

# FOTENN

## 342 ROOSEVELT



October 2025

Planning Rationale Addendum

Zoning By-law  
Amendment and Site  
Plan Control

**Prepared for:**



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# 1.0 INTRODUCTION

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Fotenn Consultants Inc., acting as agents for Concorde Properties, is pleased to submit the enclosed Planning Rationale Addendum in support of the revised Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 342 Roosevelt Avenue in the City of Ottawa.

The intent of this Planning Rationale Addendum is to provide additional analysis regarding the proposed enclosed rooftop amenity area projection which was recently identified as requiring relief from Ottawa Zoning By-law (2008-250). It is important to note that the enclosed rooftop amenity area projection is not a new feature of the proposed building and has been included as a structural element from the initial re-submission of this file.

This addendum is simply to address the recently identified need to include zoning relief for this feature along with the overarching Zoning By-law Amendment request previously reviewed by the City of Ottawa. The Planning Rationale Addendum will assess the proposed development against the zoning by-law framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

This addendum should be read in tandem with the comprehensive full Planning Rationale submitted for this project and accessible via the City of Ottawa's Development Review Website.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

### 2.1 Subject Property

The subject property is located at 342 Roosevelt Avenue, at the northern end of Roosevelt Avenue in Ottawa's Westboro neighbourhood. The site is located approximately 265 metres north of Richmond Avenue and 200 metres northeast of the upcoming Kichi Zibi rapid transit station, along Ottawa's east-west, grade separated rapid transit corridor. Roosevelt Avenue is a dead-end street and ends near the subject property's location. The subject property is on an irregular shaped lot and has a site area of 646.7 square metres, with approximately 27.3 metres of frontage along Roosevelt Avenue. The subject property is currently occupied by a two (2) storey detached dwelling. Vehicular access to the site is provided by way of a driveway that connects to Roosevelt Avenue.

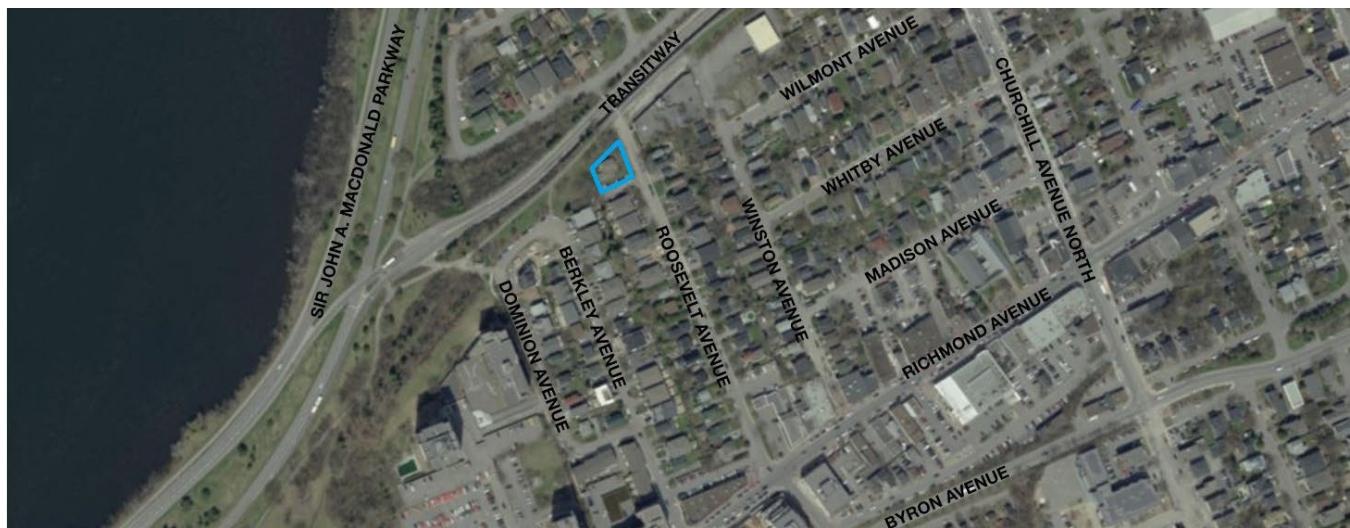
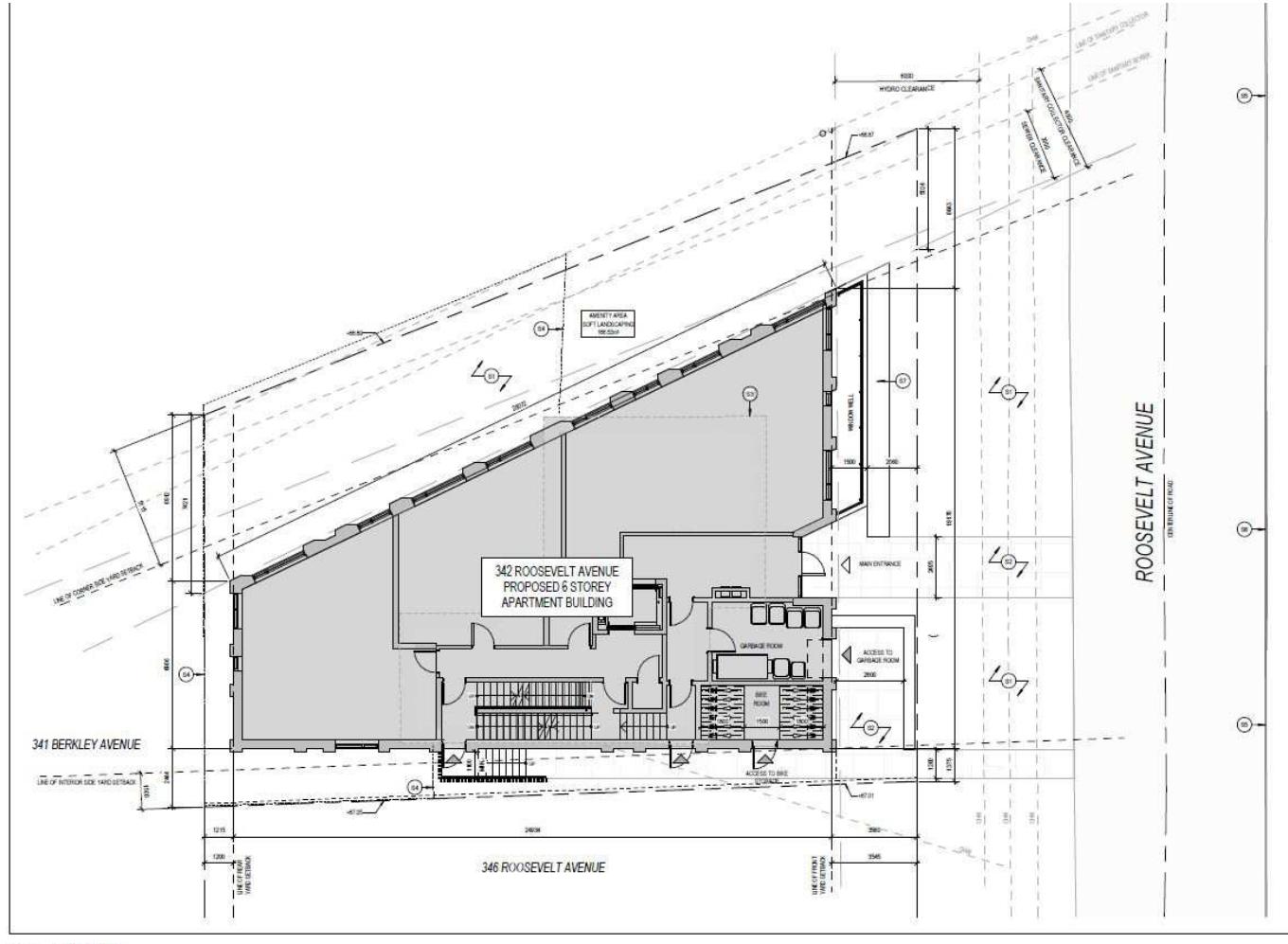


Figure 1: Aerial view of the subject property and its surroundings

## 3.0 PROPOSED DEVELOPMENT

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



### 3.1 Setbacks

The proposed building setbacks are as follows:

- / 3.5 metres (front);
- / 1.2 metres (rear);
- / 1.1 metres (south side yard); and
- / 5.1 metres (north side yard).

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

### 3.2 Materiality

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



### 3.3 Units and Internal Elements

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

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

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

### 3.4 Parking

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

### 3.5 Landscaping

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



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

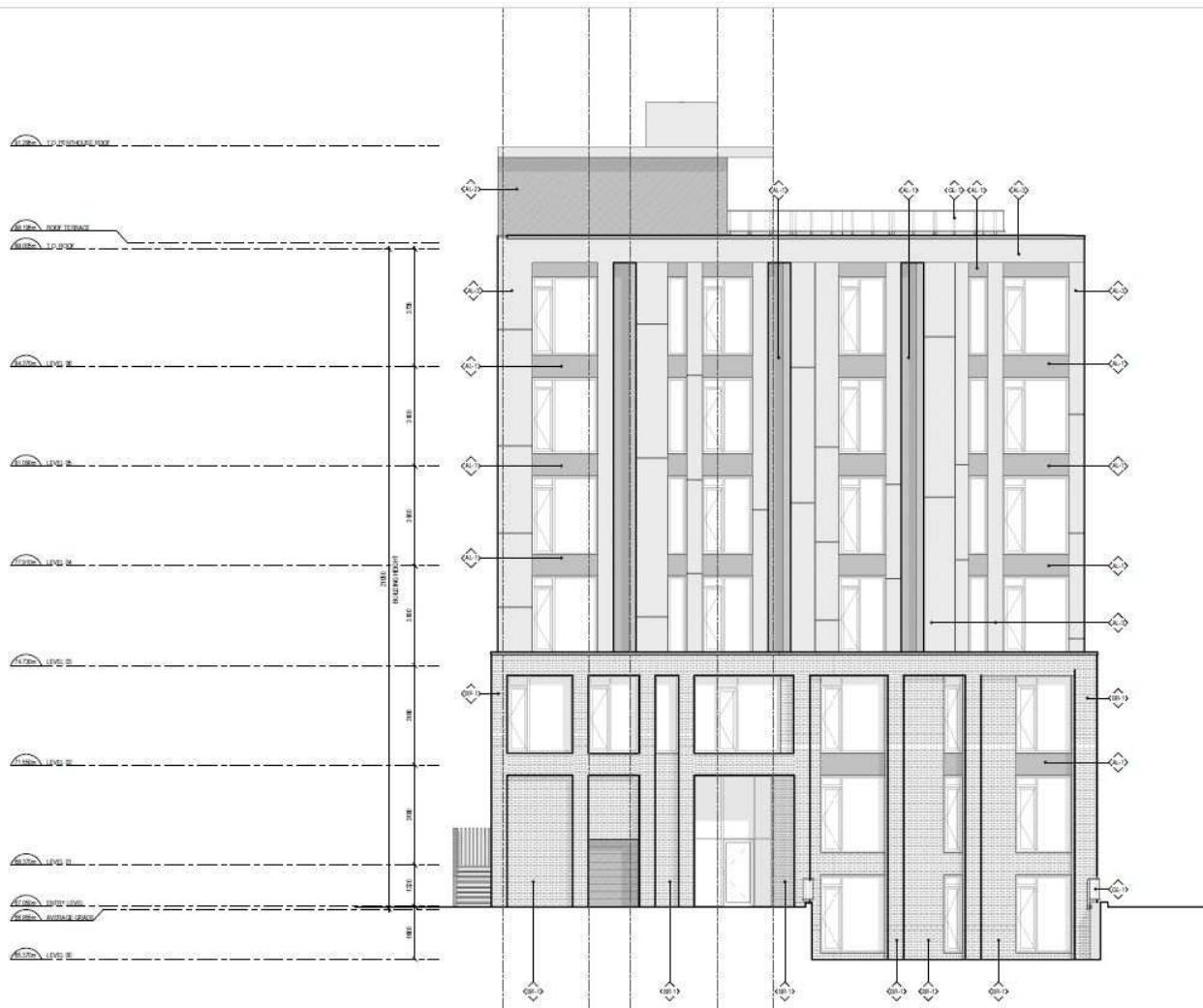


Figure 7: Massing Model – East Elevation

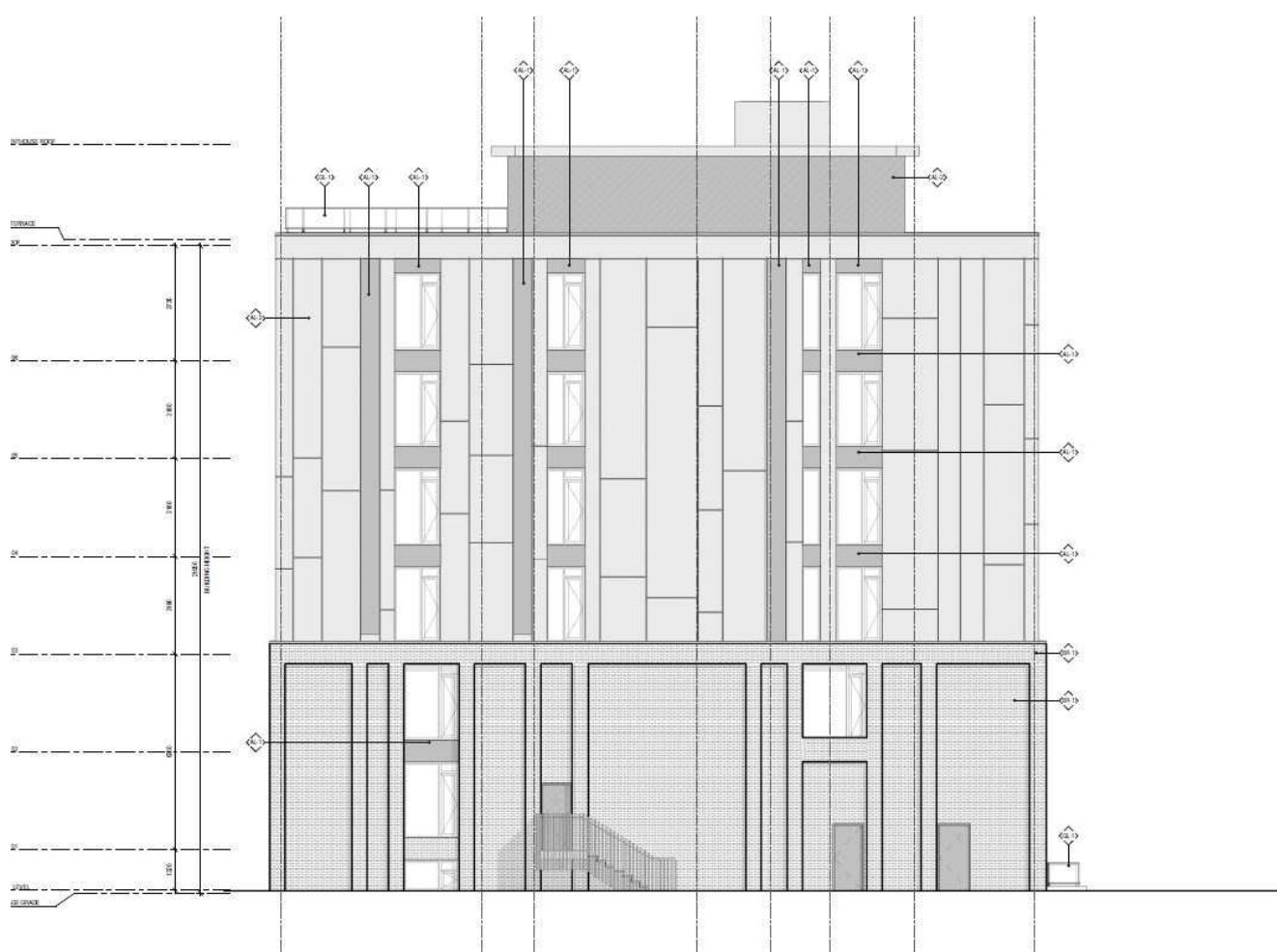


Figure 8: Massing Model – South Elevation

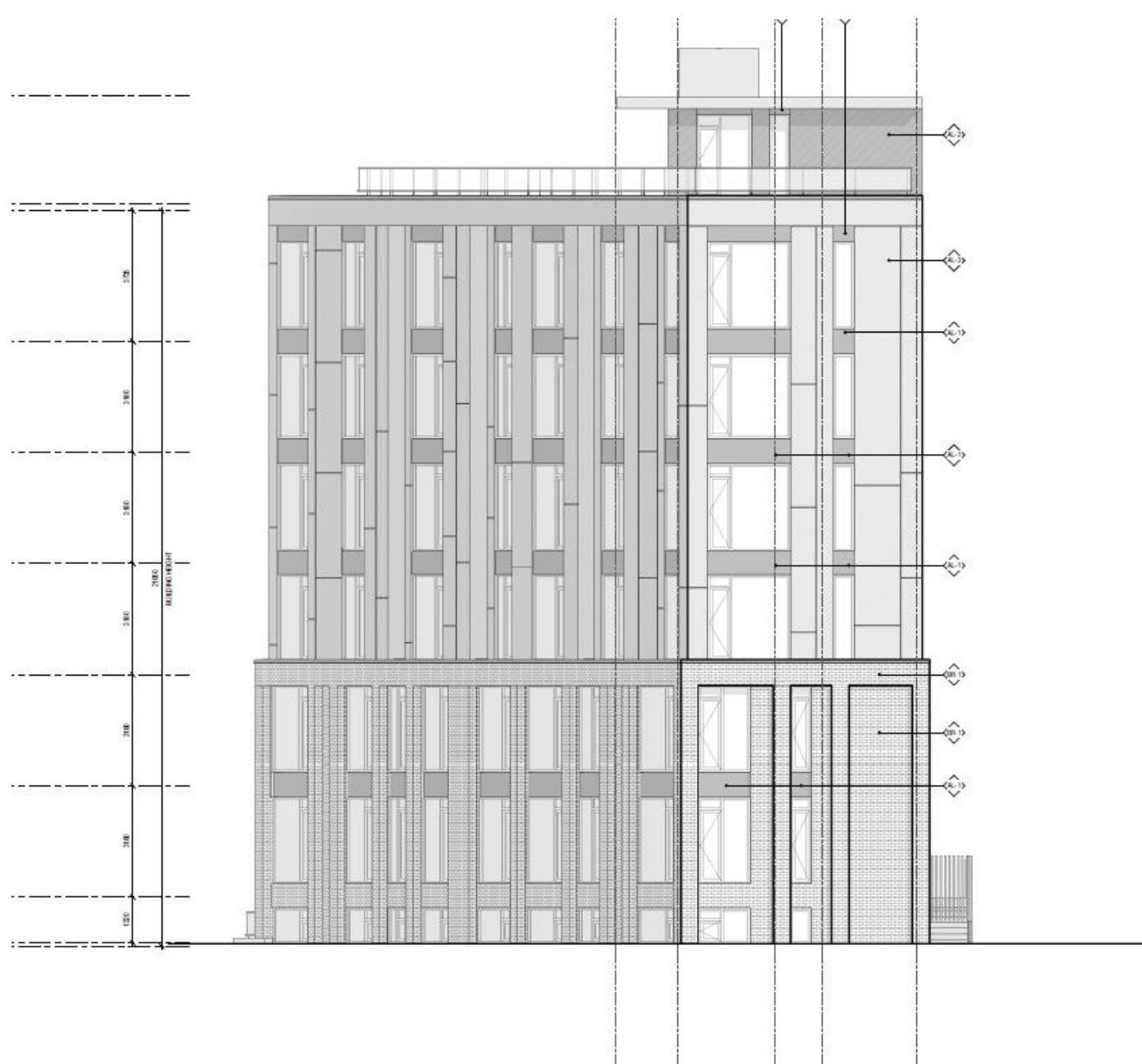


Figure 9: Massing Model – West Elevation

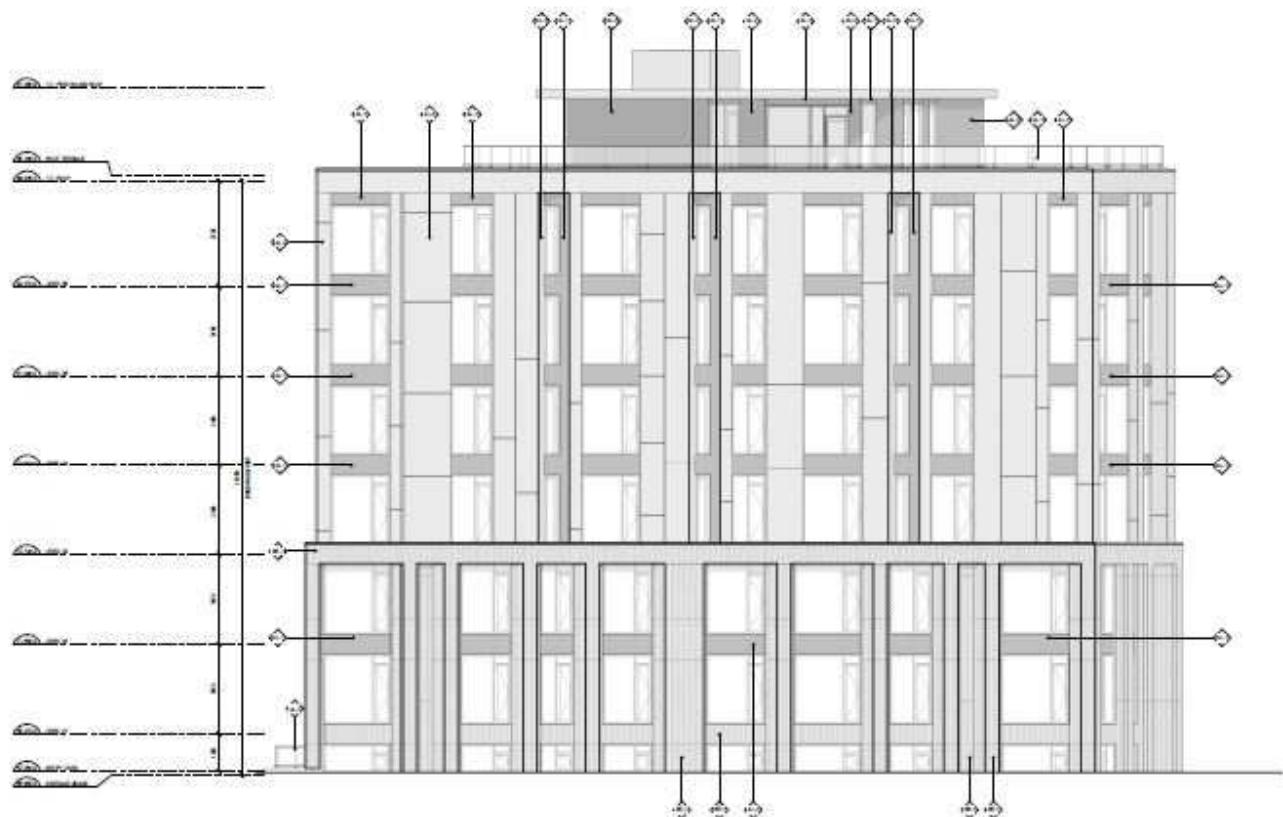


Figure 10: Massing Model – East Elevation



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

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

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

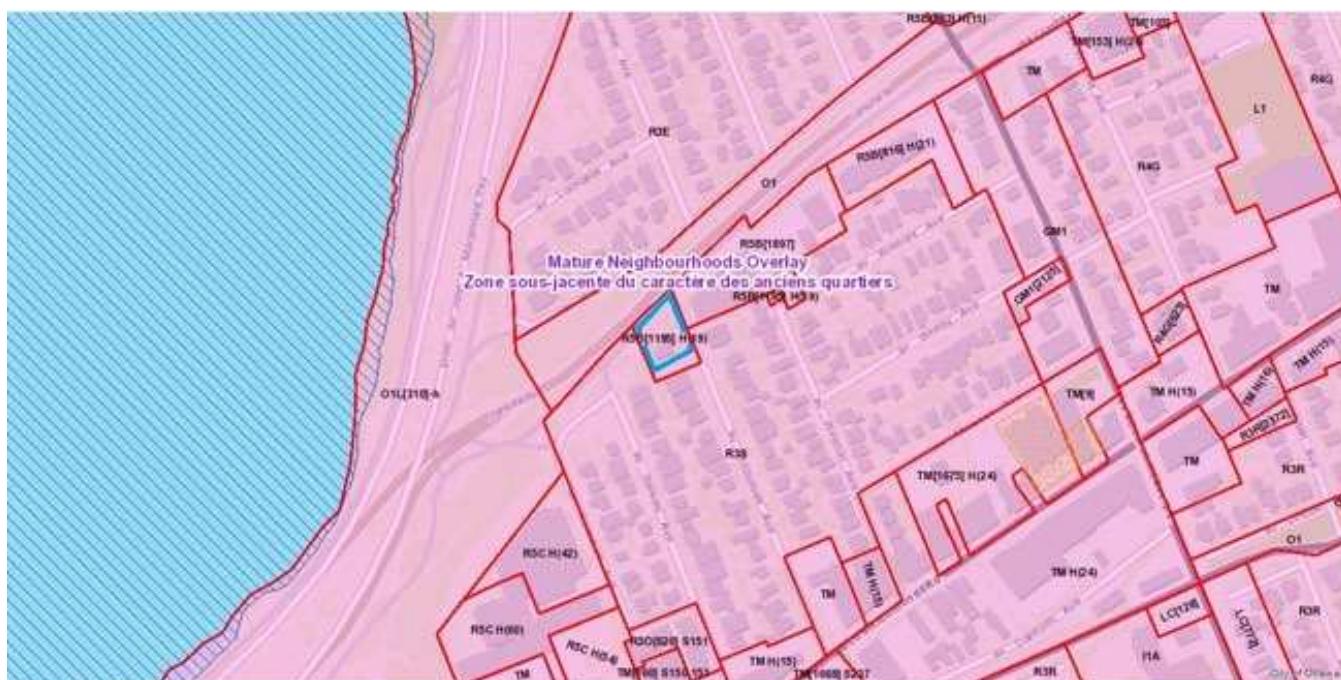
/ Apartment dwelling, low rise	/ Residential care facility
/ Apartment dwelling, mid-high rise	/ Retirement home, converted
/ Bed and breakfast	/ Retirement home
/ Detached dwelling	/ Rooming house, converted
/ Diplomatic mission	/ Rooming house
/ Duplex dwelling	/ Secondary dwelling unit
/ Dwelling unit	/ Semi-detached dwelling
/ Group home	/ Shelter
/ Home-based business	/ Stacked dwelling
/ Home-based daycare	/ Three-unit dwelling
/ Linked-detached dwelling	/ Townhouse dwelling
/ Park	/ Urban agriculture
/ Planned unit development	

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

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

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

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



#### Subject property

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

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

Zoning Mechanism	Provisions	Proposed Development	Conformity
a) Minimum lot area	675 m <sup>2</sup>	629 m <sup>2</sup>	✗
b) Minimum lot width	22.5 m	25 m	✓
c) Maximum building height (H Suffix)	19 m	21.15 m	✗
d) Minimum front yard setback (Exception 1195)	6 m	3.5 m	✗
e) Minimum interior side yard setback	North side yard	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m	a) 5 m (north side lot line) b) 5 to 7 m (north side lot line)
	South side yard	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m	a) 1.2m (south side lot line) b) 2 to 2.3m (south side lot line)
f) Minimum rear yard setback	25% of lot depth but need not exceed 7.5 m = 7.5 m	1.2m	✗
g) Minimum landscaped area	30% of lot area = 193.8	309.76m <sup>2</sup> 48% of lot area	✓
h) Minimum Required Parking	0.5 per unit after the first 12 = 7	0	✗
i) Minimum Required Visitor Parking	0.1 per unit after the first 12 = 1	0	✗
j) Minimum Required Bicycle Parking	0.5 per unit = 13	24	✓
k) Minimum Required Amenity Area	/ 180m <sup>2</sup> 6m <sup>2</sup> / unit for 30 units	276.92m <sup>2</sup>	✓
l) Minimum width of driveway	3.0 m	N/A	✓
m) Maximum width of driveway	3.6 m	N/A	✓
Permitted Projections	Rooftop Amenity not permitted to project above height limit.	Rooftop Amenity projects 3.3 metres above height limit	✗

### 3.6.1 Proposed Zoning By-law Amendment

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

- / Minimum Lot Area to be reduced from 675 m<sup>2</sup> to 629m<sup>2</sup>
- / Maximum Building height to be increased from 19 metres to 20.15 m
- / Minimum front yard setback to be reduced from 6 metres to 3.5 metres.
- / Minimum rear yard setback to be reduced from 7.5 metres to 1.2 metres.
- / Minimum interior side yard setback on the north property line reduced from 6 metre to 5 metres where located further than 21 metres from the front lot line.
- / Minimum interior side yard setback on the south property line reduced from 1.5 metres when within 21 metres of the front lot line to 1.2 metres, and 2 metres where located further than 21 metres from the front lot line,
- / Minimum required residential vehicle parking to be reduced from 7 spaces to 0 spaces.
- / Minimum required visitor vehicle parking to be reduced from 1 spaces to 0 spaces.
- / Enclosed Rooftop Amenity Area projects 3.3 metres above maximum height limit.

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

#### **Minimum Lot Area:**

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

#### **Maximum Height**

The requested increase in maximum building height by 2-metres represents only a minor variation from that performance standard and will not result in additional adverse impacts on near-by properties or public spaces. Transition is facilitated by the site's location along the rail-cut, and vacant property to the west.

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

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

#### **Front yard setback**

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

#### **Rear yard setback**

Relief is requested from the minimum rear yard setback of 7.5 metres, as the proposed rear yard setback is 1.2 metres. As previously mentioned, the design approach to the proposed development was influenced by the location of the City sewer line and required maintenance setbacks along the north of the subject property, which require a wider side yard than is necessary and that is more akin to a rear yard setback. Since the adjacent property, 341 Berkley Avenue, is a vacant City-owned lot that may be converted into open space, the reduced rear yard setback maintains the Zoning By-law's intent of limiting potential privacy issues and shadowing.

#### **Interior side yard setback**

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

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

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

#### **Minimum required parking**

In the upcoming new zoning by-law the City's minimum parking rates are proposed to be removed. City planning staff noted that the City's policy direction encourages intensification, particularly around areas near major Light Rail Transit (LRT) stations and along transit priority corridors. The facilitation of intensification in the inner urban area to support alternative transportation options to driving is identified as a "key goal." Although the subject property is not located within Area Z, a clear intention of this new By-law is to reduce or completely eliminate parking requirements for lands generally located within 400 to 800 metres walking distance of certain LRT stations and encourage transit use.

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

#### **Rooftop Amenity Area Projection**

It is Fotenn's professional opinion that the requested zoning permission for the rooftop amenity area to project above the established height maximum is appropriate for the following reasons:

- The enclosed amenity area is consolidated with the already permitted mechanical penthouse projection, and so, no new structure is proposed on the rooftop. The City of Ottawa does not establish any maximum area or height for rooftop mechanical penthouse structures and therefore an identical project could construct a rooftop structure for mechanical purpose of equal or greater height and size and not require zoning relief. The proposed enclosed rooftop amenity area will have no unique adverse impact when compared to what would be permitted as of right on the property.
- The property is buffered on all sides by undeveloped/undevlopable area and so impacts from additional massing on the rooftop is mitigated to any sensitive land use.
  - o The property immediately to the south has been historically vacant since at least 1958 as per aerial archived imagery and no development is anticipated on this site.
  - o To the north the MUP pathways is further buffered by the undevelopable easement area on the Site.
  - o To the west, the City owned parcel is no slated for any future redevelopment.

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- The total area of the enclosed amenity area is 105m<sup>2</sup> representing only a small portion of the overall rooftop. Further, the height of the rooftop amenity area is 3.3 metres and is equal to the existing and permitted rooftop mechanical penthouse.
- The proposed rooftop amenity area does not proposed windows on the exterior elevation and will therefore not create any additional privacy or overlook concerns on the nearby residential properties.
- The recent approval across Roosevelt at 335 Roosevelt Ave allows for 14-storeys of height as well as an enclosed Rooftop Amenity area.
- The enclosed rooftop amenity area will improve access to quality and year-round amenity area for residents.
- It is important to note that the enclosed rooftop amenity area projection is not a new feature of the proposed building and has been included as a structural element from the initial re-submission of this file.

## 4.0 CONCLUSIONS

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

### 1) Consistent with the Provincial Policy Statement.

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

### 2) Conforms to the City of Ottawa Official Plan.

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

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

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

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

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

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

### 6) Represents Good Planning

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

Sincerely,



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