



29 Russell Avenue

Planning Rationale + Design Brief
Zoning By-law Amendment + Site Plan Control
August 12, 2022



Prepared for Smart Living Properties

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1.0 Introduction

Fotenn Planning + Design has been retained by 29 Russell Street Holdings Inc. to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control Applications to facilitate an addition into the rear yard of an existing building addressed as 29 Russell Avenue in the Sandy Hill neighbourhood of the City of Ottawa.

1.1 Application Overview

This application relates to a parcel municipally known as 29 Russell Avenue (“subject property”) that is currently occupied by a 2 ½ storey residential use building. The subject property is located within the Sandy Hill neighborhood of the City of Ottawa and is identified as a Contributing heritage building under Part V of Ontario Heritage Act as per the Russell Avenue / Range Road Heritage Conservation District (HCD).

29 Russell Street Holdings Inc. intends to intensify the subject property by retaining the existing 2 ½ storey building that fronts onto Russell Avenue and constructing a three (3) storey residential addition to the rear of the existing building. The new addition is designed to address the existing laneway at the rear of the property.

The proposed development plan includes renovations to the interior of the existing building as part of Phase One (1), and a new three (3) storey addition to the east (and rear) facade of the low-rise residential building as part of Phase Two (2). The resulting building will provide a total of 22 units consisting of a mix of bachelors up to four (4) bedroom apartments. Of the 22 total units provided, 15 will be within the existing building and seven (7) will be provided in the new rear addition. The building will maintain the primary entrance from Russell Avenue through the existing building, while providing additional entrances from the rear public laneway.

Improvements are proposed to the rear yard of the building to create a well-defined, and accessible rear yard area that addresses the public laneway and creates a pedestrian-friendly environment. The rear addition is improved with interlocked paved walkways leading up to building entrances, bicycle storage, and enclosed garbage facilities. A deck is proposed at the rear of the existing building to define rear entrances and make them welcoming for building residents. The raised deck connects to the rear laneway through short stairs, and a lift connecting to the paved walkways that are incorporated within the landscaping of the site. 11 total bicycle parking spaces are proposed off the rear public laneway, and along the west façade. A garbage room is proposed to be enclosed within the new addition and designed for regular municipal collection.

Outdoor amenity area is provided in the form of a courtyard in between the existing building and proposed addition, as well as along a side yard adjacent to the proposed addition. The internal courtyard provides a private space for building residents to enjoy, while also providing opportunity to preserve windows at the rear of the existing building.

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control Applications are being submitted. The property is currently zoned Residential Fourth Density, Subzone UD exception 480 (R4UD [480]), and low-rise apartment is a permitted use within this zone. The Zoning By-law Amendment seeks relief from certain zone provisions to permit the proposed development. Interior renovations are being addressed through building permit and are excluded from this application as they comply with existing zoning provisions.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development at 29 Russell Avenue against the applicable policy and regulatory framework and determine if the development is appropriate for the site, compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines including appropriate building form within the established Sandy Hill neighborhood and near higher-order transit.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property is an interior lot, and municipally known as 29 Russell Avenue. It is situated on a block bound by Russell Avenue to the west, Laurier Avenue to the north, Chapel Street to the east and Osgoode Street to the south (Figure 1), within the Rideau-Vanier ward (Ward 12) of Ottawa. The subject property has western frontage along Russell Avenue of approximately 16.02 metres, lot depth of approximately 35.36 metres and a total site area of approximately 498.74 square metres.



Figure 1: Subject Property frontage on Russell Avenue.

The subject property is currently developed with a 2 ½ storey, low-rise residential use building, and is set back approximately 5.3 metres from the front property line along Russell Avenue. There are two principal entrances providing access from Russell Avenue. The entrances are recessed to be located along the building side. Each entrance is connected to the sidewalk through a paved walkway. Additionally, there are fenced in decks in front of each of the two units located on the main floor. The front yard consists of a mix of mostly soft landscaping with some hard landscaped features such as the paved walkways. In addition to a tree located in the public right-of-way, there are shrubs planted against the front wall, and along the sides of each of the existing decks.

Along the rear, and east of the property is a paved surface parking lot which fronts onto a public laneway. The paved parking area is lined with some trees encroaching from the neighboring lot along the northerly property line, and some shrubs along its south and west perimeter. The rear laneway provides access to the rear parking lots of all buildings within the block from Osgoode Street to the south and Laurier Avenue East to the north.

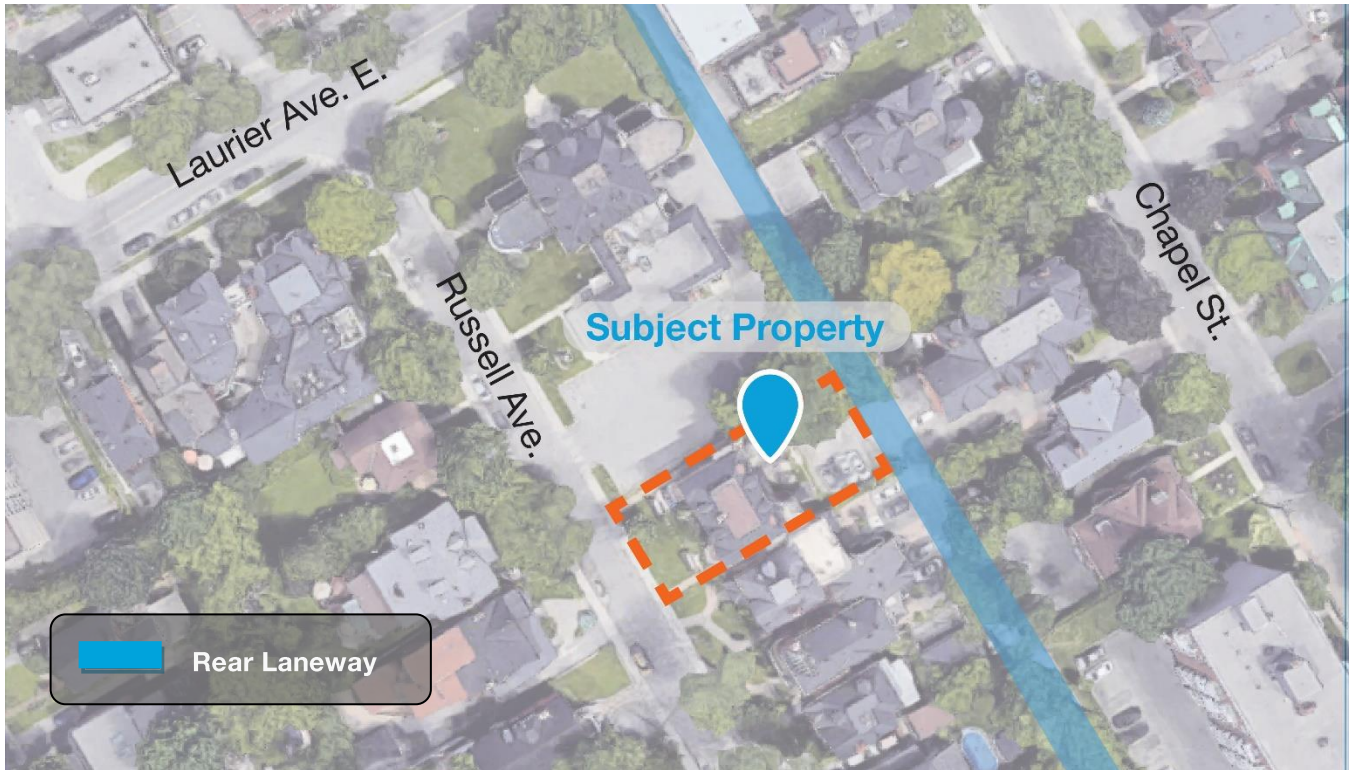


Figure 2: Subject Property and Surrounding Context.

The subject property is designated Heritage as identified within the Sandy Hill Cultural Heritage Character Area. The Sandy Hill Cultural Heritage Character area lists the property as a Category 1 (Contributing), Part V of Ontario Heritage Act (OHA). This will be discussed in greater detail below.

2.2 Surrounding Area

The subject property is an interior lot with frontage along Russell Avenue and located just 85 metres south of Laurier Avenue in the Sandy Hill neighbourhood of Ottawa. Laurier Avenue is designated as a Major Collector in the City's road classification system and serves as a main connection to the downtown core.

The property is in close proximity to two arterial roads, as classified by the City's road classification system. These include King Edward Avenue, which is located approximately 400 metres west, and Rideau Street, which is located approximately 650 metres north of the subject site.

Additionally, University of Ottawa is located approximately 650 metres west from the subject property and along King Edward Avenue. King Edward Avenue is also a prominent bus route. The property is near a range of transit services including, uOttawa LRT station located approximately one (1) kilometre west of the site, and Rideau Street, which is identified as a Transit Priority Corridor, located approximately 650 metres to the north.

The surrounding area is characterized by a mix of building typologies including low-rise converted, new built mid-rise residential and mixed-use buildings with some commercial and institutional uses along Laurier Avenue. A variety of convenience retail, restaurant and commercial uses are located along Laurier Avenue, King Edward Avenue and Rideau Street. These retail uses help to contribute towards the day-to-day needs of local area residents, as well as providing more specialized goods and services that help to establish these locations as destinations for people outside the community.

The general neighbourhood is predominantly characterized by heritage buildings that are either designated or contributing towards the heritage character of Sandy Hill.

The adjacent land uses can be described as follows:

North: Immediately abutting the property along the north is a low-rise building converted into office use and occupied by Amnesty International. The 2 ½ storey converted office-use building is located on a corner lot with frontage along Laurier Avenue East and Russell Avenue. Further along, north of the property is Laurier Avenue East which is designated as Major Collector in the Official Plan. Laurier Avenue East consists of a mix of residential, commercial and institutional buildings. The general character of Laurier Avenue East is mature, low-rise residential with some newer mid-to high-rise buildings containing ground floor commercial. Of the institutional uses along Laurier Avenue East, some include aforementioned Amnesty International, the Laurier House National Historic Site and embassies. Both Laurier and Russell Avenue feature building types and uses that contribute to the Sandy Hill Cultural Heritage Character Area.

Further north of this is Rideau Street, which is also designated as an Arterial Road in the City's Official Plan. Rideau Street features a wide range of mainstreet uses including large grocery store, retail, restaurants, personal services and other uses typically found in a downtown core. Additionally, Sir Wilfred Laurier Park is located northeast of the property. This neighbourhood park has frontage along Chapel Street.

East: Directly east of the subject property is a public north-south laneway accessed from Laurier Avenue East from the north and Osgoode Street from the south. Further east of the laneway is Chapel Street, a neighbourhood street. Chapel Street is predominantly characterized by low-rise residential built form with some mid-rise apartment buildings. The low-rise built form consists of mostly detached legacy buildings. The buildings are mostly low-rise residential up to 3 storeys, and some mid-rise apartment use buildings located further south on Chapel Street. The low-rise buildings appear to host a mix of office/commercial and residential uses. The properties along the western edge of Chapel Street back onto the public laneway that is directly opposite of 29 Russell Avenue. These buildings are minimally setback from the rear laneway, and consist predominantly of paved surface parking lots, with some containing a dense vegetation buffer lining the rear laneway.

Further east of Chapel Street is Strathcona Park which provides frontage along the Rideau River, Laurier Avenue East, and Range Road. The park provides pedestrian and bicycle access to the Vanier neighbourhood further east of the river through the Adawe Crossing bridge.

South: Immediately south of the subject property is a low-rise residential-use building with frontage along Russell Avenue. The interior lot features a 2 ½ storey residential use building with a paved walkway providing access to multiple entrances along the building frontages. The property presents as two separate detached dwellings, however they are connected through an addition at the rear. The building's front yard setback is consistent with those of the broader neighbourhood, providing frontage conditions that align with surrounding properties. The building is built to a zero-metre side yard setback along both interior side yard setbacks. The rear yard consists of an addition that is comparable to that proposed in this application. Additionally, the rear yard consists of paved surface parking for building residents, with minimal soft landscaping.

Further south of this are additional low-rise residential use buildings including low-rise apartment of up to three (3) storeys. Russell Avenue features a collection of building typologies and uses that contribute to the Sandy Hill Cultural Heritage Character Area.

Continuing south is Osgoode Street, a Collector Street that provides access in an east-west direction to other arterial streets. Further along is the Sandy Hill Community Centre, Sandy Hill Arena, as well as the Minto Sports Complex Fitness Centre. The 417 Provincial Highway is approximately 1 kilometre south of the site and can be accessed directly from Nicholas Street.

West: Immediately opposite of the property along the west side of Russell Avenue are several low-rise residential uses ranging from detached to low-rise of up to three (3) storey apartment buildings. Further west is King Edward Avenue which features a wide range of mainstreet uses including retail, restaurants, personal services and other uses typically found in a Downtown core. The University of Ottawa campus is also located further west of the property. Lastly, the existing uOttawa LRT station is located approximately one (1) kilometre southwest of the subject property.

2.3 Road Network

The property is located in a block that is bound by Russell Avenue to the west, Laurier Avenue to the north, Chapel Street to the east and Osgoode Street to the south. Chapel Street is designated as a Collector Road, while Laurier Avenue is designated as a Major Collector Road pursuant to Schedule F (Central Area/Inner City Road Network) in the City of Ottawa’s Official Plan. Major Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system, while collectors form connections to these Major Collector roads. These roads tend to be shorter and carry lower volumes of traffic than arterial roads. The design and construction of collector roads ensure that safe and efficient transit services are accommodated. As a Major Collector Road, Laurier Avenue provides efficient vehicular and pedestrian connections to the Downtown core and to surrounding Arterial Roads.

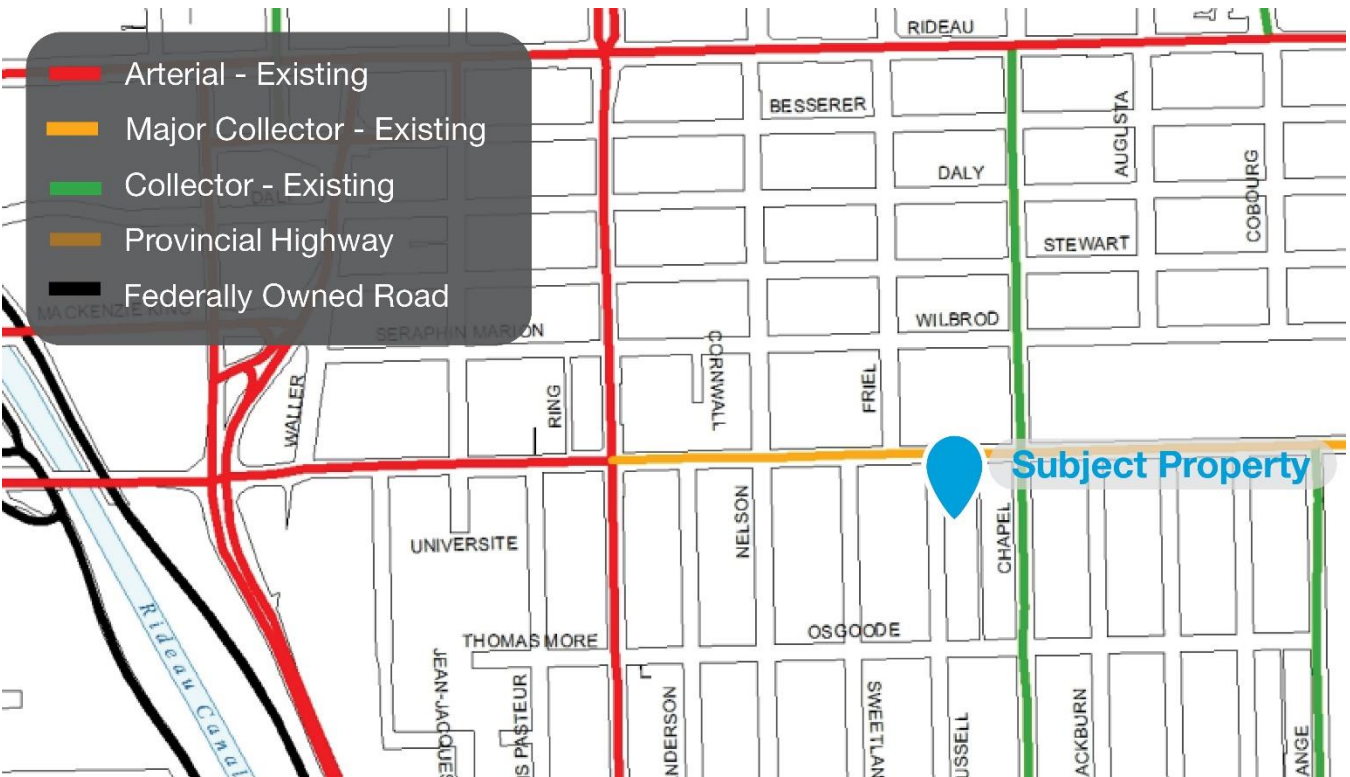


Figure 3: Excerpt from Schedule F of the Official Plan - Central Area/Inner City Road Network

The site is also located approximately 400 metres east of King Edward Avenue, and 650 metres south of Rideau Street which are both designated as Arterial roads pursuant to Schedule F in the City of Ottawa’s Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As Arterial Roads, King Edward Avenue and Rideau Street provide efficient vehicular connections to the Downtown Core, the Provincial Highway and to surrounding neighbourhoods.

2.4 Transit Network

The subject property is well served by public transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, the property is located approximately one (1) Kilometre northeast of the existing uOttawa LRT station. uOttawa Station is part of the Phase One (1) Confederation Line providing efficient connections between Blair Station to the east and Tunney’s Pasture at its terminus to the west. The subject property is also located approximately 600 metres south of Rideau Street which is identified as a Transit Priority Corridor.

The nearest bus stop is located along Laurier Avenue directly north-east of the property, where OTranspo Bus Route #19 can be boarded at stop number 7607 and 7608 (Chapel Street). Moreover, there are bus stops located approximately 450 metres northwest of the property along the east and west side of King Edward Avenue servicing OTranspo Bus Route #56.



Figure 4: Excerpt from Schedule D of the Official Plan - Rapid Transit Network

2.5 Active Transportation Network

The subject property is served by the greater cycling network. Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, Laurier Avenue is identified as a Cross-Town Bikeway and Cycling Spine Route. Somerset Street is located approximately 350 metres south of the property and is also identified as a Cross Town Bikeway and Cycling Spine Route. Cycling infrastructure exists along Somerset Street providing increased access and connections to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Cycling infrastructure does not currently exist along Laurier Avenue at this location, however further west on-road cycle lanes are

present. There are planned networks that will provide increased access and connections to the greater cycling network.

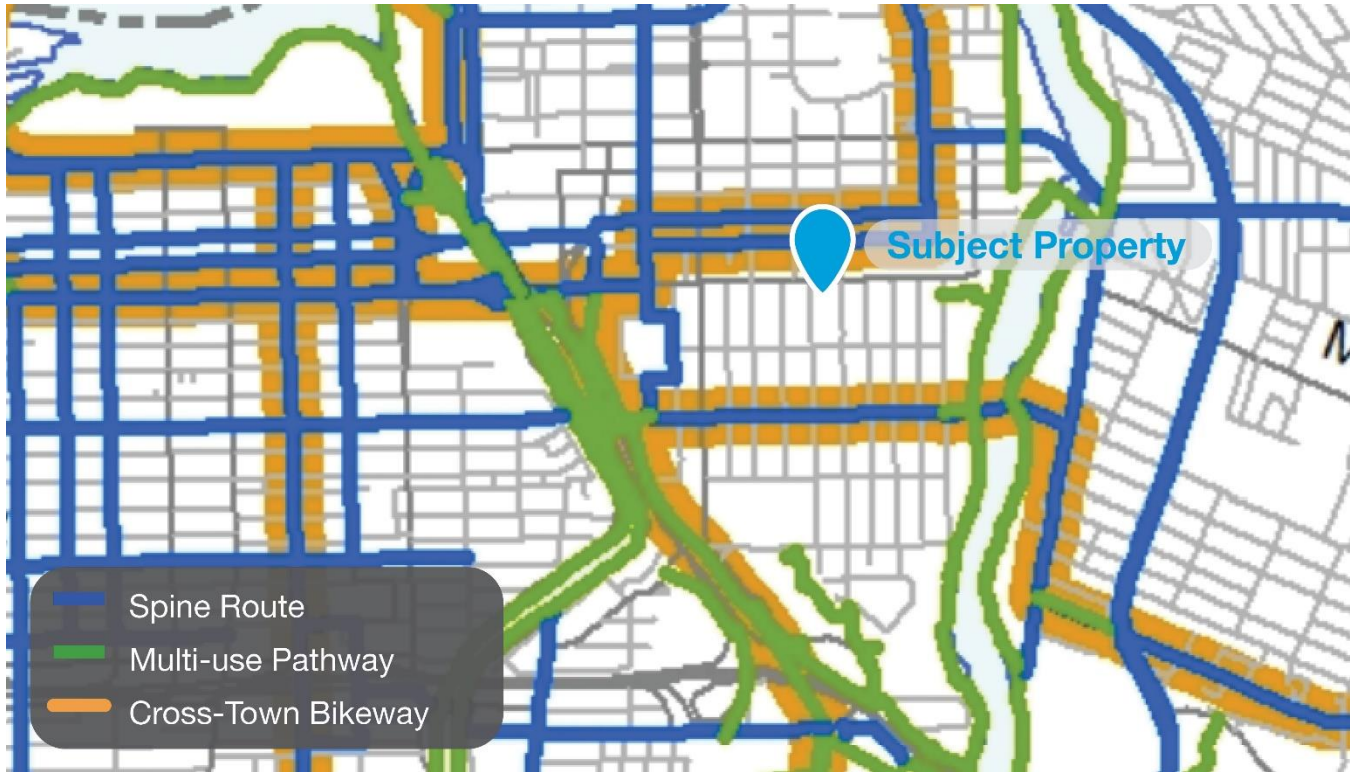


Figure 5: Excerpt from Schedule C of the Official Plan - Primary Urban Cycling Network

2.6 Neighbourhood Amenities

As a site located in the established Sandy Hill neighbourhood and near the Downtown Core, the subject property enjoys close proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to one (1) large grocery store (Loblaw's) within an 11-minute walk at 363 Rideau Street. The neighbourhood also benefits from a 15-minute walk to the Rideau Centre. The site is well-served with respect to parks and community facilities being within walking distance of Sir Wilfred Laurier Park, Strathcona Park and the Rideau River to the east, as well as Saint Germain Park to the south.

A non-exhaustive list of neighbourhood amenities including a wide range of uses is listed below:

- / Recreational facilities including the Sandy Hill Arena and the Minto Sports Complex Fitness Centre;
- / Parks including Saint-Germain Park, Sir Wilfred Laurier Park, Strathcona Park, as well as greenspace along the Rideau River on both the east and west side of the River;
- / Institutional uses such as the University of Ottawa, Amnesty International, the Laurier House National Historic Site; and
- / Schools including Francojeunesse School and Culturass Spanish School.

Additional convenience-retail and restaurants are located within a 10-minute walk from the subject property including coffee shops along Friel Street, print shops, restaurants, cafes, legal services along Laurier Avenue, and additional restaurants, child-care facilities along Wilbrod Street.

Proposed Development

29 Russell Street Holdings Inc. is proposing to construct a three (3) storey residential addition to the rear of the existing heritage building located at 29 Russell Avenue. The proposed addition will provide a total of seven (7) new residential units consisting of a mix of bachelors, one-, three- and four-bedroom units, indoor garbage storage, and a total of 11 outdoor bicycle parking spaces. The rear addition follows the rectangular shape of the property and has a total height of 10.2 metres (Figure 6).

The development plan proposes to retain the existing building and provide improvements through Phase One (1) internal renovations. The renovations will lead to the creation of total of 15 units consisting of a mix of one (1) three-bedroom unit and 14 bachelor units. The rear addition will be developed as part of Phase Two (2) of the project and will provide a total of seven (7) new units. The subject of this application relates to the works involved in Phase Two.

The unit mix for the addition consists of four (4) bachelor units, one (1) three-bedroom unit, and two (2) four-bedroom units. The resulting building will consist of total Gross Floor Area (GFA) of 721 square metres, of which the existing building is 384 square metres, and the proposed addition is 337 square metres.

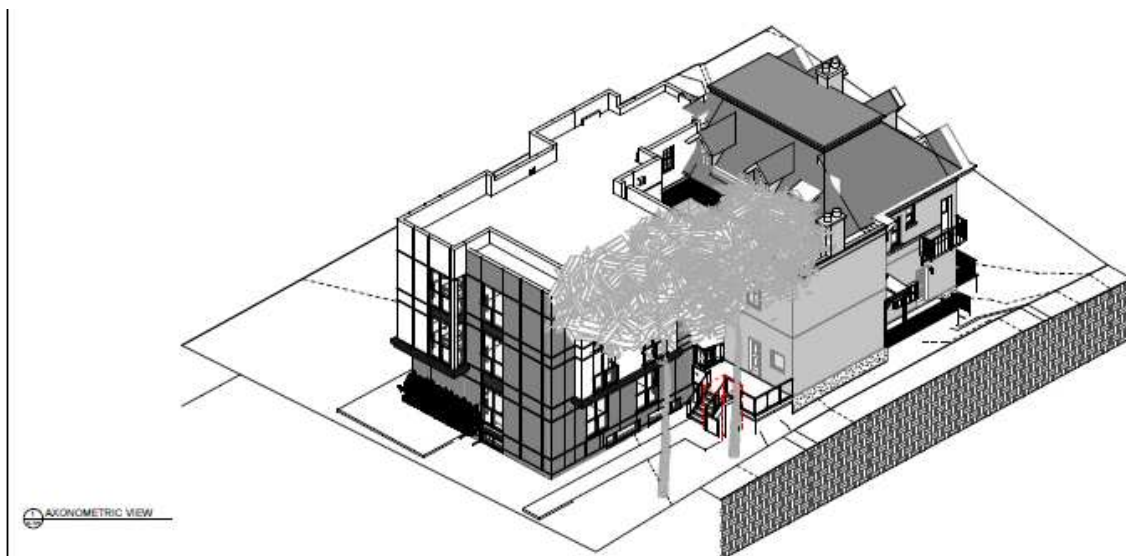


Figure 6: South-West facing view showing the East Elevation of the Rear Addition.

The new addition will maintain primary entrance through the existing Russell Avenue frontage and form a connection from an internal corridor along the southern portion of the existing building. Additional access is provided at two locations at the rear of the proposed building. These accesses from the rear are designed to address the rear public laneway, and to create a pedestrian friendly environment. This achieved through enhancements such as a raised deck, staircase and lift that connect to the laneway through walkways and carefully landscaped rear yard area. The deck provides access to both entrances to the buildings, and the internal courtyard amenity space, while creating a welcoming environment for building residents.

As the proposed addition will replace the existing surface parking lot, the proposed development does not include any vehicular parking spaces. Instead, a total of 11 bicycle parking spaces are proposed to be located outdoors, along the rear façade of the proposed addition. To further enhance the public realm, an enclosed garbage room is also proposed to be located on the first floor of the proposed addition. A paved ramp is provided to allow for ease of movement of the bins for regular scheduled municipal collection from the curb.

A common outdoor amenity area is proposed through an outdoor courtyard space between the existing building and the proposed addition and along the northern portion of the rear yard area. This courtyard will provide the opportunity for a more intimate outdoor space for all building users protected from overlook of laneway users. Outdoor spaces are improved with shrubs and other plantings.

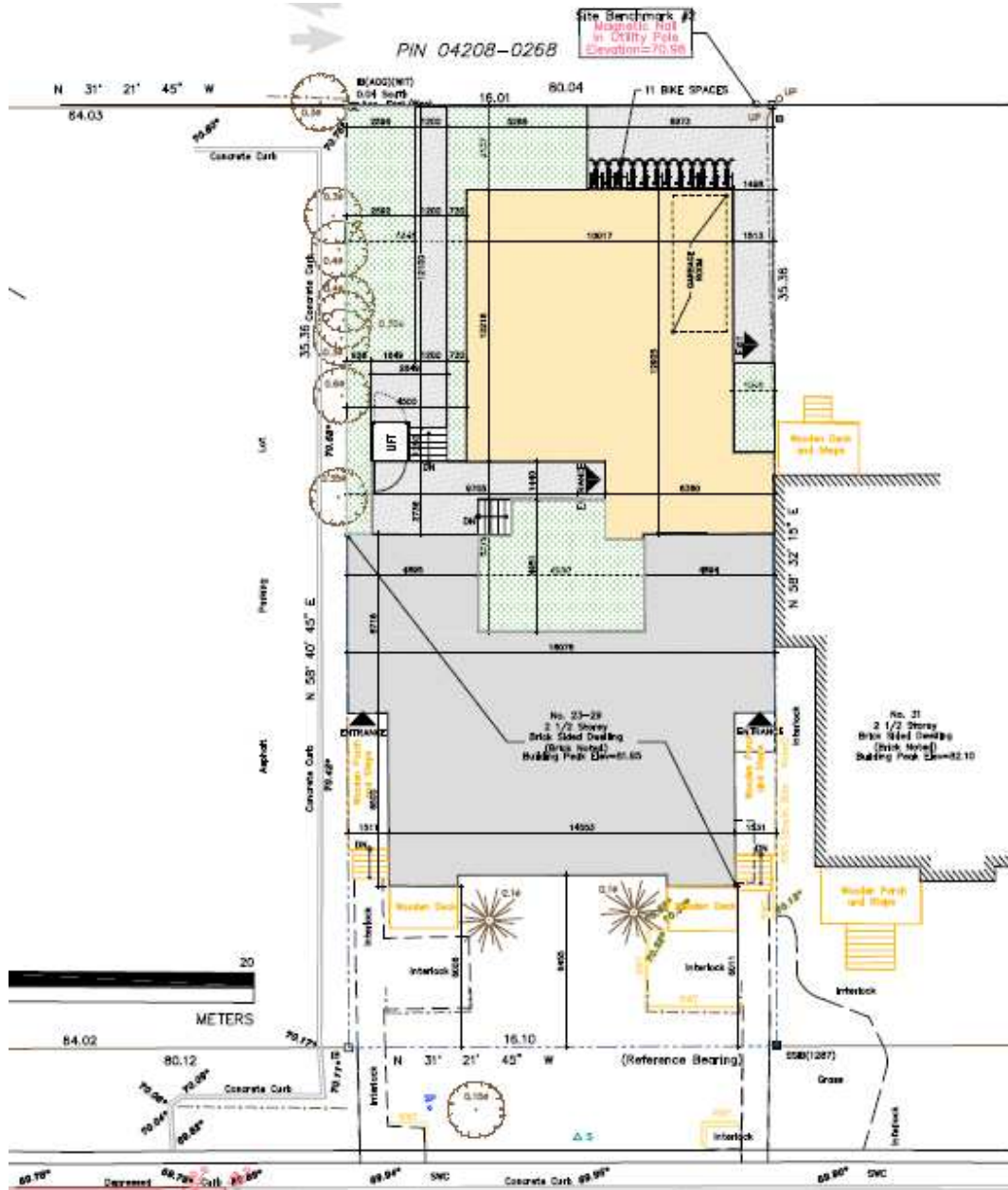


Figure 7: Site Plan of Proposed Development

4.0 Urban Design Brief

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

4.1 Building Design

4.1.1 Building Massing and Scale

In response to neighbourhood context the proposed addition maintains a three-storey, low-rise building height complimenting the existing low-rise building on the subject property and the low-rise buildings in the general area, particularly to the east, west and south with frontage along Russell Avenue and Chapel Street. The proposed addition represents a built form of its own time designed to be compatible with the contributing building to the heritage character area and streetscape through architectural elements of scale, massing, height, setback, entry level, materials and windows. The built form is designed to be compatible rather than imitate the existing heritage building (Figure 8).



Figure 8: Proposed Rear Yard Addition Elevation, South-West View.

The new addition complements the setbacks of the existing and adjacent buildings while transitioning towards the setbacks prescribed by the applicable zoning to provide a footprint that is compatible with the existing character of the area. Additionally, the built mass of the building is broken up by the use of differing materiality, fenestration, exit stairs, and ornamental railing treatments for balconies to forge a familiar

relationship with the existing heritage building while providing a built form that is in keeping with the present architectural trends. The rear addition separates from the existing building in the centre area to create a courtyard which will preserve its original windows, ornamental fencing and exit stairs. It further provides a private amenity space protected from overlook of abutting properties as well as the rear laneway.

4.1.2 Views

Views along Russell Avenue remain relatively unchanged as a result of the proposed addition (Figure 9). Views from the northern property, and the rear laneway highlight the building's architectural elements that compliment those of the existing building while maintaining compatibility with the existing context of the surrounding area. Compatibility with surrounding buildings is achieved through the use of materiality, fenestration and surface treatments. The residential nature of the building allows for windows and outdoor staircases, creating visual interest and architectural articulation. The waste storage is enclosed on the main floor of the proposed addition, thereby mitigating its impacts and ensuring protecting visual interest of the building (Figure 10).



Figure 9: Property Frontage along Russell Avenue.

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building facades and create visual interest. Facades are generally fenestrated to create a positive relationship and interface between the building and the public realm while increasing the eyes on the street. The proposed courtyard provides for natural light infiltration into more parts of the building while providing a safe protected outdoor space.

4.1.3 Building Transition

The addition has been designed considering the surrounding built form context and heritage influences on the property and in the area. The proposed addition achieves compatibility with the surrounding area through elements of height, fenestration ratio, surface treatment and color, as well as façade setback (Figure 10). The surrounding area is characterized by low-rise buildings of up to three-storeys, with most having rear additions built over time. The subject property mimics this existing residential character through a consistent low-rise

built form that takes advantage of the rear laneway. The proposed addition is minimally visible from the Russell Avenue frontage thereby not taking anything away for the heritage façade. The roofline of the existing building is maintained which is consistent with other 3 storey buildings in the vicinity.



Figure 10: Building Transition and Massing

The area of the neighbouring properties to the north and south of the addition (interior side yards) are currently occupied by surface parking. Sufficient distance from these lot lines is provided. Further, the addition is designed to not prevent development on neighbouring lots should the surface parking be replaced.

Further compatibility is achieved through fenestration ratios that are common in the area. The proposed addition maintains emphasis on the rear (east) façade by providing more windows here as compared to the side, a condition that is common within the area. The façade facing the rear lane may not be mimicking other structures which face the lane, but what is being proposed is a vast improvement. Treating the “back” as it was a front and applying a more welcoming approach for those accessing this part of the building. The exterior of the building uses colors that are complimentary to the surrounding and are commonly found in the color pallet of adjacent buildings.

The addition proposes a building footprint and height that are commonly found within the surrounding area. The property immediately to the east, and to the south both contain buildings with setbacks like what is being proposed. The laneway helps provides sufficient distance from the rear neighbour, who’s rear lot area is

currently used for surface parking. Further, the proposed rear yard setback aligns with that of other properties to the south.

The proposed massing, surface treatment and landscaping collectively contribute towards an enhanced pedestrian realm along the currently under utilized rear laneway. Collectively these features help to establish compatibility with the existing heritage building, while minimally impacting the surrounding area.

4.1.4 Pedestrian Experience and Public Realm

The proposed development includes improvements along the public right-of-way, including Russell Avenue and the rear laneway. Combination of hard and softscape features are proposed along the property frontage to reconstitute the public realm and create a more pleasant environment for pedestrians. The active front entrances, main floor patios, and fenestration increase the pedestrian safety in the area.



Figure 11: South Elevation of the Proposed Addition

The inclusion of the rear addition as well as the introduction of additional entrances oriented towards the rear laneway advance the animation and pedestrian friendliness along the rear laneway. Hardscape elements are proposed along this frontage to reconstitute the public realm and create a more pleasant environment for pedestrians and cyclists. The treatment of the facade, with generous fenestration provides visual transparency and improved safety for pedestrians in the area. The waste storage has been located inside the building, avoiding any interruptions in the active frontage along the laneway (Figure 11).



Figure 12: North and East Façade of Proposed Addition.

4.1.5 Sustainability

The proposed addition will replace a surface parking lot and increase permeable surfaces on the lot by the addition of soft landscaping. This contributes to cleaner stormwater runoff that would otherwise be contaminated by vehicles in the parking lot. The replacement of the parking lot with a low-rise residential use is more efficient use of land where density is added to an existing built-up area within the City's urban core. Removing parking will encourage residents and visitors to employ active modes of transportation.

5.0 Policy and Regulatory Framework

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

5.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns...;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
 - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....

- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - (a) efficiently use land and resources;
 - (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
 - (e) support active transportation; and
 - (f) are transit-supportive, where transit is planned, exists or may be developed.

- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - (b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
 - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the Provincial Policy Statement. As a property located in an established neighbourhood and within proximity to transit, the redevelopment of the subject property advances the provincial goals of healthy, livable, and safe communities that efficiently use existing infrastructure, by intensifying through a diversified housing stock within built up areas of the municipality. The proposed development improves the range and mix of housing types within areas located close to transit, thereby increasing its usage. Further, the proposed development makes efficient use of existing infrastructure and public service facilities which have the capacity to support the increased density.

5.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area through intensification and recognizes that intensification to be the most efficient pattern of development that is the makes efficient use of existing and planned municipal infrastructure, services, and supports existing and planned transit. Consequently, the Plan directs growth to locations with significant development potential.

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

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

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

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

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

Policy 23 of Section 2.2.2 states that the interior portions of established low-rise, residential neighbourhoods will continue to be characterized by low-rise buildings. The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces.

The proposed development represents intensification by encouraging infill on an underutilized lot located close to the city's core that is well serviced by existing municipal services, infrastructure, and transit. The proposed development contributes to achieving the City's policy objectives of compatible urban growth within built up urban areas.

While the subject property is not located within the City's Target Area for intensification as defined in Section 2.2.2, the subject property can support the proposed addition due to its unique context, configuration, lot size, proximity to existing transit and amenities. The proposed addition achieves the City's intensification objectives within built up areas that support active transit as it is located within one (1) kilometre from uOttawa LRT station and 650 metres from a designated Transit Priority Corridor along Rideau Street.

The subject property is located in an area that is well served by commercial and institutional uses, all located within walking distance. The property is just off of Laurier Avenue, a street that is rapidly transitioning towards more active frontages. Additionally, the site is located 800 metres from the University of Ottawa campus.

The proposed addition effectively increases density within the City's core by making efficient use of an under-utilized rear surface parking lot that has convenient access to a public laneway. The proposal

achieves this by minimally impacting the front façade of the heritage property, by locating a compatible addition at the rear, allowing it to address and animate the rear laneway.

The addition animates the underutilized rear laneway through a design that addresses it as an important frontage. Features such as reduced rear setbacks, active entrances along multiple locations, paved walkways and increased fenestration help to animate the currently under utilized rear parking lot, and create a pedestrian friendly environment while also increasing safety through passive surveillance. The rear entrances will be secondary to the primary entrances located along the Russell Street frontage.

The proposed addition represents a built form that is compatible with the low-, to mid-rise residential character of the surrounding area. The addition is carefully designed to communicate in the architectural language of the surrounded buildings, while representing a built form of it's present time. The design elements will be discussed in greater detail further below.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City's built-up areas, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development increases the number of dwelling units in the area by minimally impacting its surroundings. It addresses housing concerns by providing a variety of housing types, it supports active transportation by introducing active use along rear laneways, supports the use of existing infrastructure and transit.

5.2.1 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings without necessarily imitating it. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The Sandy Hill area presents significant potential for intensification by virtue of the availability of deep lots, located centrally on existing services and proximity to transit. The subject property and the proposed addition represents a form of intensification that is compatible with the existing and planned scale and character of the development in the area, and the planned function. The proposed development has been thoughtfully planned and configured to be of a size and scale that is compatible with its surrounding low-, to mid-rise built form.

While the general Sandy Hill area is characterized by low- up to high-rise buildings, the immediate surroundings of the subject property consist of low-, to mid-rise residential buildings. The built height and scale of the proposed addition has been thoughtfully conceived in consideration of its relationship with this surrounding context. In addition to the built scale of the proposed addition, the addition reflects compatibility through various design features that do not necessary imitate the surrounding built form, but rather reflect the trends of the current time to enhance and coexist with its surroundings. The proposed addition expresses compatibility without causing undue adverse impacts on the surrounding properties. Additional design elements will be discussed further below.

Collectively, the proposed development contributes toward the objective of creating livable cities and is consistent with the existing and planned scale and character of development in the area.

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

1. It enhances the sense of community and creates a sense of identity:

- / The proposed addition minimally impacts the existing building and locates itself in the rear. This approach maintains the valuable heritage contributions of the existing building and further enhances it through external and internal renovations and introduce a different generation of demographics that can enjoy and add to the sense of community and contribute towards its evolving identity.
- / The addition uses high quality materials and a built form that is in keeping with the materiality and interesting architecture that is the established defining character of the Sandy Hill Neighbourhood.
- / The proposed materiality ensures that the unique identity of the Sandy Hill Cultural Heritage Area is maintained, protected, and celebrated.

2. It defines quality public and private spaces through development

- / The development proposes an addition to the existing building with a well-designed and architecturally interesting low-rise residential building.
- / The development frames the rear laneway and provides well defined rear entrances that provide covered staircases and landings, lifts, and fencing that work together to enhance the frontage along the rear laneways.
- / It further provides a private interior courtyard that interacts with the public laneway yet maintains privacy as it is located between the existing building and the new addition. The outdoor spaces are carefully designed using combination of hard and soft landscape surface treatments, to both direct and define uses.
- / Additionally, the waste collection is provided indoors enclosed within the first floor of the proposed addition.
- / Bicycle parking is provided along the rear wall, and close to the laneway accessed through a paved area.
- / Undesirable overlook impacts on existing properties are minimized by the proposed setbacks and the existing laneway.

3. It creates places that are safe, accessible, and are easy to get to, and move through

- / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal is in proximity to existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.
- / The introduction of a rear addition located close to the rear lot line, with increased fenestration and secondary entrances further animates the currently underutilized rear laneway. This not only increases safety and accessibility along the laneway, but also creates places that are easy get to and move through.

4. It respects the character of existing areas

- / The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
- / The proposal maintains the existing building frontage and proposes an addition that addresses the rear private laneway. The low-rise addition respects the character of the existing area.
- / The proposal respects the character of the Sandy Hill Cultural Heritage Character Area by proposing an addition that is distinguishable and secondary to the existing building and has minimal impact on the streetscape from the frontage of the property.

5. The proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- / The proposed development helps to achieve a more compact urban form by developing within the built-up Sandy Hill neighbourhood.
- / The proposed development offers a variety of housing types that cater to an evolving and increasingly diverse demographic at various stages of life-cycle and income. It revives the existing property and increases potential for it to evolve to meet market and social trends over time.

6. The proposal understands and respects natural processes and features in development design

- / Proposed landscape features, including soft landscaping in the front and rear allow for natural water percolation while reducing the heat island effect.
- / The replacement of the surface parking lot with a residential structure reduces or eliminates contamination of storm water run off, thereby reducing or eliminating the need to treat water.
- / Landscaping in the front and rear yards increase the number of permeable surfaces that allow for greater groundwater retention.
The retention of existing trees along the northern property lines helps to maintain the existing system and reduces impact on biodiversity in the area. Additionally, the development proposes new planting close to entrances and exists of buildings to improve their appeal.

7. The proposal maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / The proposed development presents an opportunity to intensity a site located in close proximity to a range of transit options, amenities, local university and the downtown core. This presents an opportunity to meet daily needs by alternative and active modes of transportation rather than auto-dependant modes of transportation.
- / Landscape elements are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
- / The development provides a supply of bicycle parking spaces, to facilitate bicycle use by residents and visitors.

5.2.2 Land Use Designation

The property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

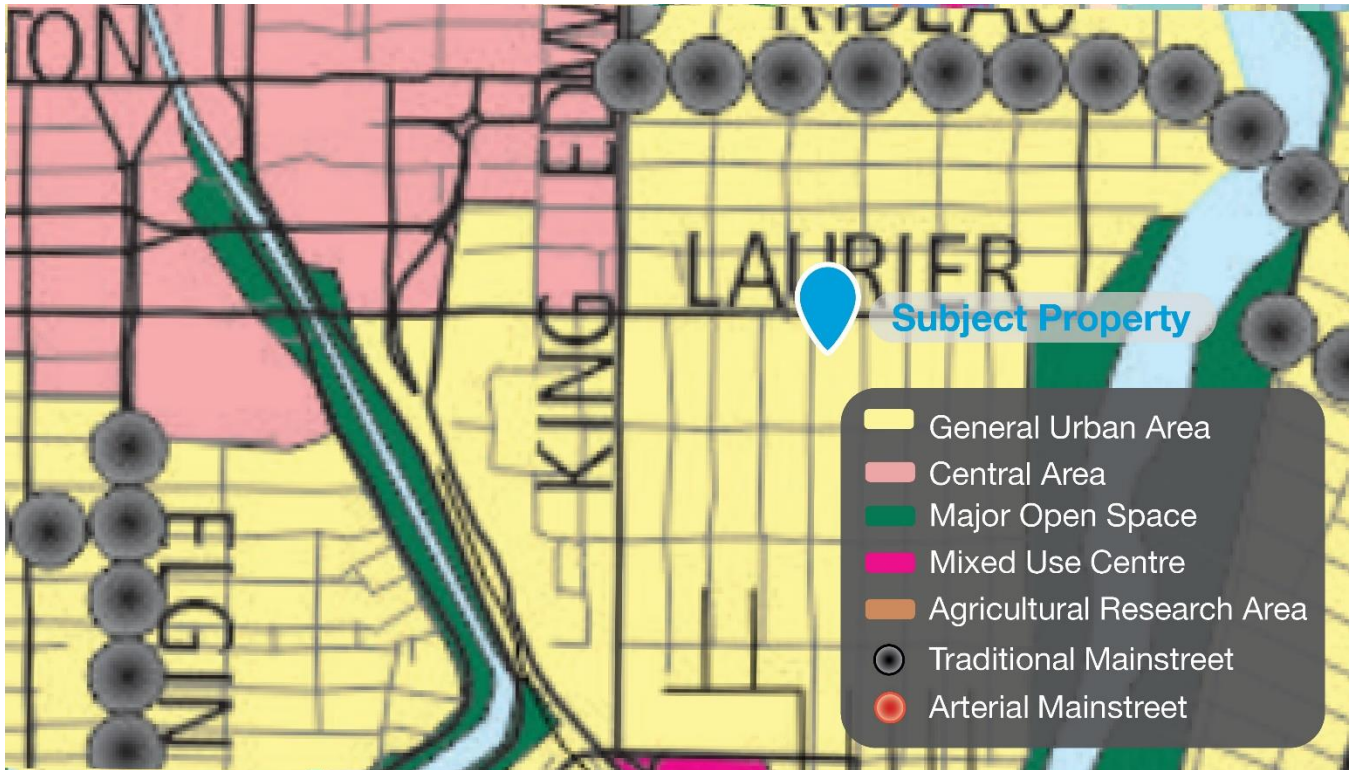


Figure 13: Except of Schedule B of the Official Plan - Urban Policy

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

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

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).

Policy 5 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

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

The proposed addition conforms to the City of Ottawa Official Plan and aligns with the policy objectives for development within the General Urban Area. The proposed development builds upon and enhances the established and desirable patterns of built form to provide a quality addition that makes efficient use of existing municipal services and transit, while also maintaining compatibility with its surrounding area.

The proposed addition represents a low-rise built form that is consistent with what is found on adjacent properties, and in the general area. It represents a lot coverage, setbacks and fenestration ratios that respect the existing conditions on surrounding properties, while also maintaining balance between those prescribed by the applicable zoning. By locating the addition at the rear, the proposed development minimally impacts frontage along Russell Avenue and provides an opportunity to enhance the existing character of the area by increasing density on a deep lot located centrally on municipal servicing and proximity to transit.

The rear addition provides an opportunity to renew the area and introduce higher density that adds to a mix of housing choices for people at all stages, income and life-cycle.

The design of the addition has carefully considered elements of section 2.5.1 and 4.11 of the Official Plan to achieve compatibility that is distinctly unique and of its time yet complimentary to the existing built form. The function of the proposed development is further complimentary to the existing pattern and scale of development and the planned function of the area.

5.2.3 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Facade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The architectural articulation proposes a maximum built height of three (3) storeys creating an appropriate building height to surrounding development in the neighbourhood. Intentional setbacks along the north ensure protection of the existing trees along the neighbouring property, as well, in combination with the southern setback of the new addition, maintain sufficient separation from the existing neighbouring low-rise building. The public laneway along the east property line works the applicable rear-yard setback to ensure appropriate separation between the low-rise addition and the neighbouring low-rise building at the rear.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area that compliments the heritage character of Sandy Hill, while maintaining an architectural style that is distinctly unique and keeping with current architectural trends.</p>
<p>6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and</p>	<p>Primary entrances along Russell Avenue are maintained, while additional (secondary) entrances are provided at the rear, oriented towards the laneway. This, along with reduced rear yard setbacks and increased windows along the rear addition</p>

<p>landscaping to accentuate entrances.</p>	<p>work to animate the currently auto-dominant rear laneway, and encourage a pedestrian friendly and safe public environment.</p> <p>Facades are intentionally designed with additional fenestration, and active entrances along all sides to enhance the interface with public areas and improve safety through passive surveillance.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm. The proposed waste storage for the building is enclosed and located within the proposed addition, ensuring that the pedestrian environment is maintained.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The rooftop service equipment is incorporated within the building.</p>
<p>Massing and Scale</p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.</p>	<p>The Sandy Hill Secondary Plan provides general policies that encourage low-rise residential use development within the Residential land use designation, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan is discussed in greater detail below.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The abutting property to the north is protected by a deep setback to the building and trees that line the common property border. The property to the south is occupied with a paved driveway and a garage fronting onto the rear laneway. The proposed development provides strategically placed fenestration to limit impacts of overlook onto adjacent property to the south, as well as providing fenced separation to maintain privacy between the outdoor spaces.</p> <p>The proposed building provides sufficient setback that, when combined with the laneway and the paved building setback of abutting property provide adequate separation between the two properties to mitigate privacy and overlook concerns.</p>
<p>20. Applications to develop residential or</p>	<p>Amenity space is provided in the front and rear yard of the</p>

<p>mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>building, including within an internally located courtyard placed in between the existing and proposed development.</p> <p>By replacing the existing surface parking on the subject property, the proposed rear yard space provides amenity space for residents of the existing building as well as the proposed addition. This rear addition can also be seen from the laneway, improving animation in the otherwise auto-oriented laneway, which is predominantly lined with paved parking spaces.</p> <p>The proposed development enhances the existing condition by providing well designed and accessible hard- and softscape surfaces in the rear of the existing building.</p>
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The proposed development conforms to the policy direction of Section 4.11 of the Official Plan. The proposed development will positively contribute to the established surrounding neighbourhood through sensitive intensification and high-quality design. The addition has been designed in a manner that will minimize impacts to surrounding properties by providing an appropriate low-rise height, internalizing waste storage, providing sufficient setbacks from neighbouring buildings, as well as strategically placed windows and entrances to mitigate privacy concerns and overlook. Additionally, the rear laneway provides adequate separation between the rear additions, and interior setbacks are paired with fencing to increase privacy.

5.3 Sandy Hill Secondary Plan

The subject property is located within the Sandy Hill Secondary Plan study area. This document, approved by Council in 1994, is intended to guide future growth and change in Sandy Hill.

The Secondary Plan includes policies for land use, transportation, heritage, physical and social services, site development and public participation.

5.3.1 Land Use Designation

Per the Secondary Plan, the subject property is located within the **Residential Land Use – Low Profile** designation. The Residential land use aims to provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs, while preserving and enhancing the existing stock of good housing. Generally, within the low-profile designation, buildings up to four (4) storeys are permitted.

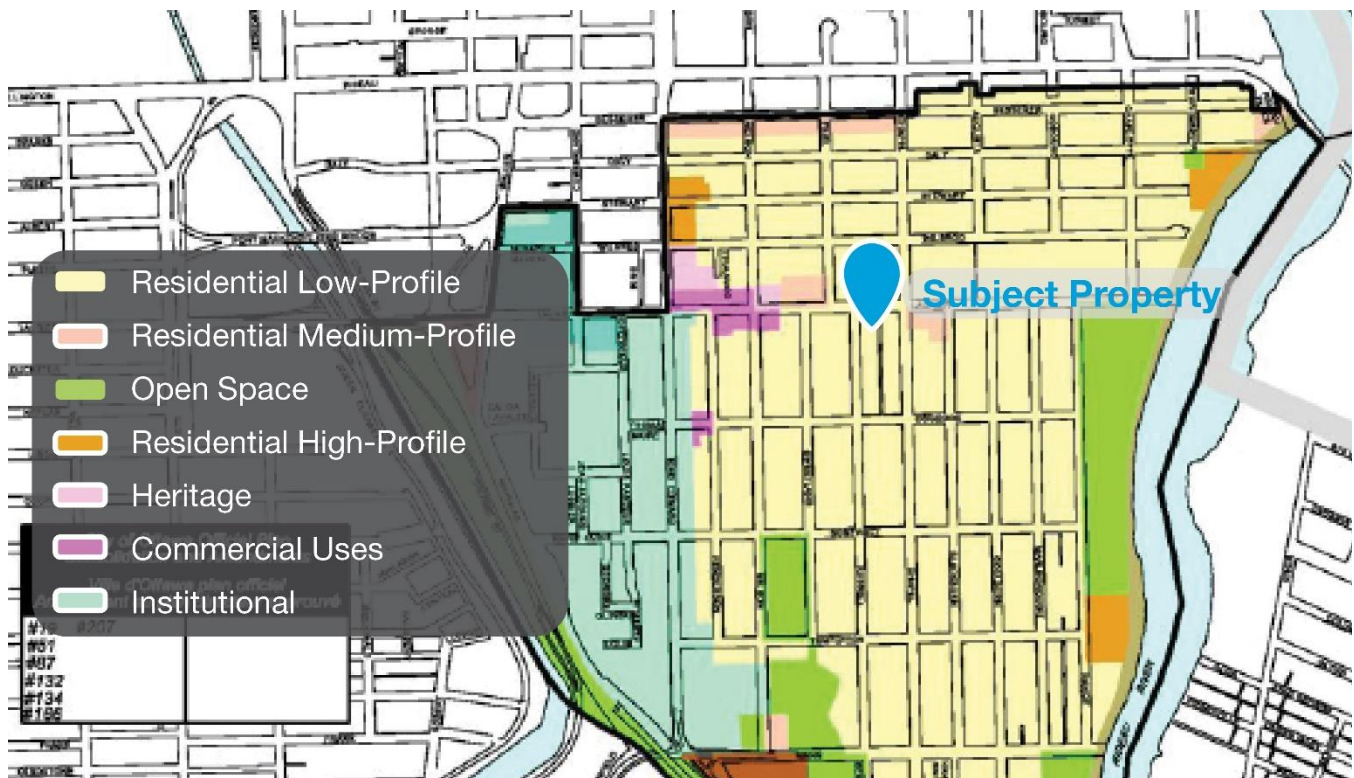


Figure 14: Schedule J - Sandy Hill Secondary Plan Land Use

5.3.2 Transportation

Policy 5.3.3 of the Secondary Plan notes that the Sandy Hill neighbourhood should provide a transportation system that combines good access with minimal adverse effects on the physical and social environment. An emphasis should be placed on public transportation and bicycle and pedestrian networks over the private automobile.

The proposed addition includes uses that are permitted within the specified land use designation and reflects a built form that is in keeping with the direction of the Sandy Hill Secondary Plan. The proposal is within the maximum built height limit that is specified and enhances the variety of housing options accommodating a range of demographics. The proposed rear amenity space will replace the existing surface parking lot, hindering automobiles access to the site, thus encouraging the use of alternative and active modes of transportation.

5.4 New Ottawa Official Plan (Anticipated 2022)

The City of Ottawa, on November 24th, 2022 adopted a new Official Plan. This new Official Plan has not yet been adopted by the Ministry of Municipal Affairs and Housing (MMAH), and comments on the plan are anticipated later in 2022. The enclosed applications have regard for the new Official Plan, which places increased emphasis on intensification, urban design and sustainability.

The new Official Plan provides a vision for future growth of the city and a policy framework to guide city's physical development for a 25-year period from 2021 to 2046 when it anticipates reaching a population of 2

million people. The Strategic Directions in the new Official Plan speak to the creation of 15-minute neighbourhoods, promoting a diverse mix of land uses, range of housing types that work together to provide sustainable communities that are less auto-dependent, focus on community, active transportation, and contribute to economic development and a quality of life. The structure of the new Official Plan replaces singular land use designations with a set of overlapping transects designations and overlays.

While this proposed development will be evaluated under the current Official Plan it is important to note that it supports the intensification targets put forward by the new Official Plan. Intensification at this location, contributes to a land use pattern that is consistent with the 15-minute neighbourhood model which is a key goal of the future Official Plan.

5.4.1 Downtown Core Transect

The new Official Plan divides the City into six Transect Policy Areas (Section 5). Each transect represents a planned function for the lands within it from most urban (Downtown Core Transect) to the least urban (Rural Transect). The subject property is located within the **Downtown Core Transect** as per Schedule A—Transect Policy Area of the Official Plan (Figure 15).

The Downtown Core Transect is part of a larger metropolitan downtown core that includes Centre-Ville de Gatineau and forms the larger downtown core for the region. The Downtown Core is defined by its urban character and pattern of built form which is reflected in its development and site design. It is characterized by a mature built environment consisting of high-density, mixed uses and sustainable transportation along identified Hubs and Corridors. Hubs and Corridors along with supportive Residential densities that assist in achieving the City's objectives of creating successful 15-minute neighbourhoods where a full range of services are provided within convenient distances.

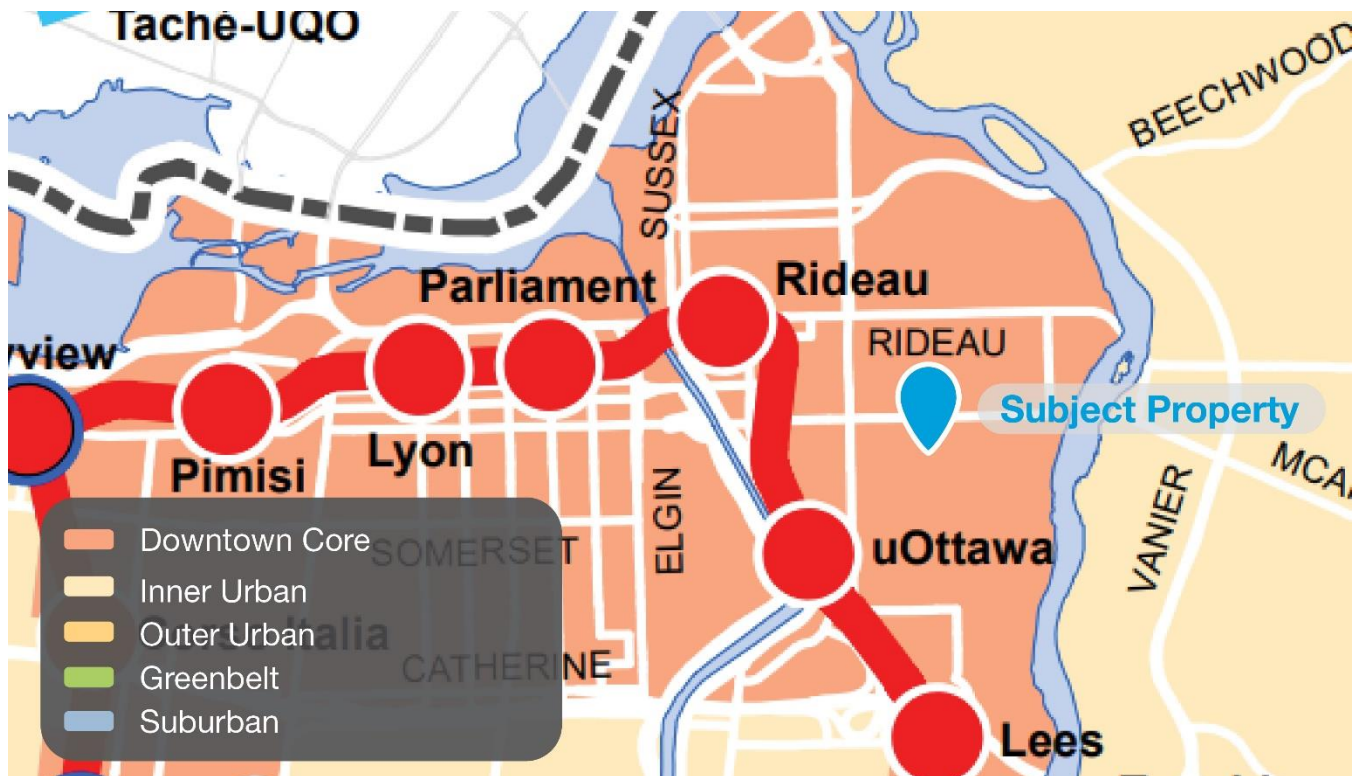


Figure 15: Schedule A - Transect Policy Areas, new Official Plan

Further, the City expects development within the Downtown Core to maintain a high-density urban pattern of built form and site design that encourages the use of active transportation and transit by limiting on-site parking to only visitor spots for large residential developments. The Official Plan seeks to prioritize walking and cycling for short trips and cycling and transit use for long trips within the Urban Core (S.5.1.2).

The proposed development is consistent with the policy direction of the new Official Plan and works to achieve many of the policy objectives of the Downtown Core Transect. The proposed addition will increase density through a low-rise built form that is compatible with its surrounding neighbourhood. The addition accommodates increased density on a lot that is centrally located and helps to achieve a more urban built form that is desirable within the Downtown Core Transect. The proposed development meets the Plan’s objective to encourage active transportation through elimination of on-site parking by replacing the rear parking area with additional residential units, landscaped area, and promoting bicycle usage through convenience.

5.4.2 Neighbourhood Designation

The subject property is designated **Neighborhood** in Schedule B1-Downtown Core Transect of the new Official Plan. Neighborhoods are contiguous urban areas and are identified to permit a mix of building forms and densities.

Neighborhoods located within the Downtown Core Transect are expected to accommodate residential growth to meet Growth Management targets of the Official Plan by providing a wide variety of housing types including those that focus on the missing-middle. Majority of the built form within the neighbourhoods is expected to be low-rise up to four (4) storeys. Development and evolution of neighbourhoods is expected to be guided through Zoning By-law Amendments which will distribute a mix of densities, and allow for gradual, integrated, sustainable, and context-sensitive development that evolves towards creation of 15-minute neighbourhoods.

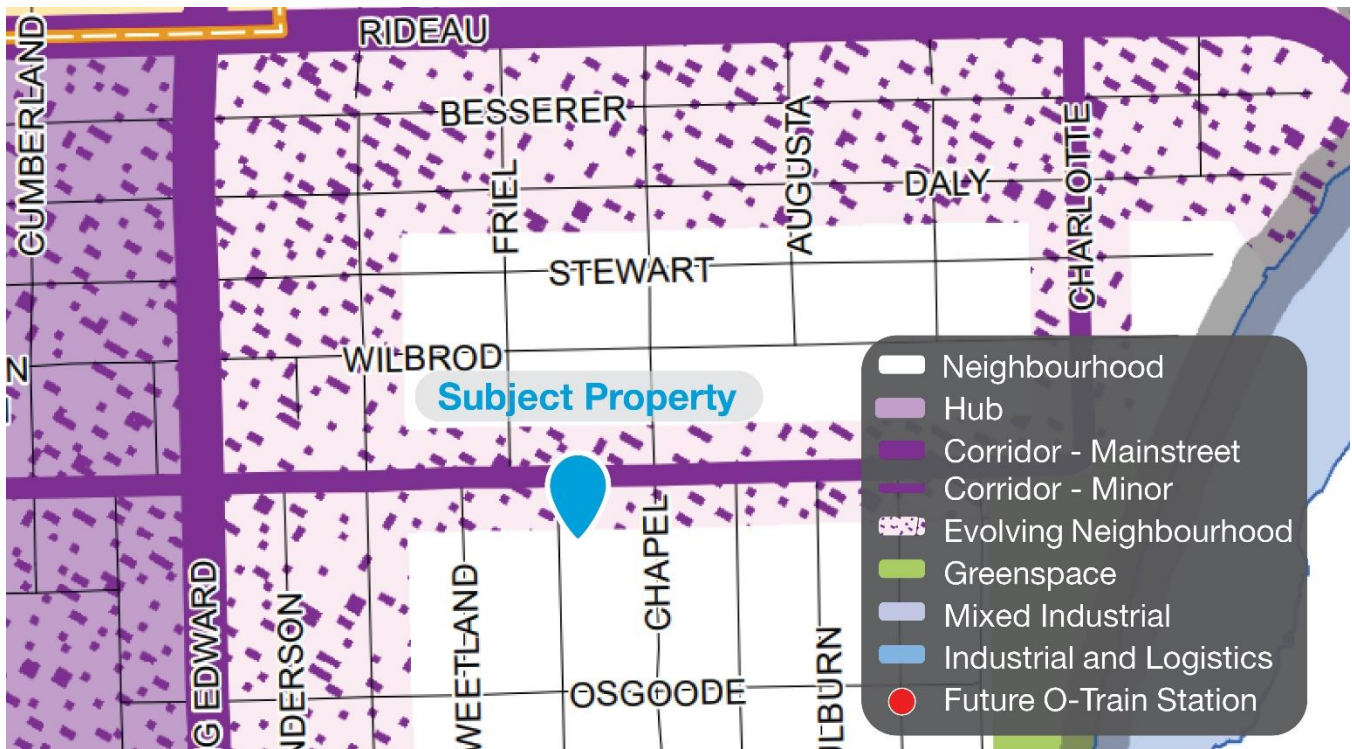


Figure 16: Schedule B1-Downtown Core Transect of the new Official Plan

The proposed development aligns with the new Official Plan’s objectives of a gradual evolution of Neighbourhoods towards increased density in a low-rise format while promoting active transportation. The proposed addition represents development that contributes to providing missing middle housing, while increasing density in an area that is centrally located and well serviced by existing transit, and active transportation options, and has the opportunity to evolve into a 15-minute neighbourhood.

5.5 Central and East Downtown Core Secondary Plan

The new Official Plan consolidates the former Sandy Hill Secondary Plan and a few others to create a single Central and East Downtown Core Secondary Plan. This Secondary Plan provides strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core areas.

The general intent of the policies in the new Central and East Downtown Core Secondary Plan align with that of the Official Plan and the old Sandy Hill Secondary Plan.

The subject property is designated as **Local Neighbourhood** on Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan. Local neighbourhoods are primarily residential and may include small-scale commercial and institutional uses that are meant to primarily support local residents’ everyday needs.

Development within the Central and East Downtown Core is expected to contribute to an active street life and pedestrian convenience through its design, function and activity. Indoor and outdoor amenity areas are expected to be visible where possible to contribute to the creation of active street frontages (S. 3.1 (1b)).



Figure 17: Schedule B -Designation Plan of the Central and East Downtown Core Secondary Plan

The Secondary Plan reiterates some of the Official Plan objectives for prioritizing active transportation methods such as walking, cycling and transit use, and to increase their comfort and convenience over vehicles. Further, the City would like to encourage bicycle usage by ensuring that new developments provision for ample protected bicycle parking for its residents, visitors and commuters, and that it be provided in safe, enclosed spaces that are distanced from vehicle loading and parking spaces (S. 3.3).

The proposed development is in keeping with the policy objectives of the Central and East Downtown Core Secondary Plan. The proposed addition expands a residential use, achieving the higher density objectives of the Secondary Plan, while also working towards increasing active streets, outdoor amenity spaces, and encouraging active transportation. The proposed development represents a low-rise addition, replacing the existing surface parking lot in the rear yard, provides an outdoor amenity area, active entrances and bicycle storage which contribute to the animation of a public laneway. The built form and intended use and function of the proposed addition is in keeping with the objectives of the Secondary Plan.

5.6 Sandy Hill Cultural Heritage Character Area Guidelines (updated 2018)

The Sandy Hill Cultural Heritage Character Area (Heritage Character Area) is an important historic urban landscape in Ottawa associated with the early development of the City in the 19th and 20th centuries and the growth of Ottawa as the national capital. The goal of this Heritage Character Area is to celebrate the rich history of Sandy Hill, encourage the retention of its historic fabric and to guide new development in a way that is appropriate to the character of the neighbourhood. Properties located in the Sandy Hill Heritage Character area are not automatically designated under Part V of the Ontario Heritage Act.



Figure 18: Sandy Hill Cultural Heritage Character Area

The subject property is identified as a Category One (1) property within the Sandy Hill Cultural Heritage Character Area. Category 1 buildings are considered contributing buildings in the heritage character area. These historic buildings contribute to the overall sense of place in Sandy Hill and define its character. The Character Area specifies the following guidelines for alterations and additions to Category One (1) buildings:

- / Additions to historic buildings should be sympathetic to the existing building, subordinate to, and distinguishable from the original. Falsifying a past architectural style in a new addition is strongly discouraged.
- / Additions should generally be located in the rear yard.
- / Where not located in the rear yard, additions should be consistent with the streetscape with respect to setback, height, scale, and massing.
- / New additions should respect the existing wall to window ratio and proportion of the existing building.

The Character Area specifies the following guidelines for Streetscape and Public Realm:

- / Existing block and street patterns should be retained in any new development;
- / Existing street trees should be preserved, and new street trees of appropriate species should be planted to ensure the continuity of the streetscape;
- / Boulevards should be planted with grass and trees but other low shrubs or flowers that are subordinate to the adjacent street trees may be appropriate; and
- / The removal of existing front yard parking spaces is encouraged.

The proposed rear yard addition provides an architectural style and material that is complimentary to the existing Category One (1) Heritage building, while not overpowering or mimicking its style. It is in keeping with the directions of the Sandy Hill Heritage Character Area it is located in the rear yard and provides a built design that is subordinate to and distinguishable from the original building while maintaining compatibility through elements such as window ratio, massing, height and setbacks. It represents a building style that is uniquely different and compliments the existing building, while contributing to an enhanced streetscape by replacing the existing surface parking area off a public laneway. These characteristics work together to protect, maintain and advance the objectives of the Sandy Hill Heritage Character Area.

5.7 Russell Avenue-Range Road Heritage Conservation District

The Russell Avenue-Range Road Heritage Conservation District Plan has been prepared in response to terms of reference provided by the City of Ottawa and in accordance with the *Ontario Heritage Act*. Changes to the *Ontario Heritage Act* in 2005 required new Heritage Conservation Districts (HCDs) to have a Plan and encouraged the preparation of HCD Plans for all pre-2005 HCDs. At this point the Sandy Hill Heritage Study was initiated to evaluate properties in the study area and propose mechanisms to conserve and enhance the heritage character of the neighbourhood.

In 2015, City Council approved new HCD plans for existing heritage conservation districts in Sandy Hill as well as creation of the Sandy Hill Cultural Heritage Character Area. City council also directed staff to initiate Phase II of the Sandy Hill Heritage Study to examine possible additional designations under Parts IV and V of the *Ontario Heritage Act* as recommended in 2010 reports. The 2010 report identified four possible areas for future designations of which Russell Avenue remains under consideration.

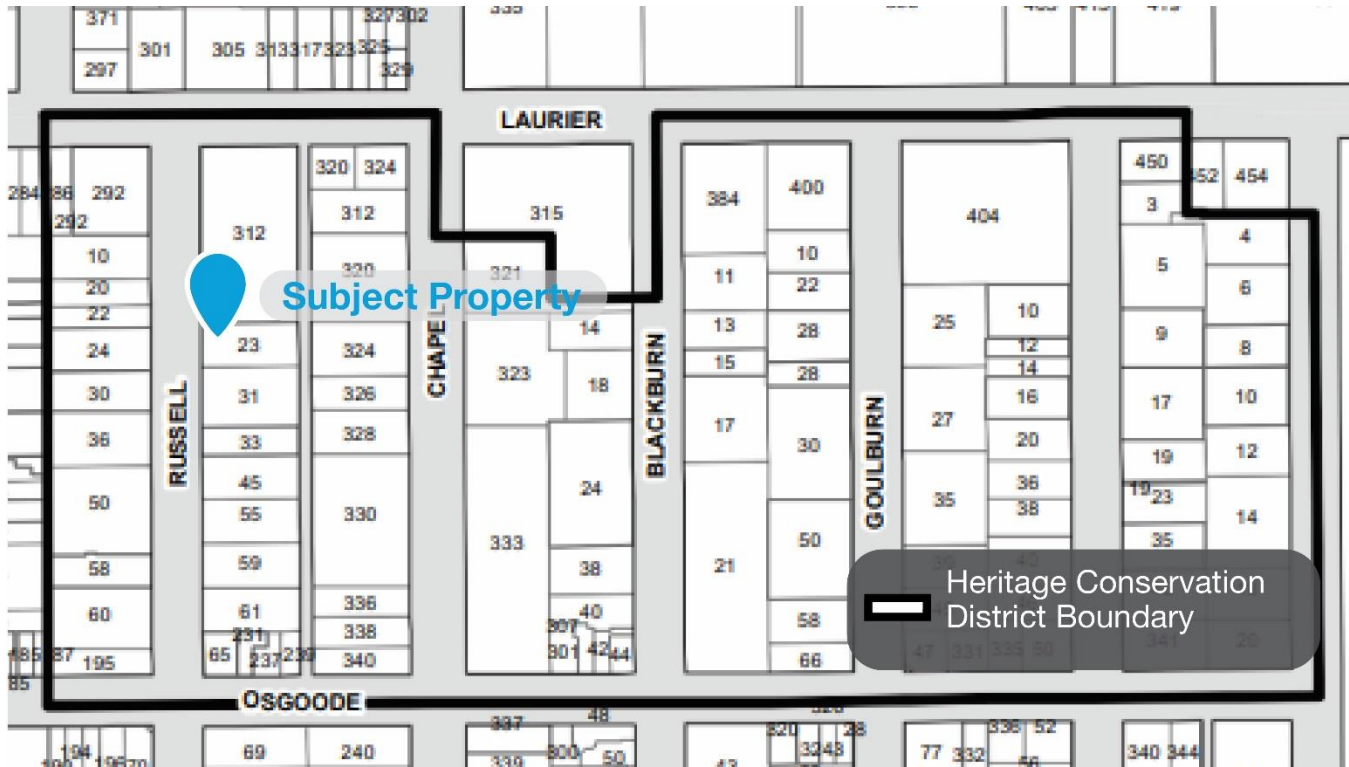


Figure 19: HCD Boundary, Russell Avenue–Range Road Heritage Conservation District Plan

The Russell Avenue – Range Road Heritage Conservation District Plan implements various policies that are designed to preserve cultural heritage within the City. It implements the objectives of these policies through a set of guidelines that are applied to buildings within the HCD area. The policies of the HCD plan generally layout the framework for maintaining, altering, and improving through means of addition to designated buildings within the policy area. Generally, the HCD requires that any changes to the designated area consider impacts on the broader District and find ways to minimize this impact. It expresses the need to conserve original elements of the buildings through maintenance and upkeep and encourages retaining all original and contributing elements of the district.

The subject property is designated as a Contributing Building as per Figure 9 of the Russell Avenue – Range Road Heritage Conservation District Plan (Figure 19). Contributing buildings are defined as properties within the HCD that have been determined through classification, to contribute to the heritage character of the District through their design, historical association and contextual relation to their setting. Properties in categories 1, 2 and 3 are considered contributing.

Policies of the HCD plan require that additions to contributing buildings within the HCD plan area should be complementary, clearly secondary, and should not overwhelm the main building. They should be clearly distinguishable in form and detail and should be located away from the main street façade and should not add to the width of the front of the building. Additions should match the ridgeline height of the existing roof ridgeline and shall not replicate an existing architectural style.

The Plan emphasizes that additions should be distinct, but complementary to the existing buildings, and be offset to reveal where the new addition meets the existing construction. Furthermore, additions should be at the rear of the existing mid-block buildings. The exterior of additions should match that of the general area. The plan suggests that new additions be treated with brick and/or stone masonry, wood clapboard, fibre

cement board with paint finish, stucco, or wood shingles, and advises against the use of vinyl siding or asphalt shingles.

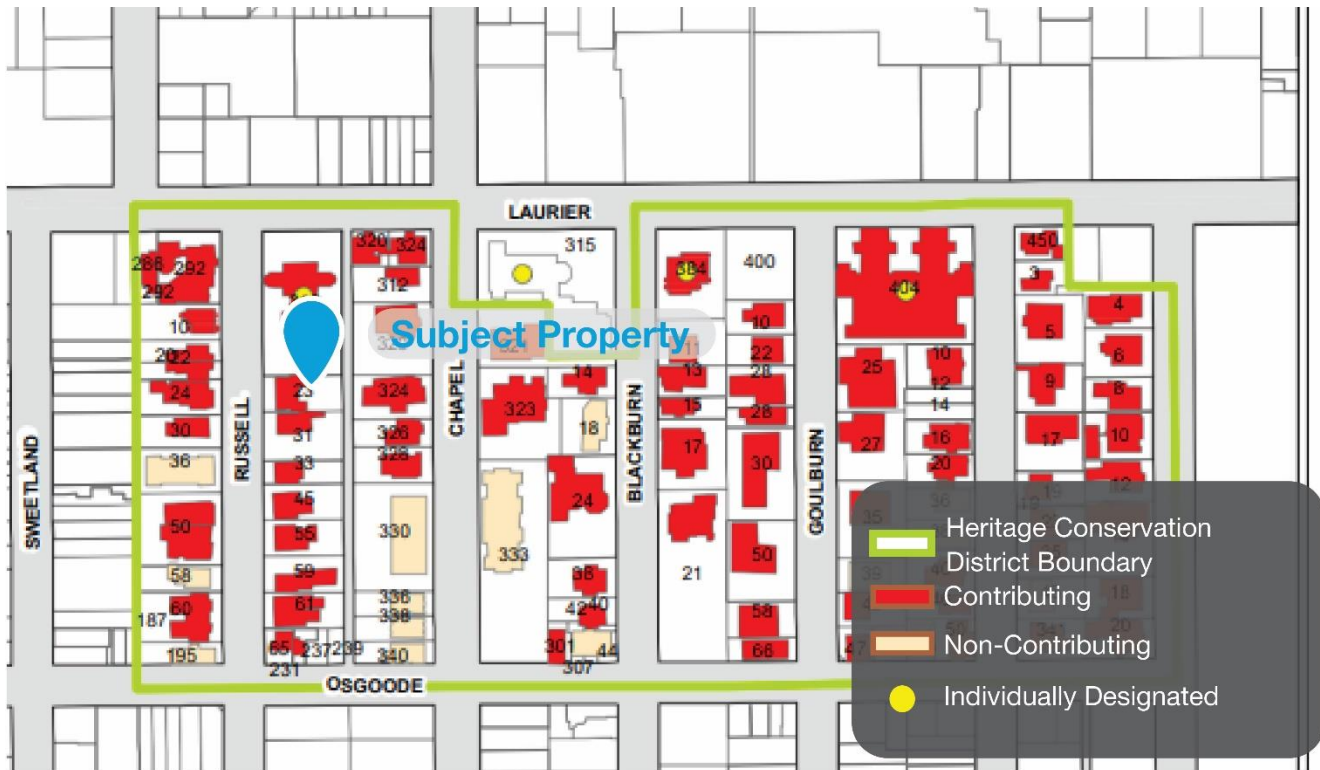


Figure 20: Figure 9 of the Russell Avenue - Range Road Heritage Conservation District Plan - Contributing/Non-Contributing Properties

The proposed addition aligns with the objectives of the HCD Plan and is designed to have minimal impact on the existing designated building. It places the addition at the rear, thereby maintaining the original width of the existing building, and is treated with finishes that are complementary to the surrounding area and as prescribed by the HCD plan. The addition is clearly distinguishable in form and detail from the existing building, located away from the primary street façade and does not replicate the existing architectural style. The rear addition is unique in its architectural style and contributes to an enhanced streetscape along the rear auto-oriented rear laneway. These elements work collectively to protect, maintain and advance the objectives of the HCD Plan area, while increasing opportunities for continued enjoyment of the neighbourhood of a different demographic.

5.8 Urban Design Guidelines for Low-Rise Infill Housing (2012)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for infill housing to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The objectives of these Infill guidelines are to:

- / Enhance streetscapes;
- / Support and extend established landscaping;
- / Be a more compact urban form to consume less land and natural resources;

- / Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front yards;
- / Create at grade living spaces that promote interaction with the street;
- / Incorporate environmental innovation and sustainability.

These objectives are achieved by meeting the various guidelines, including the following that are applicable to the proposed development:

- / Reflects the desirable aspects of the established streetscape character [**Guideline 2.2**];
- / Located in a manner that reflects the existing or 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 [**Guideline 4.1.2**];
- / Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized. [**Guideline 4.1.4**];
- / Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades [**Guideline 4.1.11**];
- / Designed in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes [**Guideline 4.2.1**];
- / Provides similar level of quality and detail on all sides of the building [**Guideline 4.3.1**];
- / Provides rich detail that enhances public streets and spaces, while also responding to the established patterns of the street and neighbourhood [**Guideline 4.3.2**];
- / Provides primary building entrances that are inviting and visible from the street [**Guideline 4.3.3**]; and
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard [**Guideline 5.1**].

The proposed development is consistent with the Urban Design Guidelines for Infill Housing.

5.9 Zoning By-law 2008-250

The subject property is currently zoned “Residential Fourth Density, Subzone UD, Exception 480 (R4UD [480])” in the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The R4 zone permits a wide range of residential uses including low-rise apartment dwellings, townhouses, three-unit dwellings and stacked dwellings. Subzone UD identifies further specifies provisions for development in this zone. Exception 480 stipulates that dwelling units are an additional permitted use on the subject property.

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140, Policy 4a., the proposed development is not subject to a Streetscape Character Analysis as it does not include the introduction of a driveway, attached garage or carport.

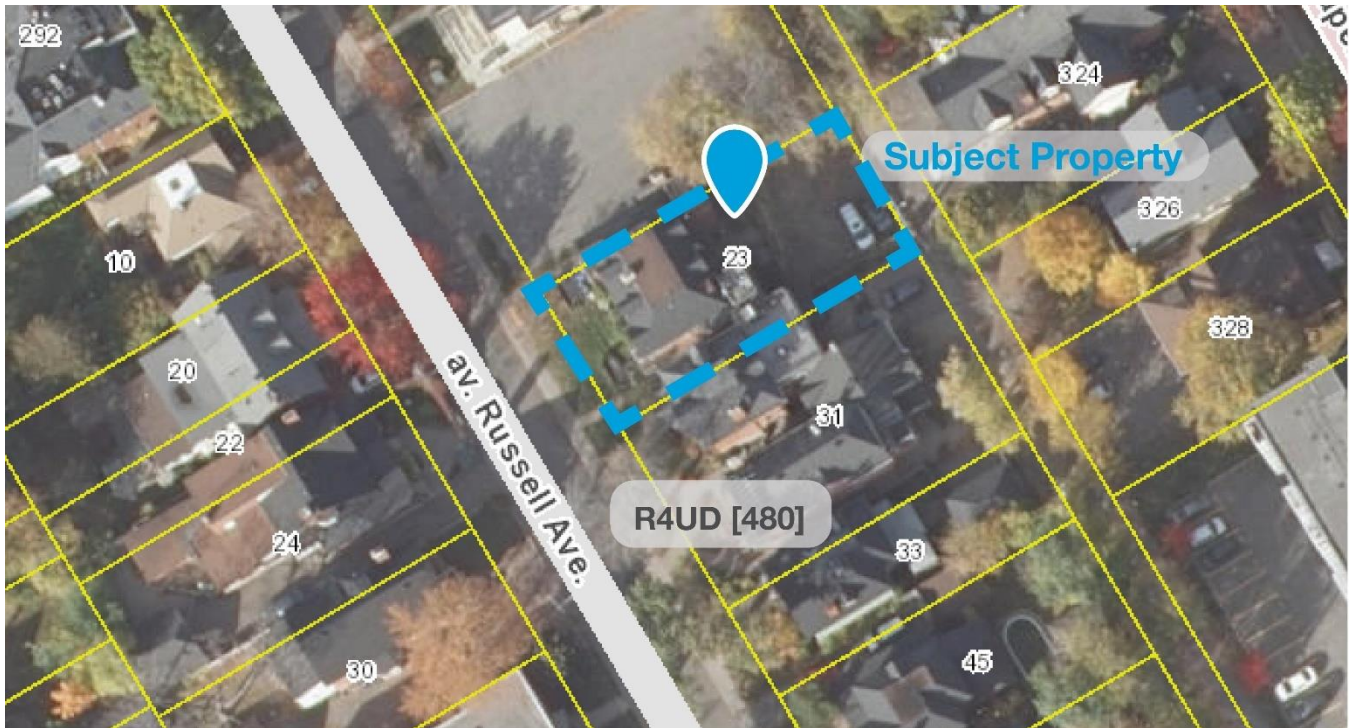


Figure 21: Zoning Map

The following table provides a summary of the Residential Fourth Density, Subzone UD as detailed in Zoning By-law 2008-250 for a low-rise apartment building. The table also demonstrates how the development meets the provisions.

Table 1: Zoning Summary

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	450m ²	566.21m ²	✓
Minimum Lot Width	15m	16.02m	✓
Minimum Front Yard Setback	Must align with the abutting lots' actual yard setbacks abutting each street (not less than 1.5 m and no more than 4.5 m) (144.1b)	Existing, appears to align	✓
Minimum Interior Side Yard Setback	1.5 m	Existing building 0 m (both sides) Addition North - 4.5 m South - 0 m to 1.5m	✗
Minimum Rear Yard Setback	30% of lot depth	3.14 m	✗

Zoning Mechanism	Requirement	Provided	Compliance
	10.6m		
Minimum Rear Yard Area	25% of lot area (566 m ²) = 141.5 m ²	160.42 m ²	✓
Maximum Building Height	14.5m	10.2m	✓
Minimum Landscaped Area	30% of lot area =169.8 m ²	215 m ² combined front, rear and side yards (achieving 38%)	✓
Minimum Area of Soft Landscaping in the Rear Yard	50% of the rear yard (160.42 m ²) = 80.21 m ² (must comprise of at least one aggregated rectangular area of at least 25m ² and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting).	160.42m ² total landscaped area in rear yard, 66.78m ² is softly landscaped (41.62%) Courtyard area - 27m ²	✗
Minimum Area of Soft Landscaping in the Front Yard	40%	>40%	✓
Principal Entrance	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street	2 principal entrances along Russell Avenue are provided within the existing building.	✓
Front Façade Fenestration	25% of front façade (166.64 m ²) windows = 41.66 m ²	19.63 m ² windows in front façade (11.78%) Existing non-complying condition.	✗
Front Façade Articulation	20% of area of front façade must be recessed an additional 0.6 metres from front setback line. 33.33 m ²	24.36 m ² (14.61%) is recessed. Existing non-complying condition.	✗

Zoning Mechanism	Requirement	Provided	Compliance
Number of Bedrooms	At least 25% of dwelling units (7 in proposed addition) must have at least two bedrooms (may be rounded down to the nearest whole number) = 2 units	2 large units are provided consisting of a three-bedroom and a four-bedroom unit.	✓
Exit stairs	Project a maximum of 2.2 metres into required rear yard	N/A	
Distance of exit stairs from interior lot line	1m	N/A	

The property is considered as within **Area X** as shown in Schedule 1A in the City of Ottawa Zoning By-law.

Zoning Mechanism	Requirement	Provided	Compliance
Vehicle Parking Spaces Area X Residential: 0.5/unit after the first 12 units Visitor: 0.1/unit after the first 12 units	Residential: 5 spaces Visitor: 1 space Total: 6 spaces	0 spaces	✗
Bicycle Parking Spaces	0.5 spaces per unit = 11 spaces	11 spaces	✓
Minimum Number of Horizontal Bicycle Parking Spaces	50% must be horizontal = 5.5 spaces	0 spaces, parking is provided vertical	✗
Dimension of Bicycle Parking Spaces	Min: 0.6m wide/1.8m long (horizontal) – 50% minimum must be horizontal Min: 0.5m wide/1.5m long (vertical)	0.5m wide/1.5m long (vertical)	✓

5.9.1 Proposed Zoning By-law Amendment

In order to achieve the proposed development, this application seeks relief from some zone provisions. The amendment proposes to maintain the Residential Fourth Density, Subzone UD of the site and introduce new site-specific exceptions that address the required relief from minimum rear yard setback, minimum area of soft landscaping in the rear yard, minimum interior side yard setback, fenestration ratio along the front façade, and articulation of front facade the proposed number of vehicle parking spaces and orientation of bike parking. As summarized below these amendments are appropriate for the proposed development:

- / **Minimum Rear Yard Setback:** The zone provisions require a minimum rear yard setback equal to 30% of the lot depth. The lot depth of the subject property is 35.36 metres, thus requiring a minimum rear yard setback of 10.6 metres. A rear yard area equal to 25% of the overall lot area is also required, of which 50% must be softly landscaped.
- / **Minimum Area of Soft Landscaping in the Rear Yard:** The zone provisions require a minimum area of soft landscaping in the rear yard equal to 50% of the overall rear yard area. The rear yard area is equal to 160.42 square metres, therefore a soft landscaped area of 80.21 square metres is required.

The development proposes a rear yard setback of 3.14 metres, and a rear yard area of 160.42 square metres, of which 66.78 square metres is softly landscaped. The reduction in the rear yard setback is in keeping with the intent and character of the surrounding area, while also achieving several Official Plan objectives relating to intensification and active transportation.

The intent of the rear yard setback is to maintain adequate distance between buildings to ensure privacy and prevent overlook between neighbouring properties, while the rear yard area provides a landscaped outdoor amenity space. The subject property abuts a public laneway at the rear, beyond which, further east is a paved driveway and garage on the abutting property.

The proposed reduction to the rear yard setback helps to achieve this intent as it works in combination with the laneway and the rear neighbours rear yard conditions to provide adequate separation. Additionally, the reduced setback replaces the surface parking to place the addition closer to the public laneway. Doing so addresses the rear laneway and defines the rear of the building as a frontage thereby animating the otherwise auto-dependant parking space.

Further, the proposal provides improvements to the existing condition on the subject property and the surrounding area as it proposes carefully landscaped outdoor spaces consisting of soft and hardscape features such as walkways, and an internal courtyard area in place of an existing paved surface parking. While not in the rear yard the courtyard is provided between the existing building and the proposed addition. It provides 27 square metres of out of the 160.42 square metres of rear yard area, of which 66.78 square metres is softly landscaped. Considering the laneway condition the courtyard provides an appropriate and private outdoor space for building residents to enjoy. Landscaping in the rear yard contributes to establishing the rear of the property as a frontage that addresses the laneway, while also providing enjoyable recreational spaces for building residents.

The requested relief from the minimum area of soft landscaping and aggregated rectangular area of at least 25 square metres in the rear yard is required to facilitate the proposed addition and permit pathways that provide pedestrian connections to building entrances by way of decks, staircases and pathways leading up from the rear laneway. While a deck is provided at the rear of the north portion of the existing building, a slightly raised platform is extended from here to the new addition for the purposes of accessibility. Further, the proposed improvements provide significantly greater soft landscaped surfaces in the rear than the current condition, and that of abutting properties.

The proposed addition further establishes building footprint and lot coverage that are in keeping with the character of the area. The proposed addition provides rear elevations that are similarly set back from the rear laneway as other in the surrounding area. Together, these conditions work to achieve the Official Plan objectives for increasing density within the Downtown Core and transitioning towards a more urban built form. These conditions contribute to the rear laneway evolving from a “back alley” to a pleasant route to traverse the neighbourhood.

- / **Interior Side Yard Setback:** The zone provisions require that a minimum interior side yard setback of 1.5 metres be provided along all interior side yards. The proposed development consists of a zero (0) metre setback along both sides of the existing building which continues for a portion of the new addition along the south property line before stepping back to 1.5 metres. The new addition is setback 4.55 metres from the north property line.

Relief from the minimum side yard setback provisions is required as the zero (0) metre setback is an existing condition of the existing building and a general character of the surrounding area. The proposed addition matches the existing condition while gradually stepping back to meet the prescribed 1.5 metre setback along the south property line. The addition proposes a generous 4.5 metre setback along the north property line to define the courtyard space, and side yard area.

- / **Minimum fenestration in Front Façade:** Zone provisions require that a minimum 25% of the front façade must comprise of at least windows.

Articulation of Front Façade: Zone provisions require that at least 20% of the front façade must be recessed an additional 0.6 metres from the front setback line.

The front façade is an existing non-compliant condition, and building frontage is not being altered. The addition while not along the front façade does face a public laneway thereby fenestration ratios have been considered and exceed the 25% requirement. Relief is requested to accommodate the existing non-complaint conditions.

- / **Minimum Number of Vehicle Parking Spaces:** The developer is seeking a reduction of the minimum parking spaces (resident and visitor) from the required minimum of six (6) spaces to zero (0) spaces.

Considering the subject property's proximity to amenities on Laurier Avenue, King Edward Avenue, Rideau Street, its location within the heart of Sandy Hill, its location within one (1) kilometre of the existing uOttawa LRT station and its proximity to one (1) identified Transit Priority Corridor, parking is not required for this project. Efforts have also been taken to encourage active transportation by proposing a total eleven (11) bicycle parking spaces. The parking reduction allows the subject property to meet several Official Plan objectives for properties within the Downtown Area. The elimination of vehicle parking to increase density also allows for an increase of the landscaped permeable area of the site. The urban built form with reduced setbacks to the public land is preferred to that of a paved parking area. Further, the Official Plan as well as the Secondary Plans emphasis the reduction and elimination of surface parking in this area in favor of a shift towards more active and sustainable transportation forms.

- / **Orientation of Bicycle Parking Spaces:** The development proposes eleven (11) total bicycle parking spaces at the rear of the proposed addition off the laneway. 100% of the provided bicycle spaces are provided vertically, while the zone provisions requires that at least 50% of the provided bicycle parking spaces be provided horizontally. This requires that approximately five (5) spaces be provided horizontally.

Relief is required from this zone provision to provide bicycle storage vertically along the rear of the proposed addition. The orientation of bicycle parking is provided vertically to accommodate greater number of bicycles off the laneway, without creating obstructions on the laneway, or eliminating soft landscaped surfaces along the rear yard area.

The requested amendments are appropriate and help to achieve an increase in density in an area that is centrally located, close to transit, amenities and serviced by municipal services. The requested relief does not impose any undue adverse impact on the area and its surrounding residents. The proposed amendments will permit the development in a way to help the City achieve the Official Plan's objectives.

6.0 Supporting Studies

6.1 Site Servicing Report and Erosion and Control Plan

Pearson Engineering Ltd. was retained to prepare an Assessment of Adequacy of Public Services report to assess the existing municipal infrastructure, the onsite Stormwater Management (SWM) facilities and internal services required to service the proposed addition. The report provides comments on these services and presents designs for their connection.

The report provides details for Water Supply and Distribution and confirms that the proposed addition will be serviced by municipal water for domestic and fire protection use, and has been designed in accordance to applicable standards.

The report anticipates that new sanitary sewers will be required for the proposed addition. These new systems will be connected to the existing sanitary sewers located along Russell Avenue which has sufficient flow capacity to meet the flow demands of the proposed addition.

The report further considers stormwater management issues resulting from the proposed addition. The report notes that the addition will increase the imperviousness of the site, and as such the post development flows will increase. To control the increased run off, quantity control measures are recommended using underground storage chambers located around the existing building. The report notes that while the current condition poses contamination concerns, the proposed development improves the quality of stormwater run off by replacing the gravel surface driveway and parking space with a residential building and landscaped surfaces. Therefore, no treatment is required for water run off.

6.2 Geotechnical Study

EXP Services INC. (EXP) prepared a Geotechnical Investigation report (dated May 9, 2022) for the subject property as part of the current applications.

The study indicates that the subsurface conditions consist of a thin surficial layer of granular fill underlain by silty sand fill with gravel, cinders, and organics, underlain by sand fill to 1.8m depth followed by firm to very stiff clay to maximum explored sampling depth of 10.0m. Based on this information, the site classification for seismic site response is estimated to be Class D. The subsurface soils are not susceptible to liquefaction during a seismic event.

The study assumes that a grade raise of 0.5 m will be required at the site.

The report concludes that there is no geotechnical reason the development as proposed cannot be built. Construction considerations and recommendations are highlighted in the submitted report.

6.3 Phase One Environmental Site Assessment

Pinchin Ltd. (Pinchin) was retained to complete a Phase One Environmental Assessment (Phase One ESA) of the subject property. The purpose of the Phase One ESA was to assess the potential presence of environmental impacts due to activities at and near 29 Russell Avenue. The properties past and current uses of the site were investigated to identify environmental concerns. Based on this review the subject site was vacant until 1906 when the building was constructed and has maintained a consistent residential use.

The report found no PCAs at the Phase One property, and one PCA was identified (pad mounted oil cooled transformer). Based on the observations made during Pinchin's Site reconnaissance, the lack of spills

reported at this property by Environmental Risk Information Services, as well as the fact that any maintenance/environmental issues related to the transformer would be responsibility of Hydro Ottawa, it is Pinchin's opinion that this PCA does not represent an area of potential environmental concern for the Phase One Property. Based on these findings, nothing was identified that is likely to have resulted in impacts to the soil and/or groundwater at the Phase One Property and would require the completion of a Phase Two ESA. As such, it is Pinchin's opinion that the Phase One Property is suitable for the purpose of filing a Site Plan Approval with the City of Ottawa based only on the completion of this Phase One ESA report.

7.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on December 14, 2021. A member of the local community association was present and provided comments.
 - o The Pre-Application Consultation was held over a virtual webinar format in light of the current COVID-19 restrictions.

- / Notification of Ward Councillor, Councillor Mathieu Fleury
 - o The Ward Councillor has been notified of the proposed development for the subject site, and a virtual meeting to discuss current and upcoming applications in the ward was held on May 16, 2022.

- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process. In addition, Smart Living Properties will be in direct contact with the Community Association to discuss current and up coming applications.

- / Community Information Session
 - o A community association information meeting was held on May 16, 2022 as requested by the Ward Councillor to discuss current and upcoming developments in the ward.
 - o Due to current COVID-19 restrictions, this session was held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.

- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

8.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control Applications to permit the proposed development on the subject property constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is **consistent with the Provincial Policy Statement (2020)** by providing residential development that will provide increase choices for housing within an existing and established settlement area that is close to transit.
- / The proposed development **conforms to the current Official Plan's vision** for managing growth in the urban area and meets the policies for infill and intensification in the General Urban Area. The proposal responds to its context by proposing a low-rise addition in the Sandy Hill neighbourhood which is characterised by an eclectic mix of uses and heights. The proposal also responds to its context by proposing a minimally impactful low-rise addition located fully in the rear yard to ensure the compatibility with the low-rise existing building located on the property.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development **responds strongly to the Sandy Hill Secondary Plan** by proposing a low-rise addition that compliments, preserves and enhances the existing and planned context.
- / The proposed development **conforms to the new City of Ottawa Official Plan's** (pending Ministerial approval) vision for intensification within neighbourhoods in the Downtown Core Transects. The proposal responds to the policy direction for increasing density in the Downtown Core while maintaining a low-rise built-form in areas that are close to transit. The proposed development encourages an evolution towards a more compact urban built-form that replaces current surface parking to accommodate greater density and encourages active transportation in an area currently well serviced by amenities and transit.
- / The proposed development **responds to the Central and East Downtown Core Secondary Plan** by proposing a low-rise addition that compliments the existing character of the area while increasing density and active transportation in an area well serviced by transit and other amenities.
- / The proposed development **responds strongly to the Sandy Hill Cultural Heritage Character Area** by proposing an addition to a Category 1 building that compliments and preserves the heritage character of the surrounding Sandy Hill neighbourhood.
- / The proposed development **responds strongly to the Urban Design Guidelines for Infill Housing** by proposing sensitive infill in close proximity to the existing uOttawa LRT station as well as the Rideau transit priority corridor and in the heart of Sandy Hill.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The **requested zoning amendments are appropriate** and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is **supported by technical studies** submitted as part of this application.

Sincerely,



Lisa Dalla Rosa, RPP, MCIP
Associate



Haris Khan, MES
Planner