



18 Hawthorne Avenue

Planning Rationale + Design Brief
Zoning By-law Amendment
September 28, 2022



Prepared for JB Holdings Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by JB Holdings Inc. to prepare this Planning Rationale and Design Brief in support of an application for Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 12, 20, and 24 Hawthorne Avenue (the “subject site”, or referred to in this report as “18 Hawthorne Avenue”) in the City of Ottawa.

The proposed amendment intends to establish the zoning to permit the development of a 6-storey mid-rise residential apartment building incorporating 67 units consisting of 42 one-bedroom units and 25 two-bedroom units. The building will be supported by a variety of amenity offerings including a gym, business centre, and private balconies. Two levels of underground parking are proposed, accommodating 50 vehicle spaces, bicycle storage, and internal refuse storage.

1.1 Required Applications

In order to proceed with the development as envisioned, the following planning applications are required:

Zoning By-law Amendment

The proposed Zoning By-law Amendment (“ZBLA”) seeks to amend the existing Traditional Mainstreet (Subzone 12, Urban Exception 1839, Maximum Height 14.5m) zoning on a site-specific basis in order to facilitate development of the site plan as proposed. The site would be rezoned from “TM12 [1839] H(14.5)” to “TM12 [XXXX] H(20)”. Exception XXXX would incorporate the following revised performance provisions:

- / Amend the front yard setback requirement from a minimum of 2 metres to a minimum of 0.7 metres.
- / Amend the requirement for a building step back from “2m after the fourth storey” to “2m after the fifth storey”.
- / Amend the minimum rear yard setback from 7.5m to 6.7m
- / Increase the maximum building height from 14.5 metres to 20 metres.
- / Allow exclusively residential uses at the ground floor across 100% of the building frontage.

Site Plan Control

A Site Plan Control application will be prepared shortly after the submission of the Zoning By-law Amendment application with the goal of a submission aligning with the anticipated response submission to the technical review comments for the Zoning By-law Amendment. The Site Plan Control application will pertain to more detailed aspects of the development design such as parking lot layout, refuse collection, building materiality, and other features.

1.2 Public Consultation Strategy

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:

Notification of Ward Councillor

- The Ward Councillor will be notified by the City of Ottawa’s “Heads Up” e-mail once the application is received.
- / Notification to residents and local registered Community Associations

- Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
 - It is possible that, due to ongoing COVID-19 considerations, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Urban Design Review Panel Informal Consultation
 - A Formal review of the proposed development will be undertaken by the Urban Design Review Panel as part of the development application process.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0 Site Context and Surrounding Area

2.1 Site Description

The subject site consists of three parcels municipally known as 12, 20, and 24 Hawthorne Avenue. 12 Hawthorne Avenue is currently occupied by a two-storey residential use building, while 20 and 24 Hawthorne Avenue are vacant, having been cleared in 2020 (Figure 1). For the discussion of this application, the address of 18 Hawthorne Avenue is being used to refer to the entirety of the site.

The subject site is generally rectangular in nature and flat, with a combined frontage of approximately 49.3 metres along Hawthorne Avenue, and a depth of approximately 28.5 metres. Hydro lines are currently above-ground and occur at the frontage of the site. It is noted that these hydro lines will be buried as part of forthcoming improvements to Hawthorne Avenue. The property at 12 Hawthorne Avenue, as well as 8 Hawthorne Avenue directly to the west, are “listed” on the City of Ottawa’s Heritage Register, discussed later in this report.



Figure 1: Site Context (Lands Highlighted in Blue)

The site is located in Old Ottawa East, an area characterized by a range of pre-war housing stock and lot fabric with an array of contemporary infill interspersed throughout. 125 metres to the east of the site is Main Street, a historically established traditional mainstreet of Ottawa. It is characterized by a mix of commercial, residential, and institutional uses spanning a wide range of architectural styles and periods.

A further description of the surrounding context is noted below:

North: Directly north of the site is Hawthorne Avenue, an arterial road that is four lanes wide with two lanes in each direction. On the opposing side of Hawthorne Avenue are a range of pre-war buildings with commercial and residential uses. Ballantyne Park is to the northeast. Further north is Ontario Highway 417.

East: East of the site are housing forms of various eras and states of condition, culminating at Hawthorne Avenue's intersection with Main Street. Beyond Main Street, Hawthorne realigns, with various forms of residential uses continuing eastward. Old Town Hall Community Centre is located on the northeast corner of Main Street and Hawthorne.

South: South of the subject property are buildings which front onto Graham Avenue. Similar to the remainder of the neighbourhood, Graham Avenue is characterized by an array of housing forms, ranging from single detached to multi-unit dwellings. South of Graham Avenue is a school compound including St. Nicholas Adult High School, Riverside Montessori Pre-School, École élémentaire catholique Au Coeur d'Ottawa, and Immaculata High School.

West: West of the site leads to the intersection of Hawthorne Avenue and Colonel By Drive, a significant corridor managed by the National Capital Commission. Further west is the Rideau Canal, a UNESCO World Heritage Site beyond the Canal is the Glebe Neighbourhood of Ottawa.

2.3 Transportation Network

Hawthorne Avenue is classified as an Arterial Road. The subject site is located approximately 45 metres east of Colonel By Drive, a Federally Owned Road, and approximately 125 metres west of Main Street, which is also identified as an Arterial Road. The Ontario 417 Highway is 66 metres north of the site.

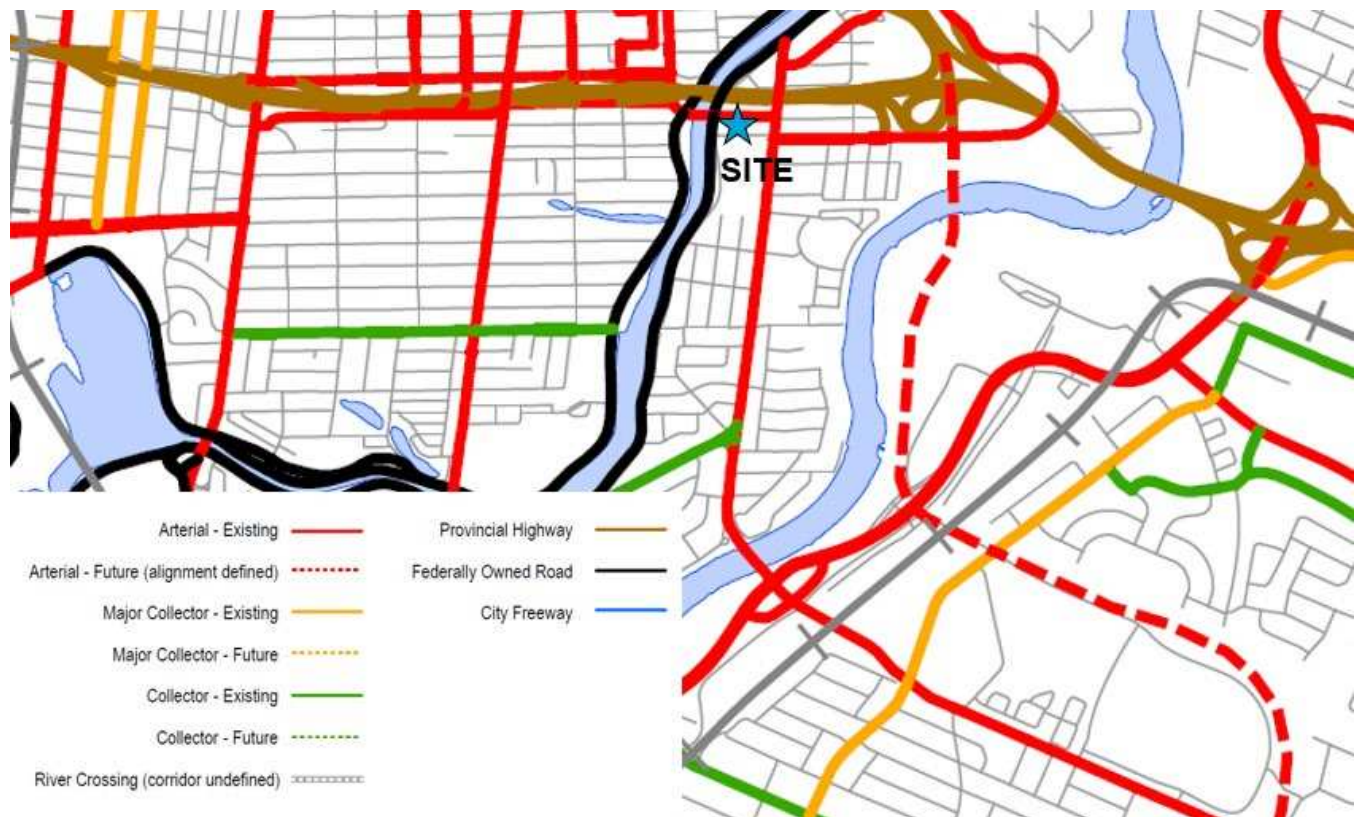


Figure 2: Excerpt from Schedule C4 of the New Official Plan - Urban Road Network

The subject property is located on a Transit Priority Corridor as per Schedule C2 of the New Official Plan. Transit Priority Corridors implement measure to improve transit service such as increased route frequency, priority lanes, and improved bus stop facilities.

The site is also located 1.1 kilometre west of Lees LRT Station, 1.1 kilometres southwest of the University of Ottawa LRT station, and 850 metres from the Bank Street Transit Priority Corridor, providing additional rapid transit connection options.

As indicated on Figure 4, the subject property benefits from strong planned and existing cycling connectivity. The proposed bicycle parking will serve the proposed development and allow it to benefit from the available cycling network directly from the property to the broader urban core.

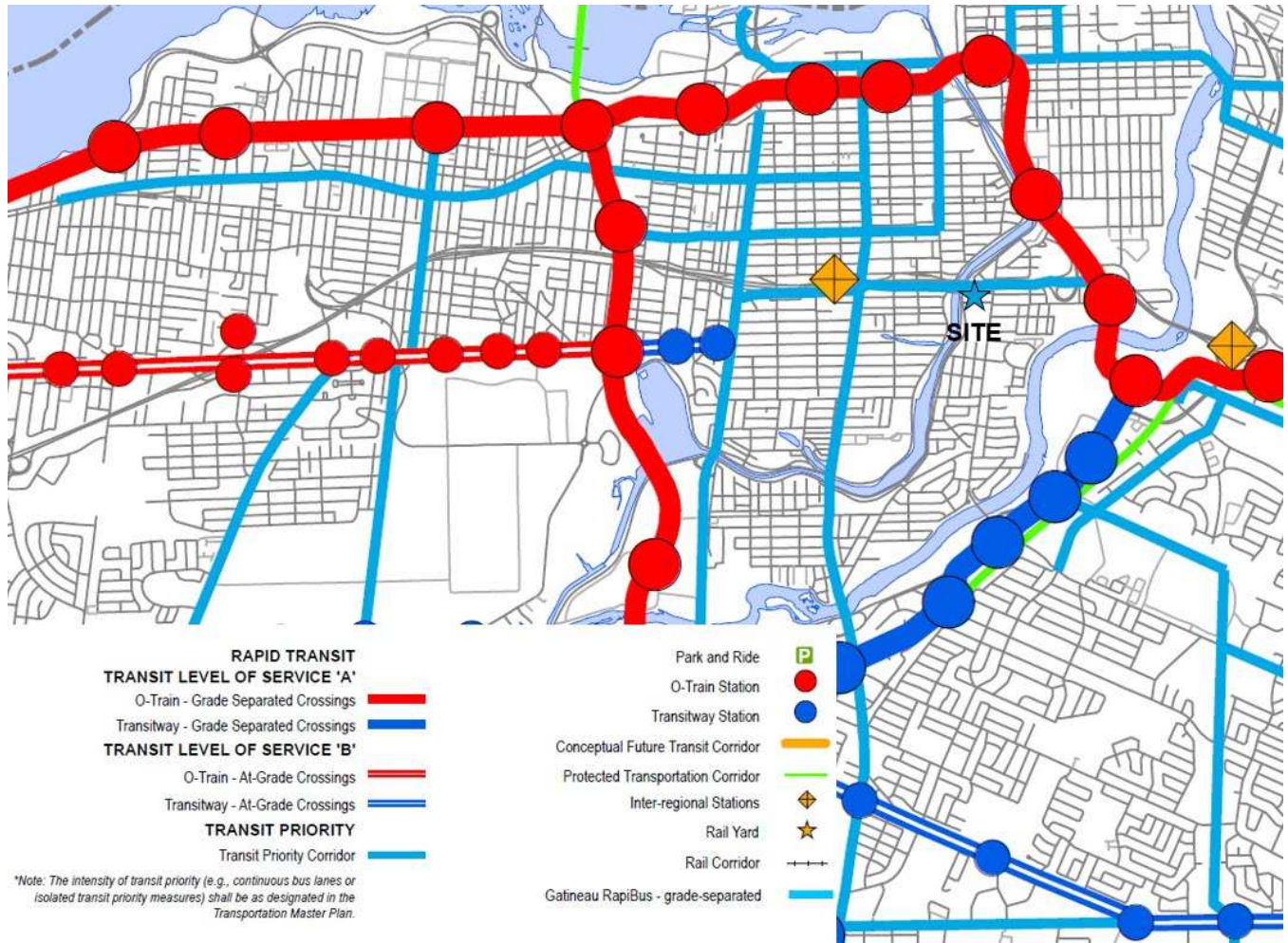


Figure 3: Excerpt from Schedule C2 of the New Official Plan - Transit Network (Ultimate)

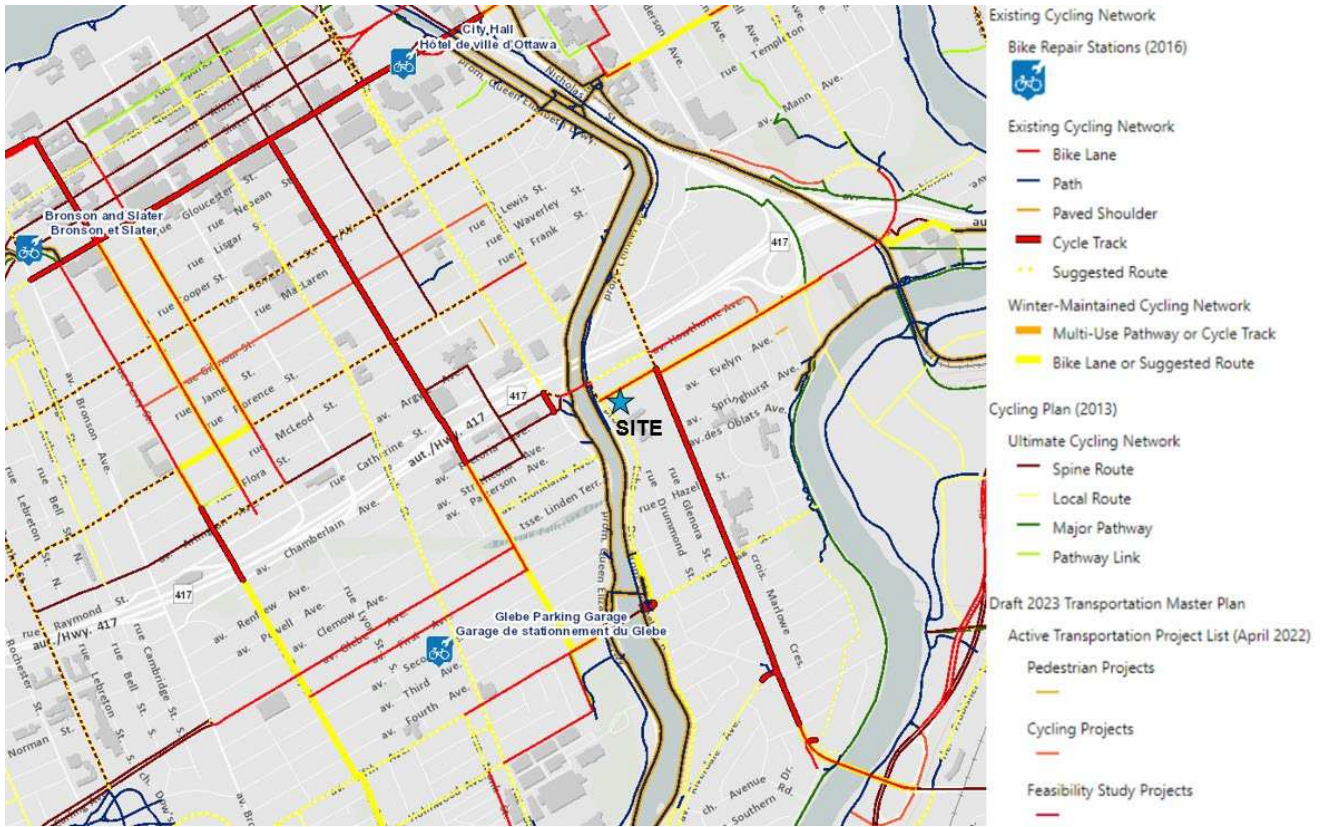


Figure 4: Planned and Existing Cycling Network (GeoOttawa)

3.0 Proposed Development and Design Brief

JB Holdings Inc. is proposing to redevelop the subject property with a 6-storey residential apartment building. The proposed development will incorporate 67 units consisting of 42 one-bedroom units and 25 two-bedroom units. The building will be supported by a variety of amenity offerings including a gym, business centre, and private balconies.

The sixth storey of the building will be stepped back from the front and rear property walls to provide a transition to adjacent low-rise residential development and the Hawthorne streetscape.

Two levels of underground parking are proposed, allowing for 50 vehicle spaces, bicycle storage, and internal refuse storage. The garage will be accessed through a recessed door at the westernmost extent of the front building wall.

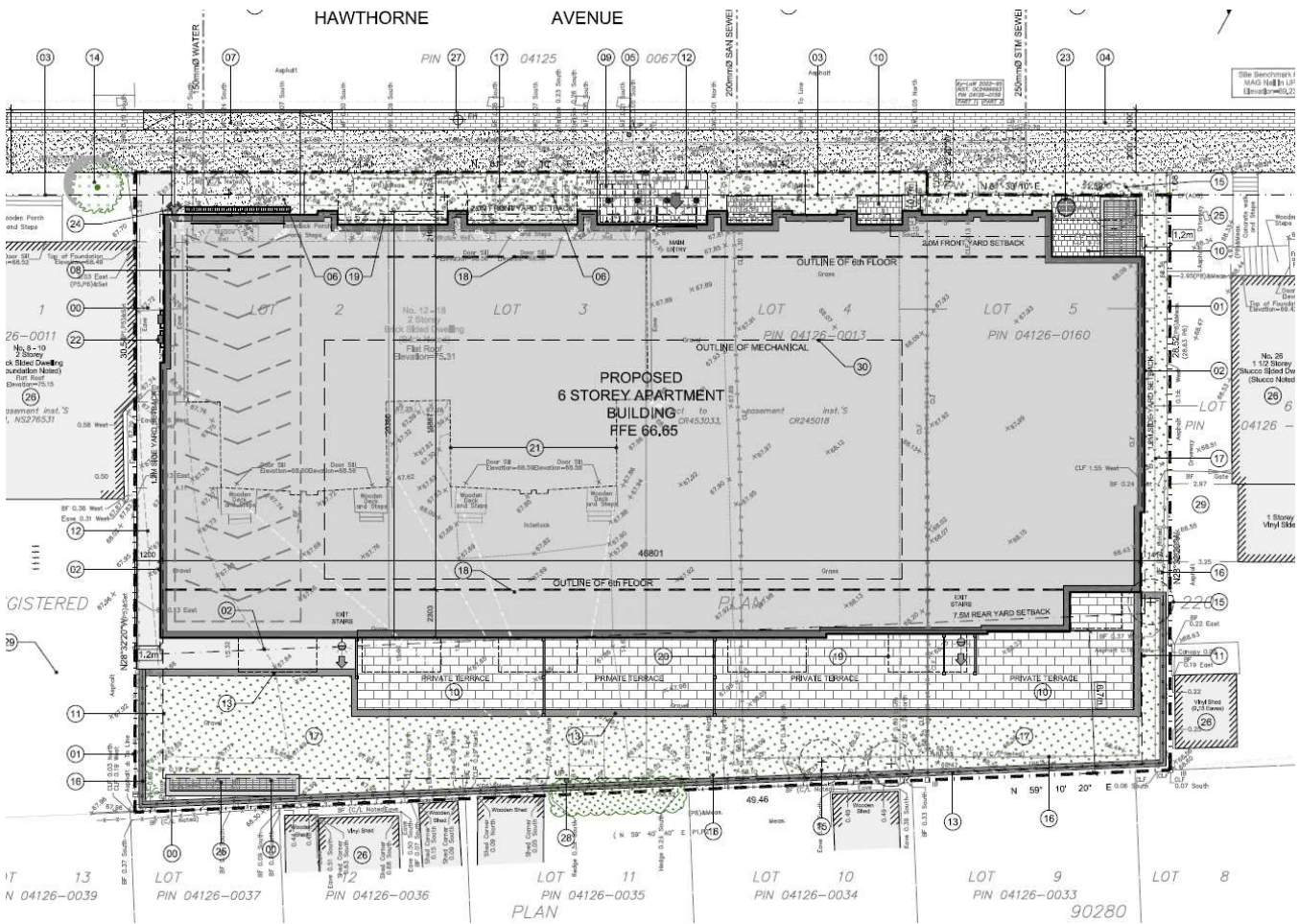


Figure 5: Site plan of proposed development

In designing the proposed development, numerous components were assessed to respond to the existing and planned context, and to ensure liveability for future residents. The following sections outline and describe these considerations. Further refinement of the site design will be made during the application process for Site Plan Control.

3.1 Building Massing and Scale

Given the adjacency to a Transit Priority Corridor and location on a Traditional Mainstreet, the subject property represents an opportunity to support a concentration of density that insulates nearby low-rise forms by locating the highest rates of intensification in areas that can support the capacity. In accordance with the planned and existing context for the area, the proposed development meets the applicable urban design criteria for mid-rise buildings.



① 3D VIEW LOOKING WEST FROM HAWTHORNE AVE.



② 3D VIEW LOOKING EAST FROM HAWTHORNE AVE.



③ 3D VIEW LOOKING WEST.



④ 3D VIEW LOOKING EAST

Figure 6: Renderings of proposed development, viewed from the Hawthorne Avenue street edge and from a rear perspective

- / **Floors 1-2:** The adjacent character of the two-storey red brick building to the west is carried across through the incorporation of cherry brick cladding at the first two levels which contributes to the cadence and impression of the nearby development, contributing to a consistent street wall. The portion of the ground floor housing the parking garage is finished in consistently coloured cladding to minimize its impression at the street level and appear subordinate to the primary building façade. Classic lighting sconces punctuate the ground level impression, providing passive lighting and interest at the street level.

- / **Floors 3-5:** Floors 3-5 are distinguished from the lower floors by a defining awning feature, above which the materiality transitions to an Alaska white brick cladding which softens the appearance of the upper storeys while also framing the articulation cuts present to break up the building mass.
- / **Floor 6:** The top floor of the proposed building is stepped back two metres from the front and rear property lines to minimize the impact of the top floor in terms of shadowing and overlook. This level is clad in clear anodized window wall in order to reflect natural patterns in the sky and blend the building into the skyline.

3.2 Relationship to Surrounding Planned Context

The subject property is in an area that is intended to evolve to support additional density, particularly as a result of the proximity to public and active transportation options. Any future redevelopment to the east, north and west will likely be of a comparable form to that proposed for the subject property, given the direction from the Official Plan and Old Ottawa East Secondary Plan.



Figure 7 - Perspective of the proposed development looking south

3.3 Access and parking

Vehicular access to, and egress from, the existing buildings will continue to be provided from one (1) driveway access facilitating bi-directional circulation from Hawthorne Avenue. The property development includes 50 surface parking spaces at a rate of 0.75 spaces per dwelling unit.

Bicycle parking is provided in the underground parking garage, at a rate of 0.54 spaces per dwelling unit.

3.4 Amenities

The proposed development will provide a variety of amenities for the building residents. The proposal will add the following amenities to the existing offerings of the site:

- / Private balconies and terraces totalling 420 square metres;
- / Indoor gym and indoor business areas totalling 120 square metres; and
- / Roof top communal terrace totalling 150 square metres.

In total, the proposed new development is offering residents 690 square metres of amenity, 201 square metres of which are communal. This exceeds the requirements of the Zoning By-law.

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement

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

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

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- 1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 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, and avoid the need for their unjustified and / or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

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

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

Section 1.4 contains policies on Housing. The proposed development meets the following policies:

- 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:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
 - b) Permitting and facilitating all types of residential intensification and redevelopment;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
 - d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
 - e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
 - f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 contains policies on Transportation, the proposed development meets the following policies:

- 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 contains policies on Long Term Economic Prosperity, the proposed development meets the following policy:

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

Section 1.8 contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
 - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
 - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the development proposal represents an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the City's urban area, in close proximity to significant transit opportunities, important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use.

Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan (2003, as amended)

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

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

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

1. Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

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

4.2.1 Managing Growth

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

The proposed development meets the following policies of the Section 2.2.2, among others:

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b) 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;
 - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
 - d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

- Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;
- Policy 11 The distribution of appropriate building heights will be determined by:
- a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
 - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.
- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Figure 2.4 of Section 2.2.2 defines building heights as follows:

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

Policy 14 Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.

The proposed development seeks to intensify the subject property with a mid-rise massing while maintaining careful attention to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area. It is proposing a mid-rise massing in line with the policies of the Old Ottawa East Secondary Plan, discussed below.

The proposal would work to efficiently intensify a currently under-utilized site in an area well-served by community facilities, commercial services, park spaces, and transportation options. Further discussion of the compatibility and design policies are outlined in the review of Section 4.11 below.

4.2.2 Official Plan Designation

Under the current City of Ottawa Official Plan, 12-24 Hawthorne Avenue is designated “Traditional Mainstreet” per Schedule B – Urban Policy Plan (Figure 8). This designation identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development located close to the street and are areas that are well-served by transit and supportive of walking, cycling and transit. It should be noted that upon adoption of the new City of Ottawa Official Plan, the following policies will be repealed and replaced by the New Official Plan, anticipated in late 2022.

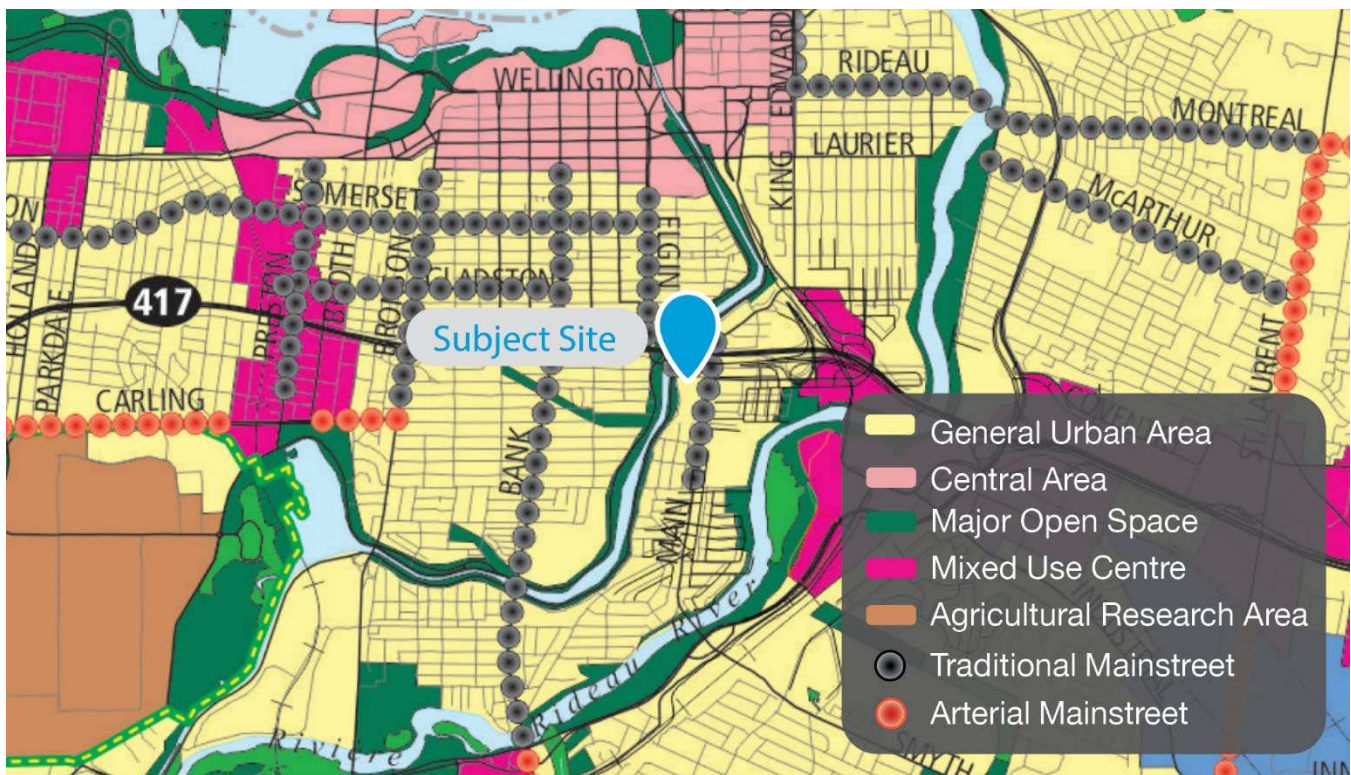


Figure 8: Schedule B, *Urban Policy Plan*, current City of Ottawa Official Plan, subject site indicated

The applicable policies are noted as follows:

- / Policy 3.6.3.3: The Traditional Mainstreet designation applies to lots with frontage along the Mainstreet to a depth of 200 metres Traditional Mainstreets are Target Areas for Intensification (Policy 2.2.2.3), and intensification is intended to occur in a variety of built forms supported by a site's proximity to Rapid Transit;
- / Policy 3.6.3.5: A broad range of uses is permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses which may be mixed in individual buildings or occur side by side in separate buildings;
- / Policy 3.6.3.9: Surface parking will not be permitted between the building and the street;
- / Policy 3.6.1.8: Redevelopment and infill are encouraged on Traditional Mainstreets in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk; and,
- / Policy 3.6.3.11: Generally, mid-rise building heights (up to 9-storeys) are encouraged, however Secondary Plans may identify circumstances where different building heights are permitted.

The proposed development meets the policies of the Traditional Mainstreet designation.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject site and proposed development:

Objective 1 To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development seeks to redevelop and intensify an underutilized site, located in close proximity to current and future transit infrastructure, thereby advancing the objectives of the Official Plan and implementing the City's vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

Objective 2 To define quality public and private spaces through development

The proposed development will add quality private spaces both to the interior and exterior of the buildings through contribution to the public realm.

Objective 3 To create places that are safe, accessible and are easy to get to.

The proposal creates places that are safe, accessible, and are easy to get to, and move through by proposing residential uses with adequate glazing and balconies that improve passive surveillance along the street. Site lighting is proposed to ensure the street edge is well-lit and walkable.

Objective 4 To ensure that new development respects the character of existing areas.

The site design emphasises a built form that is compatible with existing context. The building mass accomplishes a successful transition to adjacent development and will fit in appropriately with future development along the Hawthorne Avenue. As per Figure 9 below, the proposed setback and stepback facilitate sufficient rear yard space and sunlight penetration at the ground level. Proposed

trees in the rear yard soften the transition downward and improve privacy. The materiality selected is complementary to and indicative of some of the low-rise development in the area.

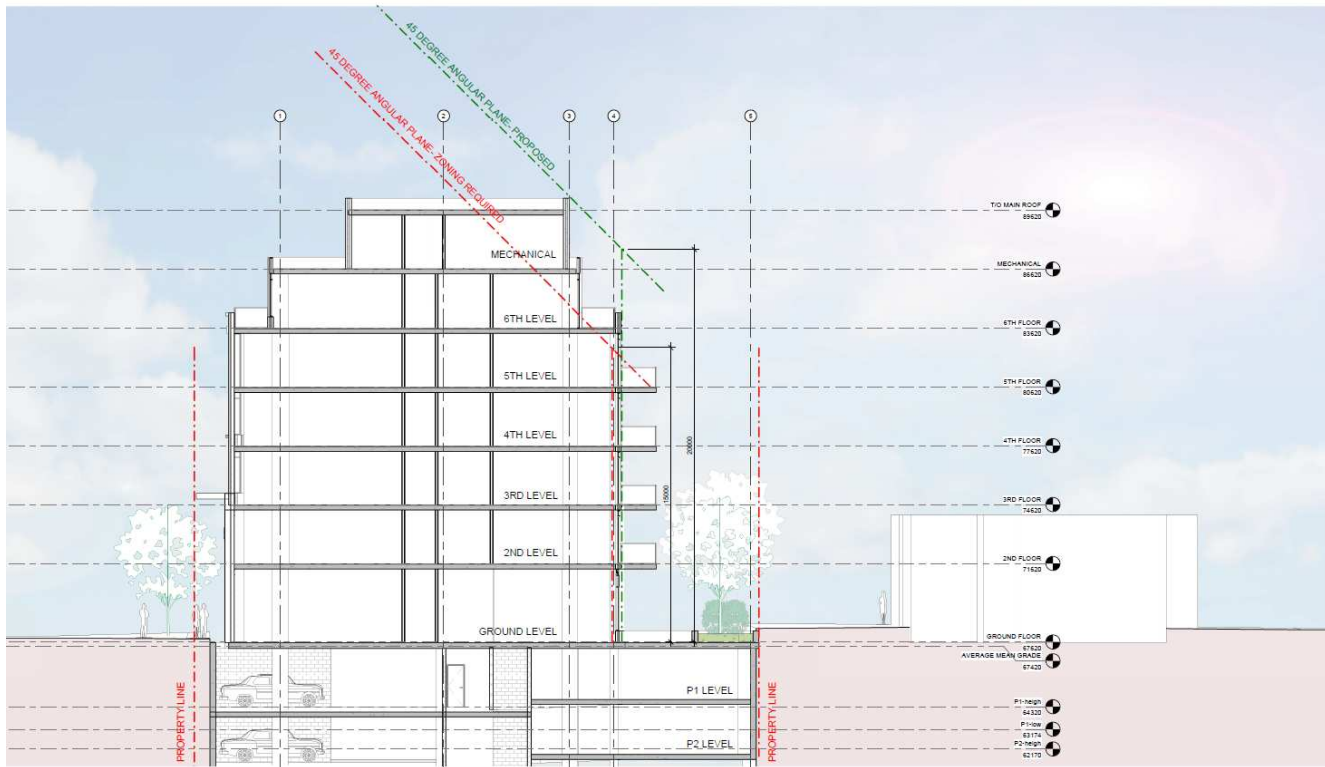


Figure 9: Proposed Angular Plane and Stepbacks

Objective 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposal considers adaptability and diversity by intensifying an existing development lot and providing a range of unit types and accommodations for new residents.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Building Design

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

The proposed development has a mid-rise built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements have been carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.

Policy 8 All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.

The proposed development integrates the garbage rooms and service areas within the underground parking garage of the building, minimizing impacts on the public realm.

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

The mechanical equipment for the building has been integrated into the centre of the rooftop and clad in subtle materiality to reduce its presence as part of the built form and impact on the public realm.

Massing and Scale

Policy 10 The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan.

The subject property complies with the Old Ottawa East Secondary Plan as discussed later.

Policy 11 The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.

A shadow analysis prepared by RLA Architecture demonstrates that the majority of the shadows resulting from the proposed building are mitigated by an appropriate 2m setback to the north and south property lines at the 6th floor level, with little shadow impacts on properties to the east and west. The September 21 excerpt below (Figure 10) demonstrates that the majority of shadowing throughout the afternoon takes place onto Hawthorne Avenue and away from adjacent properties.



Figure 10: Afternoon Shadow, simulated for September 21

Policy 12 Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated into the design.

The proposed development is sufficiently set back from existing buildings, both on the subject property and abutting sites, to avoid any negative impacts on the massing and scale of the proposed apartment buildings.

Outdoor Amenity Areas

Policy 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).

As noted above, the adjacent properties are sufficiently separated from the proposed development to not be impacted by the proposed uses. The building is sited to respect more sensitive forms of

residential development and protect the private amenity spaces of these existing residents. Landscaping is proposed in the rear yard, including trees along the perimeter, to increase privacy, provide shade and green at the pedestrian level.

Policy 20 Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.

The proposed development will include thoughtfully designed indoor and outdoor amenity spaces for residents. These spaces will be further refined through a future Site Plan Control application. The rooftop terrace is configured away from the southern property line through separation by the mechanical penthouse, 6th floor stepback, and treed buffer at-grade (Figure 11).

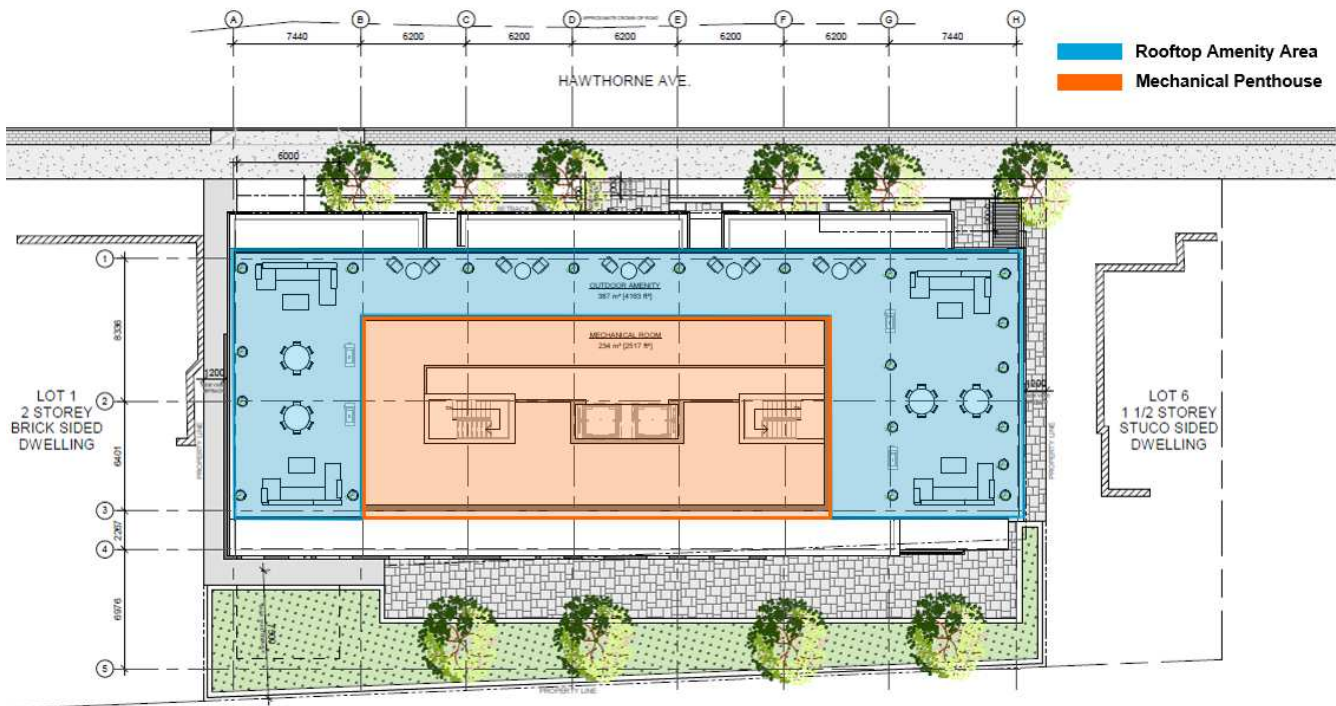


Figure 11: Rooftop Amenity and Mechanical Area in Site Context

4.2.5 Old Ottawa East Secondary Plan

The subject site is located within the Old Ottawa East Secondary Plan (2011). Under the current Secondary Plan, the subject site is designated “Traditional Mainstreet” (Figure 12).

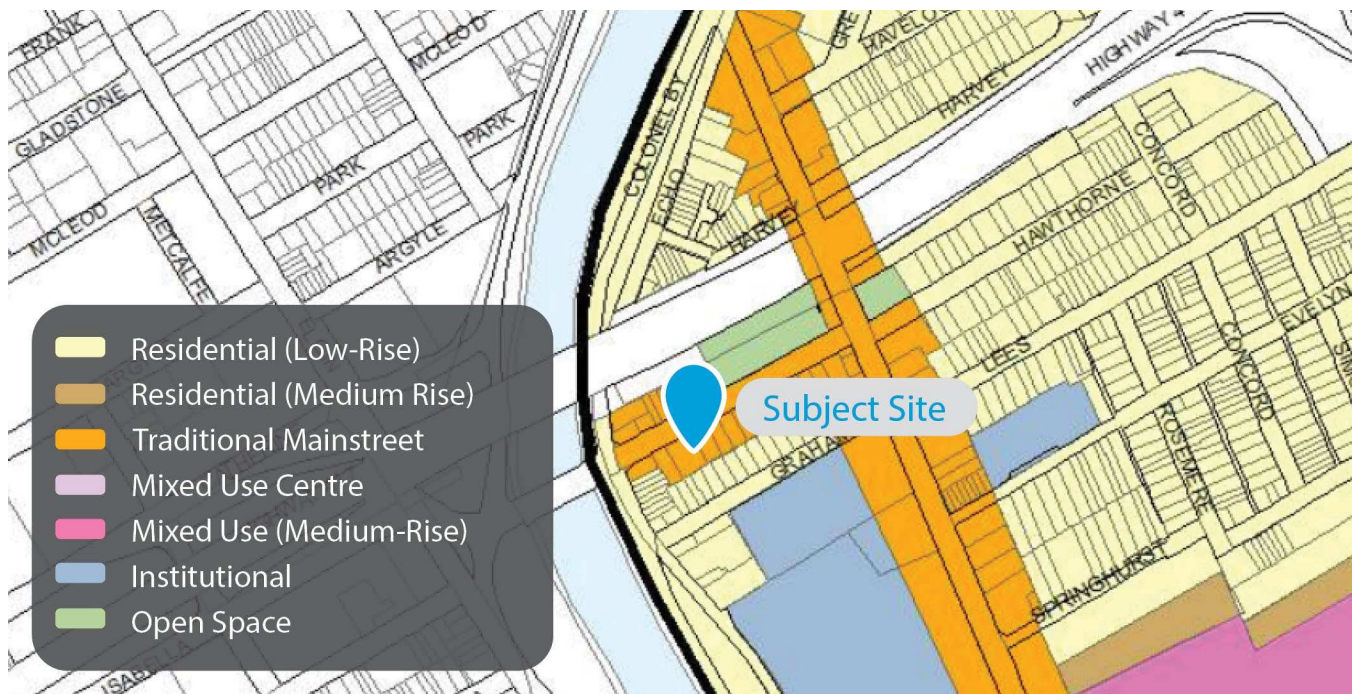


Figure 12: Schedule A, *Land Use*, current Old Ottawa East Secondary Plan, subject site indicated

Section 10.2.1 of the Plan outlines Land Use and Design Policies. The applicable policies are as follows:

2. Notwithstanding the provision for greater building heights set out in the Official Plan, no buildings will be allowed higher than six storeys and 20 metres within the area of this Plan other than the height limits allowed within the precincts referred to in Sections 10,3.4 and 10,3.7 of this Plan.

The Building height is proposed to remain as six storeys.

3. To reduce the impact on adjacent low-rise residential areas, within the Traditional Mainstreet designation, the City will require building setbacks from both the front and rear property lines and above the fourth floor of all new buildings. The Zoning By-law will establish these setbacks as described in the CDP.

The Zoning By-law establishes setback and stepbacks applicable to the site. The proposal seeks amendments to various performance provisions to establish the profile of the proposed building while maintaining the general intent and purpose of the front and rear stepbacks with these elements proposed at different heights.

5. In order to provide wider and more attractive sidewalks and to encourage pedestrian traffic along Main Street and Hawthorne Street the City will require new buildings to be set back from the street.

The proposed development respects the 18-metre ROW protection by providing a dedication of 1.08 metres along Hawthorne Avenue as per Annex 1 of the Official Plan and incorporates an additional setback of 0.7 metres from the revised property line. This dedication is the primary reason for the development to seek a small rear yard setback reduction.

10. The Traditional Mainstreet (TM) zoning will provide for the minimum density requirements of the Provincial Policy Statement (PPS) while ensuring compatibility with the adjacent neighbourhood through setbacks of the building mass at grade and above the 4th floor.

As discussed through this report, the proposed transition approach maintains the intent of the Secondary Plan and of the Traditional Mainstreet zoning by applying a setback above the fifth floor.

Section 10.2.2 of the Plan outlines Built Heritage policies. The applicable policy is as follows:

3. An architectural conservation study will be undertaken with respect to any proposal for redevelopment of a property that is included on the Heritage Reference List as shown on 3.11 Heritage Resource Strategy. The study will determine the suitability of the existing buildings and landscape features for conservation or adaptive reuse as part of any redevelopment proposal. This study will be submitted as part of a Site Plan Control application.

This section refers to the Old Ottawa East CDP which lists a number of Heritage Resources throughout the community. While 12 Hawthorne Avenue is currently listed on the Ottawa Heritage Register, it is not identified on the list mentioned in this policy. Nonetheless, a heritage study is enclosed with the submission of this application.

It is further noted that the policy above is not carried forward to the New Official Plan, and the new Secondary Plan policy (2.2.8) instead reads:

2. There are several properties within the secondary planning area that are currently protected from demolition and incompatible redevelopment, because they are designated under the Ontario Heritage Act. In addition to that protection, development within the secondary planning area will also:

- a. **Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands; and**
- b. **Respect the built and cultural heritage value of heritage buildings in the design of all new development.**

The Cultural Heritage Evaluation Report undertaken by Commonwealth Historic Resource Management confirms that the cultural heritage indicators – design, history, and context – for the property are all low to moderate. The property does not meet the criteria contained in the O. Reg. 9/06 for designation under Part IV of the Ontario Heritage Act, and that red brick clad two-storey wood frame townhomes with flat roofs set on coursed limestone foundations is a common and modest residential building type in the area with a cluster of fourteen townhomes both paired and set in a row at the west end of Hawthorne at Colonel By Drive.

Section 10.2.3 of this Plan refers to Intensification Targets. An intensification target of 150 new dwelling units is identified for the Hawthorne Avenue Traditional Mainstreet.

The proposed development contributes to the attainment of intensification targets by providing 67 new dwellings units on Hawthorne Avenue.

Section 10.3.1 of this Plan refers to Precinct-specific policies applying to Hawthorne Avenue between Colonel By Parkway and Main Street. The applicable policies are as follows:

4. Develop the south side of this corridor in accordance with the TM zoning. With lot depths ranging from 26 to 30 metres the stepped building envelope massing is important to achieve compatibility with the low-rise residential on Graham Street to the south.

A stepped building envelope massing is proposed.

5. Provide for wider sidewalks to the extent possible to accommodate pedestrian traffic on Hawthorne Avenue.

The proposal accommodates the 18-metre ROW widening outlined in Annex 1 of the Official Plan which in tandem with the development setback will accommodate a 4.43-metre separation between the front building wall and the edge of the vehicle travel lane, including a 3-metre public sidewalk.

6. Priority will be given to burial of overhead wires along this Traditional Mainstreet.

It is understood that future municipal works include the burying of overhead wires along Hawthorne Avenue.

Old Ottawa East Secondary Plan – New Official Plan

Upon ministerial approval of the New Official Plan, the current Old Ottawa East Secondary Plan policies will be incorporated into the new document. While some language is modernized to reflect the updated terminology and planning framework associated with the New Official Plan, the policies within this document are generally proposed to be maintained with no significant changes affecting the subject site. The key difference as applicable to this site is the treatment of built heritage, which is summarized earlier in this section.

The proposed development meets the intent of the Old Ottawa East Secondary Plan both in its current form and in the amendment form proposed for incorporation into the New Official Plan.

4.3 New Ottawa Official Plan (Anticipated 2022)

The New City of Ottawa Official Plan was adopted by City Council on November 24, 2021, as By-Law 2021-386. The Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) for Ministerial approval, and a response to the content of the Plan is anticipated in late 2022. Until such time that approval is granted, the New Official Plan is not yet in full force and effect. However, New Official Plan policies, as adopted, have been reviewed as part of the Site Plan Control application

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

4.3.1 Transect Policy Areas

Schedule A of the Draft Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the Inner Urban Transect. The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. In the Inner Urban Transect, the City intends to support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, which includes the context of this site.

4.3.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).



Figure 13: Schedule B2, *Inner Urban Transect*, New City of Ottawa Official Plan, subject site indicated

The subject property is proposed to be designated as a Mainstreet Corridor (Figure 13). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors and Minor Corridors.

Along Mainstreets in the Inner Urban Transect, Mid-rise buildings (up to 9 storeys) are permitted on sites with a ROW narrower than 30m, such as Hawthorne Avenue, subject to appropriate height transitions, stepbacks, and angular planes. It is noted that the wall heights directly adjacent to a street shall be proportionate to the width of the abutting right of way, and consistent with urban design objectives.

It is further noted that these policies defer to Secondary Plan policies where applicable, and in this instance the policies of the Old Ottawa East Secondary Plan, assigning a height of six storeys, will continue to apply.

4.3.3 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land. The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Provide direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Provide direction to govern the evaluation of development.

The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the planned context for the area, including its proximity to surrounding buildings and rapid transit.

While this proposed development will be evaluated under the current Official Plan it is important to note that it aligns with the density and height direction for intensification of the new Plan.

4.4 Urban Design Guidelines for Development along Traditional Mainstreets

In May 2006, Ottawa City Council approved the Urban Design Guidelines for Development along Traditional Mainstreets. These guidelines serve to “provide urban design guidance...to assess, promote and achieve appropriate development along Traditional Mainstreets” with the objective to:

- / Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- / Promote development that is compatible with, and complements its surroundings;
- / Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- / Foster compact, pedestrian-oriented development that is linked to street-level amenities; and
- / Accommodate a broad range of uses including retail, services commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The proposed development achieves the broader objectives of these guidelines as follows:

- / Guideline 1: Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- / Guideline 4: Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.
- / Guideline 8: Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.
- / Guideline 9: Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- / Guideline 11: Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.
- / Guideline 12: Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- / Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.

The proposed development responds to the Urban Design Guidelines for Development along Traditional Mainstreets by providing a building that includes a high level of architectural detail, including glazing, active entrances, open green space, and building setbacks.

4.5 City of Ottawa Zoning By-law

The site is zoned Traditional Mainstreet, Subzone 12, with Urban Exception 1839 and a maximum height of 14.5 metres (TM12 [1839] H(14.5)) in the City’s Comprehensive Zoning By-law (2008-250) (Figure 14).

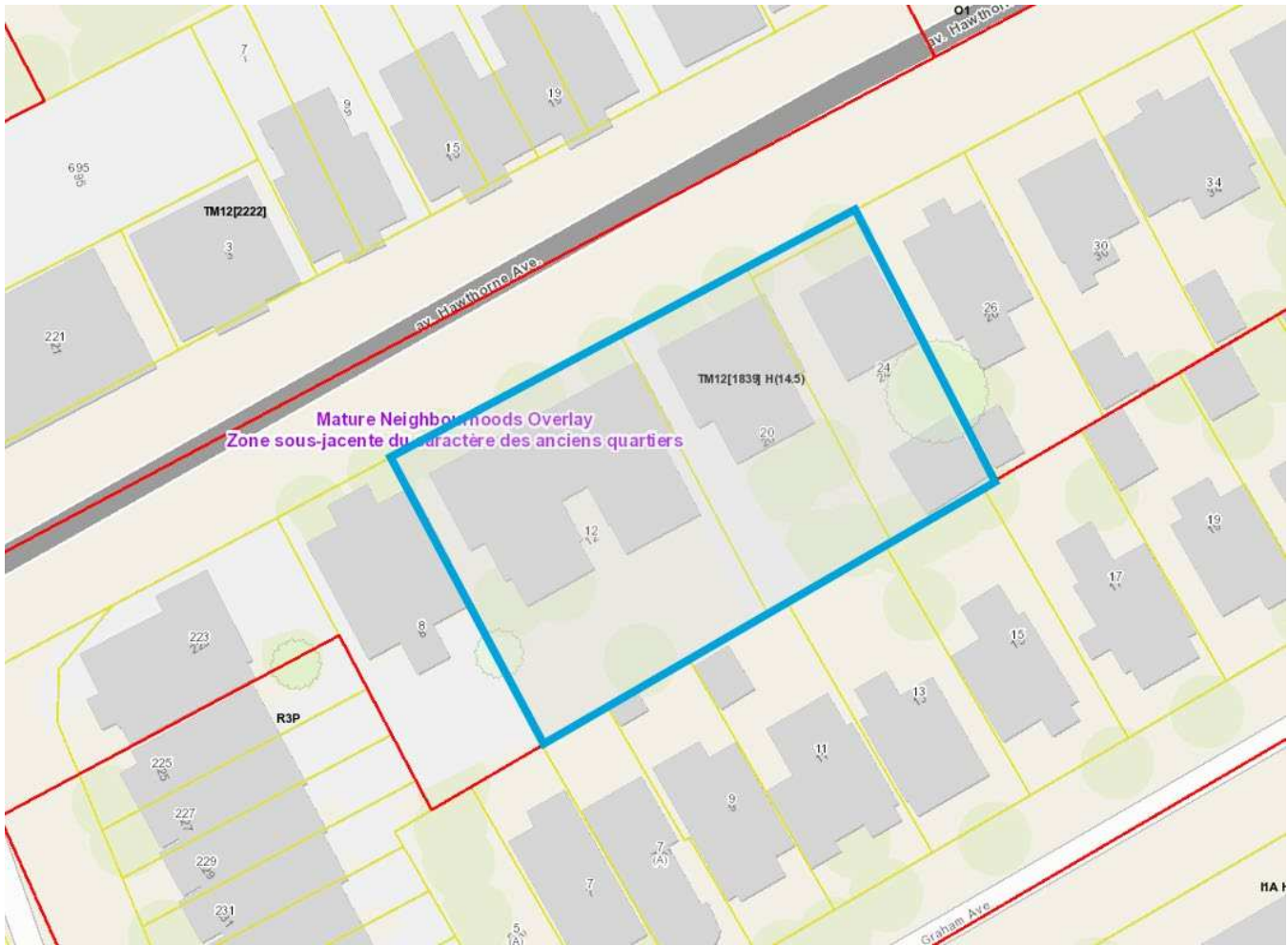


Figure 14: Zoning Map for the subject site

The Traditional Mainstreet zone accommodates a broad range of uses including retail, service commercial, office, residential and institutional uses, and mixed-use buildings. The table below describes zoning provisions and permissions as they currently relate to the subject site.

(TM12 [1839] H(14.5))	Requirement	Proposed	
<p>Permitted Uses</p>	<p>Residential apartment dwelling - low rise, apartment dwelling – mid rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house</p> <p>The TM12 Subzone additionally permits detached dwelling, duplex dwelling, semi-detached dwelling, three-unit dwelling, and townhouse dwelling uses</p> <p>Non-Residential amusement centre, animal care establishment, animal hospital, artist studio, bank, bank machine,</p>	<p>Apartment Dwelling – Mid-Rise permitted.</p>	<p>✓</p>

(TM12 [1839] H(14.5))	Requirement	Proposed	
	catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, emergency service, hotel, instructional facility, library, medical facility, municipal service centre, museum, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, storefront industry, theatre, training centre, urban agriculture		
Min. Lot Width (m)	No minimum	Complies	✓
Min. Lot Area (m²)	No minimum	Complies	✓
Front Yard Setback	Minimum: 2 metres (per Exception 1839) Maximum: 3 metres (per Exception 1839) / Note: where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line	Ground Floor: 0.7 metres Floor 6: 4 metres	x x
Interior Side Yard Setback	Minimum: 1.2 metres for a residential use building	1.2 metres	✓
Min. Rear Yard Setback	7.5 metres abutting a residential zone, and for a residential use building	6.7 metres	x
Min. Building Height	6.7 metres for a distance of 20 metres from the front lot line	20 metres	✓
Max. Building Height	14.5 metres, as per H-suffix	20 metres	x
Urban Exception 1839	/ a parking garage is only permitted below grade / office uses are not permitted on the ground floor / when not a residential use listed in 198(12) (a mid-rise building) and when located in the TM12 zone, residential uses are permitted to a maximum of 50% of the ground floor area of a building that faces Hawthorne Avenue and the non-residential uses on the ground floor must face Hawthorne Avenue (non-residential use is required)	/ All parking is proposed below grade / No commercial office uses are proposed / Residential uses are not proposed at-grade	x
Notes	Where a non-residential use or mixed-use building is proposed:	Proposed development includes an active	✓

(TM12 [1839] H(14.5))	Requirement	Proposed	
	<ul style="list-style-type: none"> <li data-bbox="532 212 1114 331">/ The facade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor; <li data-bbox="532 338 1114 485">/ a minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances; 	entrance and glazing at the ground level.	
Amenity Space Requirements	6m ² per unit, where 50% is required to be communal space. For 67 Units: Communal: 201 m ² Total: 402 m ²	Communal: 270 m ² Total: 690 m ²	✓
Min. Width of Landscaped Area	3 metres abutting a residential zone; may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided	Complies	✓

The table below describes parking requirements applicable to the subject site.

Vehicle and Bicycle Parking Requirements			
Area X of Schedule 1A	<p data-bbox="449 940 1128 1035">Residential / Mixed-Use Parking Requirements 0.5 residential parking spaces required, less the first 12 units = 28</p> <p data-bbox="449 1066 1128 1222">Visitor Parking 0.1 spaces/unit of visitor parking, less the first 12 units to a maximum of 30 spaces = 6</p> <p data-bbox="449 1192 558 1222">Total: 34</p>	Residential: 44 Visitor: 6 Total: 50	✓
Dimensions (Sec. 106)	Each space must be between 2.6m - 3.1m x 5.2m	Complies	✓
Bicycle Parking	0.5 spaces / dwelling unit = 34	36	✓
Bicycle Space Dimensions	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)	Complies	✓

The proposed redevelopment of the site meets the vast majority of provisions and the overall intent of the Zoning By-law. The sought amendments to the zoning are detailed below.

5.0

Requested Zoning By-law Amendment

A Zoning By-law Amendment is being proposed to rezone the site from “TM12 [1839] H(14.5)” to “TM12 [XXXX] H(20)”. The purpose of the amendment is to:

- / Amend the front yard setback requirement from a minimum of 2 metres to a minimum of 0.7 metres.
- / Amend the requirement for a building step back from “2m after the fourth storey” to 2m after the fifth storey.
- / Amend the minimum rear yard setback from 7.5m to 6.7m
- / Increase the maximum building height from 14.5 metres to 20 metres.
- / Allow residential uses to take place at the ground floor across 100% of the building frontage.

Proposed Zoning Exception XXXX:

Exception Number	Applicable Zones	Additional Land Uses	Prohibited Land Uses	Exception Provisions
XXXX	TM12 [XXXX] H(20)			<ul style="list-style-type: none"> / A parking garage is only permitted below grade / Office uses are not permitted on the ground floor / Despite Table 197(c), the minimum front yard setback is 0.7 metres, and the maximum front yard setback is 3 metres subject to subsection 197(4) / Despite Table 197, the minimum rear yard setback is 6.7 metres / A building stepback of 2 metres is required from the front and rear building walls after the fifth storey / Residential uses are permitted to a maximum of 100% of the ground floor area of a building that faces Hawthorne Avenue.

The proposed Zoning By-law Amendment will facilitate the establishment of a 67-unit apartment building in an area supported by an array of transportation options. The amendment would result in the contribution to a consistent, active street frontage consisting of quality materials, abundant lighting, and frequent glazing.

The proposed building height of 20 metres reflects the planned intent in the Old Ottawa East Secondary Plan to accommodate 6-storey buildings on Mainstreets. The reduced front yard setback allows for the building to align with adjacent development to frame the street edge and establish a comfortable public realm.

The reduced rear yard setback is a function of the right of way dedication but still allows for significant rear yard landscaping, and the amenity requirements for the overall building are nonetheless exceeded.

With the building step back taking place at the fifth storey, the proposed building is still able to provide an adequate transition to adjacent properties that takes into consideration the current and future context of the neighbourhood as it evolves per the direction of the New Official Plan and Old Ottawa East Secondary Plan.

6.0 Conclusion

It is our professional opinion that the application for Zoning By-law Amendment is appropriate, represents good planning, and is in the public interest.

- / The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development helps achieve the Official Plan's vision for managing growth in the urban area. Focusing density in areas close to high order transit, while responding to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development is consistent with the direction of the City's new Official Plan including respecting the maximum height of 9 storeys on Main Street Corridors.
- / The proposed development meets the intent of the Old Ottawa East Secondary Plan by promoting the establishment of a 6-storey mid-rise apartment building on a Traditional Mainstreet in a manner that accommodates transitions to adjacent development.
- / The proposed Zoning By-law Amendment aligns with requirements for development along Mainstreets while respecting the planned neighbourhood context.
- / The proposed development responds strongly to the Urban Design Guidelines and requirements applicable to the site.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Scott Alain, MCIP RPP
Senior Planner



Brian Casagrande, MCIP RPP
Partner