



## **240 Presland Road**

Planning Rationale

Official Plan Amendment, Zoning By-law Amendment & Site Plan Control

April 30, 2025



Prepared for CAHDCO

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# 1.0

## Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by CAHDCO on behalf of CCOC (the Centretown Citizen’s Ottawa Corporation, “the owner”) to prepare this Planning Rationale in support of Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications to facilitate the proposed development on the property municipally known as 240 Presland Road 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 development is appropriate for the site and compatible with adjacent development and the surrounding community.

### 1.1 Required Applications

To facilitate the proposed development, the following applications are attached:

- / Official Plan Amendment;
- / Zoning By-law Amendment; and
- / Site Plan Control.

This project is part of a pilot by the City of Ottawa, intended to streamline and facilitate development applications by non-profit organizations that will increase the supply of affordable housing in the City of Ottawa.

### 1.2 Executive Summary

The purpose of these applications is to permit the construction of a six-storey apartment building, consisting of 62 affordable dwelling units in a range of sizes, 76 bicycle parking spaces, 32 vehicular parking spaces, and three outdoor amenity spaces totalling 613 square metres. The proposed development replaces a 4-storey apartment building which was damaged by a fire and subsequently demolished in 2023.

Presland Road is characterized by a mix of building heights and typologies. While the Official Plan permits high-rise and mid-rise buildings “in areas already characterized by taller buildings within the Neighbourhood designation”, permitted building heights in neighbourhoods shall generally be low-rise (Policy 2, Section). Therefore, an Official Plan Amendment to create an Area Specific Policy and a Zoning By-law Amendment application will be required to permit the proposed modest mid-rise building. The Zoning By-law Amendment will also provide minor relief from several performance standards, including a reduced visitor parking rate, a reduced landscape buffer for the parking lot, and a widened pedestrian walkway.

This rationale supports the concurrently submitted Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications attached. The proposed development is suitable for its context and supportable from a planning perspective, as it will permit a thoughtfully designed and well-integrated building that provides affordable and sustainable housing units.

## 2.0

# Subject Property & Surrounding Context

## 2.1 Subject Property

The subject property, Parts 1 & 2 of Plan 5R-10485, has approximately 30.7 metres of frontage on the south side of Presland Road, and an area of approximately 2,008 square metres. Prior to a fire in February 2023, the property was occupied by a 4-storey low-rise apartment building containing 32 units, and a parking lot with 27 spaces (including two for visitors) covering most of the rear yard and interior side yard. Vehicular access was provided via the driveway east of the building. Curbs surrounding the previous parking area remain, as well as a retaining wall along the south and east lot lines to the rear of the property where the grade slopes slightly downward. Small trees, primarily cedars, line the east and west lot lines of the site. Power lines and a fire hydrant abut the subject site in the right of way on the south side of Presland Road. A sidewalk is only present along the north side of the street.



Figure 1: Subject property prior to fire and demolition, as viewed from Presland Road at Whitton Place. (Google Street View, June 2019)





Figure 2: Subject property following demolition (Fotenn, July 2024)

## 2.2 Surrounding Context

The subject property is located at the terminus of Whitton Crescent, which creates a sightline to the property from approximately 140 metres away. It is on the edge of the Overbrook neighbourhood, adjacent to the Hub surrounding on Tremblay LRT Station, just outside a 600-metre radius of the Tremblay LRT station. The Overbrook neighbourhood is a predominately low-rise residential area, but Presland Road is characterized by a mix of building heights, including one 15-storey high-rise building and two modest mid-rise buildings located within 400 metres of the subject site (Figure 4). In addition to these taller buildings, Presland Road between the Vanier Parkway and Lola Street is developed with a wide range of dwelling typologies, including single-storey detached homes, multiple-attached ground-oriented homes, and low-rise apartment buildings. The stretch of the street closest to the subject property contains the highest concentration of 3.5- and four-storey apartment buildings.

From an urban design perspective, the streetscape character of this neighborhood is mixed. However, this street, and Overbrook as a whole, benefits from good tree canopy coverage.

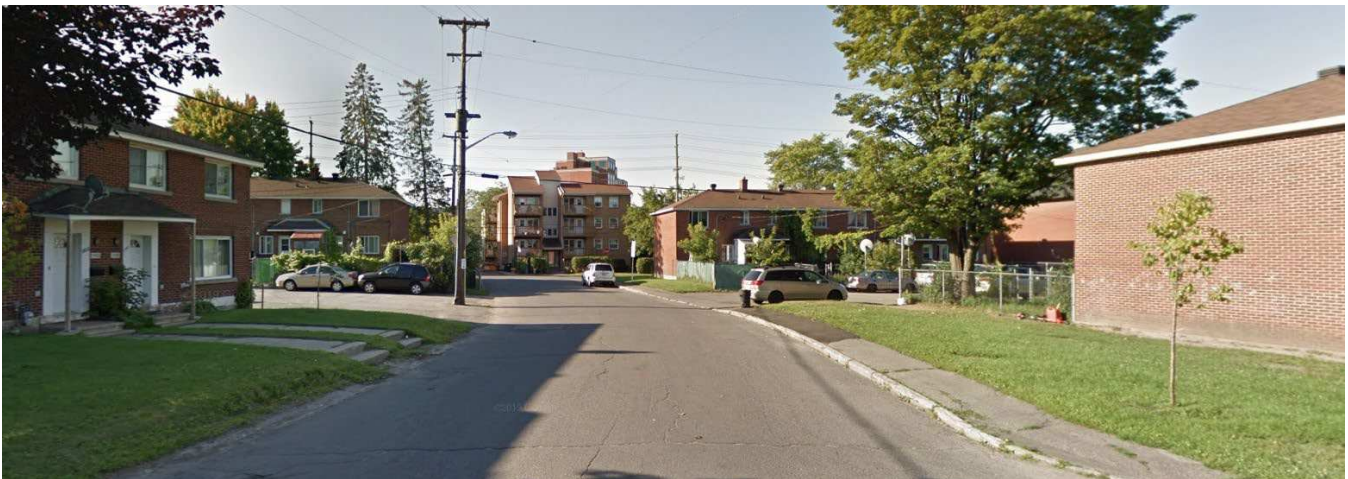


Figure 3: Sightline from Whitton Place showing previous building. (Street View, August 2017)





Figure 4: Subject property and surrounding context, including amenities and building heights above low-rise.

The subject property benefits from strong access to services and amenities (Figure 4 and Figure 5). A range of institutional and commercial uses are located along Coventry road to the south of the property including the St. Laurent Shopping Centre.



Figure 5: 15-minute Neighbourhoods Mapping Access to Services, Amenities and Pedestrian Environment (Source: City of Ottawa 15-Minute Neighbourhoods Baseline Report, 2021, Map A8)

The following identifies the land uses that surround the property:

**North:** Fronting on Presland Road and Whitton Crescent north of the subject property are several blocks of two-storey rear lane townhouses punctuated by low-rise apartment buildings. A Seventh-day Adventist Church is located on a through lot with access to Presland Road and Prince Albert Street to the east of dwellings fronting on Whitton Crescent. The mixed residential neighbourhood, including a number of institutional uses, extends north to Donald Street, a two-lane Collector and Minor Corridor lined with a mix of uses that includes small and medium-scale institutional and commercial uses.

**East:** Immediately east of the subject property is a three-storey apartment building oriented north-south with parking behind the building, and no rear-yard amenity area. Further east lie a mix of dwelling typologies from detached to mid-rise apartment, including a newly built infill triplex at 255 Presland Road and a seven-storey apartment building. The mixed residential nature of Presland Road continues east of Lola Street. Commercial and light industrial uses lie south of these dwellings, lining Coventry Road, and leading to the St. Laurent Shopping Centre. There is a pocket park and playground at Presland Road and Lola Street, 260 metres from the subject property, and a neighbourhood park adjacent to a hydro substation 500 metres due east of the subject property.

**South:** The rear of the subject property abuts the rear yards of a row of three-storey townhouses fronting on Arcola Private. These dwellings, built around the turn of the millennium, are out of context with the neighbourhood to the north which was built several decades earlier. A small landscaped area separates Arcola Private from Coventry Road, south of which lies a conference centre, two hotels, and the Ottawa Baseball Stadium. Provincial Highway 417 and the Alexandria track and rail yard owned by VIA are significant barriers to north-south movement. The Max Keeping Pedestrian Bridge connects the neighbourhood to the Tremblay O-Train Station and VIA Rail regional train station over Provincial Highway 417. Access to the commercial uses of Train Yards shopping centre is significantly restricted by the railway, although the Vanier Parkway and Belfast Road provide connection over both Highway 417 and the VIA railway lines.

**West:** West of the subject property lies a mix of low-rise apartment buildings, two to three-storey townhouses, and detached dwellings. The property directly west is occupied by a low-rise apartment building with a rear yard amenity well-screened by mature tree canopy. Les Terrasses Francesca, a residential complex consisting of apartment buildings of up to 15 storeys and low-rise buildings with ground-oriented units, is situated at the western terminus of Presland Road, with vehicle access provided via the Vanier Parkway. Across the Vanier Parkway lies an established low-rise residential neighbourhood, a Catholic Church, an RCMP base, and a linear park bound by the Rideau River.



Figure 6: Low rise apartment dwellings east of the subject site along Presland Road. (Google Street View, September 2024)



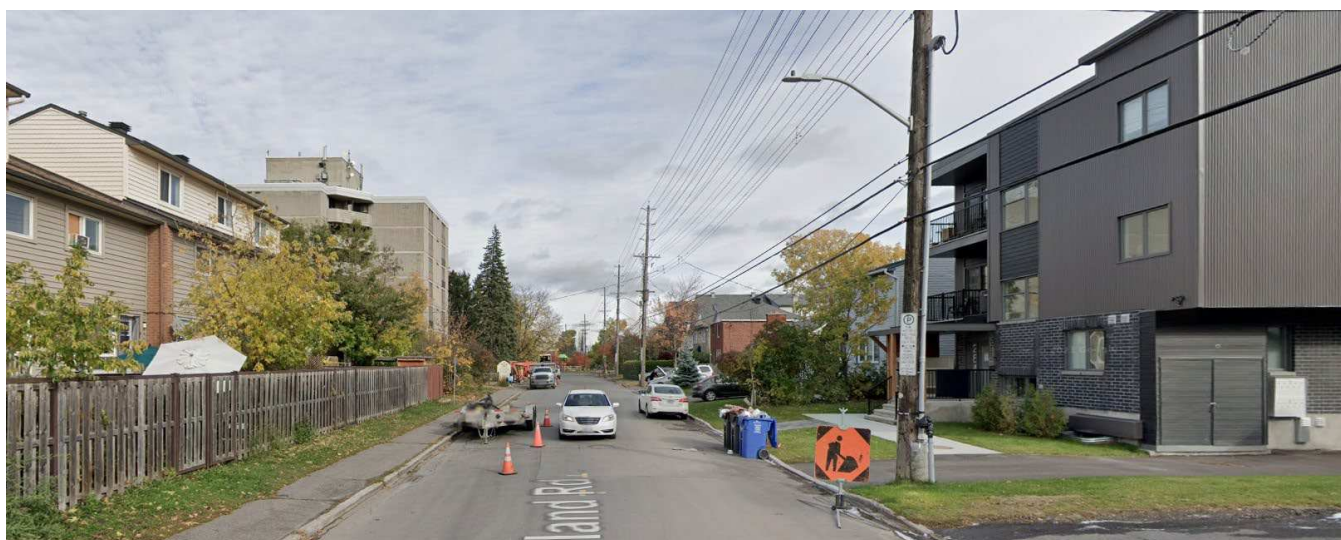


Figure 7: Streetscape of Presland Road east of Ellis Private. Note the 7-storey Presland Tower on the left. (Google Street View, October 2020)

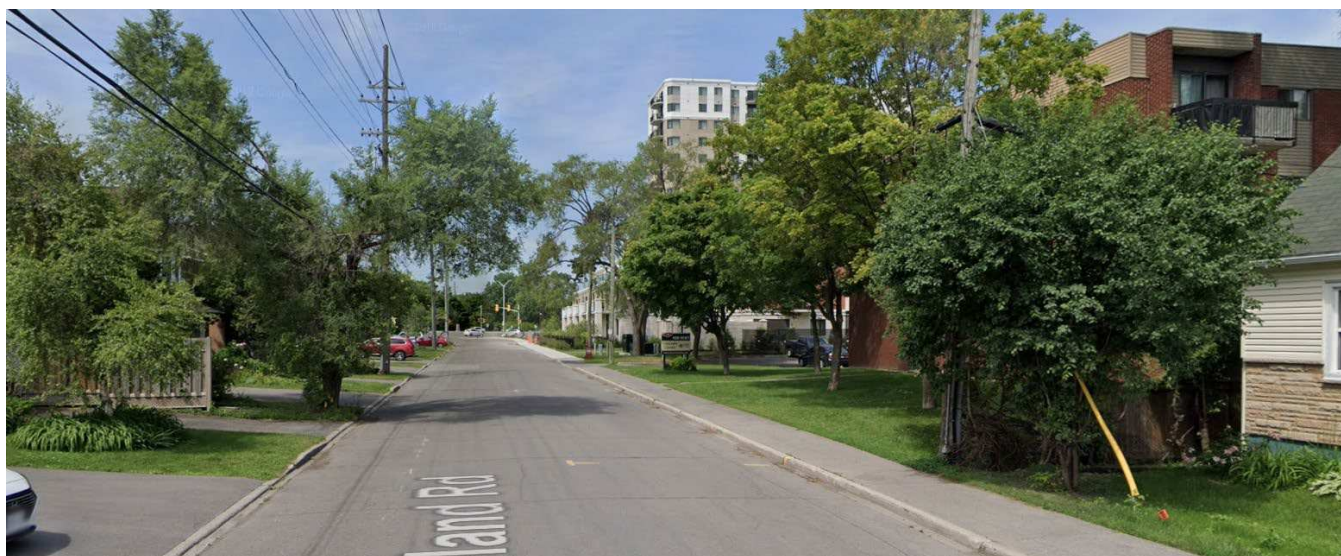


Figure 8: Streetscape of Presland Road west of Forestlane Private. Note the mid- and high-rise buildings along the Vanier Parkway. (Google Street View, June 2019)

## 2.3 Transportation

The subject site is well connected in regard to the urban road network. Presland Road is identified as a Local Road in Official Plan Schedule C4. Lola Street to the east and Donald Street to the north are Collector Roads, while Coventry Road and the Vanier Parkway, to the south and west of the subject site respectively, are Arterial roads. Provincial Highway 417 lies 350 metres south of the subject site.

As shown in Figure 9, the nearest O-Train station to the subject property is Tremblay Station, located approximately 640 metres away. However, walking distance to the station is approximately 1.4 kilometres due to a fragmented urban fabric. McArthur Avenue and St. Laurent Boulevard are identified as transit priority corridors. The subject property is adjacent to the Tremblay Protected Major Transit Station Area (PMTSA).



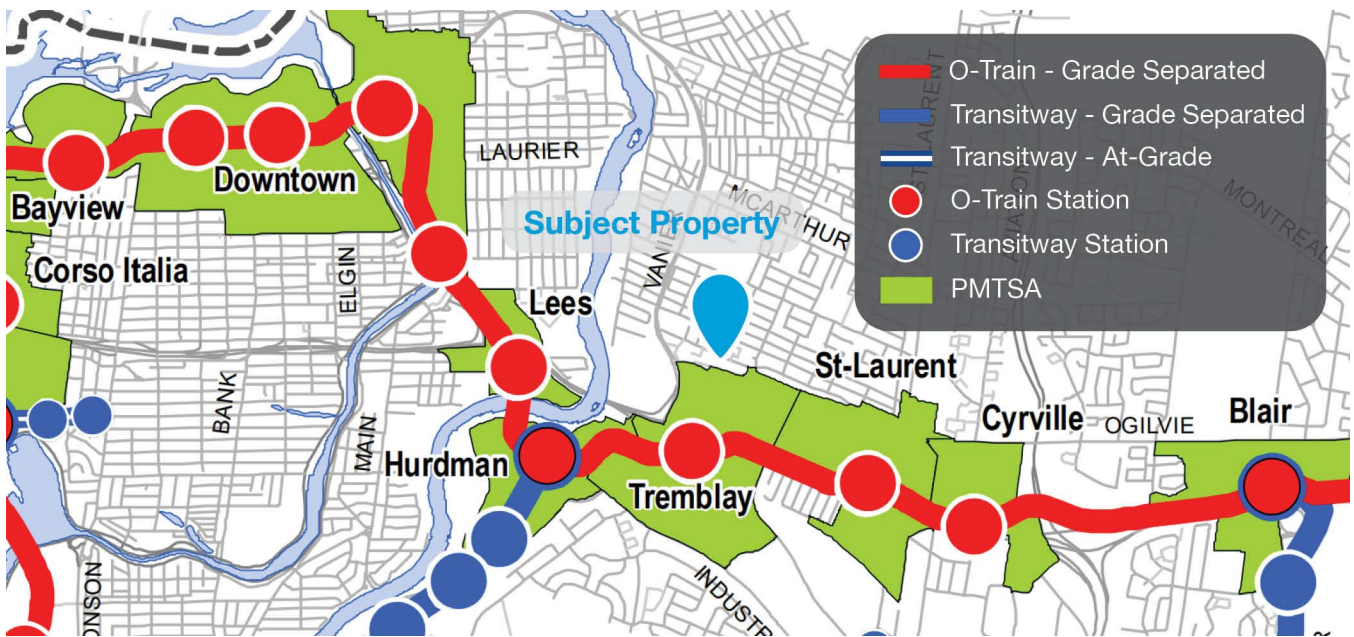


Figure 9: Excerpt of Schedule C1 - Protected Major Transit Station Areas (PMTSA) from the City of Ottawa Official Plan.

As demonstrated in Figure 10, the discontinuous existing mobility network in the Hurdman/Tremblay/St. Laurent Hub mean that the majority of the properties within the hub are not within a 900-metre walk of a station.

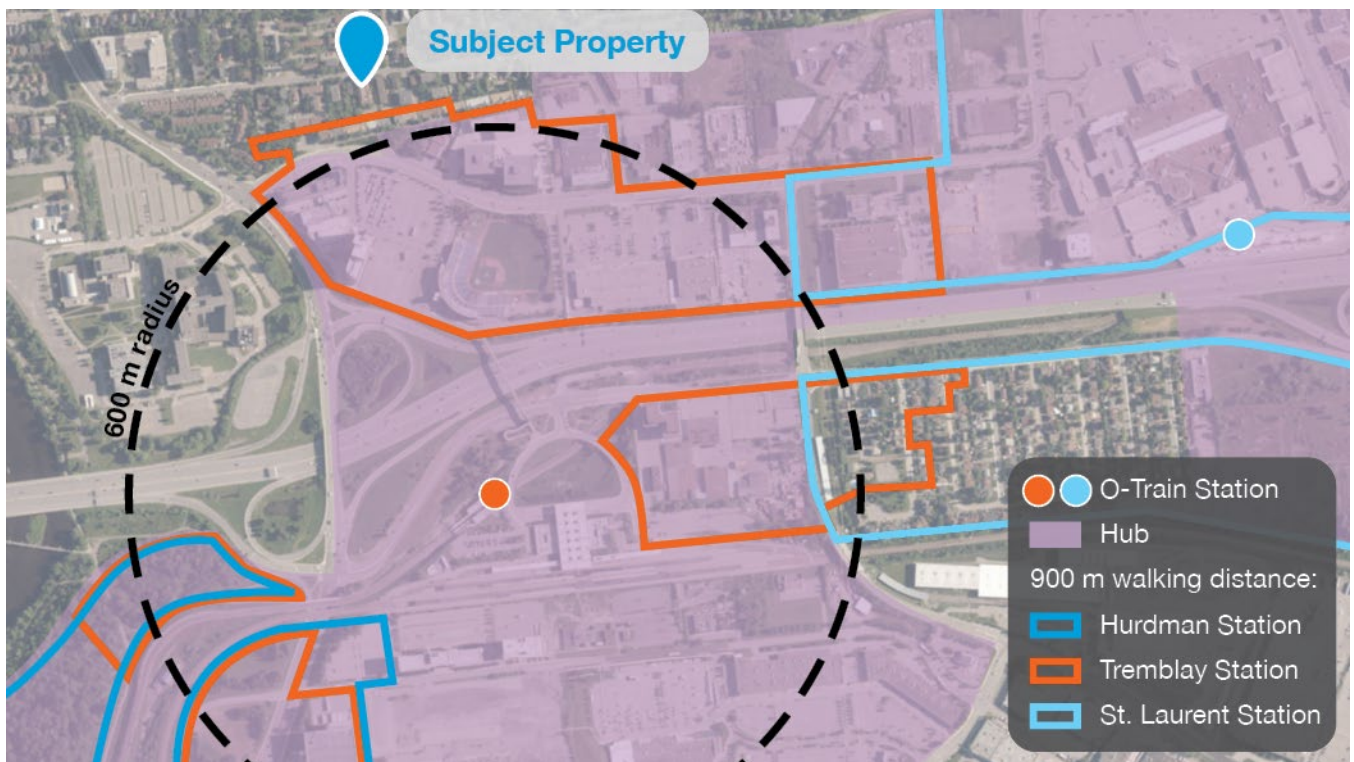


Figure 10: Existing 900-metre walking distances to rapid transit stations.

Despite this, the subject property is well served by local transit, with four local transit routes available within a 400-metre radius (Figure 11). The neighbourhood enjoys one of the highest rates of commuting by public transit in the city (Figure 12).

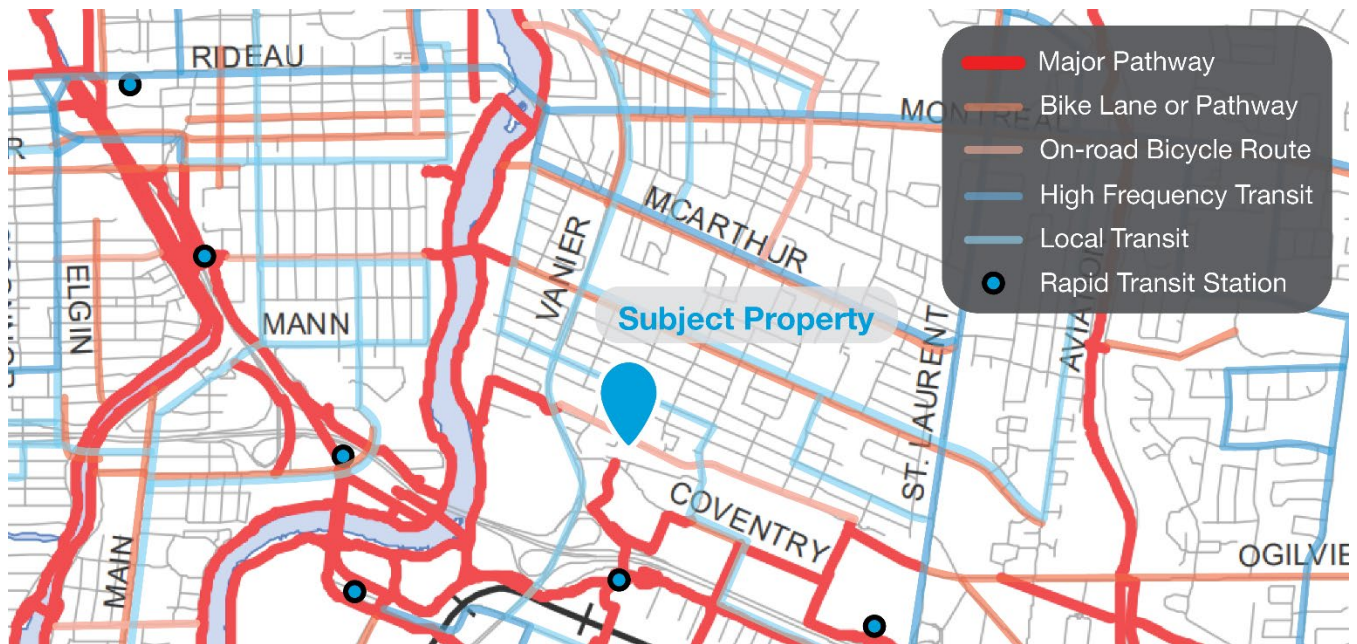


Figure 11: Active Transportation and Public Transit connectivity near the subject property.

Schedule C3 – Active Transportation Network (the basemap of Figure 11) identifies major pathways along the Rideau River west of the subject site. Major pathways south of Coventry Road connect to an expansive section of the active transportation network along the O-Train corridor to the east and west. Presland Road is a bicycle route, identified by signage and a separated, signalized crossing of the Vanier Parkway at its western terminus. A multi-use path runs through Lola Street Park, connecting the site to Presland Park, 500 metres east of the subject property. Coventry Road is lined with bicycle lanes to the west of Lola Street.

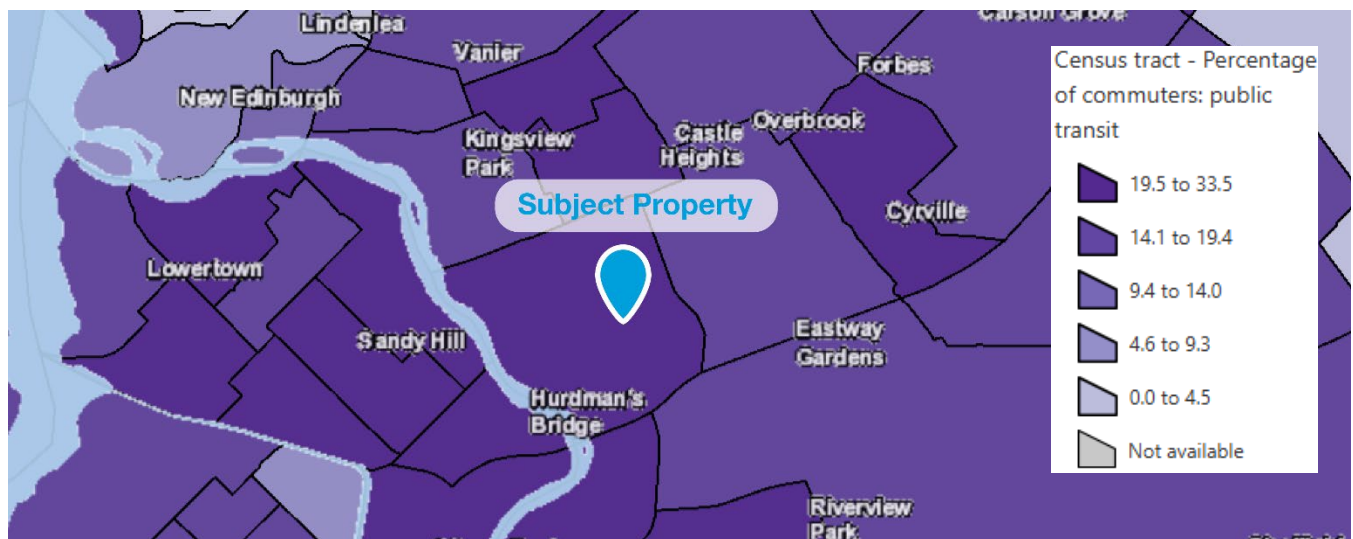


Figure 12: Percentage of Commuters: Public Transit, by census tract (Statistics Canada Census Program Data Viewer, 2021).



## 3.0

# Proposed Development & Design Brief

## 3.1 Project Overview

The proposed development will replace the previous use, while improving the quality of the built form, increasing affordable housing, energy efficiency, canopy coverage, and soft landscaping. The proposed building design will improve the streetscape, with a minor increase in overall massing that maintains integration with the existing context.

The proposed building consists of 62 dwelling units in a six-storey built form on a footprint generally similar to that of the multi-residential building which existed on the site previously, with the addition of an overhang partially covering the parking area.

The façade of the proposed building is designed in four volumes to reduce visual weight and better integrate with its surroundings. It is effectively designed in two halves, separated vertically by the primary stairwell. The eastern half has a distinct base (interfacing with the public realm via glass vestibule and covered walkway), middle (featuring large windows surrounds to increase perceived glazing), and top (consisting of the rooftop amenity area and stepped-back elevator penthouse).

The western portion of the building is simplified into two blocks, with a 6.25-metre stepback above the third storey to align with the existing three-storey rooflines adjacent to the site. The lower block houses the laundry room which has street-facing windows, with the intent that it will be a welcoming space that residents can spend time in while they do their laundry. The upper block is further differentiated by a pop of colour, which will provide enhanced interest across seasons.



Figure 13: Rendering of the proposed development with the planned context illustrated by maximum building envelopes of adjacent lots per the provisions of the N4B zone of the Draft New Zoning By-law (2025).

The dwelling mix includes 5 studio units, 32 1-bedroom units, 18 two-bedroom units, and seven three-bedroom units, providing 11% of dwellings for large households. The building will also include a refuse collection room, laundry room, indoor storage for 68 bicycles, and additional storage spaces on the ground and basement levels. 32 parking spaces are provided, including two accessible spaces, 14 compact car spaces, and 16 regular spaces, 3 of which for visitors.

Amenity area is provided in three locations; a 75-square-metre area in the rear yard with soft landscaping, a 60-square-metre fourth-floor terrace facing Presland Road, and a 478-square-metre rooftop space. Photovoltaic panels are planned to be located on the western half of the roof of the building. Balconies are not provided and stepbacks are minimal to save costs and attain energy efficiency goals. The building is intended to be net zero ready, although formal certification may not be pursued.

## 3.2 Official Plan Design Direction

Section 4.6 of the Official Plan presents urban design policies as a means of supporting the City's objectives relating to 15-minute neighbourhoods, tree canopy, sustainability, accessibility, and inclusivity. Subsection 4.6.6 provides city-wide direction for the sensitive integration of low-, mid-, and high-rise buildings to ensure liveability is considered while meeting intensification targets. Subsection 4.6.4 addresses sustainability and innovation in site planning. Relevant policies from Section 4.6 of the Official Plan include:

Policy Number	Policy Direction	Proposed Design
4.6.6.1	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: <ul style="list-style-type: none"> <li>a) Between existing buildings of different heights;</li> <li>b) Where the planned context anticipates the adjacency of buildings of different heights;</li> </ul>	The proposed development is of a low mid-rise built form, presenting a modest increase in height to provide a substantial increase in high quality affordable, accessible housing. The middle and top portions of the building is designed to step downward toward adjacent buildings to create transition.
4.6.6.2	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 By-law or by other means in accordance with Council-approved Plans and design guidelines.	More detailed discussion of transition and response to design guidelines is included below.
4.6.6.4	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 site will have adequate open space and soil volumes to accommodate tree plantings in the front and rear yards. Existing trees along the side lot lines are retained.
4.6.6.7	Mid-rise buildings shall be designed to respond to context, and transect area policies, and should: <ul style="list-style-type: none"> <li>a) Frame the street block and provide mid-block connections to break up large blocks;</li> </ul>	The building has been designed to respond to context by providing an active entrance, bicycle parking, and extensive glazing on the front of the building at ground level.

	<ul style="list-style-type: none"> <li>b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;</li> <li>c) Be generally proportionate in height to the width of the right of way; and</li> <li>d) Provide sufficient setbacks and step backs to: <ul style="list-style-type: none"> <li>i) Provide landscaping and adequate space for tree planting;</li> <li>ii) Avoid a street canyon effect; and</li> <li>iii) Minimize microclimate impacts on the public realm and private amenity areas.</li> </ul> </li> </ul>	The proposed building features a variety of materials and is articulated on all sides to provide visual interest and reduced visual weight. It frames the street at a height-width ratio of 1:1.5, which is appropriate for an urban neighbourhood context.
<b>4.6.4.3</b>	The installation of photovoltaic panels on expansive roof structures [...] are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.	The proposed development includes plans for the future installation of 194 square metres of photovoltaic panels. A cool roof is proposed as well.
<b>4.6.5.3</b>	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.	Vehicle access is provided in the same location as previous, and the overall area dedicated to vehicles is reduced. As parking must be provided at grade for financial reasons, it is screened from the public realm and adjacent properties. Pedestrian routes will not cross service areas or driveways.
<b>4.6.5.4</b>	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 designed with accessibility in mind, with more barrier-free parking spaces than required and accessibility features throughout the building.

### 3.3 Urban Design Guidelines

In the absence of Urban Design Guidelines for mid-rise buildings, the project team referenced the Urban Design Guidelines for High-rise Buildings, 2018 (High-rise Guidelines) and the Urban Design Guidelines for Low-rise Infill Housing, 2022 (Low-rise Guidelines) to help shape the design of the proposed development.

The High-rise Guidelines contains guidance to support a desirable relationship between buildings of different heights, with respect to transition, views, and relation to the public realm. While the High-rise Guidelines only apply to buildings over nine storeys tall, guidelines based on concepts of transition, views, and relation to the public realm can relate to shorter buildings like the one proposed. Similarly, while the Low-rise Guidelines only apply to buildings that are fewer than five storeys, they provide valuable insight to context-sensitive intensification in a low-rise setting, like the neighbourhood surrounding the subject property.

The following section discusses how the proposed building responds to key relevant guidance from these documents, particularly with respect to its role in neighbourhood structure, built form transition, design excellence, relationship to the street, and landscaping.



### 3.3.1 Neighbourhood Structure

The High-rise Guidelines introduce the concept of “Landmark” and “Background” buildings. While the subject site is not within any protected views or in a regionally strategic location, its placement presents a unique opportunity for local placemaking, as it sits at the terminus of the sightline from Whitton Place (Figure 14). Although the proposed building is not a landmark at a neighbourhood scale, its relative height, enhanced design, and location at the terminus of a street (Figure 14) – as outlined in Guideline 1.7 – make it a distinctive building in the context of its block. Per Guideline 1.5, the design considered the views within which the building will be seen, and how the building responds to neighbourhood characteristic.



Figure 14: Sightline from Whitton Place showing previous building. (Street View, August 2017)



Figure 15: Rendering of the proposed development from Whitton Place with existing adjacent building envelopes.

Although out of the scope of this development application, representatives of the Overbrook Community Association noted efforts to have this intersection controlled with an all-way stop, which would reinforce the block-level significance of the subject property.

Given the proposed development's distinctive role in the surrounding neighbourhood structure, the architecture and public realm design are of high quality, and the building is distinctive in form and detail compared with surrounding buildings (Guideline 1.8). The unique form and architectural details of the proposed development are designed to stand out in response to its context. Materiality sets it apart from the primarily red brick buildings of the surrounding neighbourhood, and the proposed splash of colour adds visual interest.

The Low-rise Guidelines include a number of directions to help ensure new development contributes positively to the streetscape structure and neighbourhood context.

Guideline 3.1.2 directs developers to locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. Guideline 3.1.5 states that setbacks should match the setbacks of existing development. Guideline 3.1.11 further specifies that grades should not be artificially raised or lowered.



Figure 16: Street view of proposed development with existing adjacent building envelopes, looking northeast

**The proposed development's primary entrance is front-facing and at grade, similar to its neighbours. Building heights within a block of the subject property vary from one to three-and-a-half storeys, and the proposed increased building height is proportional to the difference between the existing shortest and tallest buildings in the immediate context.**



Figure 17: Proposed Development with adjacent existing and planned building envelopes per the provisions of the Draft New Zoning By-law.

**The apartment buildings adjacent to the subject property generally have raised basements with dwelling units; however, in the proposed development floors are aligned to grade, to allow for an elevator for accessibility. This is a desirable improvement on the existing context, and grades are not proposed to be significantly changed.**

**The proposed development maintains the front yard setback of the previous dwelling on the subject property. The front yard setback is similar to that of abutting lots, considering the angled frontage, and in conformity with the existing and proposed zoning.**

Ultimately, the intent of the Low-rise Guidelines is well-captured in Guideline 3.2.1: *Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes.*

**The proposed development will be a strong positive presence on the street, with a clear front entrance, a dynamic front façade, engaging materiality including bright colour, and attractive front-yard landscaping. The building volumes are articulated to be tallest at the centre of the building, with stepping down toward the abutting buildings to break up the visual weight of the façade and provide transition to lower-rise neighbours.**

### 3.3.2 Building Typology

The High-rise Guidelines consider several basic typologies for high-rise buildings. While these do not map directly onto small-floorplate midrise buildings, the design of the proposed building has taken reference from the guidelines in several ways. High-rise Guideline 2.3 states that:

Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

- a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives[1]
- b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

With respect to design of the top of a building, High-rise Guideline 2.2 suggests that buildings enhance and create the image of a community in the design of the upper portion of the building.

**The proposed building has a base defined by the distinct entrance and protection from the elements for pedestrians, an at-grade laundry/amenity room, and the overhang of the building over parking. The middle section is articulated to**



reduce its visual weight and contribute to a finer-grained urban fabric. The top consists of a visually prominent stairwell and elevator penthouse projection which creates a visual interest at the centre of the building. The shape of the top of the proposed building draws the eye on a natural slope down toward its lower-rise neighbours, and provides an attractive variation to the established neighbourhood. The footprint of the proposed building is similar to that of its surroundings.

Low-rise Guideline 1.2 states that new development should reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, infill should contribute to a more desirable pedestrian character and landscape pattern. When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration.

The proposed mid-rise apartment building typology bears similarities to the existing adjacent low-rise apartment buildings, as well as the seven-storey apartment approximately 200 metres to the east. However, the proposed building will contribute to a more desirable streetscape than many of the existing apartment buildings, with a clear, open and accessible main entrance, an at-grade first floor includes an active use in the laundry/amenity room with street-facing windows, and a fourth-storey terrace which will act as a communal balcony, providing animation and eyes on the street. As noted elsewhere, the proposed development carries forward existing desirable features of adjacent development, including front-facing entrances and front yard soft landscaping.

### 3.3.3 Built form Transition and Compatibility with Adjacent Low-Rise

The High-rise Guidelines provide direction on massing transition, generally guided by a 45-degree angular plane.

Guideline 1.13 states that a 45-degree angular plane, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

High-rise Guideline 1.17b suggests that when a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition on site by generally following an angular plane, typically 45 degrees.

The angular plane analysis for the proposed development was measured from a 1.5 metre interior side lot setback, a 7.5 m rear yard setback, and from the sidewalk facing the subject property for the front yard. A height of 14.5 metres was used as the starting point for the angular plane, as this is a maximum height contemplated for low-rise apartment dwellings in R4 zones, and is generally appropriate for an evolving neighbourhood.

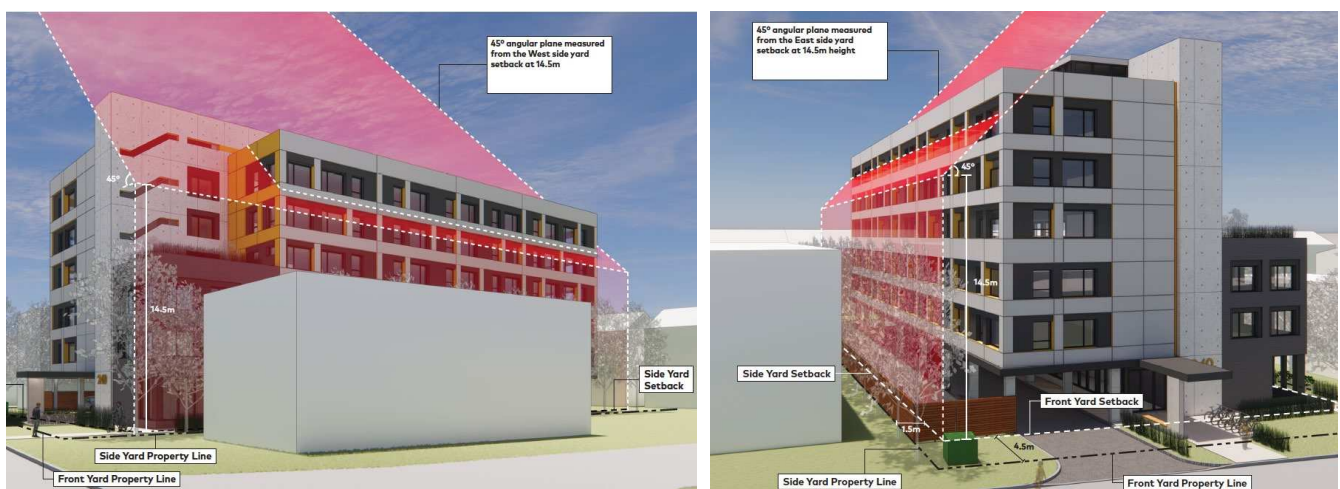


Figure 18: Interior Side Yard Angular Planes with existing adjacent building envelopes

The angular plane analysis found that a portion of the sixth storey projects into the side yard angular planes, but the vast majority of the building fits within an angular plane. Although there is a slight projection above the angular plane, negative impacts on the adjacent properties are not anticipated, due to the orientation of the adjacent buildings, the lack of balconies, and the retained trees. Additionally, if the angular planes were calculated from the property lines, as indicated in High-rise Guideline 1.13, the proposed development would effectively not project above the angular plane.

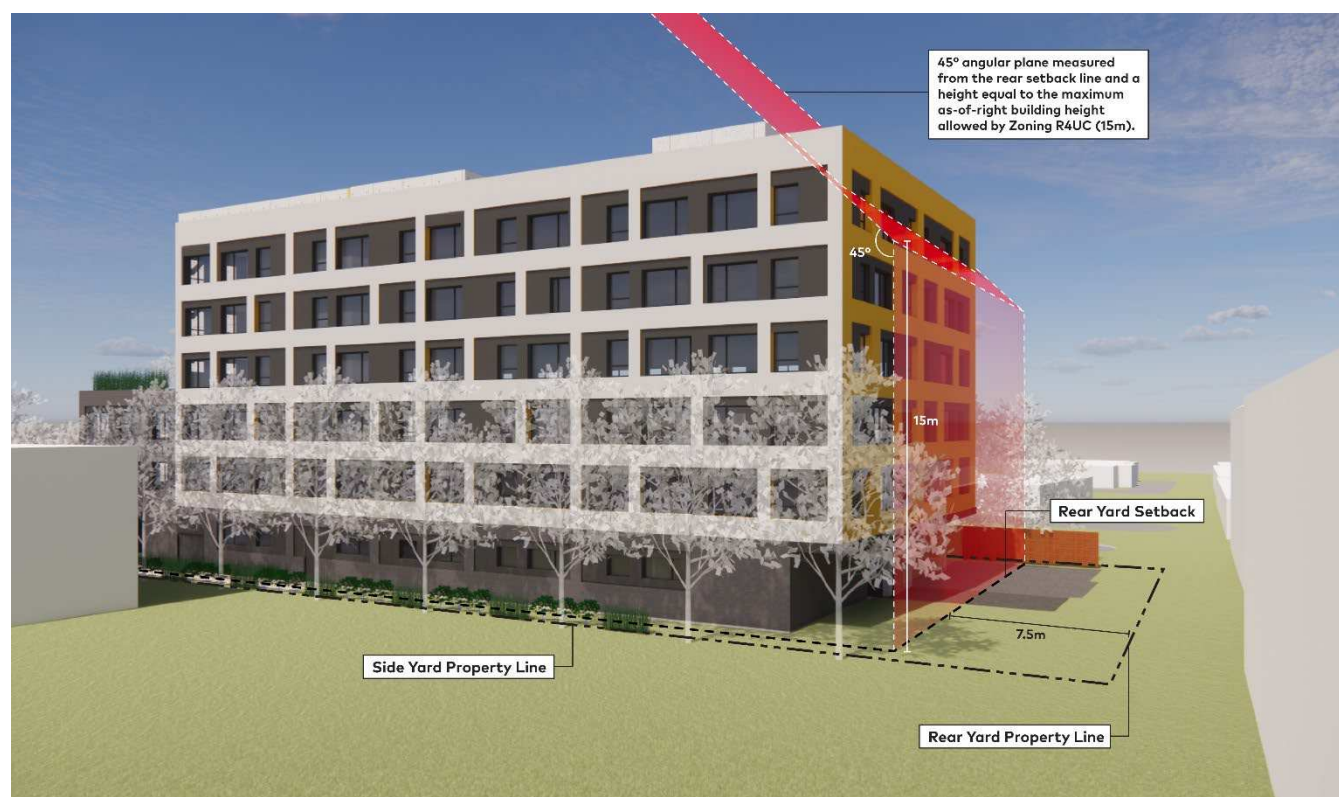


Figure 19: Angular plane showing impact on townhouse dwellings to the rear of the subject property with existing adjacent building envelopes.

A 7.5 metre rear yard setback for the angular plane was used for this development, notwithstanding the High-rise Guidelines more permissive angular plane projecting from the property line, in recognition of the value of the at-grade rear yard amenity area on the subject property, and the rear yard amenity terraces/balconies on the abutting residential properties.

The proposed building slightly exceeds the 45-degree angular plane measured from a 7.5 metre rear yard setback; however, the impact on neighbouring properties is mitigated by provision of ample soil volumes to support tree canopy, a lack of balconies avoiding overlook concerns, and a 9.18-metre rear yard setback. Remaining within the angular plane by means of a step-back would reduce the number of dwelling units and introduce architectural complexities and energy inefficiencies that would add significant financial burden to the provision of affordable dwelling units.

The rear yard mitigation measures noted above respond to the instruction in Low-rise Guideline 3.2.2, which recommends providing a suitable buffer zone in order to address bulk, massing, and privacy concerns in cases where larger infill development backs on to lower-scale residential properties or public open space. Buffering from the rear yards of townhouses fronting on Arcola Private to the south is improved from the previous condition by replacing a significant portion of the existing rear yard parking lot with soft landscaping area and tree plantings, including large canopy trees.

Figure 20 illustrates the conceptual evolution of the building design, which responds well to all the relevant design guidelines. As illustrated below, the massing of the building addresses the Low-rise Guidelines in the following ways:

- / As the new development is higher than the existing buildings, the design creates a transition in building heights through the harmonization and manipulation of mass. Architectural features including the front-facing terrace and front walkway canopy, as well as the use of four main contrasting colours/materiality on the front façade, visually reduce the height and mass of the new building. An awning connects the building to the street, ensuring human scale connection to the public realm. (3.2.3)
- / The roof projections providing access to decks and patios are located so that the massing of the building steps down toward its neighbours to so that height impacts are reduced (3.2.4).
- / By visually dividing the building into smaller sections that approximate the width of the neighbours, and scaling down the height as it approaches the neighbours, the visual impact of the width and mass of the building is reduced. The proposed building facade is broken into multiple sections, including the central staircase, parking lot overhang, and two distinct levels on the west side. (3.2.6)

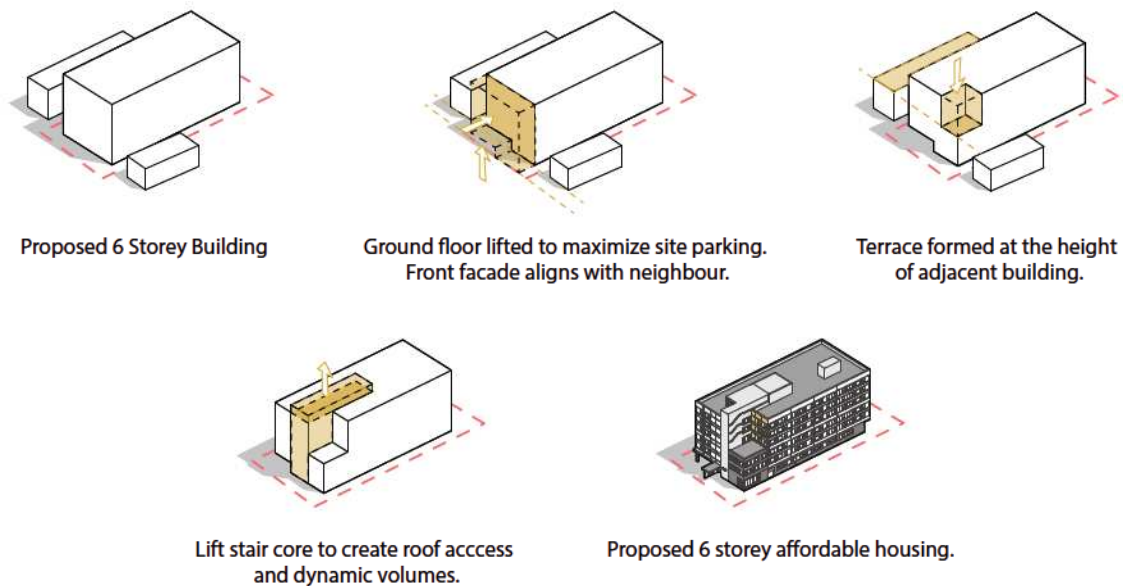


Figure 20: Conceptual Design Evolution.

The building and site design has also been carefully considered to provide appropriate separation distances, provide room for landscaped area, and protect privacy to the extent reasonable in an inner urban context:

- / Maintaining the existing curb line along the east interior side lot line and retaining a west side yard setback similar to the demolished building, in excess of zoning minima, allows for the retention of existing trees, which provide landscape screening and privacy, in accordance with Low-rise Guideline 3.1.8;
- / No balconies are provided, avoiding potential concerns related to overlook of adjacent outdoor amenity spaces, in accordance with Low-rise Guideline 3.1.4. The amenity areas are provided on a street-facing terrace and a rooftop patio mitigate concerns with overlook and privacy for surrounding homes.
- / Side yard setbacks are provided above the minimum requirement to ensure access to light and privacy for units in the new building and its existing neighbours, as called for by Low-rise Guideline 3.1.8.
- / The additional building height does not create significant new shadows on adjacent private amenity areas at the solstice and equinoxes, except in the early morning and late evening, respecting Low-rise Guideline 3.1.8.



- / The proposed rear yard amenity area is well screened from adjacent properties by existing fences and trees, and more trees are planned to reduce internal and external noise impacts. The third-floor terrace is visible from the public realm but screened from the neighbouring building by existing trees. (Guideline 3.1.4).

### 3.3.4 Public Realm

The design of the proposed development has evolved since the earliest iterations to ensure that the proposed development activates and enhances the public realm.



Figure 21: Rendering of Proposed Building's Main Entrance.

The High-Rise Guidelines provide direction on how the building massing should frame public streets. The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street, per High-rise Guideline 2.15; and in accordance with Guideline 2.19, given that the adjacent lower-scale context is not anticipated to completely transform in the medium-term, the height of a portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings. Nevertheless, additional height may be appropriate through the provision of step backs and architectural articulation (Guideline 2.16).

**The proposed development provides increased residential density while maintaining a human scale and a 1:1.5 building height to street width ratio. The 3-storey, street-facing section of the building provides variation in the overall height and matches the existing height of adjacent buildings.**

In accordance with High-rise Guideline 2.1, the proposed building and site design enhances and creates the overall pedestrian experience in the immediate surrounding public spaces through the design of the lower portion of the building, so that it fits into the existing urban fabric and animates the existing public realm on the street, while animating existing public spaces.

These directions are also echoed in the Low-rise Guidelines, which direct development to:

- / Use ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street to contribute to the animation, safety and security of the street (3.1.1).
- / Design accessible walkways from private entrances to public sidewalks (1.6) and keep front doors close to the ground with minimal stairs for accessibility (3.3.3).
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties (3.3.1).
- / Use quality and eye-catching materials and features and add architectural elements such as porches which promote street-oriented interaction to make primary building entrances inviting and visible from the street (3.3.3).
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the facade of the infill and contribute to the sociability of the street (3.3.6).

**A proposed awning reaching to the street provides connection between the street-facing primary entrance and the public realm, as well as protection from the elements for a bench, creating an informal social area in the front yard. The vestibule and lobby are fully glazed to draw the eye and increase the visual permeability of the ground floor. The ground floor is at grade to ensure accessibility. There is no public sidewalk adjacent to the subject property, but two accessible walkways are proposed to provide direct access between the street and outdoor bicycle parking, the primary entrance, refuse storage, and indoor bicycle storage. The elevation of the proposed development's primary entrance is at grade, similar to its neighbours. However, floors are aligned to grade, rather than to a raised basement as is common for apartment buildings in the neighbourhood, for the inclusion of an elevator for accessibility.**

**The communal terrace at the fourth storey provides animation and natural surveillance of the public street, effectively replacing balconies which are not a defining characteristic of the neighbourhood and would add substantial cost to this affordable housing project.**

**The proposed development includes a front facing entrance at ground level, as well as large window surrounds to increase perceived window sizes while ensuring sustainability and bird-safe design goals can be met. The only blank section of the front facade is a concrete wall containing the staircase, which serves as a visual break between the two halves of the building. The internal design of the ground floor was revised in response to pre-application comments from staff to move the laundry room to the front of the building and add glazing. This creates an active, well-used space at the front of the building, animating the street and turning a functional room into an additional communal space.**

### **3.3.5 Landscape and Site Layout**

Following the fire, the only significant vegetation remaining on the property is along the interior lot lines, with the majority of the lot rough graded following demolition. Prior to the fire, the vast majority of the lot was hardscaped, with nearly complete use of the rear yard for parking with no landscape screening to the abutting rear-yard amenity areas.

The earliest iterations of the concept design for the proposed development included minimal landscaping, with the majority of the lot covered with impermeable surfaces. Following careful design evolution, the site plan includes significant landscaping for a functional and attractive site design that responds to the Low-rise Guidelines as follows:

- / Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees (2.1).
- / LRIH 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions (2.5) Where the soft surface boulevard in the right-of-way is limited, identify alternative areas for soft landscaping that can accommodate tree-planting (2.2).

- / In order to enhance a sense of separation when infill is close to the street, use planting and/or low fencing, where feasible to define the boundary between the public space of the street and the semi-public space of the front yard (2.7).
- / Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site (2.3)
- / Where such features are permitted by the Zoning By-law, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards (4.1).

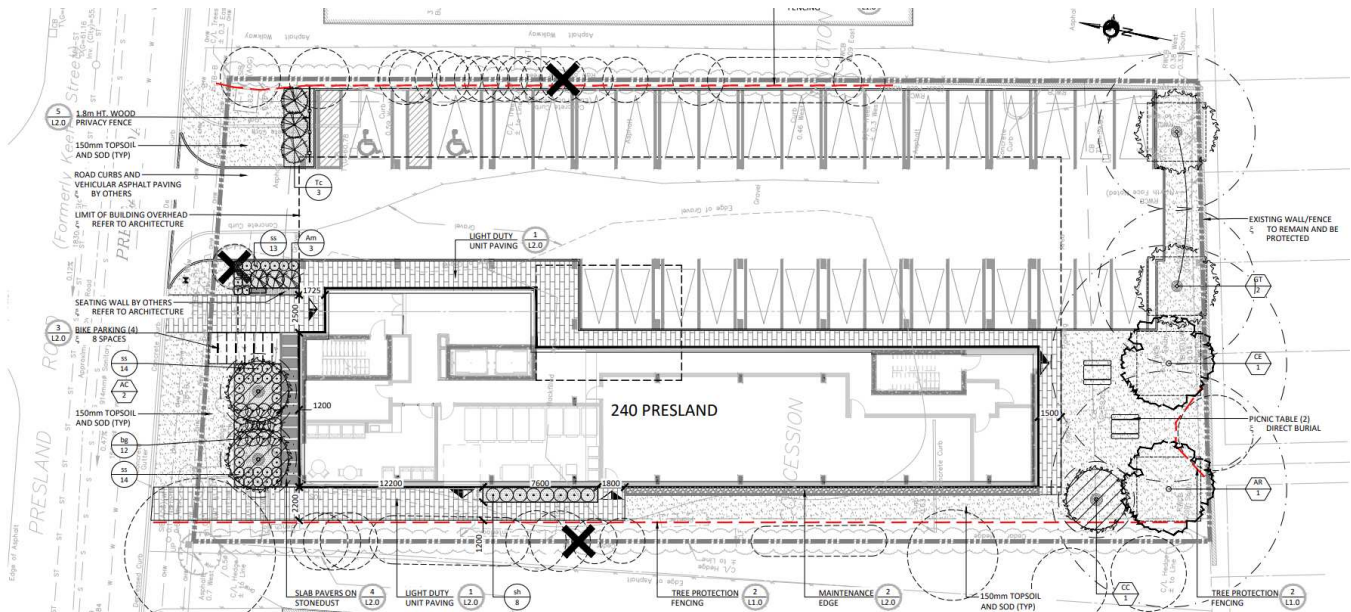


Figure 22: Excerpt from landscape plan.

Several iterations of the rear yard layout were explored to reduce the area devoted to parking, provide at-grade soft-landscaped communal amenity area, and accommodate sufficient soil volume for two large and two medium-sized canopy trees. Buffering from the rear yards of townhouses fronting on Arcola Private to the south will be significantly improved relative to the previous condition once these trees become established. Impact of the proposed development on adjacent properties is further limited by a lack of balconies.

Buffering along the interior side lot lines is also critical. The trees lining interior side yard setbacks are proposed to be retained, preserving existing landscape screening for aesthetics and privacy. The proposed parking area uses the existing curb following the eastern side lot line.

Landscaping in the front yard is limited by overhead power lines. To maximize the value of this space, the proposed driveway is similarly located compared to the previous condition of the subject property and is paired with a walkway to maximize soft landscaping. An attractive wood fence, shrubs and tree-form serviceberries are proposed to beautify the front yard and to provide screening of parking.



## 4.0 Policy & Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) 2024 is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. The document came into effect October 20, 2024. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS 2024 aims to increase the supply and mix of housing in Ontario and to “support a strong and competitive economy that is investment-ready and recognized for its influence, innovation and diversity.” In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- 2.1.6 Planning authorities should support the achievement of *complete communities* by:
  - a) accommodating an appropriate range and mix of land uses, *housing options*, transportation options with *multimodal* access, employment, *public service facilities* and other institutional uses (including schools and associated childcare facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- 2.2.1 Planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected needs of current and future residents of the *regional market area* by:
  - a) establishing and implementing minimum targets for the provision of housing that is *affordable* to *low and moderate income households*, and coordinating land use planning and planning for housing with Service Managers to address the full range of *housing options* including *affordable* housing needs;
  - b) permitting and facilitating:
    - 1. all *housing options* required to meet the social, health, economic and wellbeing requirements of current and future residents, including *additional needs housing* and needs arising from demographic changes and employment opportunities; and
    - 2. all types of residential *intensification*, including the *development* and *redevelopment* of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new *housing options* within previously developed areas, and *redevelopment*, which results in a net increase in residential units in accordance with policy 2.3.1.3;
  - c) promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of *active transportation*[.]
- 2.3.1.1 *Settlement areas* shall be the focus of growth and development. Within *settlement areas*, growth should be focused in, where applicable, *strategic growth areas*, including *major transit station areas*.
- 2.3.1.3 Planning authorities shall support general *intensification* and *redevelopment* to support the achievement of *complete communities*, including by planning for a range and mix of *housing options* and prioritizing planning and investment in the necessary *infrastructure* and *public service facilities*.

**The proposed development contributes to the City’s range and mix of housing by increasing the number of affordable units. It will be operated by CCOC, a well-established non-profit housing provider who will be seeking an agreement**

with the City of Ottawa's Housing Services for this development. The proposal is an intensification of an existing developed lot, contributing to a broader range of housing options and affordable housing units in the neighbourhood. The proposal is supported by the existing road and transportation network as it is in proximity to two transit priority corridors and an O-Train station. The site is on full municipal services and makes use of existing infrastructure.

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan (OP) for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The OP directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

The OP proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of trips in the city will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

**This proposed development contributes to intensification which is supportive of sustainable transportation modes. As described in Section 3 of this report, the development has been designed with particular attention to sustainability and sophisticated design integration into the neighbourhood.**

The policies contained within Subsection 2.2.4 support healthy and inclusive communities, aiming to improve quality of life and well-being through the built environment. Applications for Official Plan Amendments are required to address these policies by Subsection 12.3 d). Policies relevant to the proposed development include:

- 1) Encourage development of healthy, walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. Key components of 15-minute neighbourhoods include:
  - a) A mix of housing options including family-sized units, for a range of incomes, including working with senior governments and community partners to include core-affordable housing which strives to meet the City's targets under its 10-Year Housing and Homelessness Plan
  - b) Population levels and residential densities that support local shops and services;
  - f) Supporting housing and local amenities that meet the needs of diverse racial and cultural populations within the city.

Urban Design elements that support this goal include:

- a) High-quality, human scale urban design that creates a sense of place. This includes a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green; and
- b) A public realm that fosters social connections by inviting people to be in, rather than only travel through places, in all seasons.

**To support the creation and maintenance of 15-minute neighbourhoods, the proposed development includes a mix of housing options at a density supportive of local shops and services. Eleven percent of dwellings are 3-bedroom, family-sized units, and 30% of total units to be rented at rates below average market rent. The mixed affordability proposed in this development supports cultural diversity as minority groups often face systemic inequities that lead to**

affordability challenges and many amenities in the area serve specific minority groups, such as the Ottawa Inuit Children's Centre. Additionally, the uniqueness of the proposed development will create a block-scale landmark as described in Section 3.3.1 of this rationale, and tree canopy on the site is proposed to be improved compared to its current state.

- 2) Build accessible, inclusive communities, and design for all ages, including children and older adults. Healthy, inclusive communities:
  - b) Integrate age-friendly design by considering the needs of children and older adults, and support aging-in-place;
  - c) Are designed to be universally accessible;
  - d) Provide housing across the city for a range of ages, income levels and backgrounds, and help meet housing needs across the lifespan;
  - e) Support, and prioritize, active transportation for all ages and abilities. This includes the needs of children and older adults in the design of safe, convenient active transportation infrastructure and sustainable mobility options that can be used all seasons, including winter; and
  - g) Leverage opportunities to respond to land use, transportation and infrastructure needs in neighbourhoods identified in Ottawa's Neighbourhood Equity Index, as having strong equity concerns.

A healthy and inclusive community is supported by the proposed development's emphasis on accessible design. The building is designed to universal design standards for accessibility, ten of the proposed dwellings are to meet the Ontario Building Code requirements to be barrier-free, and two accessible parking spaces are proposed. The mix of dwelling sizes proposed allow for aging in place and flexibility over time, as a household may be able to move to a different unit in the same building as their needs change. Three separate amenity areas are proposed to respond to the varying needs of people of different ages and cultures who may use them. The neighbourhood of the subject property is identified to be of strong equity concern in the 2019 Neighbourhood Equity Index study, supporting the local demand for affordable housing that the proposed development responds to. Furthermore, affordability in transportation choices is ensured by a provision of secure bicycle parking in excess of 1:1 and the unbundling of vehicle parking cost from rent.

- 3) Promote health through sustainability by conserving, protecting, rehabilitating, and creating safe environments. A healthy community is protected through:
  - a) Promoting resilient, sustainable, and health-supportive building design; and
  - b) Recognizing the value of trees and access to greenspaces, parks, and trail systems;

The proposed development provides over twice as much bicycle parking as vehicle parking in a building that is targeting net zero. Nearly all existing trees on the site are proposed to be retained, while several small, medium, and large trees are proposed to be planted, increasing the canopy coverage from 127 square metres to 287 square metres, per the attached landscape plan.

- 4) Advance human health through decision-making on the built environment. Decision-making that flows from this Official Plan shall enable positive health outcomes and be sensitive to the trade-offs needed to achieve healthy and inclusive communities overall. This includes considering the health and equity implications associated with housing, transportation, parks and public spaces, urban design and the natural environment.

The proposed development provides accessible and affordable housing in a neighbourhood well-served by amenities, transit, and active transportation infrastructure. The additional height permission sought by the attached Official Plan Amendment is necessary for the viability of the development. As the building previously located on the site was constructed in a very different context over 50 years ago, replicating its form and density is no longer an appropriate use of the subject property. The proposed height increase allows for a health-supportive development which appropriately capitalizes on the accessibility of its context.



#### 4.2.2 Growth Management Framework

Section 3 of the OP contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods. Policies within the growth management framework that relate to the subject site are as follows:

**Policy 3.2.4** Intensification is permitted in all designations where development is permitted [...] This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.

**Policy 3.2.8** Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

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

Table 3B sets out residential density range targets, and the minimum proportion of large-household dwellings to be achieved through intensification for lands designated Neighbourhood. The inner urban transect has a target density of 60 to 80 units per net hectare. For lots 15 metres or wider within the Neighbourhood designation, mid-rise or taller buildings should meet or exceed the target of five percent large household dwellings.

Policy 3.2.14 [...] An increase in height to permit a building in a taller height category requires an amendment to this Plan or secondary plan where applicable, in addition to the amendment to the Zoning By-law.

**The proposed Official Plan and Zoning By-law Amendments to modestly increase height support the intensification of the subject property. The additional units permitted by the requested height increase are key to the feasibility of the redevelopment as a whole, which replaces existing affordable housing destroyed by fire. The proposed development consists of a mix of dwelling sizes from studio to three-bedrooms, accommodating a range of household types in one building. With eleven percent three-bedroom units, the proposed development far exceeds the minimum target for large-household dwellings.**

#### 4.2.3 City-Wide Policies

##### 4.2.3.1 Housing

Section 4.2 of the OP, City-Wide Policies for Housing, discusses the importance of increasing supply of a broad range of housing typologies throughout the city. The following policies apply to the proposed development:

**Policy 4.2.1.1** 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:

- a. Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- b. Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure; and
- c. 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.

**Policy 4.2.2.4** In accordance with the City's 10-Year Housing and Homelessness Plan, the City shall set a target that 20 per cent of all new residential units be affordable. Of all affordable units, 70 per cent are to be targeted to households

whose needs fall within the definition of core affordability, and the remaining 30 per cent are to be targeted to households whose needs fall within the definition of market-affordability.

**Policy 4.2.3.3** The City may assist non-profit housing providers by including site-specific zoning amendments for such providers' lands as part of periodic omnibus or anomaly zoning amendments.

**The proposed development is to be managed by a non-profit housing provider. A range of housing affordability strata and dwelling sizes are to be included, promoting diversity. The affordability metrics are not final, but at this stage thirty percent of dwellings are proposed to be rented at 80 percent of the local Median Market Rent, with the remainder provided at the City of Ottawa Average Market Rent. Additionally, ten units are proposed to meet the Ontario Building Code for barrier-free units. The proposed height increase allows for density required for the financial viability of this development. As land values and development costs have increased over time, building to the same scale as previous would not allow for similar affordability, accessibility, or unit mix.**

#### **4.2.3.2 Mobility and healthy 15-minute neighbourhoods**

Section 4.1.2 of the Official Plan provides direction on achieving healthy, 15-minute neighbourhoods through mobility policies.

Policy 1 equates a walking time of 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

**Following this definition, the subject property is considered, for planning purposes, to be within a 15 minute walk of the Tremblay station, although current walking distance is slightly greater due to network fragmentation.**

Development proponents, per Policy 9 of this section, are required to provide an adequate number of bicycle parking facilities as follows:

- a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
- b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

Section 4.1.4, policy 1 directs developers to use Transportation Demand Management strategies to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.

**The proposed development provides 68 protected indoor bicycle parking spaces in a secure room as long-term parking for residents, in addition to seven exterior parking spaces adjacent to the front walk for visitors. This ample provision of bicycle facilities is part of the overall transportation demand management approach that also includes reduced visitor parking, as recorded in the enclosed TDM-Supportive Design Measures Checklist.**

*Note: the design policies of Subsection 4.6 are discussed in the previous section of this report.*

#### **4.2.4 Transect**

Per Schedule A of the Official Plan, the subject property is located within the Inner Urban Transect. The Inner Urban Transect is characterized by pre- and early post-World War II areas. Within the transect, the City aims to enhance an urban pattern of built form, prioritize walking, cycling, and transit within and to/from the transect, and provide direction to hubs, corridors, and neighbourhoods within the transect.

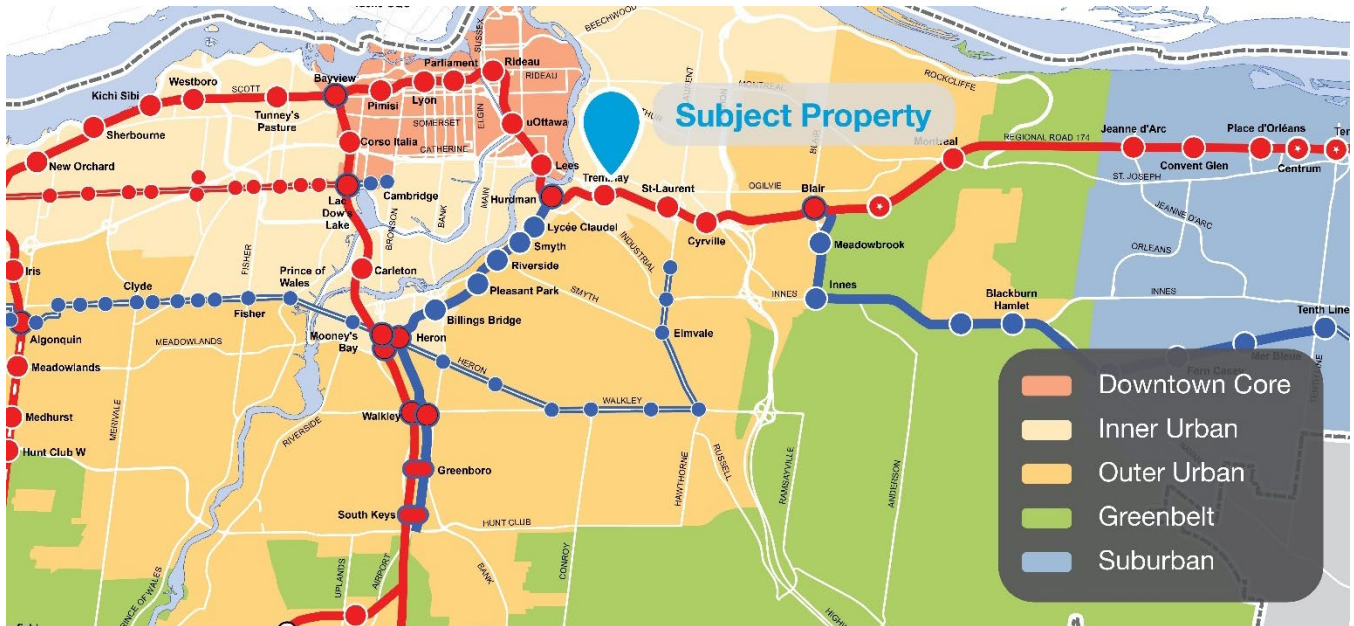


Figure 23: Excerpt of Schedule A from the City of Ottawa Official Plan.

Policies which relate to the proposed development are as follows:

**Policy 5.2.1.3** The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

**Policy 5.2.1.5** The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to [...] ii. Re-use existing private approaches; or iii. Relocate and/or combine existing private approaches with no net increase in number or width.

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

- d) Where new development is proposed to include parking as an accessory use, such parking:
  - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
  - ii. 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;



Per Policy 5.2.4.1, for neighbourhoods in the Inner Urban area within a short walking distance of Hubs and Corridors, the Zoning By-law shall:

- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count of lot configuration.

**The proposed development provides a net density of 308 dwellings per hectare, appropriate for its location in the inner urban transect. This is further supported by access to frequent street transit, as there are stops for 5 bus routes within 500 metres of the subject property. The proposed driveway is located in approximately the same location as the driveway for the building previously located on the subject property, imposing no additional burden on the right-of-way. The parking to serve the residential use is screened by fencing and landscaping. The proposed Official Plan Amendment seeks exception from the height provision of Policy 5.2.4.1(c). The proposed development frames the public right of way at a height-to-width ratio of 1:1.5, appropriate for its context despite the additional height requested.**

Policies applicable to development within the Evolving Neighbourhood Overlay are contained within Subsection 5.6.1. It is stated that the intention of the overlay is to signal a gradual evolution and change in character to support intensification. Notably, Policy 5.6.1.2 a) states that the zoning by-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the area, which may differ from the area's existing characteristics. It is also stated under Policy 5.6.1.3 that where the Zoning By-law has not been updated to be consistent with the policy intent of the OP, the City will generally be supportive of applications for low-rise intensification where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form, and site design.



Figure 24: Excerpt from Urban Design Brief showing scale of development possible on abutting lots per N4B Zone of the New Zoning By-law 2nd Draft.

As the neighbourhood of the subject property is largely comprised of aging buildings in proximity to a Hub, it can be expected that it will be intensified over time to support projected growth. As such, and with regard to Policy 5.6.1.2, the proposed development is compared to the planned future condition for evolving neighbourhoods in the attached Urban Design Brief and excerpted in Figure 24 above.

The Official Plan supports heights of four storeys for Evolving Neighbourhoods, which can mean buildings of up to 14.5 metres in height. Evolving Neighbourhoods are expected intensify over time, and, as such, development should be compatible with planned characteristics of its surroundings. The proposed increase in height relative to the future context is considerably less than when compared to existing building envelopes. The proposed intensification is sensitive to the future context.

Although the proposed development is a mid-rise apartment building, the range of heights permitted by this use are very broad. The proposed building is only two storeys taller than a low-rise building, and 5.6 metres taller than what is permitted in some low-rise residential zones (14.5 metres). The existing context is characterized by a mix of building heights ranging from one storey to 3.5-four storeys, with a seven- and a 15-storey building located along Presland in the same designation. As such, the proposed building massing will contribute to the existing diversity of heights along the street and will fit in well with an eclectic neighbourhood context.

#### 4.2.5 Urban Designation

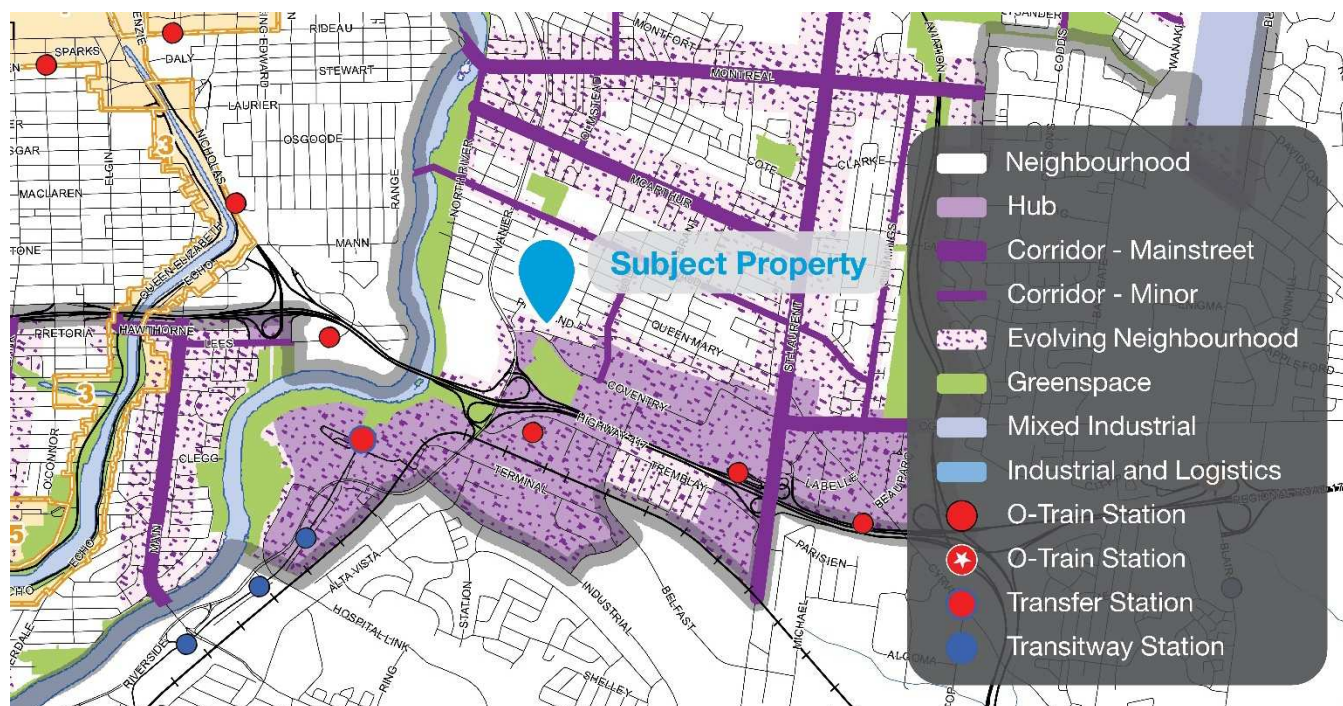


Figure 25 Excerpt of Schedule B2 from the City of Ottawa Official Plan.

Schedule B2 – Inner Urban Transect identifies the subject site as being within the Neighbourhood designation, and subject to the Evolving Neighbourhood overlay. Per Section 6.3 of the Official Plan, Neighbourhoods are contiguous urban areas which form the heart of communities. They are intended to permit a mix of built forms and densities. Recognizing Neighbourhoods are at different stages of development, maturity and evolution, the intent of the plan is to guide areas within the designation towards 15-minute neighbourhoods. Neighbourhoods are intended for ongoing integrated, sustainable and context-sensitive development.

Neighbourhood designation policies which relate to the subject property are as follows:

**Policy 6.3.1.2** 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.

**Policy 6.3.1.3** Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

- a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
- b) In all other cases, ***require an area-specific policy through an amendment to this Plan.***

**Policy 6.3.1.5** The Zoning By-law will distribute permitted densities in the Neighbourhood by:

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

**Policy 6.3.2.3** Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:

- b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Neighborhood Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6;

**An amendment to the Official Plan to create an area-specific policy is sought to permit the proposed mid-rise apartment building. While the neighbourhood is not characterized by taller (i.e. mid-rise or high-rise) buildings, it is characterized by a mix of building heights that include mid- and high-rise buildings, namely 305 Presland Road and 127 Presland Road. The site is also located in the evolving neighbourhood overlay due to its proximity to a Hub, an indicator that it is suitable for increased density and intensification per policy 6.3.1.5 (a).**

**Additionally, although the proposed building is categorized as mid-rise, it is only two storeys above the threshold and will have reduced impacts as compared to a taller mid-rise building. The proposed building is only 5.6 metres taller than the maximum height permitted of 14.5 metres for a low-rise building in several R4 subzones. The proposed development meets the characteristics of the “urban” column of Table 6 in the Official Plan.**

#### 4.2.6 Area-Specific Policies

Exemption from the height limitation of the four-storey height limit for neighbourhood-designated lands requires the creation of an area-specific policy. This process is governed by Section 12 of the OP; Policy 12.3.1 of which requires the following to be addressed by the supporting planning rationale:

a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;	The proposed development is compared against the Official Plan policies regarding urban design in Section 3.2 of this rationale.
b) The proposed type, scale and phasing of development of the site in its entirety is provided;	Details of the development proposed are included in the attached site plan and architectural package.



c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;	The urban design portion of this rationale, Section 3, includes angular plane graphics and written responses to site design criteria for transition to adjacent low-rise residential uses.
d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;	The proposed development strongly supports and is supported by an inclusive 15-minute community, in accordance with Subsection 2.2.4 of the Official Plan, as outlined in Section 4.2.1 of this rationale.
e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;	Access for pedestrians and cyclists is provided directly to the street without the need to cross any parking areas, driveways, or aisles. The pedestrian environment is enhanced by a bench and an awning. This is discussed further in Sections 3 and 7.4 of this rationale.
f) A housing approach that meets the intent of Subsection 4.2;	The response to Official Plan Policies for housing is described in Section 4.2.3 of this rationale.
g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8;	The proposed development significantly increases tree canopy, maximizing it to the extent possible within site and development constraints. An enclosed landscape plan provides details.
h) Identification of locations, sizes and shapes of future parks, as applicable;	Not applicable
i) Demonstration that the loss of gross floor area for the non-residential land uses at grade are minimized.	Not applicable
j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context.	The relationship of the proposed development to its surroundings is described in Section 3 of this rationale. Although not directly applicable, the proposed development considered the Urban Design Guidelines for High-Rise Buildings and Low-rise Infill Housing.
k) Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]	The subject property is 640 metres from a high-order transit station, and although the current walking route is 1,500 metres, there are potential improvements that could be made to shorten the walking distance. The walking distance to Tremblay Station is equivalent to, or less, than for some Hub-designated properties south of the railway Right of Way, as shown in Figure 10.
l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;	Per Section 7.4 of this rationale, Transportation Demand Management measures have been implemented in the proposed development, including a 1.1:1 rate of secure bicycle parking and unbundling parking cost from rent.
m) Demonstration that the development exceeds the large dwelling unit requirement and provides development types	Eleven percent of dwellings in the proposed developments are large dwelling units with three bedrooms, compared to the Official Plan target of 5%.

which contribute to missing middle housing in accordance with Subsection 3.2; and	The social value of these family-sized dwellings is considerably augmented by the affordability and accessibility proposed by this development.
n) Any other matters as deemed appropriate by the City.	Not applicable.

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

The subject site is zoned Residential Fourth Density Zone, subzone UC, with site specific exception 493 (**R4UC[493]**) in the City of Ottawa Comprehensive Zoning By-law (2008-250). Figure 26 below shows the zoning of the subject property and surrounding area. The purpose of the Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas; [...] and
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced[.]

Apartment, dwelling, low-rise is permitted in the R4 zone, along with a wide range of other residential typologies.

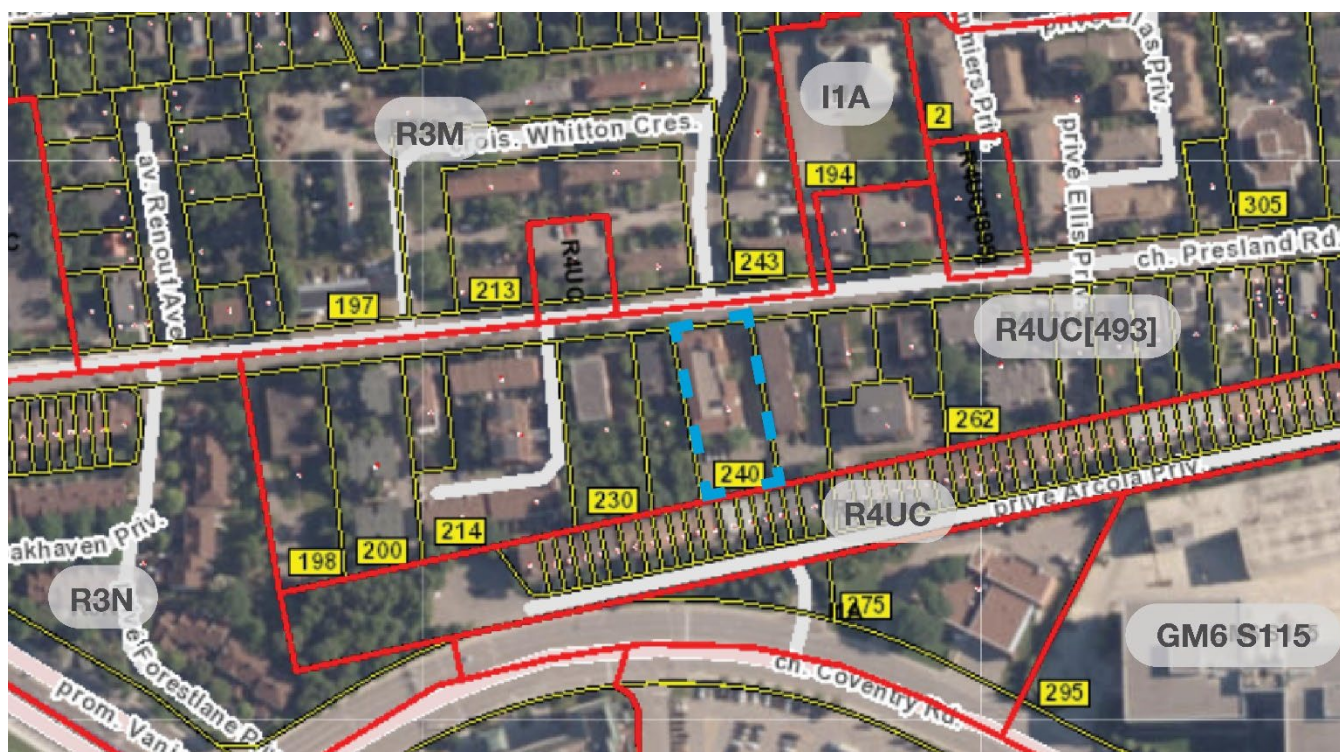


Figure 26: Zoning map of the subject property and surrounding area. Subject property identified by a dashed blue line.

The existing R4UC zone was implemented as part of the low-rise infill zoning review. Site specific exception 493 states that the “height of any principal building [is] not to extend above the height determined by the angular plane of 22 degrees measured at a base elevation of 70 m above sea level at the Presland Road property line extending southerly and perpendicular to Presland Road”. This would result in an angular plane with a height of approximately 9 metres

above existing grade at the front property line and a height of approximately 35 metres above grade at the rear property line. This exception appears to have been carried forward from the Old Ottawa Z-2K by-law, when the lands were zoned R5-x.

The exception is worded such that it is not explicitly clear whether this provision is intended to entirely replace the height permissions of the parent zone, or to provide a maximum height requirement that is additional to the parent zone. If the former, an Official Plan Amendment application would not be required, since a portion of the site would be zoned to accommodate mid-rise buildings, and the Zoning By-law Amendment would merely be an exercise to redistribute building height. However, Fotenn accepts the position taken by City staff (per correspondence from Allison Hamlin dated August 2, 2024), that that this height provision should be interpreted as additional to the height restriction in the parent zone.

To permit a mid-rise apartment building, with appropriate performance standards, an amendment to Zoning By-law 2008-250 is proposed to apply the R5AA zone to the subject property with a site-specific exception to adjust several performance standards. The table below includes the provisions of the existing R4UC zone.

Table 1: Zoning provisions and proposed development compliance.

Mechanism	Provision (R4UC) For an apartment, low-rise	Provision (R5AA)	Provided	Compliance
Minimum Lot Width	15 m	22.5 m	30.7 m	Y
Minimum Lot Area	450 m <sup>2</sup>	675 m <sup>2</sup>	2,008.3 m <sup>2</sup>	Y
Maximum Lot Width and Area	Width: 38 m Area: 1070 m <sup>2</sup> does not apply to a lot in existence as of 2020	n/a	Width: 30.7 m Area: 2,008.3 m <sup>2</sup>	n/a
Minimum Front Yard Setback	4.5 m	2.5 m	4.73 m	Y
Minimum Rear Yard Setback	30% of the lot depth = 19.7 m	3 m	9.18 m	Y
Minimum Interior Yard Setback	1.5 m	1.2 m	3.59 m	Y
Building Height	maximum 11 m	Maximum 6 storeys Minimum 4 storeys	6 storeys, 20.14 m	Y
Front Facade	At least one principal entrance per 12 metres of lot width on the façade.	n/a	One entrance	n/a
	Must comprise at least 25% windows.	n/a	17%	n/a
	Minimum 20% of façade must be set back an additional 0.6 metres	n/a	21%	n/a
Minimum Landscaped Area	30% the lot area	30% of lot area	32.5%	Y
	50% of rear yard	n/a	61% (204 m <sup>2</sup> )	Y



Mechanism	Provision (R4UC) For an apartment, low-rise	Provision (R5AA)	Provided	Compliance
	40% of front yard	n/a	81.5% (145 m <sup>2</sup> )	n/a
<b>Unit Type</b>	25% of dwelling units must be at least 2 bedrooms	n/a	40% (7 – 3-bed + 18 – 2-bed)	Y
<b>Utility Installations</b>	N/A	Must be entirely enclosed in building (S. 163(11) (b))	Existing hydro transformer located in front yard	Legal non-complying
<b>Minimum Amenity Area</b> S. 137	6 m <sup>2</sup> per dwelling unit = 372 m <sup>2</sup>		613 m <sup>2</sup>	Y
	Communal: 50% of total = 186 m <sup>2</sup>		613 m <sup>2</sup>	Y
<b>Permitted Projections Above Height Limit</b> S. 64	Mechanical and service equipment, elevators, stairways, rooftop terraces, and solar panels are permitted		Stairway/elevator penthouse, solar panels, and rooftop amenity	Y
<b>Vehicle Parking</b> Area X in Schedule 1A	0.5 per dwelling unit over the first 12 = 25 spaces		29 spaces	Y
	Up to 50% spaces may be for compact cars		14 spaces	Y
<b>Visitor Parking</b> Area X in Schedule 1A	0.1 per dwelling unit over the first 12 = 5 spaces None may be compact spaces		3 spaces	N
<b>Parking Space Dimensions</b> S. 106	Standard: 2.6 m x 5.2 m Compact: 2.4 m x 4.6 m		S: 2.6 m x 5.2 m C: 2.4 m x 4.6 m	Y
<b>Location of Parking</b> S.109 (3)(11)	Not abutting a street		Interior side yard and rear yard	Y
	No more than 70% of rear yard area		45%	Y
<b>Driveway Width</b> S.107	6 – 6.7 m		6 m	Y
<b>Minimum Aisle Width</b> S.107	6 m		6 m	Y
<b>Parking Lot Landscaping</b> S.110	Minimum 15% landscaped area		19%	Y
	Width of buffer	Abutting a street: 3 m	5.5 m	Y
		Otherwise: 1.5 m	0.6 m (existing)	N
<b>Maximum Walkway Width</b> S. 109	1.8 m		2.5 m	N
<b>Bicycle Parking</b> S. 111	0.50 per dwelling unit = 34 spaces		76 spaces	Y
	0.6 m wide x 1.8 m long		0.6 m x 1.8 m	Y
	Minimum 50% horizontal at-grade		100%	Y
	Minimum Aisle Width: 1.5m		1.5 m	Y

The R5AA subzone was created for a suburban transit-oriented concept plan proposed for 3211 Greenbank Road. It has since been applied to a range of sites, including 2040 Arrowsmith Drive – an outer-urban evolving neighbourhood context not dissimilar from that of the property subject of this rationale. This subzone is suitable for this application as building height is limited to six storeys, with appropriate setbacks. Most other subzones which permit mid-rise apartment dwellings apply the same performance standards as high-rise dwellings, treating a 6-storey building the same as a 30-storey building, despite the former having much more in common with a low-rise building than a high-rise building. The proposed development fits within the building envelope of this subzone with a considerable margin.

**A Site-Specific Exception will be required to adjust certain performance standards, as follows:**

- / To increase the R5AA rear yard setback of 3 metres to a 7.5 metre setback;
- / To reduce the minimum visitor parking requirement from five spaces to three;
- / To permit a reduced parking lot landscape buffer along the east interior side lot line of 0.6 metres, whereas 1.5 metres is required; and
- / To permit a walkway width of 2.5 metres, whereas a maximum width of 1.8 metres is required.

The increased rear yard setback is proposed as the setback of the subzone is an anomaly and 7.5 metres is common in the R5 zone. The proposed reduction to landscaped buffer of a parking lot is required to accommodate an existing site condition and utilize the existing curb. The impact of parking along the lot line is mitigated by a row of cedar trees, a grade change, and a retaining wall which are all existing and proposed to be retained. The increased walkway width proposed serves to improve pedestrian connection and, with the awning and bench provided, creates an informal gathering space animating the public realm.

The reduction to the required visitor parking rate results in an improvement to the overall number of visitor parking spaces compared to the previous condition. The planned parking layout is an improvement to the previous condition in terms of efficiency and landscaped area, and the number of resident spaces are required for project viability. The surrounding area is well served by on-street parking, which does not appear to be at capacity. Additionally, the two accessible spaces are provided for residents, but may be used for visitors if there are less than two mobility-challenged residents with private vehicles.

## 5.0

# Official Plan and Zoning By-law Amendments

## 5.1 Official Plan Amendment

To support the proposed development, an Area-Specific Policy created through amendment to the Official Plan is sought, **to permit a building height of six storeys**. As articulated above, this amendment to the Official Plan is desirable, grounded in policy and contextual analysis, and represents good land use planning and urban design:

- / The subject property is located generally within 600 metres of the Tremblay LRT station, and the proposed development meets or exceeds all of the other criteria required to permit a mid-rise building height through an Area Specific Policy;
- / The subject property is located in an area characterized by a diversity of building heights, including taller buildings, and the proposed development – including the six-storey building height – will integrate well with and enhance the surrounding context;
- / Planning and design analysis has demonstrated that the proposed height is compatible with the adjacent low-rise residential buildings, that all functional impacts on adjacent development are negligible or can be appropriately mitigated, and proposed development will contribute positively to the quality of the streetscape and neighbourhood;
- / The additional height permitted through the Official Plan Amendment will allow for an increased number of affordable and market units, making the project viable and contributing to the supply and affordability of housing in the neighbourhood; and
- / The increased density will strengthen the 15-minute neighbourhood of Overbrook, which includes strong access to transit, good active transportation networks, public institutions, and commercial amenities.

## 5.2 Zoning By-law Amendment

A Zoning By-law Amendment is required to implement the proposed Official Plan Amendment to permit for a building height of six storeys. To support the proposed development, a re-zoning to R5AA with site-specific exception is sought. The R5AA zone is proposed, following a review of all possible R5 zones, as it is one of the few tailored for a six-storey building. Several minor adjustments to performance standards are proposed through a site-specific exception:

- / An increased rear yard setback of 7.5 metres protects for a pattern of rear yard amenity spaces. While this is less than the 20-metre rear yard setback requirement calculated for the current R4UC zone, it is sufficient to provide for a rear-yard landscaped area with significant tree planting and separation distance from the amenity terraces on the abutting property to the rear.
- / A reduction in visitor parking from five to three spaces will allow for more of the limited supply of parking to be allocated to residents, which are anticipated to be required to fully and readily lease out all units, supporting viability of the project.
- / The reduced landscape buffer for the parking lot reflects the existing curb line, which is proposed to be maintained in its current location to protect and retain existing trees along the interior side lot line.
- / The maximum walkway width of 1.8 metres is intended to protect for soft landscaping in the front yard and protect against illegitimate parking on hard surfaces in the front yard, particularly associated with ground-oriented units. However, a 1.8 metre walkway is too narrow for comfortable, barrier-free access for a shared access to multiple units, and a 2.5 metre walkway is appropriate for the design and function of the building.



## Public Consultation Strategy

The public consultation strategy for this project relies on the City-led statutory process that complies with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. Although Official Plan Amendments typically warrant more extensive public engagement, including in-person public meetings, the small scale of the area affected, and the moderate nature of the proposed policy change can be supported by more limited engagement activities.

In addition to the City's standard public notification process, the following engagement activities have been undertaken by the applicant team:

- / A first meeting with planning representatives from the Overbrook Community Association on November 22, 2024
- / Notification provided to Ward 13 Councillor Rawlson King on March 7, 2025; and
- / Follow-up notification sent to Overbrook Community Association on March 13, 2025.

## 7.0 Supporting Studies

### 7.1 Phase 1 Environmental Site Assessment

Prepared by Paterson Group and dated July 31, 2024, a Phase I Environmental Site Assessment for the subject site is attached. The purpose of the Phase I ESA is to research the past and current use of the subject site, as well as the neighbouring properties within a 250 m radius, to identify any Potentially Contaminating Activities (PCAs) that would result in Areas of Potential Environmental Concern (APECs) on the subject site. According to historical research, the site was first developed sometime circa 1945 with two detached residential dwellings. The property was redeveloped in 1988 with the former three-storey residential apartment building, then demolished in 2023. The surrounding lands were similarly developed for residential purposes around the same time, with the exception of various commercial uses and open space uses further to the south and pose no environmental concern to the subject site.

Presently, the Phase I Property is vacant, with the remains of the demolished apartment building along the western limits. The surrounding lands largely consist of a mix of residential, commercial, and open space uses and pose no environmental concern to the subject site. Based on the findings of Phase I, a Phase II ESA was deemed not to be required.

### 7.2 Geotechnical Investigation

A geotechnical investigation, dated April 28, 2025, was prepared for the subject property by Paterson Group to determine the subsurface and groundwater conditions employing boreholes and existing soils information and to provide geotechnical recommendations for the proposed development's design.

The field investigation, survey, laboratory review, and analytical testing determined that the subject site is suitable from a geotechnical perspective for the proposed 6-storey building's slab-on-grade construction with small service basement. The report provides recommendations to mitigate the development process's impacts and ensure the development's long-term stability, and offers further recommendations detailing future review works and services to be completed during detailed design stages.

### 7.3 Site Servicing Study

A Servicing and Stormwater Management Report, dated April 10, 2025, was prepared by Egis Canada in support of this application. The main purpose of this report is to present a servicing design for the development in accordance with the recommendations and guidelines provided by the City of Ottawa, and the Ministry of the Environment, Conservation, and Parks. It is accompanied by a Grading, Servicing, and Sediment & Erosion Control Plan, and both Pre- and Post-Development Drainage Area Plans.

The following design parameters, identified in comments received following the November pre-consultation meeting with City staff, are incorporated within the design:

- / Pre-development flows shall be determined using a calculated time of concentration (TC) and should not be less than 10 minutes. A TC of 10 minutes shall be used for all post development calculations.
- / Control 5 through 100-year post-development flows to the 5-year pre-development flows with a combined C value to a maximum of 0.50.
- / Any storm events greater than the established 5-year allowable release rate, up to and including the 100-year storm event, shall be detained on-site. For events greater than 100 years, spillage must be directed to a public ROW and not to neighboring private property.
- / Quality control is required to be provided for this site (80% TSS Removal) as per City requirements.

The proposed design includes:

- / dual 150 mm water laterals connected to the Presland Road watermain,
- / a new 150mm sanitary sewer connecting to the existing 900 mm sanitary sewer within the Right-of-Way,
- / storm sewer installed throughout the site draining to the existing 1800 mm sewer within the Right-of-Way,
- / storage for 5- through 100-year storm events provided via rooftop and surface storage, and
- / an OGS to provide quality controls for site runoff.

## 7.4 Transportation Demand Management Checklist

The City of Ottawa's Transportation Impact Assessment Guidelines require proponents of qualifying developments to assess their projects using the City's Transportation Demand Management (TDM) Measures and TDM-Supportive Development Design and Infrastructure Checklists. Measures of the former relate to more operational measure such as transit fare incentives, the provision of information supporting alternative transportation, and the unbundling of parking costs. The latter includes measures that are part of the design of the site, such as reduced parking rates, increased provision and quality of bicycle parking, and high-quality pedestrian amenities. These measures are graded "basic", "better", and "best", while those that are enforced through policy are marked as "required".

The proposed development was found to include TDM-supportive design and infrastructure to the extent possible within the constraints of its scale and location. Building access design was found to favour pedestrians, bicycle parking is provided well above the minimum requirement in both quantity and quality, access to an on-street pick-up and drop-off facility is provided, and a parking reduction is requested. Other measures, like improved transit amenities and internal circulation network improvements are not applicable and could not be accommodated. Although the implementation of operational TDM measures in this affordable housing development is limited due to cost and the policies of CCOC, parking costs are unbundled from rent. This measure is identified as one of the most dependably effective tools to encourage the use of sustainable modes of transportation. By presenting the cost separately from the rent, it raises awareness of the expenses of car ownership, to which residents of this development may be particularly sensitive.

## 7.5 Noise Impact Study

A detailed traffic noise study was prepared by Gradient Wind due to the subject property's proximity to Coventry Road (an Arterial located 40 metres south) and Highway 417 (an interchange for which is located 300 metres south). The assessment uses noise prediction methods that conform to MECP and City of Ottawa requirements, alongside future vehicular traffic volumes based on roadway classification as well as the attached architectural plans, to develop noise level data to be compared to criteria specified by the City's Environmental Noise Control Guidelines.

The results of the current analysis indicate that noise levels will range between 59 and 67 dBA during the daytime period (07:00-23:00) and between 52 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (67 dBA) occurs at the south façade, which is nearest and most exposed to Coventry Road and Highway 417. As a result, the development will require central air conditioning to allow a comfortable living environment with windows closed, as well as a warning clause on all lease, purchase, and sale agreements.



## 8.0 Conclusion

It is our professional planning opinion that the proposed development, as permitted by the enclosed Zoning By-law Amendment, Official Plan Amendment, and Site Plan Control applications, is appropriate and represents good development for the following reasons:

- / The proposed development increases residential density and affordable housing near transit, consistent with the PPS (2024);
- / The proposal conforms with the growth management policies of the Official Plan, and supports the Five Big Policy Moves;
- / The proposed development meets the intent of the Designation, Transect and Overlay policies, and conforms with the requirements for an Area-Specific Policy to permit mid-rise heights;
- / The proposed development reflects and implements the urban design, mobility, housing and equity policies of the Official Plan, and will fit well and function well within a 15-minute neighbourhood;
- / The proposed development represents high-quality urban design that will soften the impact of increased height on surrounding properties and public realm through adherence to the Design Guidelines for Low-rise Infill and for High-rise Buildings;
- / The R5AA Zoning Amendment complies with the intent of the Zoning By-law and will facilitate appropriate development; and
- / The proposal is supported by technical plans and studies.

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.PL.  
Planner



Bria Aird, MCIP RPP  
Senior Planner