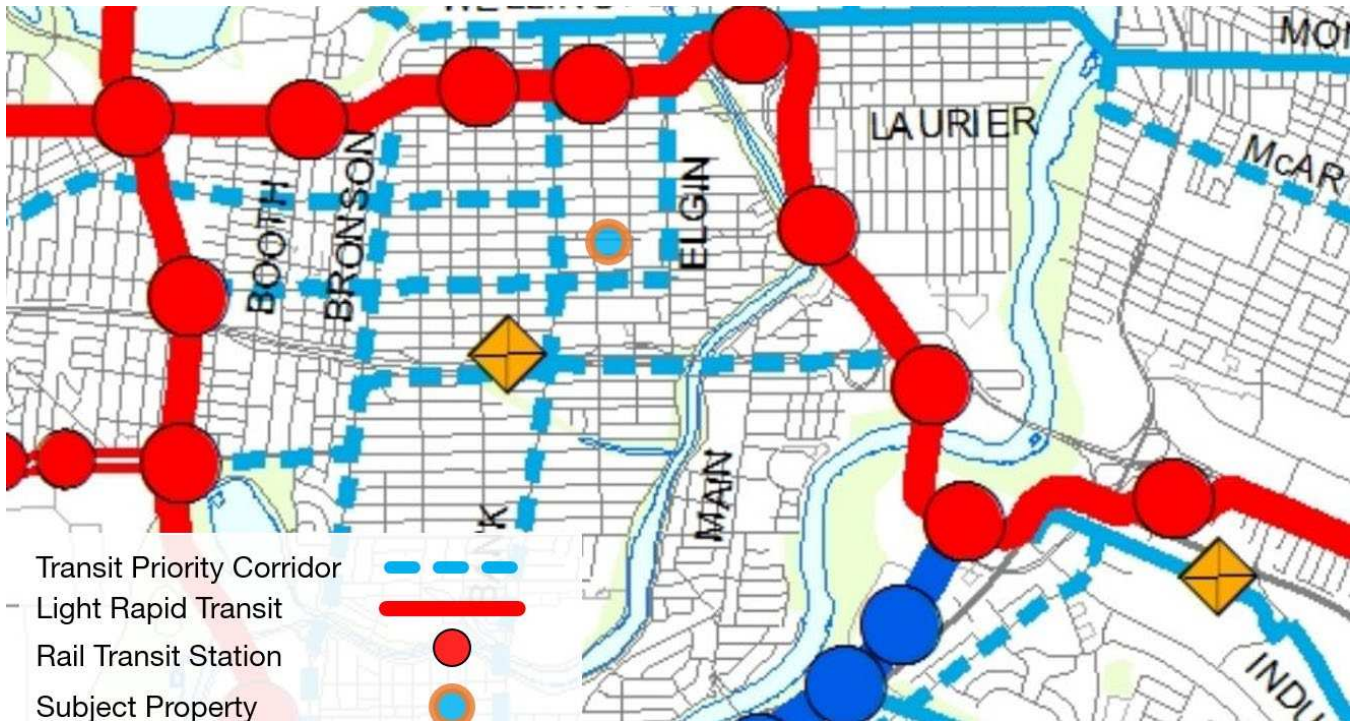


Figure 6: Excerpt from Schedule D of the Official Plan (Rapid Transit Network)

2.4 Active Transportation Network

Although not designated within Schedule C of the Official Plan, Waverley Street provides for a convenient east-bound bicycle and pedestrian route offering connections to key destinations such as the Elgin Street Commercial Corridor to the east. In close proximity, Somerset Street W, Metcalfe Street, and Gladstone Avenue are classified as Spine Routes and O'Connor Street as a Spine Route and Cross-Town bikeway on Schedule C of the Official Plan. These nearby routes provide connection to the greater Ottawa cycling network.

O'Connor Street is a key feature of the overall bicycle network throughout Centretown. This route is directly west of the subject property and delivers a bi-directional bike lane on the east side from Laurier Avenue West to Isabella Street. The north-south bikeway allows cyclists convenient access to and from downtown and provides increased accessibility for residents travelling from the south, as well as improving overall connectivity by intersecting with the east-west crosstown bikeway along Laurier Avenue West. Somerset Street West provides an east/west route which connects to key destinations and the greater cycling network via the Rideau Canal Multi-Use Pathway, and the Corktown Bridge.



Figure 7: Schedule C - Primary Urban Cycling Network

Proposed Development & Design Brief

The proposed development is a six (6) storey, multi-unit, residential building with a total of 27 residential units proposed, including a mix of studio, and one-bedroom units.

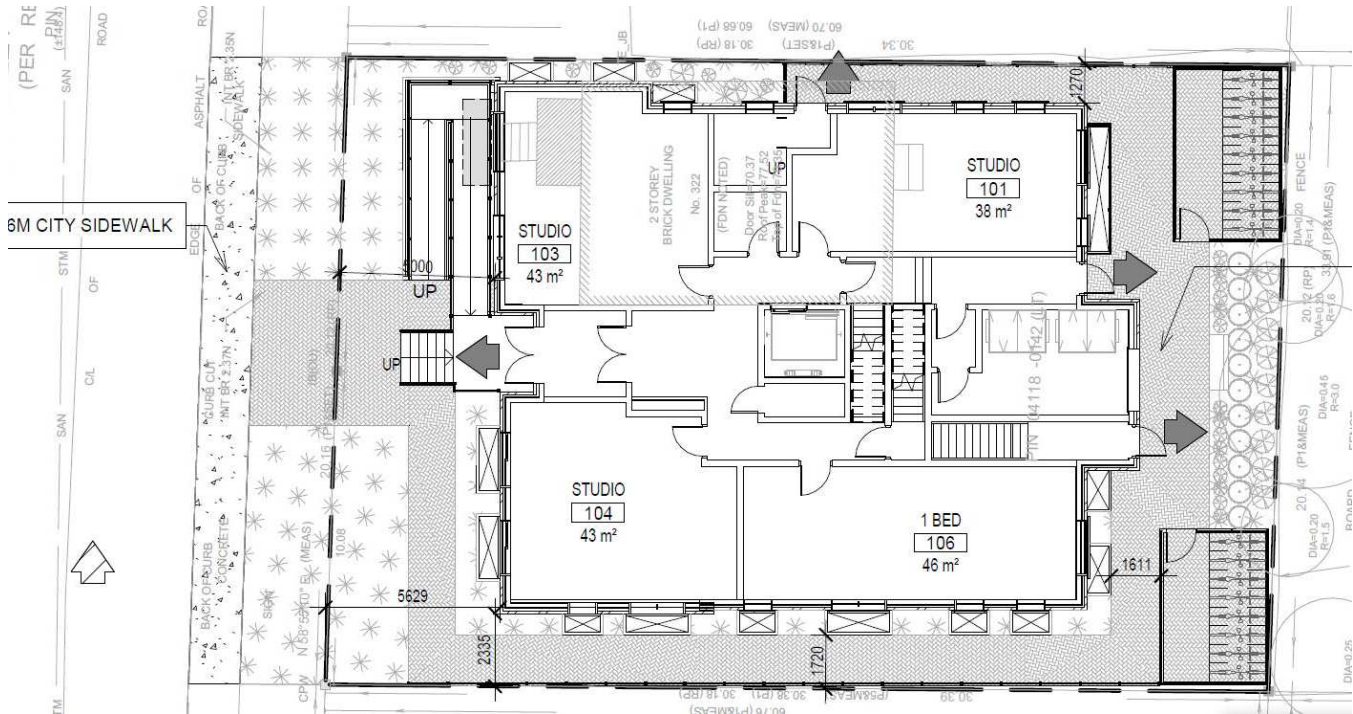


Figure 8: Proposed Site Plan

The proposed redevelopment plan for the subject property includes the retention and integration of portions of the existing building into the proposed development, specifically the north-facing street façade and portions of the return wall on the east elevations excluding the roof structure.

The proposed building is primarily clad in red brick with a raised foundation clad in stone. The mechanical penthouse and portions of the south facing building wall will be clad in metal panels. There are balconies on the third and sixth floors, as well as a rooftop terrace. The proposed building design also includes juliet balconies in the windows of the front and rear facades, complete with sliding glass doors.

The primary frontage on Waverley Street uses reclaimed brick from the residence and has a step-back above the second storey, accentuated by a cornice feature. A glass railing with minimal balusters will provide safety for the balcony space while not adversely affecting the appearance of the new “historic” facade. A second matching cornice on the sixth floor defines the second step back after the fifth floor.

The windows are arranged based on the existing pattern of the original building with prominent framing to add visually to the building’s perception from the public realm. The primary entranceway is centred on the property with a stairwell and an accessible ramp. The existing building materiality, style, and scale is produced in a similarly scaled portion of the building opposite the entrance to the west, which provides balance and symmetry.

At-grade, the window wells are designed for the basement units along the entire perimeter of the building, with proposed plantings to provide visual interest and greenery at the front facing interface. Further, the proposed landscape plan features are to be implemented to re-enforce the front yard plantings and integrate an accessible ramp leading to

the front entrance. Moreover, an interlock path provides access to the sidewalk, and wraps around the west elevation of the building to provide access to the rear yard amenity space, bicycle storage, as well as the garbage storage area.

The development is set back from the street consistent with the average setback of the adjacent buildings, and the ground floor level is consistent with the adjacent buildings in this heritage conservation district. The decision to move the existing building forward within the site will necessitate the dismantling and reconstruction of the retained features and elements. As mentioned, the sixth storey is setback from the front facade and one (1) metre from the interior side building wall below and clad in ample glazing and lighter materiality to reduce the visual impact of the upper-most floor.

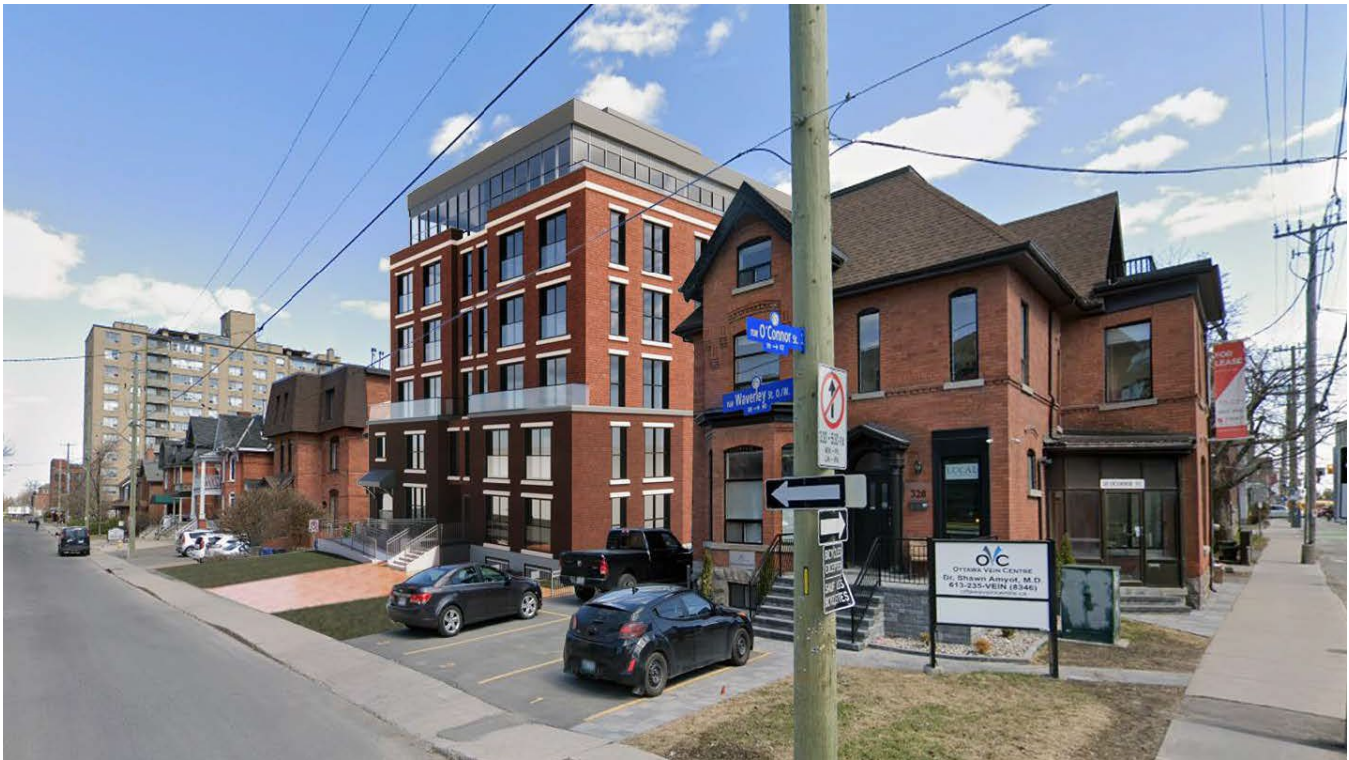


Figure 9 Proposed Front (North) Elevation

In total, 17 bicycle parking spaces will be provided within enclosed structures at the rear of the building, with no vehicular parking provisions planned on-site. The rear facade of the building incorporates a loading room for garbage accessible from the rear-yard amenity space.

The building features 463 square metres of amenity space including interior amenity area and exterior amenity on the rooftop and within the rear-yard. The balance of the amenity area is private amenity on private balconies and terraces. The rooftop amenity space has been located towards the front of the building to mitigate privacy, noise, and overlook concerns for the rear-yard neighbouring properties.



Figure 10: View of the Proposed Development Looking Southwest along Waverley Road



Figure 11 Proposed front (left) and rear (right) elevations.



Figure 12 Proposed east (left) and west (right) elevations.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, including:

- 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;

Policy 1.1.3.1 and 1.1.3.2 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 1. Efficiently use land and resources;
 2. 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;
 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. Support active transportation;
 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that 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.

Policy 1.6.7.2 requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that 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.

Policy 1.7.1.3 states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 2.6 addresses cultural heritage and archaeology. 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject property partially retains and relocates on site a building within a Part V Heritage Conservation District. The proposed residential in-fill development also represents efficient, cost-effective growth, intensifying an underutilized property within an existing community that is well suited to accommodate the proposed mixed-use development.

The design of the new building and especially those portions directly interfacing with the retained portion of the existing building will contain complementary and appropriate materials and design choices respecting the existing building form and historical character of the area.

The proposed development represents a compact redevelopment of the lands making efficient use of both the site itself and existing infrastructure. The development will promote active transportation given the network of pedestrian and cycling infrastructure in the area. The range of unit sizes provided will ensure a diversity of housing opportunities in this area. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the city as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the city.

The city's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

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

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

The existing condition of the subject property consists of a two-storey brick building and substantial surface parking occupying the majority of the property. Therefore, the proposal represents the redevelopment of an underutilized lot within an established urban community and developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

The proposed development seeks to intensify the subject property with a mid-rise development (6-storeys) with careful attention given to ensuring that the design of the building is compatible with the surrounding context and planned function of the surrounding area. Further discussion of the compatibility and design policies in Section 4.11 is below. Given the existing context and planned function of the abutting properties, the residential re-development proposal is considered the most appropriate use of the subject property.

Finally, as per Policy 10 above, the subject property is suitable for increased height due to proximity to numerous nearby transit priority corridors. The proposed site programming does not include spaces for resident or visitor vehicle parking and therefore prioritizes active and rapid transportation options.

The impacts to the surrounding community have been evaluated through the studies and reports prepared in support of the current applications. As noted above, the direction of policy 10 has also been carefully considered in the design of the development and will not produce any negative impacts on the nearby community.

While the Official Plan identifies specific land use designations as target areas for intensification, Policies 22 and 23 of Section 2.2.2 state that the City also supports compatible intensification in other locations within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1, discussed in further detail below.

The proposed building design with a height of six-storeys provides a change in materiality and step-back after the second and fifth storey which provides appropriate design mitigation of the additional height. The proposed residential re-development of the subject property ensures that intensification is directed where it will have minimal adverse impacts on established, low-rise neighbourhood and preserve and reinforce the character of stable, existing residential neighbourhoods.

4.2.2 Land Use Designation

The subject property is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. This designation permits the development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

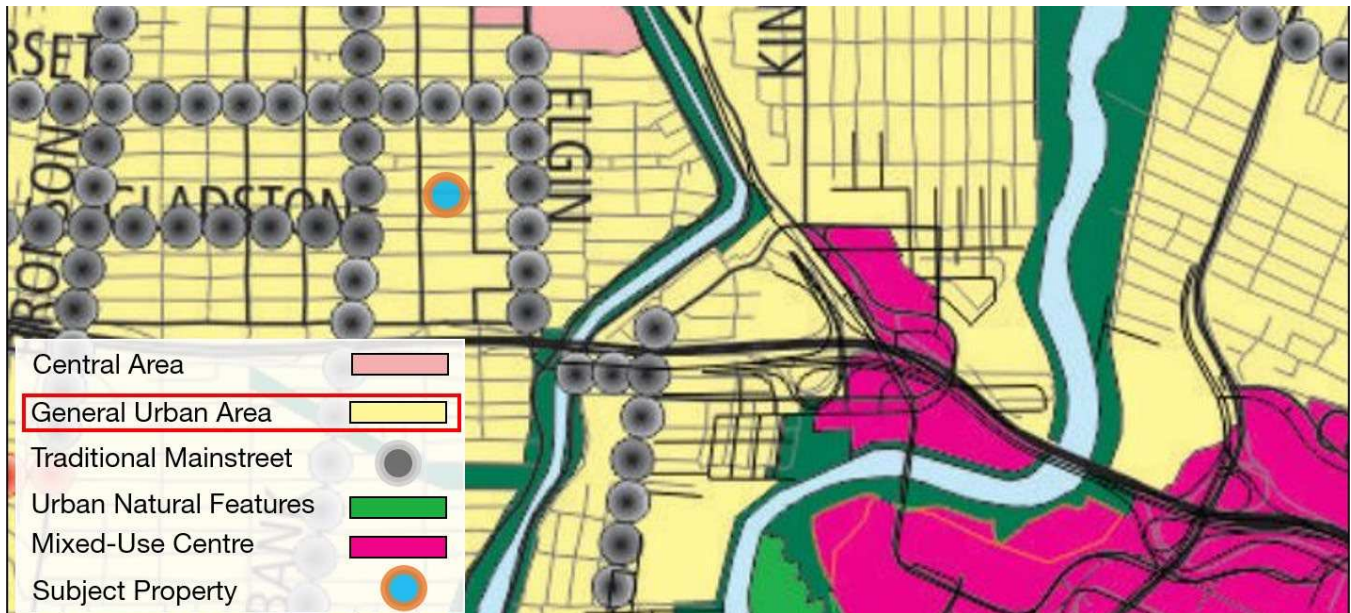


Figure 13: Schedule B - Urban Land Use Designation

Policy 1 of Section 3.6.1 notes the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 2 states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

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

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys). Notwithstanding this, policy 4 states that new taller buildings may be considered for sites that meet the following locational criteria:

- a. Front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. on a Transit Priority Corridor on Schedule D of this Plan;
- b. Are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

Ultimately, at six (6) storeys, the existing building height currently exceeds the established low-rise direction of Policy 3 above. However, the proposed building height of six-storeys and roof-top patio is appropriate per the criteria of policy 4. The subject property is located in an area characterized by taller buildings with a nine (9) storey building immediately adjacent the subject property on the north side of Waverley Street and six (6) and (7) storey buildings at the corner of O'Connor and Waverley immediately to the west. Further, the subject property is ideally located within the heart of the vibrant and well served Centretown community with convenient access and within walking or cycling distance to important employment, retail, and institutional uses.

The main building massing for storeys 1 through 5 is scaled at a 1:1 ratio with the Waverley Street West ROW width (16.4 metres) ensuring a human scale built-form that contributes positively to framing the public realm while avoiding negative impacts on the streetscape. On the front façade, the final storey is setback further from the public realm

along with a change in materiality which is applied to reduce the visual impact of the upper storey. On the interior elevations, the sixth storey is setback 1 metre on each side from the building massing below.



Figure 14 Existing nearby built form with mid and high-rise development indicated.

Policy 5 of Section 3.6.1 states that the City supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the General Urban Area, the City will:

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

The proposed residential re-development of the subject property represents a transition towards a more compatible land-use for the immediate area and provides for significant improvements to the existing condition which presently includes a substantial area of surface parking for a non-residential land use. Through retention of a portion of the existing building and the use of complementary and compatible design techniques and materiality, the proposal has been designed to build upon the desirable patterns and residential character of the surrounding community. The proposed development will also contribute to the available rental housing stock within the city and Centretown, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area. Finally, the proposed six-storey building height is well represented in the immediate area with numerous mid and high-rise buildings within close proximity.

4.2.3 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is not necessarily the same as or similar to existing buildings, but enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well

with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development, consisting of the changes to the approved building, responds to the urban design objectives of Section 2.5.1 in the following ways:

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The redevelopment plan proposes to redevelop and intensify an underutilized property characterized by significant surface parking. The building design will enclose the street edge and improve the public realm with prominent and well-designed features at-grade. The retention and integration of the existing building into the new building will ensure a compatible and complementary design and will create a distinct identity for the site.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposal will animate the street edge with front-facing glazing, a prominent active entrance to the sidewalk, appropriate landscaping features, and an overall improved residential edge along the complete street frontage.</p> <p>Within the building, the rooftop amenity space is adequately setback from the building's exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and terraces throughout the building.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>The proposed development provides adequate glazing that improve passive surveillance along the street and has been designed to enclose the street edge and improve the public realm.</p> <p>The proposal does not include vehicle access or egress, and considerably improves pedestrian safety along this portion of Waverley Street West.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The six (6) storey built form responds to the policies and regulations established for mid-rise building heights within the General Urban Area Designation and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the front, rear, and side yards interface appropriately with the existing community.</p> <p>The retention of a portion of the existing building and a design approach that responds to and complements the existing community character through massing, setbacks, and materiality will respect the area.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposal considers adaptability and diversity by intensifying the currently underutilized property and adding to the diversity of housing types available in the community.</p>

The subject property is located within the "Centretown East" district in the Downtown Ottawa Urban Design Strategy (DOUDS) and, as a result, is considered a Design Priority Area per Policy 4 of Section 2.5.1. Therefore, the proposal will be reviewed against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This Planning Rationale incorporates the requirements of a Design Brief as described in Policy 1 of Section 4.11.

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail.

The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This planning rationale incorporates the requirements of Design Brief.

The proposal responds to the following applicable policies of Section 4.11:

	Policy	Proposed Development
Building Design		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.	<p>The proposed development has a mid-rise built form that is compatible with the existing context and overall planned function of the neighbourhood. The building utilizes setbacks above the second and fifth floors to respond to the surrounding properties and ensure an appropriate scale along the street.</p> <p>The proposed development utilizes a mix of masonry, brick, and aluminium panels to create a textured and interesting building facade that responds to the cladding of nearby buildings. The window pattern and placement of the building entrances has been designed to animate the street edge.</p> <p>The existing and proposed landscape program will adequately screen the proposed building from the rear-yard low-rise built-form to the south.</p>
6.	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The building design includes a prominent and central front entry feature for residents along Waverley Street West. The building features a well-design and symmetrical glazing to interface with adjacent properties.</p> <p>The integration of the existing building into the overall design will provide a positive and unique experience along this portion of Waverley Street.</p>
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	The proposed development integrates the garbage room and storage within the ground floor of the building and accessed from the rear elevation to minimize impacts on the public realm.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment has been set-back and clad in a lighter materiality.

Massing and Scale		
10.	The appropriateness of the development will be assessed using criteria set out in the Secondary Plan.	The policies of the Centretown Secondary Plan are discussed in greater detail in Section 4.3 of this report.
11.	The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how impacts have been minimized or avoided.	<p>A Shadow Analysis has been prepared by Chmiel Architects as part of the applications to assess the impact of the proposed development on adjacent properties.</p> <p>As shown in the study, shadow impacts will be minimal and the majority of the shadows will extend towards Waverley Street and the high-rise development and commercial property to the north. Minimal additional shadow impacts are recorded on the nearby low-rise residential properties to the east and south. The shadows will not result in undue adverse shadow impacts on surrounding properties.</p>
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	The building is setback 5.9 metres from the rear-yard property line with a small portion of the storage room setback 4.4 metres at-grade only. The proposed building incorporates stepbacks above the second and fifth storeys. These changes in building massing and articulation serve to transition the building and create an appropriate scale for the building.
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	<p>The main massing of the proposed building is setback 5.9 metres from the south property line that is shared with the detached dwelling to the south.</p> <p>The existing and proposed landscaping elements of the subject property as well as a proposed privacy fence at the rear will mitigate concerns of noise or overlook impacts.</p> <p>The proposal does not include vehicle parking and will therefore reduce concerns of noise of headlight glare into neighbouring properties.</p> <p>The proposed building is modestly taller than the existing height permissions for the area. The building's orientation north of the immediately abutting rear-yard neighbours will further reduce concerns of shadow impacts on that property.</p>

20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposal includes ample amenity area for residents well exceeding the Zoning By-law requirements. A total of 463 square metres is provided which includes private balconies, communal exterior amenity space on the rooftop oriented towards Waverley Street, and rear-yard, at-grade communal exterior amenity space.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	The current condition of the site includes significant surface parking provided. The proposed development retains and integrates portions of the existing building into the overall re-development design. The re-use and integration of materials and design cues on the first two-storeys as well as prominent front-entrance feature will ensure a positive interface with the public realm.
24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	<p>The proposed development encloses the street edge and creates an animated and active pedestrian realm. Building setbacks and stepbacks ensures an appropriate pedestrian scale along the street.</p> <p>The re-development of the existing surface parking lot on a majority of the site will greatly improve the pedestrian experience on this portion of Waverley.</p>

The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

4.2.4 Cultural Heritage Resources

Section 2.5.5 of the Official Plan states that the City will continue to preserve cultural heritage resources in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

A Cultural Heritage Impact Statement (CHIS), filed separately, provides a detailed review of the proposed development as it relates to the existing heritage building. The proposal retains and relocates a portion of the existing building within the overall redevelopment concept. The design of the new building and especially those portions directly interacting with the existing building elements will contain complementary and appropriate materials and design choices.

The proposal brings the existing building closer to the public realm to a more prominent location while maintaining the original orientation to the street therefore establishing a better functionality for the site while ensuring the height, bulk, form, and massing of the new building do not detract from the existing heritage attributes of the property.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021.

4.3.1 Process and Next Steps

The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approve an intensification target of 60 percent for the new Official Plan. The full Draft Official Plan was released in December 2020.

Following substantial stakeholder consultation and subsequent revisions Council will vote on the New Official Plan in fall 2021. Following approval and adoption by Council, the Plan will be sent to the Ministry of Municipal Affairs and Housing. The Ministry has up to four months (120 days) to review and approve the Official Plan with approval by the Ministry expected by late-2021.

4.3.2 Proposed Direction of the New Official Plan

This new Official Plan is proposing five broad policy directions:

- / **Big Policy Move 1:** Achieve, by the end of the planning period, more growth by regeneration than by greenfield development. New policies will increase the variety of affordable, low-rise housing options for residents within existing neighbourhoods close to hubs and corridors, and within walkable 15-minute neighbourhoods. Built form policies will also help to ensure that new housing in existing neighbourhoods complements the character of these neighbourhoods, protects the urban tree canopy and promotes an evolution to 15-minute neighbourhoods
- / **Big Policy Move 2:** By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation. The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling.
- / **Big Policy Move 3:** Improve sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales.
- / **Big Policy Move 4:** Embed environmental, climate and health resiliency and energy into the framework of planning policies.
- / **Big Policy Move 5:** Embed economic development into the framework of our planning policies.

4.3.3 Land Use Designation

Within the Draft Official Plan, **Schedule B1 - Downtown Core Transect** proposes new land use designations. The subject property is proposed as an Evolving Neighbourhood in the Draft Official Plan Update.

The planned function of Evolving Neighbourhood is to permit a mix of building forms and densities. Neighbourhoods are planned for ongoing, gradual, integrated, sustainable, and context sensitive development. Neighbourhoods are generally meant to accommodate low-rise development, however, increased building height can be considered in areas already characterized by taller buildings.

Appropriate development densities are meant to create the critical mass essential to make transit viable. The City is pursuing a strategy that would ensure the implementation of more compact, higher density and mixed-use communities around transit stations.

4.3.4 Design Considerations:

The draft Official Plan Updates states that within the Evolving Neighbourhood Designation buildings should:

- / Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design.
- / Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
- / Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

Although the new Official Plan is still in draft form, it is important to note that the proposed development supports the overall objectives put forward for the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors. The residential intensification at this location, where it will redevelop and under-utilized property in a downtown neighbourhood contributes to a land use pattern that is consistent with greenhouse gas emissions reductions.

4.4 Centretown Secondary Plan and Community Design Plan

The subject property is located within the Centretown Secondary Plan and Community Design Plan study areas. These documents, approved by Council in May 2013, are intended to guide future growth and change in Centretown. The Secondary Plan implements the key aspects of the Community Design Plan (CDP) into statutory policy.

4.4.1 Plan Objectives

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on 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 Community Design Plan outlines seven (7) core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle	Discussion
Maintain and Respect the Character of Centretown's Neighbourhoods	The proposal represents the modest redevelopment of a currently underutilized proposed currently characterized by significant surface parking. The proposed residential intensification represents a transition to a use and function of the building that promotes the existing and planned context of the area as per the established planning regulatory and policy context.
Accommodate Residential Growth	The proposed development includes 27 new residential units that will support the targets for intensification in Centretown and will redevelop an underutilized property that is currently used for office purposes with a well-designed, residential-use development featuring a mix of unit types.
Accommodate a Diverse Population	The proposed development is envisioned as a rental project that will add needed rental housing stock to the Centretown neighbourhood. The development will feature a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.
Reinforce and Promote Commercial Activity	The proposed redevelopment to a multi-unit residential use will bring new residents to the neighbourhood who will support existing commercial businesses along the Bank, Somerset West, and Elgin mainstreets.

Enhance the Public Realm	The proposed development will improve the Waverley streetscape abutting the development through landscaping improvements, replacing the existing parking area, bringing the building front wall and main entrance closer to the public realm, and through a built form that encloses the street and creates a comfortable pedestrian environment.
Encourage Walking, Cycling, and Transit Use	<p>The proposed development does not provide vehicle parking spaces and includes ample bike parking spaces to encourage cycling and will integrate well with and promote the existing active-transportation network in Centretown.</p> <p>The site is in close proximity to multiple Transit-Priority Corridors as per the Official Plan and also located 900 metres walking distance south of the Parliament LRT station. Further, the proposed building is located south of the City's downtown core and Central Business District, allowing residents to walk and cycle to meet their day-to-day needs.</p>
Promote Design Excellence	The proposed development has been thoughtfully designed to improve on the existing condition of the building and site layout and to create a building design that fits well within its surroundings and respects the character of the surrounding community. The retention and re-use of the front façade of the existing building as well as the choice of materials reflects the heritage of Centretown while also providing a modern building aesthetic.

4.4.2 Character Area and Land Use Designation

Per the Secondary Plan and CDP, the subject property is located within the Central Character Area on Annex 1 and within the Residential Mixed-Use designation of Schedule H1. These character areas and land-use designations are meant for areas of moderate-density development planned for more residential and mixed-use intensification in mostly mid-rise buildings that frame and enliven adjacent streets.

As per the policy framework, this area is expected to continue to evolve to accommodate more residential development that reflects and complements the many historic buildings and streetscapes in the area. The Secondary Plan states that compatible intensification can occur on underutilized and vacant sites in Residential Mixed-Use Neighbourhoods and should minimize impacts and provide transition to lower-scale areas.

Section 3.4.1 of the Secondary Plan indicates that new development or modifications to existing buildings should reinforce the established character and establishes the following objectives:

1. Protect identified heritage buildings, streetscapes and areas;
2. Rehabilitate, conserve and re-use buildings with heritage value;
3. Preserve and reinforce the character of stable, valued neighbourhoods and main streets;
4. Ensure the scale, massing and design of new development respects the character of surrounding established areas with concentrations of heritage buildings;
5. Preserve irreplaceable, valued architectural styles.

Further Section 3.4.2 speaks to appropriate accommodation of residential growth within the Secondary Plan area. This section directs the majority of growth to the northern area but states that growth will also continue to occur through the development of mostly mid-rise buildings in the central area of Centretown.

Policy 3.9.4.3 states that a variety of mid-rise and low-rise buildings shall be encouraged in the Central Character Area. Schedule H2 identifies maximum heights and in the Central Area, generally, buildings up to 9 storeys is permitted.

The policy goes on to state that where a building greater than 6 storeys is proposed adjacent to a property where the maximum height is 4 storeys or adjacent to significant heritage resources/ streetscapes, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Further, Policy 3.9.4.4 states that proposals for development in the Central Character Area shall be guided by the Built Form Guidelines in the Centretown CDP.

Policy 3.9.5.3 of the Secondary Plan notes that the Zoning By-law should establish appropriate maximum building heights within the ranges shown on Schedule H2. Finally, Policy 3.11.3.1 of the Secondary Plan indicates that that the City will initiate various undertakings to implement land use and site development policies of the Plan including Zoning By-Law Amendments consistent with the land use and built form policies of the plan.

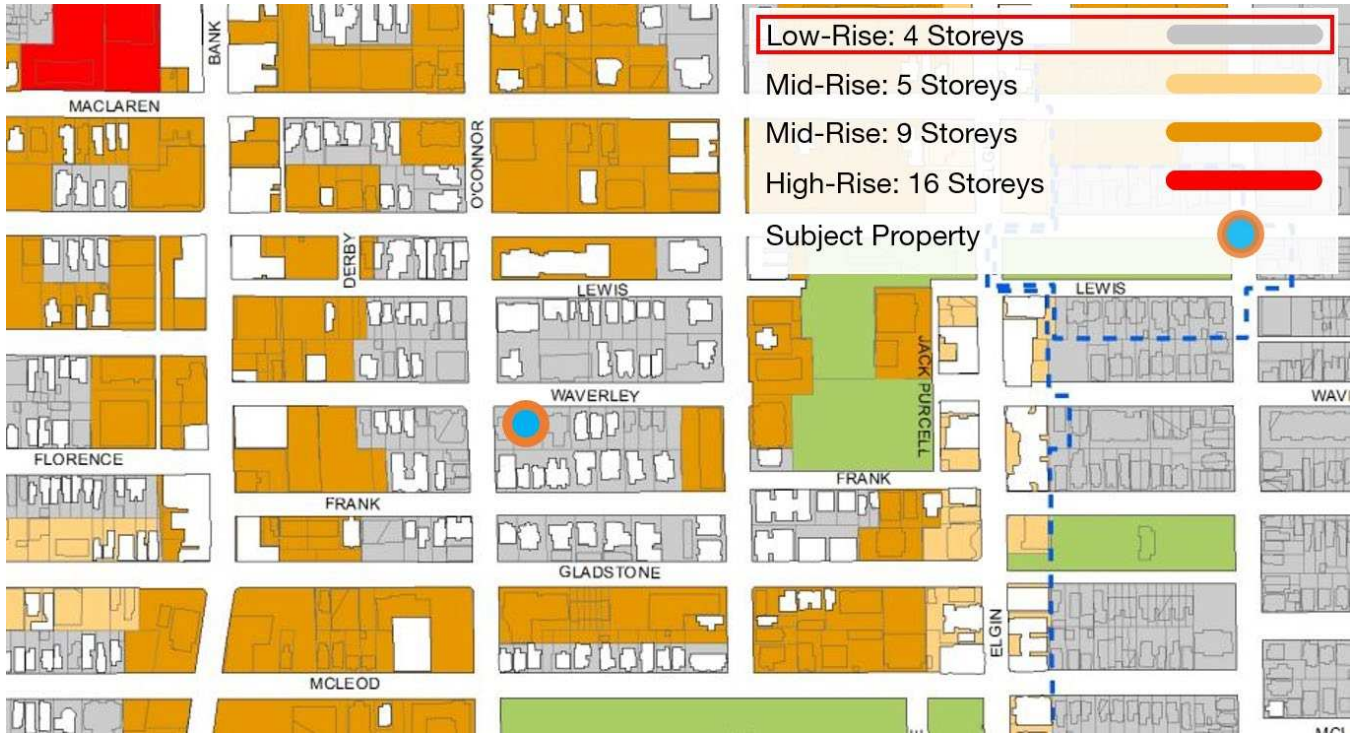


Figure 15: Centretown Secondary Plan Schedule H2 - Maximum Building Heights.

Schedule H2 of the Centretown Secondary Plan establishes a four-storey height maximum for the subject property.

The proposed amendment would also recognize the subject property’s suitability for increased height on Schedule H2 of the Secondary Plan.

The proposed use and height are consistent with the planned function of the area as established in the Official Plan and Secondary Plan and provides for a residential use as indicated in the zoning context for the site. The proposed development has been informed by the Built Form Guidelines of the CDP and SP and by the other applicable design guidelines. The proposed development respects compatibility and contextual objectives of the overarching Secondary plan and is surrounded by lands that are developed with mid- to high-rise buildings further ensuring that the proposed modest height increase will not negatively impact the existing character of the area.

4.4.3 Heritage Considerations

The CDP and SP provide a Heritage Approach (Section 6.5), and a heritage context that provides guidance for new buildings that are located adjacent to a heritage building or streetscape.

The submitted CHIS concludes that the programming of the proposed building is well thought out and suits the street. The retention of the existing building and complementary design of the redevelopment will aid in integration into the neighbourhood along Waverley Street.

4.4.4 Built Form Guidelines of the Centretown CDP

Section 6.4.2 Mid-Rise of the Centretown Community Development Plan offers the following built-form guidelines for development of mid-rise infill buildings. The following guidelines apply to all mid-rise infill in Centretown:

- / Align infill with adjacent buildings and respect the existing overall street setback.
- / Extend infill the length of the site on all street frontages.
- / Avoid blank walls.
- / Ground levels units should be well articulated to reduce the scale of the building and introduce a more fine grained rhythm to the street frontage.
- / iR rise residential ground floors should be 0.9-1.2m from the ground to provide privacy for residents, while promoting safe streets by providing 'eyes on the street'.
- / Inset balconies behind the street wall to reinforce the street edge and public realm. Above the setback, projected balconies are permitted but are not to exceed the setback width.
- / Existing Heritage Conservation District guidelines should be considered for new infill development occurring within the boundaries of the conservation district.

Rear and Side-yard Setbacks for Mid-block Parcels:

- / When mid-rise buildings immediately abut a low-rise residential area, the building needs to be set back a minimum of 3 metres from the side property line and 7.5 from the rear property line.
- / The building massing needs to create a smooth and gradual transition with the residential area, and will be designed to respect the built form character of the adjacent neighbourhood without necessarily being the same height.
- / A portion of the building immediately adjacent to the stable low-rise residential area should be no higher than four storeys, transitioning into the mid-rise building as the distance from the neighbourhood increases.

Finally, the CDP states that appropriate building heights should take their cues from:

- / the existing built form context;
- / recent development application approvals;
- / federal height controls;
- / providing appropriate transition to lower-rise areas; and
- / creating a varied skyline through building height variation.

As discussed in detail in Section 4.2.3 of this report, the proposed development conforms to the City's high-level urban design objectives and is compatible with the surrounding context, supporting the proposed building design and massing. Careful attention has been paid to creating an appropriate and comfortable relationship to the street frontages and low-rise development to the south.

4.5 City of Ottawa Zoning By-Law

On October 14, 2020, Ottawa City Council adopted By-laws which amended the Residential Fourth Density zoning in the inner-urban area. As of November 9, 2020 the appeal period has ended. Accordingly, the changes brought through these amendments are in effect as of October 14, 2020.

The subject property was previously zoned “Residential Fourth Density, Subzone T, Exception 478 and Exception 479 (R4T[478] and R4T[479])”, in the City of Ottawa’s Comprehensive Zoning By-law (2008-250). As per the by-law amendments adopted by Council and referenced above, the subject site is now zoned R4-UD[478] and R4-UD[479].

Exceptions 478 and 479, which remain from the previous zoning framework add, “ Dwelling Unit” as a permitted use.



Figure 16: Excerpt from the City of Ottawa’s Zoning By-Law Map

As indicated in the zoning map above, the subject property is predominantly surrounded by Residential Fourth Density Zoning.

The intent of the Residential Fourth Density Zone is to accommodate predominantly low-rise, residential built form of up to a height of four (4) storeys on lands designated “General Urban Area” in the Official Plan. The R4-UD Zone is applied to allow a wide mix of residential building forms ranging from single-detached, semi-detached, to low-rise apartment dwellings and regulates development in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

However, the R4 zone category does not permit mid-rise apartment buildings as is proposed within this application package and therefore the zoning amendment requests the application of a Residential Fifth Density Zone (R5) on the subject property.

The proposed Zoning By-law Amendment would therefore rezone the subject lands to the “Residential Fifth Density Zone, Subzone B, Exception XXXX (R5XX[XXXX])” to permit the proposed mid-rise apartment development. The proposed development is therefore compared to the provisions of the R5B zone in the table below:

Zoning Mechanism	R5B	Proposed	Compliance
Minimum Lot Area	675 m ²	614m ²	X
Minimum Lot Width	22.5 metres	30.43 metres	✓

Zoning Mechanism	R5B	Proposed	Compliance
Setbacks	<p>Minimum Front Yard: 3 metres Minimum Rear Yard: 7.5 metres</p> <p>Interior Side Yard: Where the side lot line abuts a lot in an R4 zone the min required interior side yard setback is 7.5m.</p> <p>When not abutting R4:</p> <ul style="list-style-type: none"> - For 21 metres from the front lot line: 1.5 m - Further than 21 metres from the front lot line: 6 m 	<p>FY: 4.76 metres RY: 4.4 metres for small portion of garbage room at-grade.</p> <ul style="list-style-type: none"> - 5.92 metres for remainder of building. <p>IY West: 0.68 metres</p> <ul style="list-style-type: none"> - increasing to 1.27 metres at 7.2metres from front lot line. <p>IY East: 2.33 metres</p>	<p>✓ X</p> <p>X</p> <p>X</p>
Building Height	Varies. To be established in the accompanying zoning schedule.	22.11 metres	N/A
Permitted Projections	<p>Permitted Projections include:</p> <ul style="list-style-type: none"> / mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014-94). / landscaped areas, roof-top gardens and terraces and associated safety guards and access structures. / Front access stairways are permitted to project no closer than 0.6m to a lot line 	<p>The proposal includes only projections above the height limit that are permitted with zoning by-law Section 64.</p> <p>The proposal includes a accessible ramp and front entry stairways that comply with the provisions of Zoning By-law Section 65.</p>	<p>✓</p> <p>✓</p>
Amenity Area 6m ² /unit, 50% communal	Total: 6 x 27=162m ² Communal: 81m ²	Total: 463m ² Communal: 81m ²	<p>✓</p> <p>✓</p>
Minimum Landscaped Area	30% of lot area = 183.6m ²	< 30% - 121.3m ²	X
Accessory Structures	<p>Minimum Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a street:</p> <ul style="list-style-type: none"> - Other accessory buildings or structures: 	0 metres	

Zoning Mechanism	R5B	Proposed	Compliance
	<ul style="list-style-type: none"> - In a front or interior side yard: same as principal building (7.5 metres). - In a rear yard: 0.6 m 		X
			X

4.5.1.1 Parking Provisions

The subject property is within Area X on Schedule 1A of the Zoning By-law and subject to the parking provisions as outlined below.

Provision	Required	Provided	Compliance
Min. Residential Vehicle Parking (Area X)	Mid-rise Apartment: / No spaces for the first 12 units; then 0.5 spaces per dwelling unit= 8	0	✓
Min. Visitor Parking	Mid-rise Apartment: - No spaces for the first 12 units on a lot; then 0.1 spaces per dwelling unit (no more than 30 spaces per building required = 2.0	0	✓
Min. Residential Bicycle Parking	/ 0.5 spaces/unit = 14	17	✓
Bicycle Parking Access Route	/ Minimum of 1.5 metres	1.5 metres	✓
Bicycle Parking Orientation	/ 50% vertical or stacked and the remainder horizontal.	100% horizontal	✓
Bicycle Space Dimensions (Vertical)	/ Min Width: 0.5 metres / Min Length: 1.5 metres	/ Min Width: 0.5 metres / Min Length: 1.5 metres	✓

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the R5B zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule, and address site-specific provisions through an exception. The proposed amendment is outlined in Section 5.0.



4.5.2 Heritage Overlay

The subject property is within a Heritage Conservation District and is therefore subject to the Heritage Overlay of the Zoning By-law, as described in Section 60.

Section 60 of the Zoning By-law states that despite the provisions of the underlying zone, the following provisions apply to land uses within an area affected by a heritage overlay.

Zoning Mechanism	Required	Proposed	Compliance
General Provisions	<ul style="list-style-type: none"> - Where a building in an area to which an heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction. 	The proposal includes the retention and re-use of the existing building on the property but does not propose to rebuild the structure entirely.	X
Projections	<p>Despite Section 65, projections are not permitted into the front, corner side yard or side yard in an area to which an heritage overlay applies, except in the case of:</p> <ul style="list-style-type: none"> - a ramp used for handicap access; - What about access stairways 	Main Access Stairs project into the required/provided front yard.	X
Front Yard Parking	A parking lot is prohibited in a front yard or corner side yard abutting a street in an area to which an heritage overlay applies.	No Parking is provided.	✓

5.0 Required Amendments

5.1 Proposed Official Plan Amendment

To facilitate the proposed development, a site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan. The OPA would amend the maximum building heights for the property as shown on Schedule H2 of the Secondary Plan which limits building heights to a maximum of four (4) storeys. The proposed amendment would permit a maximum building height of six (6) storeys on the subject property.

5.2 Proposed Zoning By-law Amendment

To facilitate the proposed development, a Zoning By-law Amendment is being submitted to rezone the lands to "Residential Fifth Density, Subzone B, Special Exception XXXX, Schedule YYY (R5[XXXX] SYYY)". The special exception would address specific performance standards, while the proposed site-specific schedule would establish building heights, setbacks, and stepbacks.

The new zoning schedule and exception would provide relief from specific provisions of the current zoning as detailed throughout this report to address non-compliance in the following areas:

Reduced Vehicle Parking for Residents and Visitors: The proposal does not provide space for on-site vehicle parking for residents or visitors. The subject property is situated within an established community currently well served by amenities including parks, schools, bicycle infrastructure, recreational facilities, and commercial services including grocery stores within a 15-minute walk.

- / In the ongoing review of the Official Plan, the City of Ottawa has acknowledged that walkable, 15-minute neighbourhoods will help reduce car dependency, promote social and physical health, and sustainable communities. The proposed development will help ensure that housing is close to local shops and services in a neighbourhood with a street and pathway network that facilitates active transportation and discourages local car trips. A key consideration for appropriate locations for intensification must therefore also contemplate the availability of these service and amenities. The City's stated goal of intensifying within established areas is supported by the proposed development which will assist by provide a diversity of residential opportunities within a walkable 15-minute neighbourhood.
- / Further, this community is well-served with bicycling, walking, and rapid transit infrastructure. The proposal will provide a 1:1 bicycle parking ratio in two enclosed bicycle parking rooms as well as in the front yard in close proximity to the public realm. In summary, the existing context will facilitate a reduction in reliance on private vehicle trips and ownership in favour of conveniently available and reliable active and rapid transportation options.
- / **No Compliance with Heritage Overlay Provisions of Section 60:** Although the subject property is located in a Heritage Overlay and within the Centretown Heritage Conservation District, the building itself is designated as a Category 3, non-contributing building. Further, the immediately surrounding buildings are not designated as Part IV buildings under the Ontario Heritage Act. Therefore, the proposed redevelopment and retention and integration of a portion of the existing building as well as the additional storeys will not result in any detrimental impacts on heritage inventory within the immediate context. The building will remain at a scale and massing that is respectful of the existing low and mid-rise residential character of the area.
- / **Reduced Minimum Lot Area and Building Setbacks:** Relief from the zoning by-law provisions for building setbacks and lot area are requested to recognize the proposed building footprint.

- / The subject property is located within an established community with a tight-knit urban fabric and built from character. The reduction in lot size is deemed appropriate given the intent of the proposed re-development plan is to generate modest intensification on the site while proposing a building design and massing that does not overwhelm or place undue burden on the surrounding community. In this way, the overarching community character will be retained and respected while also creating a modest yet important level of residential intensification in this community. Furthermore, a scan of the immediately surrounding area indicates that lot size and dimensions are quite variable in this community with numerous lots consisting of similar total areas.

Zoning Amendment from an R4 to an R5 Zone: Waverley Street West and the directly neighbouring properties on O'Connor can be characterised by their mid to high-rise residential nature. The proposed redevelopment of the subject property to a multi-unit residential use is supported within the overarching planning and regulatory framework including the Official Plan, Secondary Plan, and existing zoning context.

- / Ultimately, the building height will be classified as a mid-rise residential building which is not a permitted use within the R4 Zone. The proposed height associated with an R5 Zone, is in keeping with the overall direction of the Official Plan and Centretown Secondary Plan as well regarding intensification, compatible development, and a complementary design approach. Therefore, given the height of the nearby built form, and the current environment and planned function of the subject property, the abutting lands, and the broader community, the Residential Fifth Density zone and accompanying mid-rise height profile is considered the most appropriate zoning for the subject property.
- / The proposed mid-rise infill redevelopment of the subject property represents an important investment in a building typology commonly referred to as the 'missing' middle' and is compatible in scale with the existing building inventory/planned function of this zone and will assist in meeting the growing demand for compact, efficient, and walkable urban living within the City of Ottawa.

The Official Plan and Zoning By-law Amendments are appropriate as they promote the ongoing transformation of the area to a more vibrant residential character and provide an appropriately-scaled, mid-rise building that is compatible with the surroundings, and achieves a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along Waverley Street.

6.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications represent good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposal retains and relocates the existing building and appropriately addresses the heritage character of the community.
- / The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the General Urban Area Designation.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The mid-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development adheres to the intent of the Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed R5B [XXXX] SYYY zone for the subject property is compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property.
- / The requested Official Plan and Zoning By-law Amendments are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.



Tim Beed, MCIP RPP
Planner



Kersten Nitsche, MCIP RPP
Senior Planner