



845 CHAMPLAIN STREET
Planning Rationale & Design Brief

December 15, 2023

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APPENDIX A

Conceptual building floor plans and elevations, and zoning relationship



Executive Summary

Stantec Consulting Ltd. (“Stantec”) is retained by Evospace Developments Inc. (the “owner”) for the preparation of a Planning Rationale and Design Brief in support of a zoning by-law amendment for a conceptual low-rise residential development and limited commercial permissions at 845 Champlain Street. The site contains an existing detached dwelling that is to be replaced with a 10-unit stacked dwelling building and associated landscaping, amenity area, and surface parking.

Schedule B8 of the Official Plan identifies the site as being located within the Suburban East Transect Policy Area where it is designated Minor Corridor with an Evolving Overlay. The site is also subject to the Orleans Corridor Secondary Plan. Schedule A of the Secondary Plan designates the site as O-Train Minor Corridor, whereas Schedule B identifies the site’s maximum permitted building height as four storeys. Zoning By-law 2008-250 zones the site as R1N, Residential First Density Zone, Subzone N.

A formal pre-application consultation was held with City staff on March 29, 2023, where it was confirmed that the proposed conceptual development would require a zoning by-law amendment to be supported by a list of identified technical submission requirements. One of the required technical submissions is this Planning Rationale and Design Brief, which serves to demonstrate that the proposal represents an appropriate use of the land.

In accordance with applicable planning policy and supporting technical studies and plans, it is our opinion that the proposed zoning by-law amendment and conceptual development represent good land use planning and it is our recommendation that the application be approved.



1 Context Analysis

1.1 Surrounding Context

The site is located in Orleans (Ward 1) within the City of Ottawa, and more specifically, is situated on the east side of Champlain Street to the south of the Ottawa River and north of Highway 174 and the Place d'Orleans Shopping Centre. The site is a corner lot situated in the southeast quadrant of the Champlain Street and Jeanne d'Arc Boulevard North intersection. The predominant character of this area is low-rise suburban housing of various low and medium density building forms. Dispersed amongst the primarily residential landscape are a number of parkland spaces and schools, which together, reflect the dominant land use mix north of Highway 174, whereas the lands south of the highway contain a broader range of land uses types and densities.

The site is immediately surrounded by the following uses and features:

East Detached house at 8004 Jeanne d'Arc Boulevard North

South Detached house at 847 Champlain Street

West Champlain Street followed by large vacant lots intended for high-density mixed use development

North Jeanne d'Arc Boulevard North followed by a detached house at 839 Champlain Street



Figure 1. Location plan and surrounding context (Google Earth)

1.2 Site Context

The site is a regular shaped corner lot with 32.66 metres of frontage along Champlain Street (Major Collector), 30.49 metres of frontage along Jeanne d’Arc Boulevard North (Major Collector), and a total area of 995.8 square metres. The site is legally described as Part of the West Commons West of Lot 37, Concession 1 (Ottawa Front) Old Survey (PIN 14503-0053).

The site is accessed from a single private approach located along its most southerly Champlain Street frontage. Currently existing on the site is a residential bungalow, two small sheds, and landscaping that consists of two trees at the northwest corner and a hedgerow along the majority of the property boundary. Along the site’s frontages are an above ground Hydro Ottawa Limited (“Hydro”) power line (Champlain Street) and a streetlight, fire hydrant, three utility boxes, and a transit stop (Jeanne d’Arc Boulevard North).



Figure 2. 2022 streetview context of the site (Google Streetview)



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Figure 3. 2021 aerial context of the site (GeoOttawa)

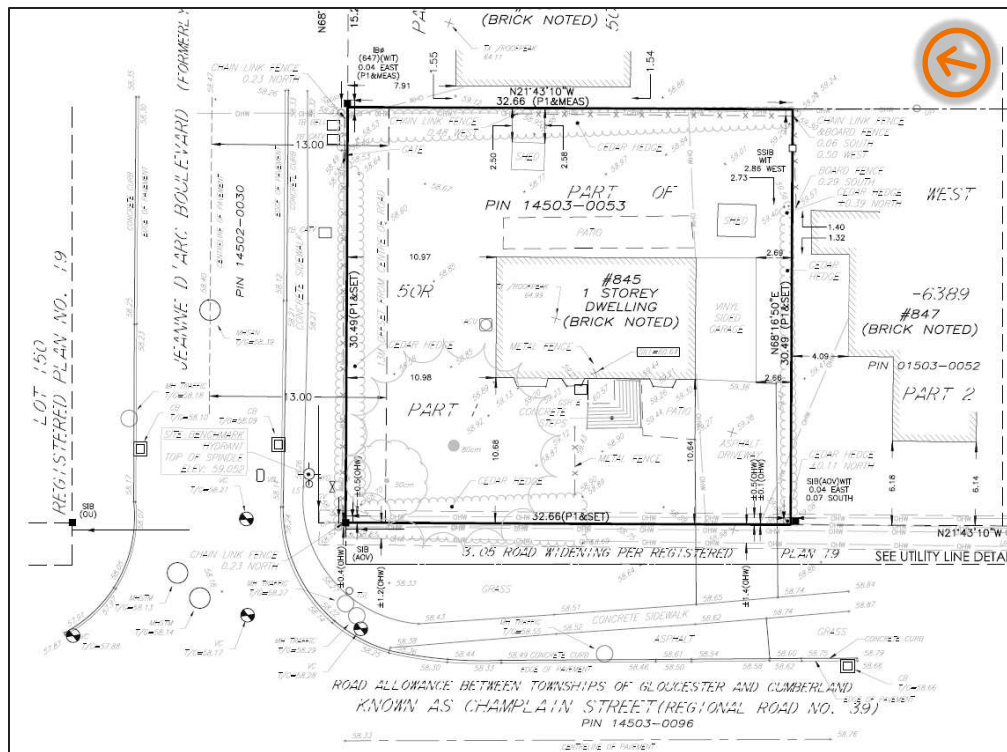


Figure 4. Survey plan excerpt (Stantec Geomatics Ltd.)



2 Proposal

2.1 Proposed Conceptual Development

The owner of the site is proposing a conceptual development for the site that would consist of a low-rise residential form and would require a zoning by-law amendment. Accordingly, the owner is proposing a zoning by-law amendment to support the conceptual development and to add the residential neighbourhood commercial suffix, which allows for limited commercial permissions scaled to the context of the site and that are similar in nature to home-based business permissions which apply in any zone that permits residential uses.

The conceptual development consists of a stacked dwelling building typology of low-rise height with a total of 10 walk-up dwelling units in a range of sizes and layouts, all of which are capable of accommodating multiple bedrooms to appeal to a wide demographic. The conceptual building design includes main entrance walk-ups that face the adjacent streets, and private amenity space for each dwelling unit in the form of a terrace, porch, or balcony. Communal amenity that meets the minimum required by zoning is provided in two separate landscaped areas, the first being the interior side yard (24 m² of amenity area) and the second being the rear yard (13 m² of amenity area).

The concept represents a form of missing middle intensification that will introduce a density and transitional built form that is appropriate for a site designated Minor Corridor and subject to the Evolving Overlay in the Official Plan. As confirmed with City staff, site plan control approval is not required for residential developments of 10 or less dwelling units (includes additional dwelling units) and associated parking spaces (one per dwelling unit is proposed) per Subsections 41(1) and 41(1.2) of the Planning Act, which state:

Site Plan Control Area

41(1) In this section,

“development” means the construction, erection or placing of one or more buildings or structures on land or the making of an addition or alteration to a building or structure that has the effect of substantially increasing the size or usability thereof, or the laying out and establishment of a commercial parking lot or of sites for the location of three or more trailers as defined in subsection 164 (4) of the Municipal Act, 2001 or subsection 3 (1) of the City of Toronto Act, 2006, as the case may be, or of sites for the location of three or more mobile homes as defined in subsection 46 (1) of this Act or of sites for the construction, erection or location of three or more land lease community homes as defined in subsection 46 (1) of this Act. R.S.O. 1990, c. P.13, s. 41 (1); 1994, c. 4, s. 14; 2002, c. 17, Sched. B, s. 14 (1); 2006, c. 32, Sched. C, s. 47 (8). [residential parking lots are not considered “development” subject to a site plan control area]

Same



(1.2) Subject to subsection (1.3), the definition of “development” in subsection (1) does not include the construction, erection or placing of a building or structure for residential purposes on a parcel of land if that parcel of land will contain no more than 10 residential units, unless the parcel of land includes any land in a prescribed area. 2022, c. 21, Sched. 9, s. 11 (1); 2023, c. 10, Sched. 6, s. 9 (1). [proposals of 10 or less dwelling units are not considered “development” subject to a site plan control area]

Figure 5 contains an extract of the concept plan prepared in support of the proposed zoning by-law amendment, with Appendix A containing conceptual building floorplans and elevations. A concept plan is sufficient for supporting a zoning by-law amendment as it provides enough detail to demonstrate the function and form of the proposed use, and to also rationalize the aspects of the zoning by-law that are subject to the requested amendment, which include three provisions and the addition of the residential neighbourhood commercial suffix.

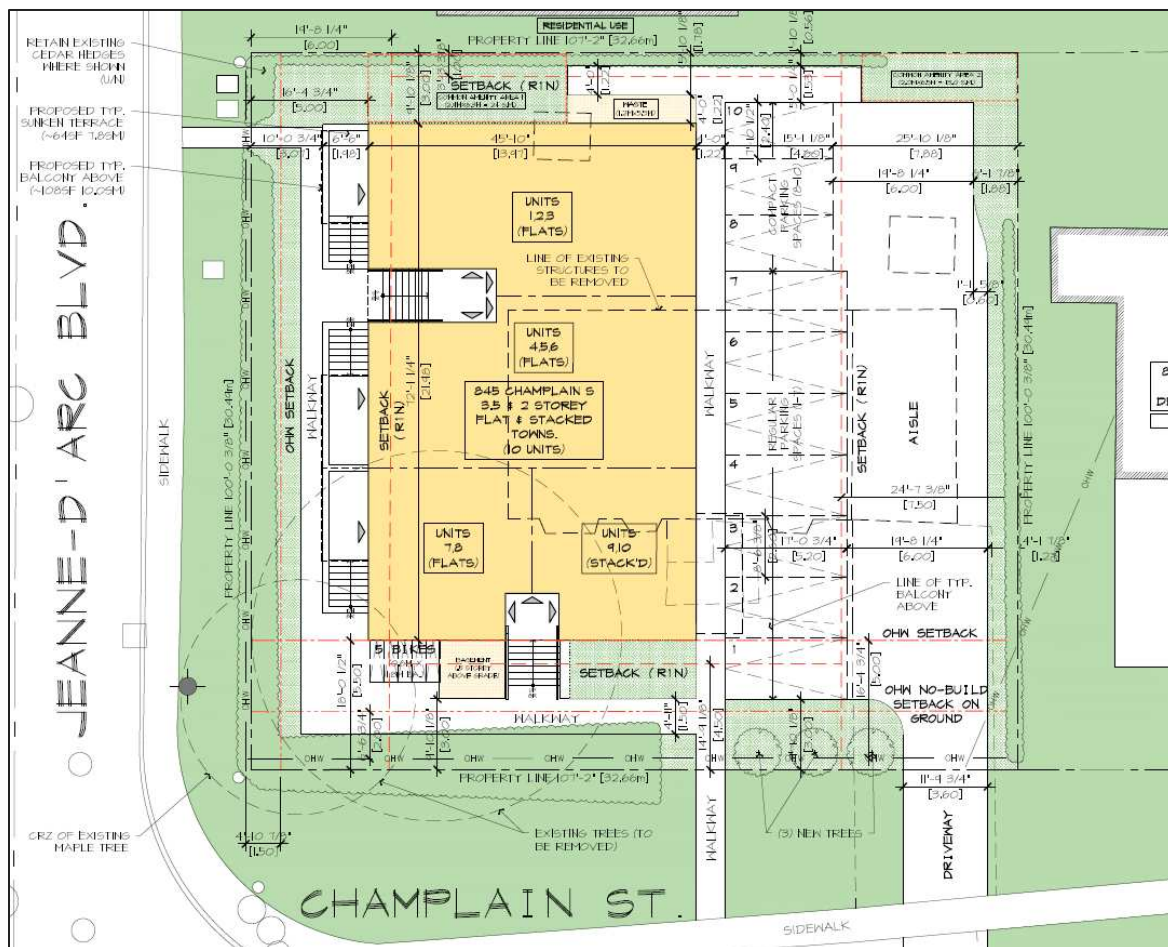


Figure 5. Extract of Concept Plan prepared by PC Architect, dated December 13, 2023

Vehicle access to the site is planned to remain along the site’s southwest frontage with a proposed driveway width of 3.6 m, which is a reduction from the existing width of 6 m. The location of the private approach ensures it does not conflict with existing right-of-way features along Jeanne d’Arc Boulevard North and that it remains setback as far as possible from the adjacent intersection. Parallel to the



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driveway is a proposed pedestrian walkway providing access to the site from the public sidewalk along Champlain Street. Similarly, a proposed walkway along the site's north frontage will provide pedestrian access from the site to the public sidewalk along Jeanne d'Arc Boulevard North.

Proposed outdoor bicycle parking will be located in the corner side yard and will consist of a ground mounted rack for five spaces that are accessed from a proposed walkway. Vehicle parking on site shows a total of 10 vehicle spaces located within the site's rear yard, three of which are reduced in size to 2.4 m by 4.6 m. The vehicle spaces are accessed from a six-metre wide drive aisle (minimum required width) extending from the driveway at the southwest corner of the site. The proposed parking will be partially screened from its surroundings by landscaping, fencing, and building placement.

The conceptual landscaping for the site includes the retention, where possible, of the site's existing perimeter hedges. Newly proposed landscaping may consist of trees, manicured grass, and hardscape. The Tree Information Report submitted in support of the application notes that a distinctive spruce tree is to be removed due to conflict with the conceptual development, and so compensation for removal would be in the form of three replacement trees or a monetary value.

Parkland dedication is to be addressed as cash-in-lieu of parkland (CILP), and is to be based on the property's area, being 995.8 square metres, and the proposed density. Subsection 42(2.1)(b) of the Planning Act confirms that the applicable CILP amount in this case is to be based on the value of the land the day an application for a zoning by-law amendment is made. Subsection 42(6.0.1) of the Planning Act identifies the CILP rate as being one hectare per 1,000 net residential units, with net residential units being the total amount of proposed units after subtracting the total amount of existing units, which in the case of the proposal, results in 9 dwelling units (10 proposed minus one existing). Per Subsection 42(3.3)(a) of the Planning Act, the CILP rate is capped at 10% of the area of the land being developed, which in the case of the proposed land to be developed, is 99.58 square metres. The calculation for determining the area to be subject to the CILP valuation is provided below:

- **Alternative CILP Rate:** $10,000 \text{ m}^2$ (1 hectare) / 1,000 dwelling units = 10 m^2 per dwelling unit
- **Ten percent maximum land area subject to CILP:** 995.8 m^2 (0.1) = 99.58 m^2
- **CILP calculation for the subject site:** 9 net residential units (10 m^2) = 90 m^2
- **Land area to be subject to CILP valuation:** The alternative rate results in an amount less than the 10% maximum, and so the CILP calculation is to be based on the value of 90 m^2 .

2.2 Zoning By-law Amendment

The conceptual development requires a zoning by-law amendment to permit the following

- upzoning from R1N to R4N[xxxx]-c to permit a stacked dwelling;
- a reduction in required front and corner side yard setback provisions;



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- a reduction in the interior side yard setback for an enclosed communal waste storage room connected to the building;
- to add the residential neighbourhood commercial suffix.

The site is currently zoned R1N – Residential First Density Zone, Subzone N, and the intent is to rezone it to an R4N exception zone with the commercial suffix (the exception will serve to address the required relief from R4N performance standards). Figure 6 provides an overview of the area zoning and proposed site-specific zone, Table 1 consists of a zoning compliance matrix for the R4N zone and other applicable provisions, and Table 2 details the proposed zoning amendments for the site with rationale summaries to be read in conjunction with Section 3 of this report.



Figure 6. Zoning map with proposed site-specific zoning (GeoOttawa)

Table 1. Zoning compliance matrix for the R4N zone and other applicable provisions (red cells form part of the amendment)

By-Law Section	Provision (Stacked Dwelling)	Required & Permitted	Proposed
Table 162A	Minimum lot width	18 m	30.49 m
	Minimum lot area	540 m ²	995.8 m ²
Table 162A & 161(9)	Maximum building height	14.5 m and not more than 4 storeys	≤ 13.5 m (3.5 storeys)
Table 162A	Minimum front yard setback	6 m	5 m
Table 162A	Minimum corner side yard setback	4.5 m	3 m
Tables 162A & 162B Endnote 4	Minimum rear yard setback	1 m	12.11 m
Tables 162A & 162B Endnote 3	Minimum interior yard setback	3 m and the yard must be landscaped	3 m landscaped yard, with the exception of a communal waste storage room having a setback of 1.78 m



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Table 65(5)(b)	Permitted projection into the front and corner side yard for fire escapes, open stairways, stoop, landing, steps and ramps	i) where at or below the floor level of the first floor: 2. no closer than 0.6m to a lot line	3.07 m (front lot line)
Table 65(5)(c)	Permitted projection into the front and corner side yard for Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings	2 metres, but no closer than 1 metre from any lot line.	±1.98 m projection that is ±3.07 m from the front lot line
110(1)(a)	Minimum required landscaping buffer around a parking lot of 10 or less spaces	(a) abutting a street: 3 m	3 m
		(b) not abutting a street: none	NA
110(1)(b)	Minimum required landscaping within a parking lot	15%, and may consist of landscaped islands, landscaped medians, pedestrian pathways or public plazas	29.9% (125 m ²)
161(8)	Minimum required landscaped area for a lot containing a stacked dwelling	30% of lot area	33.9% (337.8 m ²)
By-law No. 2023- 435	(11) In the R1, R2, R3, R4, and R5 zones:	(a) No more than 70 per cent of the rear yard area may be occupied by parking spaces and driveways and aisles accessing parking.	70%
		(b) At least 15 per cent of the rear yard area must be provided as soft landscaping.	19%
137(5)	Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54 m ² or more		NA - see Note 4
137(6)	A stacked dwelling of 9 or more dwelling units requires a total amenity area of 6 m ² per dwelling unit, with a minimum communal amenity area of 50% of the total amount required	Total amenity required: 60 m ²	≥60 m ² (private terraces, balconies, and porches)
		Communal amenity required: 30 m ²	37 m ² (one space of 24 m ² in the interior side yard and one space of 13 m ² in the rear yard)
		Layout of communal amenity area: aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	NA - the total required amount of communal amenity area is less than 54 m ² (30 m ²), and so there is no requirement for the layout of the area.
Table 111A(b)(i)	Bicycle parking space rates: 0.5 per dwelling unit	5 spaces	5 spaces
107(1)(aa)(i)	Maximum width for a driveway providing access to a parking lot of less than 20 parking spaces	3.6 m	3.6 m
107(1)(c)(ii)	In the case of a parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide		6 m
101(5)(d), 101(3)(a), Table 101	Minimum required parking for an Area C residential use building with an active entrance within 600 metres of a rapid transit station is based on Area X rates, being 0.5 per dwelling unit for a stacked dwelling. However, subsection 101(3)(a) states that within Area X no parking is required for the first twelve units of a residential use. In applying subsection 101(5)(d), although not specifically stated, the intent is for parking to not be required for the first 12 dwelling units.	0	10



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102(5), 102(2), Table 102	<p>Minimum required visitor parking for an Area C residential use building with an active entrance within 600 metres of a rapid transit station is based on Area X rates, being 0.1 per dwelling unit for a stacked dwelling</p> <p>However, subsection 102(5) states subsection 101(5)(d) applies with necessary modification to section 102 for the purposes of applying Table 102 and subsections 102(2) and 102(3).</p> <p>Subsection 102(2) states that no visitor parking is required for the first twelve dwelling units on a lot.</p>	0	0
103(1)	Maximum Limit on Number of Parking Spaces within 600 metres of Rapid Transit Stations	Does not apply to stacked dwellings (for context purposes the maximum rate for apartments is 1.75 spaces per dwelling unit)	NA
106(3)	Maximum amount of parking spaces in a parking lot that may be reduced to a minimum of 4.6m long and 2.4m wide	50% (5 spaces as 10 are proposed)	3
Notes:	<ol style="list-style-type: none"> 1. Vehicle and bicycle parking spaces are to comply with the provisions of Section 106 and 111. 2. The proposed residential building will have active entrances located approximately 600 metres from the Place d'Orleans rapid transit station, which will vary slightly depending on where the measurement is taken at the transit station and the entrances of the proposed building. This distance will shorten by 100 metres once the new LRT station is operational. The intent of provision 101(5)(d) is met. 3. Although proposed, communal waste storage is not required per Subsections 143(b)(iii) and 143(d). 4. Subsection 137(5) states: <i>minimum required communal amenity area may only be included as part of a required landscaped buffer</i> [emphasis added] <i>where it is aggregated into areas of 54 m² or more.</i> The locations of the proposed communal amenity area are within yards (interior side and rear) requiring landscaping, however, none of those landscaping requirements are “buffer” specific, except for the requirement of Subsection 110(1)(a), that requires a 3 m landscape buffer between a parking lot of 10 or less spaces and a street, which is not relevant to the locations of the proposed communal amenity area. Accordingly, the locations of the proposed communal amenity area do not conflict with Subsection 137(5). 		

Table 2. Proposed zoning amendments and summary rationale

Amendment Summary	Summary Rationale (to be read in conjunction with Section 3 of this report)
Add Residential Neighbourhood Commercial Suffix	The Residential Neighbourhood Commercial Suffix is appropriate for the subject site as it will provide flexibility for the site to accommodate limited commercial permissions that align with the intent of policies in the Official Plan and Secondary Plan (see respective review sections of this report). The inclusion of the residential neighbourhood commercial suffix was requested by City staff, and allows for limited commercial permissions scaled to the context of the site and that are similar in nature to home-based business permissions which apply in any zone that permits residential uses.
Reduction in minimum required front yard (6m to 5m) and corner side yard (4.5m to 3m) setbacks	Proposed setbacks are appropriate for a corner lot designated Minor Corridor and subject to the Evolving Overlay in the Official Plan, and that is across the street from land intended for high-rise mixed-use intensification and is approximately 600 metres from a rapid transit station. <ul style="list-style-type: none"> - The policy direction for the site leans towards a denser and more compact environment which is supported by the proposed minimal reduction in the required front and corner side yard setbacks, as it provides conditions supportive of a stronger relationship between the street and building. - The setbacks will not prevent the site from having space available for parking, access, or landscaping.
Reduction in minimum required interior side yard for a communal waste storage room connected to a building (3m to 1.78m)	Communal waste storage is not required per Subsections 143(b)(iii) and 143(d), however, it is a desirable feature for a development of this context. Communal waste storage is proposed as an enclosed room projecting from the building into the required interior side yard. It is understood that through coordination between the owner and the City's Waste Collection Services group, the room has been designed to the minimum size required for accommodating collection bins. <p>As the room will be fully enclosed and limited in size in accordance to its function, it will present more as a projection into the interior side yard than a part of the building with living space, and so the impact of this will be negligible as there will remain space for landscaping and access to and through the interior side yard, and the room will not adversely impact privacy on the neighbouring property, all of which are purposes for yards.</p>



3 Policy Review & Justification

3.1 Provincial Policy Statement 2020

The Provincial Policy Statement (PPS) provides policy direction on planning matters for the Province of Ontario. This direction can be generally described as being for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed zoning by-law amendment in support of conceptual residential intensification is consistent with the applicable policies of the PPS.

Section 1.0 Building Strong Healthy Communities

Section 1.1.1 sets out criteria whereby healthy, livable, and safe communities are sustained, which include such things as: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types (including multi-unit housing) and employment (including commercial); promoting transit-supportive development, intensification, and infrastructure planning for cost-effective development patterns; and, promoting efficient use of land and infrastructure by directing growth to service areas.

1.1.3.2 states, in part, that land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

1.1.3.3 states that 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 [...].

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

1.3.1 states, in part, that planning authorities shall promote economic development and competitiveness by: providing opportunities for a diversified economic base; support for a wide range in economic activities and ancillary uses; and, encourage compact mixing of uses to support liveable and resilient communities.

1.4.3 states, in part, that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities; 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; and, 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.

1.6.6.2 states, in part, that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

1.7.1 states, in part, that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; and, encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

The proposed zoning by-law amendment to support a conceptual low-rise, medium-density residential development is consistent with the applicable policy statements of Section 1 of the PPS, as it will:

- Allow for a modest increase in density on a lot that is appropriately located and sized to accommodate it;
- Allow for the site to achieve its planned function as land designated for evolution in the Official Plan towards a more dense and compact form (designated Minor Corridor, subject to an Evolving Overlay, and directly across from a designated Hub and Protected Major Transit Station Area);
- Provide a residential building typology that is compact, allows for a range in unit sizes, and can accommodate small scale home businesses / commercial uses to serve the local area;
- Intensify the use on an underutilized lot in proximity to transit and complementary land uses;
- Responds to the provincial and City-wide housing crisis by establishing development standards for residential intensification which minimize the cost of housing; and,
- Optimize use of existing services and infrastructure.

Section 2.0 Wise Use and Management of Resources

Section 2 of the PPS contains policy statements regarding the wise use, management, and protection of significant resources.

No impacts on matters relating to resources under Section 2 of the PPS are anticipated as a result of the proposed zoning by-law amendment and residential development.

Section 3.0 Protecting Public Health and Safety

Section 3 of the PPS contains policy statements that direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

No impacts on public health and safety are anticipated as a result of the proposed zoning by-law amendment and residential development.



The proposed zoning by-law amendment in support of conceptual residential intensification is consistent with the applicable policies of the PPS.

3.2 Official Plan 2022

The City of Ottawa Official Plan (OP) is the primary long-term policy document intended to guide growth and development to the year 2046 through the use of goals, objectives, and policies. The following policy review demonstrates how the proposed zoning by-law amendment in support of a conceptual residential development conforms to the OP.

3.2.1 GROWTH MANAGEMENT FRAMEWORK

Subsection 3.2 of the OP contains policies on the City's objective to support intensification. Below is a review of policies from Subsection 3.2 with particular relevance to the proposed zoning by-law amendment to permit a form of residential intensification.

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them [...]. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The details of the conceptual development as well as the physical and policy context of the site will allow for the site's planned function to be achieved through the proposed zoning by-law amendment, as demonstrated by the below points:

- Located along and designated as a Minor Corridor;
- Directly across from a Hub and Protected Major Transit Station Area (PMTSA);
- Subject to an Evolving Overlay;
- Within 600 metres of a rapid transit station;
- Within a 15-minute walking distance of major neighbourhood amenities; and,
- Provides opportunity for multi-bedroom units and limited commercial permissions to appeal to a wider demographic.

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. [...].

The subject site is serviced municipally, and an adequacy of services report was completed and provided in support of the application to demonstrate that the existing services are adequate for supporting the



conceptual residential intensification. As detailed later in this report, the proposal is in conformity with the applicable policies of the Suburban (East) Transect Policy Area and the Evolving Overlay.

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

b) large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

In a neighbourhood consisting primarily of single detached dwellings, and at a visible juncture in context, the proposal seeks to introduce permissions for a conceptual residential typology (stacked dwelling) that includes 10 ground-oriented dwelling units of varying size.

3.2.2 TRANSECT & OVERLAY

Subsection 5.4 of the OP contains policies for lands within the Suburban Transect Policy Area. Schedule B8 identifies the site as being located within the Suburban (East) Transect Policy Area, which generally includes the community of Orleans. Below is a review of text and policies from Subsections 5.4 and 5.6 with particular relevance to the proposed zoning by-law amendment to permit a form of residential intensification with limited commercial permissions.

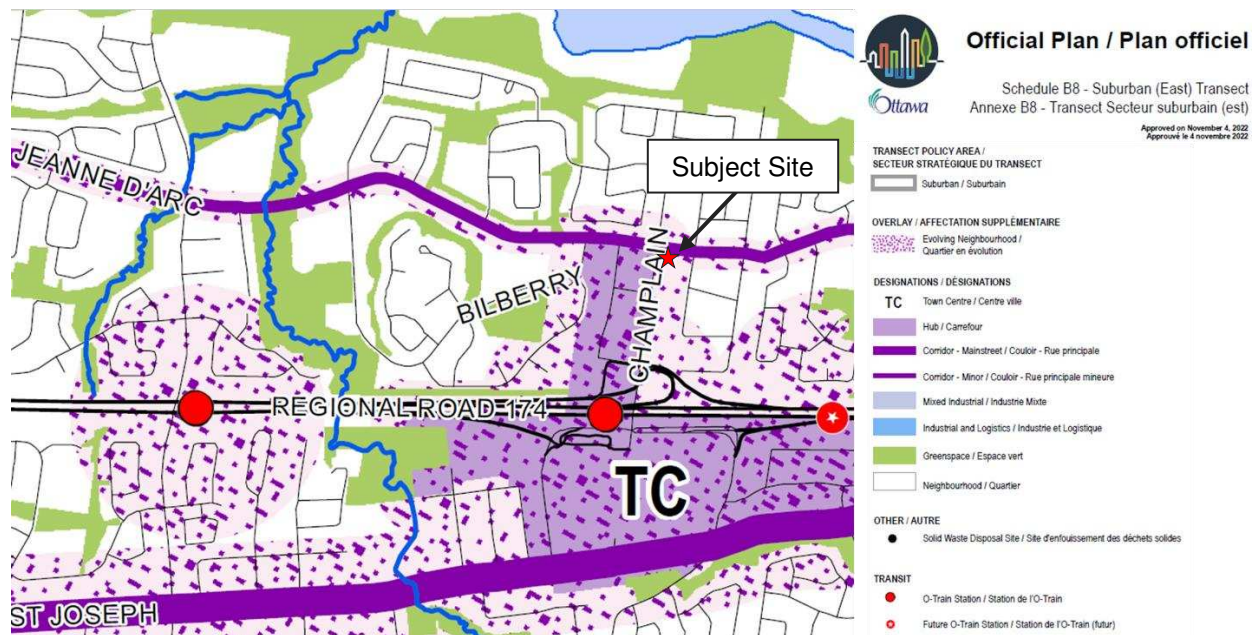


Figure 7. Excerpt of Schedule B8 of the Official Plan (City of Ottawa)

5.4 [...] our focus in the three major suburbs will be to complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhoods. The planning challenge is to introduce more viable public transit and active mobility options neighbourhood wide in each of the major suburban communities [...], help functional hubs and corridors to emerge and develop and encourage

more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be very gradual within a fundamentally suburban pattern, with more substantial changes focused to strategic locations.

The proposal seeks to permit more diverse housing forms and limited commercial permissions within a strategic location that is designated Minor Corridor, is subject to the Evolving Overlay, is adjacent to a Hub and PMTSA, and is in proximity to a rapid transit station and major neighbourhood amenities.

5.4.1.2 The Suburban Transect is generally characterized by low- to mid-density development. Development shall be:

- b) low-rise along Minor Corridors, however, the following policy direction applies:
 - i) mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan.

Although mid-rise building heights can be considered through the proposed rezoning, the request maintains building heights up to four storeys, which aligns with the direction of the Orleans Corridor Secondary Plan.

5.4.1.3 In the Suburban Transect, this Plan shall support:

- a) A range of dwelling unit sizes in:
 - i) Multi-unit dwellings in Hubs and on Corridors

The proposal will permit opportunity for a range in dwelling unit sizes within a multi-unit building typology on a site designation Minor Corridor.

5.4.3.c) Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys.

The proposed building height would be less than four storeys.

5.4.2.1 In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:

- a) Supporting the introduction of high-density mixed-use urban environments at strategic locations close to rapid transit stations.

5.6.1 The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

5.6.1.1.1 The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor



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Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns [...].

The site is within a strategic location that is designated Corridor, is subject to the Evolving Overlay, is adjacent to a Hub and PMTSA, and is in proximity to a rapid transit station and major neighbourhood amenities. Accordingly, a higher-density, mixed-use environment that permits new built forms and functions achieves the intent of this policy.

5.6.1.1.2 Where an Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

The proposed zoning standards are consistent with the planned characteristics of the Evolving Overlay area, recognizing that these standards may permit forms that differ from the existing characteristics of the area.

5.6.1.1.3 In the Evolving Overlay, the City:

- a) The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan.

The proposal will permit low-rise intensification supported by the intent of OP policies regarding density, built form, and site design for land of this planned context.

5.6.1.1.6 Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed zoning standards will support the following urban characteristics intended for lands subject to the Evolving Overlay:

- Reduced front and corner side yard setbacks for an emphasis on the built form relationship to the street;



- Principal entrances and walk-ups near grade with a direct relationship to the street;
- Appropriate lot coverage;
- Functional side yard setback with adequate space for access, landscaping, and communal amenity area;
- Small areas of formal landscaping; and,
- Conceptual parking that is not front facing, is not closer to the street than the building, that utilizes small space provisions, and that is capable of being screened from the street through location and landscaping.

3.2.3 URBAN DESIGNATION

Subsection 6.2 of the OP contains policies for lands designated Minor Corridor. Schedule B8 identifies the site as being designated Minor Corridor, as it abuts Jeanne d’Arc Boulevard North (see Figure 6). Below is a review of text and policies from Subsection 6.2 with particular relevance to the proposed zoning by-law amendment to permit a form of residential intensification.

6.2 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 proposal aligns with the intent of the Minor Corridor designation.

6.2.1.1 Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

a) Generally, a maximum depth of:

ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor.

The entirety of the subject site is within the Minor Corridor designation.

6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. [...].

The conceptual development supported by the proposed zoning standards results in a building location that is nearest the Minor Corridor and adjacent side street.

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.



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The proposal is to permit an appropriate form and density of residential housing and limited commercial permissions with site-specific zoning standards.

6.2.1.4 Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

The proposed zoning standards and conceptual development result in a building location that is nearest the Minor Corridor and adjacent side street, with front entrances along those street facing walls. The single vehicle access to the site is from the side street and is located at the southwest corner of the site, furthest from the adjacent intersection.

3.2.4 CITY-WIDE POLICIES

Section 4 of the OP contains City-wide policies categorized under themed subsections, some of which relate to mobility, housing, urban design, servicing, and natural features. Below is a review of text and policies from each of the noted subsections with particular relevance to the proposed zoning by-law amendment to permit a form of residential intensification.

Mobility

4.1.2.6 New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

The conceptual development provides a direct connection to the existing sidewalks along both frontages.

4.1.4.11 Surface parking lots should be designed to meet all of the following:

- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and
- b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and
- c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
- d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and
- e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and



f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

The design of the conceptual development addresses aspects of the above policy by:

- Maintaining a single private approach to the site with a reduction in driveway width from what exists;
- Providing safe, direct, and well-defined pedestrian and cycling connections between the public street and building;
- Providing landscaping additional to what is required for a surface parking lot per the zoning by-law; and,
- Being capable of evolving over time to facilitate future intensification.

Housing

4.2 [...]. Healthy communities include a variety of housing types. [...]. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

4.2.1.1 A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.

4.2.1.2 The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

4.2.1.5 Where the Zoning By-law permits a dwelling, a home-based business shall also be permitted. The provisions of the Zoning By-law shall contain regulations to ensure appropriate integration so that home-based businesses do not adversely impact neighbouring properties by virtue of their appearance or function or by attracting large volumes of automobile traffic.



The proposal seeks to increase the range of permitted, low-rise residential uses and neighbourhood scaled commercial uses, with zoning standards appropriate for the site's planned function. The conceptual development consists of a stacked dwelling typology that is unique and capable of including units of different sizes and with opportunity for flexible arrangements to cater to a wide-ranging demographic. The conceptual surface parking allocates one space per dwelling unit, which reflects market conditions and the suburban context of the area.

Urban Design

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

4.6.5.3 Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

4.6.6.6 Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed zoning standards and conceptual development respond to site and surrounding context, conform to policies of the Suburban Transect and Evolving Overlay, and allow for a building to frame the adjacent streets with an appropriate relationship with the public realm. The single vehicle access to the site is reduced in width from what exists, is from the side street, and is located at the southwest corner of the site, furthest from the adjacent intersection. The conceptual site design limits interruptions along the street and provides space for landscaping in the corner side yard to allow for vegetation to partly screen the rear yard parking. Space for landscaping is also provided in the front yard, interior side yard, and rear yard with a perimeter strip shown around the property. The conceptual building design includes main entrances and walk-ups near grade, and private amenity space for each dwelling unit in the form of a terrace, porch, or balcony (communal provided outdoors in the interior side yard and rear yard). Waste storage is to be enclosed in a room projecting from the building into the interior side yard.

Drinking Water, Wastewater and Stormwater Infrastructure

4.7.1.23 Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal.

4.7.2.2 Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).



The subject site is municipally serviced, and an adequacy of services report was completed and provided in support of the application to demonstrate that the existing services are adequate for supporting the conceptual residential intensification.

Natural Heritage, Greenspace and the Urban Forest

4.8.2.3 Growth, development and intensification shall maintain the urban forest canopy and its ecosystem services, in accordance with Subsection 4.8.2, Policy 6) and the following:

- a) Preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil as recommended by a Landscape Architect;
- c) Planning and development decisions, including Committee of Adjustment decisions, shall have regard for short-term, long-term and cumulative impacts on the urban forest at the neighbourhood and urban-wide scale;
- d) When considering impacts on individual trees, planning and development decisions, including Committee of Adjustment decisions, shall give priority to the retention and protection of large, healthy trees over replacement plantings and compensation; and
- e) Planning and development review processes shall support the goals and effective implementation of the Tree Protection By-law, including early consideration of trees in application and business processes.

4.8.2.6 When considering impacts on the urban forest and trees, approvals and Tree Permits shall not be denied for development that conforms to the Zoning By-law or for Zoning By-law amendments, variances and consents that conform to the Official Plan. Council or the Committee of Adjustment may refuse a planning application if it fails to provide space and adequate volume of soil for existing and/or new tree(s). Approvals granted by Council or Committee of Adjustment may include conditions to support tree protection, removal and replanting. The City and the Committee of Adjustment may refuse a development application where it deems the loss of a tree(s) avoidable. This policy shall also apply to a community planning permit approved through delegated authority or Council.

The proposed zoning standards and conceptual development seek to retain, where possible, the site's perimeter hedgerow, and to provide space for new plantings. The Tree Information Report prepared for the application identifies two private trees along the intersection that would need to be removed to support the conceptual development, and for three replacement trees to be planted in areas identified on site as compensation since one of the trees to be removed is a distinctive tree. The details of any tree removals and compensation will be addressed as part of a future permitting process when formal Building Permits and Tree Permits are applied for.

3.3 Secondary Plan

The site is subject to the Orleans Corridor Secondary Plan (the "SP"), which received Council approval on September 21, 2022, and consists of sections currently under appeal to the Ontario Land Tribunal. Per direction from City staff it is understood that the policies relevant to the proposal are not subject to the noted appeals and are therefore considered in effect. Schedule A of the Secondary Plan designates the



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site as O-Train Minor Corridor, whereas Schedule B identifies the site's maximum permitted building height as four storeys. The following review demonstrates the proposal conforms to the relevant policies of the SP.

2.4 Goals and Objectives

The goals and objectives of this Plan seek to provide a wider variety and density of housing and employment options for residents of Orléans in proximity to the new O-Train stations to create 15-minute neighborhoods. [...].

The proposal will help to contribute towards a 15-minute neighbourhood as it seeks to permit more diverse housing forms and limited commercial permissions within a strategic location that is in proximity to a rapid transit station and major neighbourhood amenities, and that under the parent Official Plan is designated Corridor, subject to the Evolving Overlay, and is adjacent to a Hub and PMTSA.

4. Policies that Apply to the Entire Plan Area

4.2.3 Development shall minimize conflict between vehicles, pedestrians and cyclists and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities, where possible, into the design of the building.

4.2.6 New buildings shall, wherever possible, include active frontages facing the public realm [...].

4.2.7 Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.

4.2.8 Residential units at-grade that face a public or private street will each be designed with an individual entrance.

4.2.10 New development shall frame their adjacent streets [...].

4.5 Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses [...].

4.11.3 Surface parking lots will generally be placed at the rear of properties, or otherwise visually screened from the public realm.

4.11.6 Continuous urban street facades with minimal curb cuts are encouraged.

4.11.9 On-site storage and logistical functions such as solid waste management and removal, should occur within buildings, underground, or in a well-designed area that is visually screened from the public realm and where noise is mitigated from the general public and nearby residential uses.

The proposed zoning standards and conceptual development respond to site and surrounding context, conform to policies of the Suburban Transect and Evolving Overlay, and allow for a building to frame the adjacent streets with an appropriate relationship with the public realm. The single vehicle access to the site is reduced in width from what exists, is from the side street, and is located at the southwest corner of



the site, furthest from the adjacent intersection. The conceptual site design limits interruptions along the street and provides space for landscaping in the corner side yard to allow for vegetation to partly screen the rear yard parking. Space for landscaping is also provided in the front yard, interior side yard, and rear yard with a perimeter strip shown around the property. The conceptual building design includes main entrances and walk-ups near grade, and private amenity space for each dwelling unit in the form of a terrace, porch, or balcony (communal provided outdoors in the interior side yard and rear yard). Waste storage is to be enclosed in a room projecting from the building into the interior side yard.

5. [...] These corridors [St. Joseph Corridor and O-Train Minor Corridor] will diversify to include permissions for multi-unit low-rise, mid-rise, and some high-rise housing, as well retail, employment and community elements so that the corridors will become destinations. [...]

5.4.1 The O-Train Minor Corridor designation will be characterized by a low-rise residential built form.

5.4.3 Small-scale commercial activities are permitted on the ground floor of any building fronting onto Jeanne d'Arc Boulevard.

The proposed zoning standards and conceptual development reflect a low-rise built form with opportunity for limited commercial uses.

3.4 Urban Design Guidelines

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the city. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City. It is important to note that the concept plan provided in support of the proposed zoning by-law amendment is conceptual in nature, and as confirmed with City staff, would not require site plan control approval, and so the level of design detail is reflective of the nature of the application, being a request to amend the site's zoning to permit appropriate intensification.

The one specific guideline with relevance to the proposed zoning by-law amendment and conceptual intensification is the Urban Design Guidelines for Low-rise Infill Housing. Although the proposal is for intensification of an existing property and not infill of a vacant or newly created property, there are relevant guidelines from the document that the proposal has shown consideration for. The noted document was published in 2012 with the purpose of acting as a framework for the physical layout, massing, functioning, and relationships of infill buildings to their neighbours. Below is a review of how the proposal has consideration for guidelines of the Urban Design Guidelines for Low-rise Infill Housing.



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Table 3. Urban design guideline review

Guideline	Design Response
Streetscapes 1.1, 1.6	<ul style="list-style-type: none"> - The proposed zoning standards and conceptual development respond to site and surrounding context and allow for a building to frame the adjacent streets with an appropriate relationship with the public realm. - The conceptual site design limits interruptions along the street and provides space for landscaping in the corner side yard to allow for vegetation to screen the rear yard parking. - Space for landscaping is also provided in the front yard, interior side yard, rear yard, and as a perimeter strip around the property, with the larger spaces intended to accommodate any required compensation trees resulting from the removal of an existing distinctive tree per the submitted Tree Information Report. - The conceptual building design includes main entrances and walk-ups near grade that have pathways connecting them to public sidewalks, and private amenity space for each dwelling unit in the form of a terrace, porch, or balcony (communal amenity provided in the interior side yard and rear yard).
Landscape 2.1, 2.3, 2.5, 2.7	<ul style="list-style-type: none"> - Space in all yards is provided for landscaping, with the larger spaces intended to accommodate any required compensation trees resulting from the removal of an existing distinctive tree per the submitted Tree Information Report. Where possible, the intent is to retain the existing hedgerow that frames the site.
Building Design (Built Form) 3.1.1, 3.1.2, 3.1.3, 3.1.4, 3.1.8, 3.2.1, 3.2.3, 3.3.3	<ul style="list-style-type: none"> - The proposed zoning standards and conceptual development respond to site and surrounding context, including the overarching policy direction, and allow for a building to frame the adjacent streets with an appropriate relationship with the public realm. - The conceptual building design includes main entrances and walk-ups near grade that have pathways connecting them to public sidewalks, and private amenity space for each dwelling unit in the form of a terrace, porch, or balcony (communal amenity provided in the interior side yard and rear yard). - The conceptual building design includes transition and variation in the roofline to achieve compatibility with the permitted zoning envelope of adjacent properties.
Parking and Garages 4.1, 4.2, 4.4	<ul style="list-style-type: none"> - A single driveway at the site's southwest corner is proposed, which is in keeping with the existing context and will support a single vehicle access to the site's surface parking (driveway width to be reduced from 6m existing to 3.6 m proposed). - The conceptual site design limits interruptions along the street and provides space for landscaping in the corner side yard to allow for vegetation to screen the rear yard parking. - Pedestrian pathways are located throughout the site and will contrast with the vehicle surface material, being asphalt.
Service Elements 6.1, 6.2, 6.3	<ul style="list-style-type: none"> - The conceptual site design limits interruptions along the street and provides space for landscaping in the corner side yard to allow for vegetation to screen the rear yard parking. - Waste storage is proposed to be internalized within a room projecting from the building into the interior side yard.

3.5 Pre-application Consultation Urban Design Comments

Following the Phase 1 pre-application consultation meeting (March 29, 2023) for the proposal a comment document was received from the City (May 2, 2023) which included an Urban Design section containing



comments to be responded to as part of this report. Below are the noted comments identified with grey hatching followed by responses.

If re-zoning is approved, then will it need to go for site plan?

As confirmed by City staff, the proposal will not require site plan control approval given the legislative direction from the Province through Bill 23, More Homes Built Faster Act, 2022, which seeks to find efficiencies in the planning approvals process to address the housing crisis, one of which is to permit 10 or less dwelling units without the requirement of site plan control.

What is the planned context based on the secondary plan regarding setbacks, building alignment, and height?

Height

Schedule B identifies a maximum permitted building height of 4 storeys for the subject site, and Subsection 5.4.1 states: The O-Train Minor Corridor designation will be characterized by a low-rise residential built form.

Building Alignment and setbacks

There is no specific reference to building alignment or setbacks within the applicable policies, though the following subsections provide general direction:

Subsection 2.4 states: the goals and objectives of this Plan seek to provide a wider variety and density of housing and employment options for residents of Orleans in proximity to the new O-Train stations to create 15-minute neighbourhoods.

Subsection 4.2.6 states: new buildings shall, wherever possible, include active frontages facing the public realm [...].

Subsection 4.2.10 states: new development shall frame their adjacent streets [...].

Subsection 4.5 states: Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses [...].

Subsection 4.11.6 states: continuous urban street facades with minimal curb cuts are encouraged.

Recommend an illustration that analysis and rationalizes the future for this corridor. Include neighbouring properties.

Conceptual massing elevations demonstrating the relationship of the proposed concept plan with abutting properties is provided in the appendix and as standalone submissions prepared by Paul A. Cooper Architect & Monstrous Designs

No parking between the building and the street. We recommend considering parking under the rear of the building.



Subsection 4.11.3 states: surface parking lots will generally be placed at the rear of properties, or otherwise visually screen from the public realm.

The conceptual site design limits interruptions along the street and provides space along the Champlain Street frontage for landscaping to screen the rear yard parking which is separated from Jeanne d'Arc Boulevard by the conceptual building placement.

We understand there is a requirement for greater setback from Jeanne D'Arc and we recommend this align to neighbouring context and future built form.

The Secondary Plan does not specify setback requirements from Jeanne D'Arc Boulevard for the subject site.

We recommend increasing the landscaping to the required amount.

Proposed landscaping has been increased and complies with the zoning by-law, as detailed in Subsection 2.2 of this report.

4 Public Consultation Strategy

As part of the due diligence for the project, consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. These engagement processes included:

- design discussions with the owner and consultant team;
- design discussions between the owner and Ward Councillor;
- a formal Phase 1 pre-application consultation meeting with the City on March 29, 2023;
- receipt of the City's Phase 1 pre-application comments on May 2, 2023 (24 business days following the meeting);
- follow-up consultation between the City and owner;
- a formal Phase 2 pre-application consultation meeting with the City on August 8, 2023;
- receipt of the City's Phase 2 pre-application comments on October 4, 2023 (41 business days following the meeting);
- no formal meeting was held as part of the Phase 3 pre-application consultation, and comments were received from the City on November 25, 2023 (21 business days following the re-submission to the City on October 27, 2023 that responded to the Phase 2 pre-application comments); and,
- additional follow-up consultation between the City and owner.



The above noted consultation processes resulted in the evolution of the proposed zoning by-law amendment and conceptual intensification in an effort to address pre-application comments.

The proposal considers the comments and recommendations received throughout the pre-application stages, as detailed through this report and by the submitted architectural package. Technical agencies and the public will have opportunity to provide comments through the formal zoning by-law amendment application process, which will include statutory public notification requirements addressed by the City. Following this notification and commenting period, a statutory public hearing will be held providing additional opportunity for public comment on the proposed zoning by-law amendment.

5 Supporting Material

The following documents were prepared and submitted in support of the proposed zoning by-law amendment, as required by the Applicant's Study and Plan Identification List issued by the City following the formal pre-application consultation held on March 29, 2023.

1. Planning Rationale and Design Brief (including the Applicant's Public Consultation Strategy)
2. Assessment of Adequacy of Public Services and Stormwater Management Brief
 - Completed in Draft form by Ainley Group and dated July 7, 2023 (Revised October 20, 2023)
 - States the following:
 - i. Based on water pipe sizing calculation, assuming a maximum velocity of 1.8 m/s, it was determined that a minimum 29mm diameter water service Copper tubing (or approved equal) would be required to service the proposed development. [see page 2 of the report]
 - ii. The aggregate fire flow capacity of all contributing Class AA hydrants noted above ($2 \times 5,700 + 2 \times 3,800 = 19,000$ L/min) is greater than the required fire flow (8,000 L/min) for the proposed building. [see page 2 of the report]
 - iii. The proposed sanitary service lateral has a direct access and will be connected to the existing 250mm diameter AC municipal sanitary sewer on Champlain Street. It is anticipated that the sanitary sewer on Champlain Street has the capacity to service the proposed site. [see page 4 of the report]
 - iv. The proposed storm service lateral has a direct access and will be connected to the existing 450mm diameter concrete municipal storm sewer on Champlain Street. It is anticipated that the storm sewer on Champlain Street has the capacity to service the proposed site. [see page 6 of the report]
3. Conceptual Site Plan, Landscaping, Building Elevations, and Floor Plans
 - Completed by PC Architect and dated July 26, 2023 (Revised October 18, 2023)



4. Survey Plan
 - Completed by Stantec Geomatics Ltd. and dated May 31, 2023
5. Phase 1 Environmental Site Assessment
 - Completed by Paterson Group and dated July 10, 2023
 - States the following:
 - i. Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment will not be required for the Phase I Property. [see page iii of the report]
6. Tree Information Report
 - Completed by Colleen Eames and dated July 18, 2023
 - States the following:
 - i. Two trees on the property are within the construction footprint and should be removed prior to construction. [see page 1 of the report]
 - ii. The spruce tree is in good health with no major issues, the Norway maple has some malformations on the trunk but is otherwise in good health. [see page 1 of the report]
 - iii. The tree Spruce tree to be removed is considered distinctive and as such it should be replaced in accordance with the City of Ottawa replacement and compensation guidelines. A tree replacement plan is attached. [see page 1 of the report]
 - iv. The spruce tree to be removed (Tree #1) is distinctive and so should be replaced in a 3:1 ratio, or compensation paid as outlined by the City of Ottawa at a rate of \$400/tree. [see page 2 of the report]

6 Conclusion

The owner of 845 Champlain Street, being Evospace Developments Inc., is proposing a zoning by-law amendment for the purpose of rezoning their property to permit residential intensification and to allow for limited commercial permissions. This planning rationale and design brief was prepared in support of the proposed zoning by-law amendment. In conjunction with other supporting technical documents required to support the rezoning, this report demonstrates that the rezoning is appropriate for the site as it will result in zoning standards and land use permissions that allow the site to achieve its planned function and that are supported by provincial and municipal land use policy.

Specifically, the proposed rezoning has been demonstrated to be consistent with the Provincial Policy Statement 2020, to be in conformity with the City of Ottawa Official Plan (including the Orleans Corridor



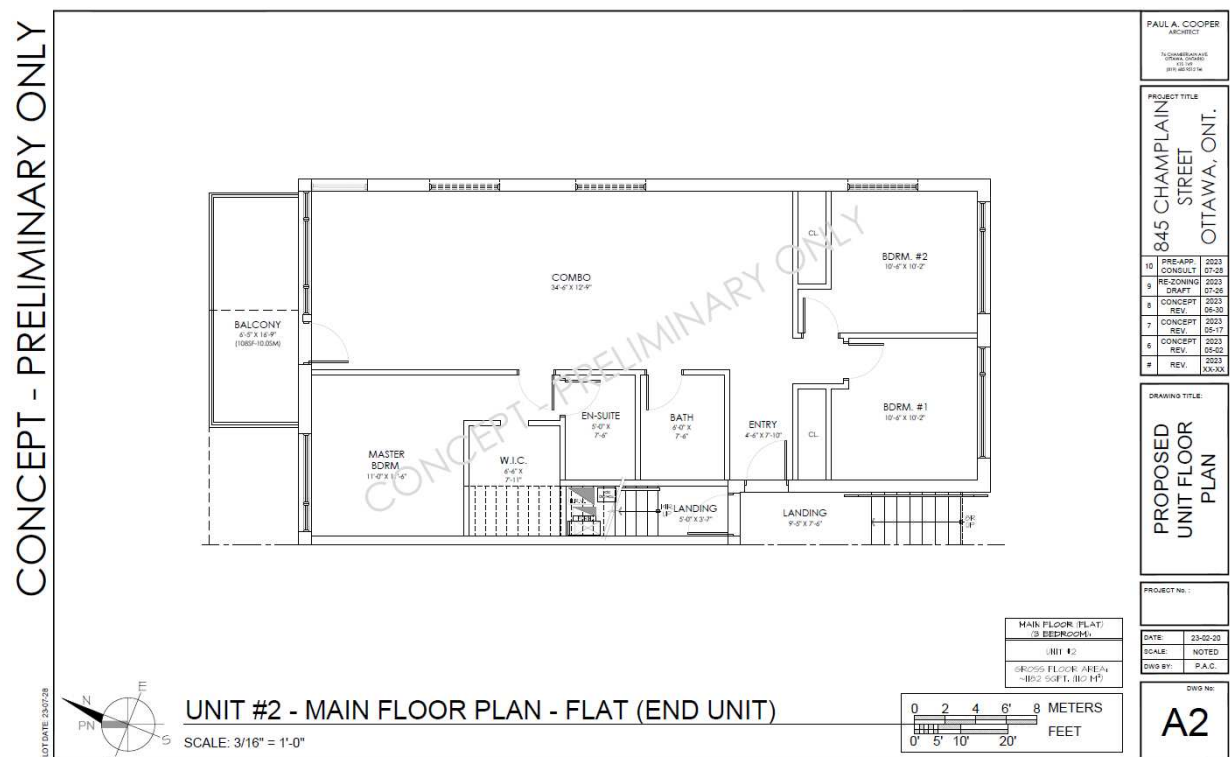
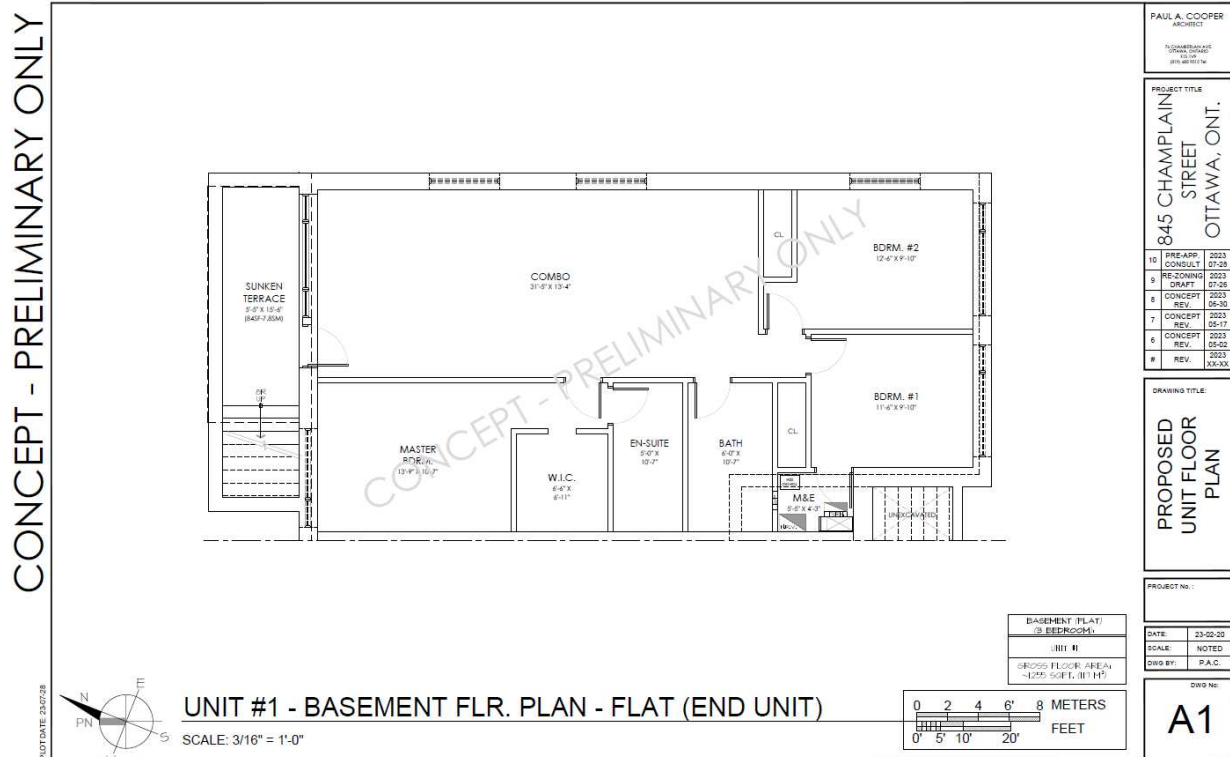
845 Champlain Street – Planning Rationale and Design Brief

Secondary Plan), to comply with the intent of City of Ottawa Zoning By-law 2008-250, and to have consideration for the Urban Design Guidelines for Low-rise Infill Housing. As such, it is our opinion that the proposed zoning by-law amendment is appropriate and in the public interest, and is therefore recommended for approval.



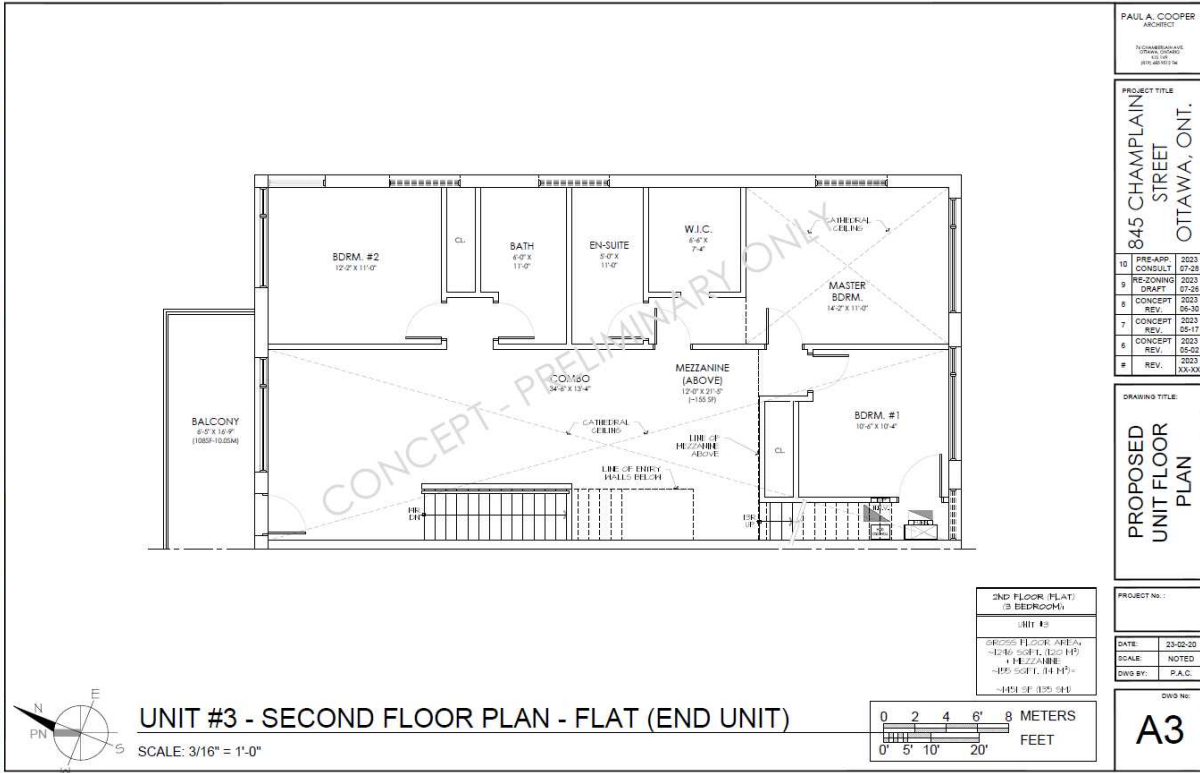
845 Champlain Street – Planning Rationale and Design Brief

Appendix A – Conceptual building floor plans and elevations, and zoning relationship

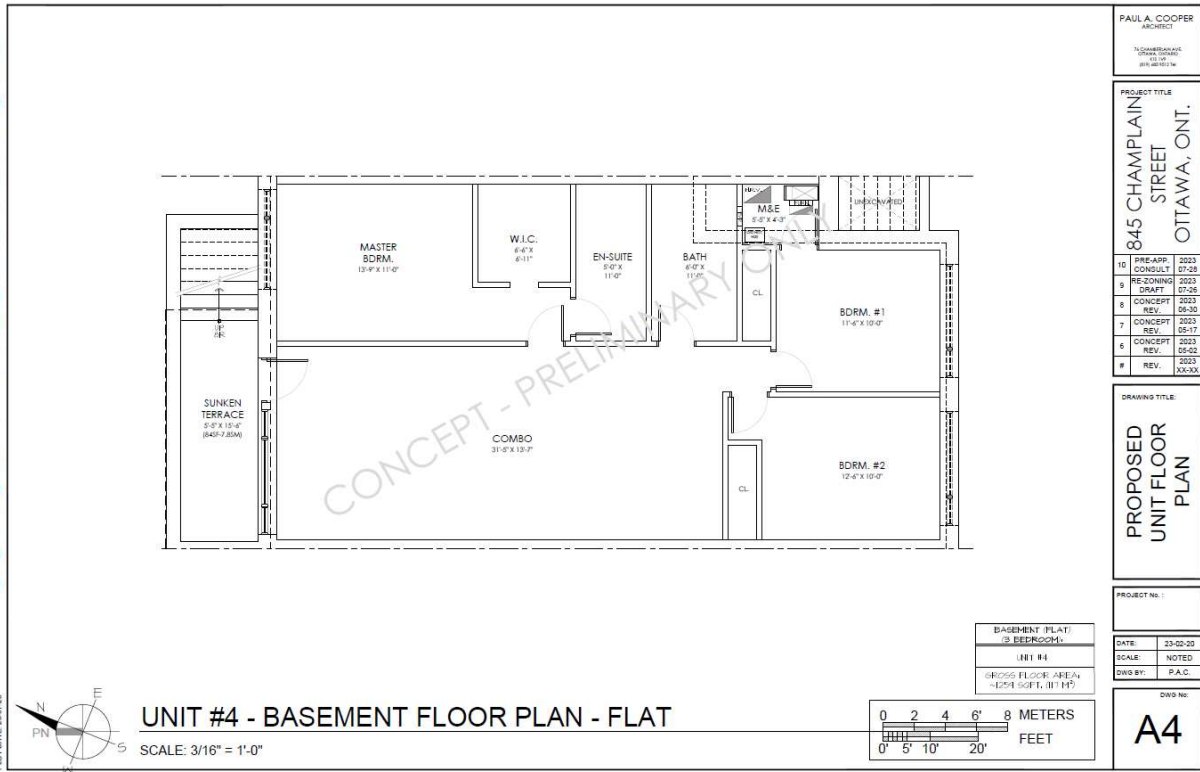


845 Champlain Street – Planning Rationale and Design Brief

CONCEPT - PRELIMINARY ONLY

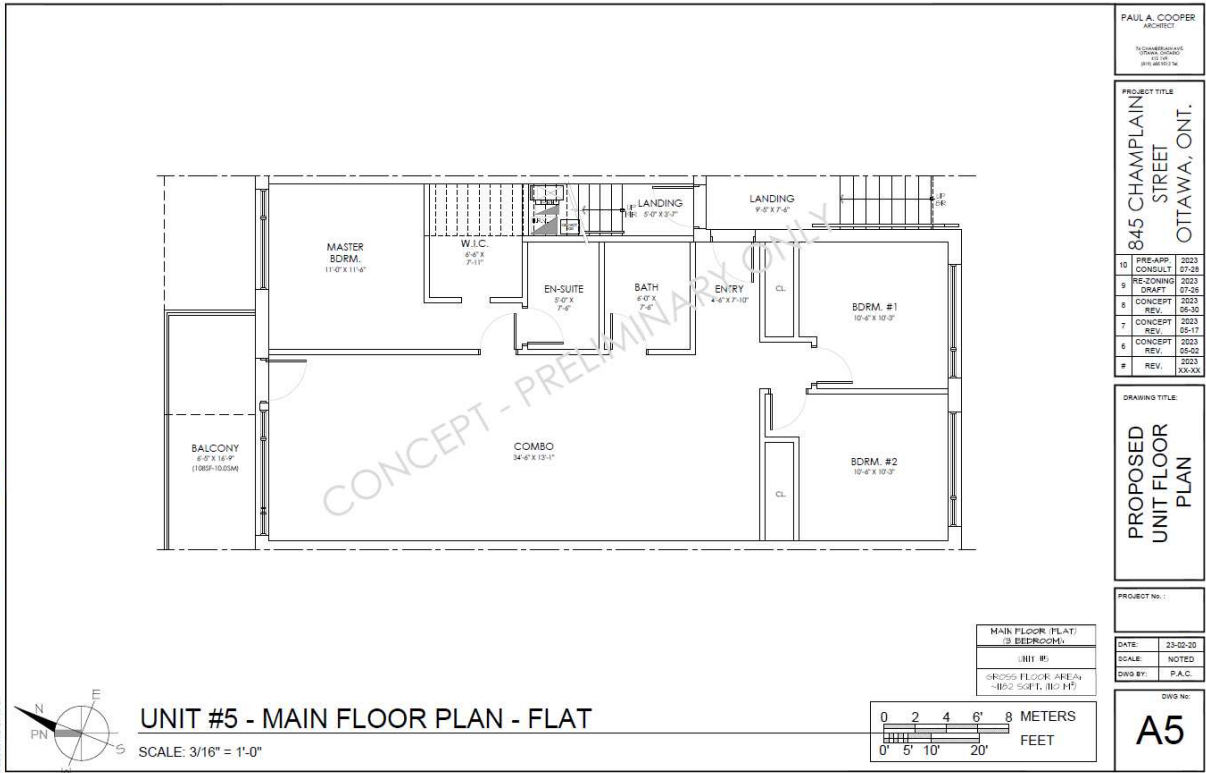


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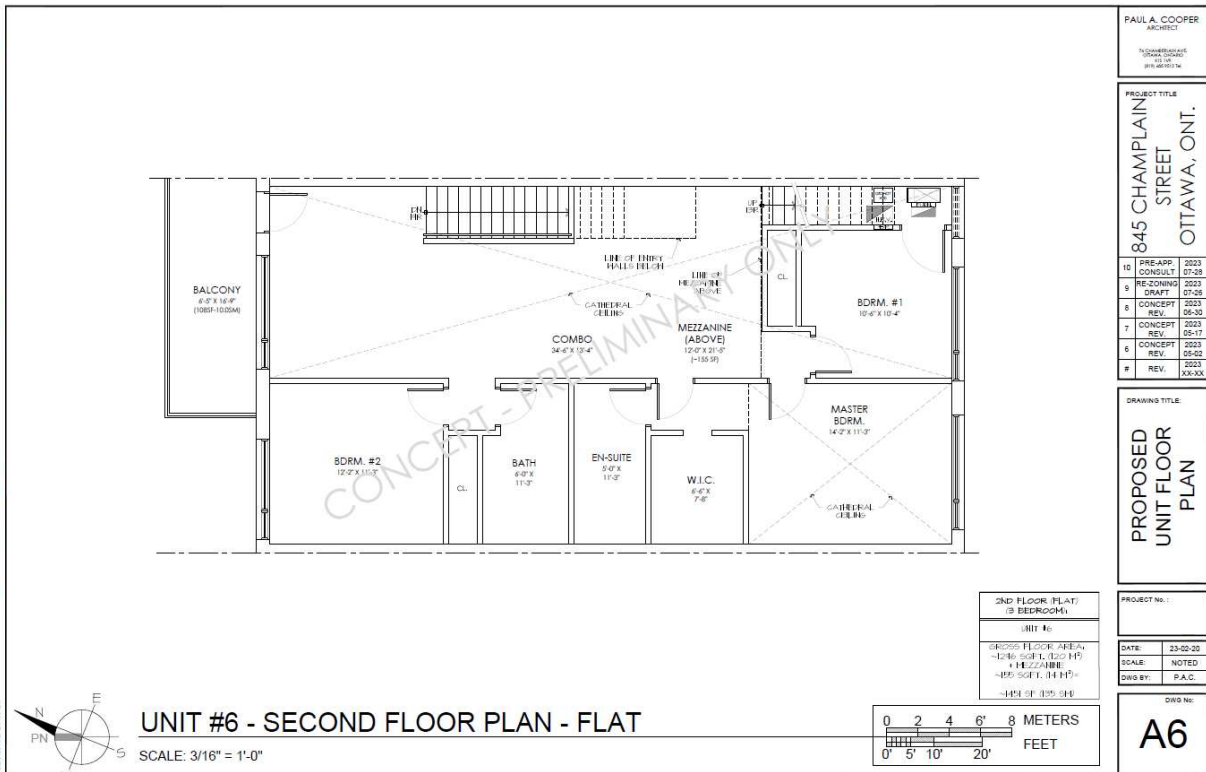


845 Champlain Street – Planning Rationale and Design Brief

CONCEPT - PRELIMINARY ONLY

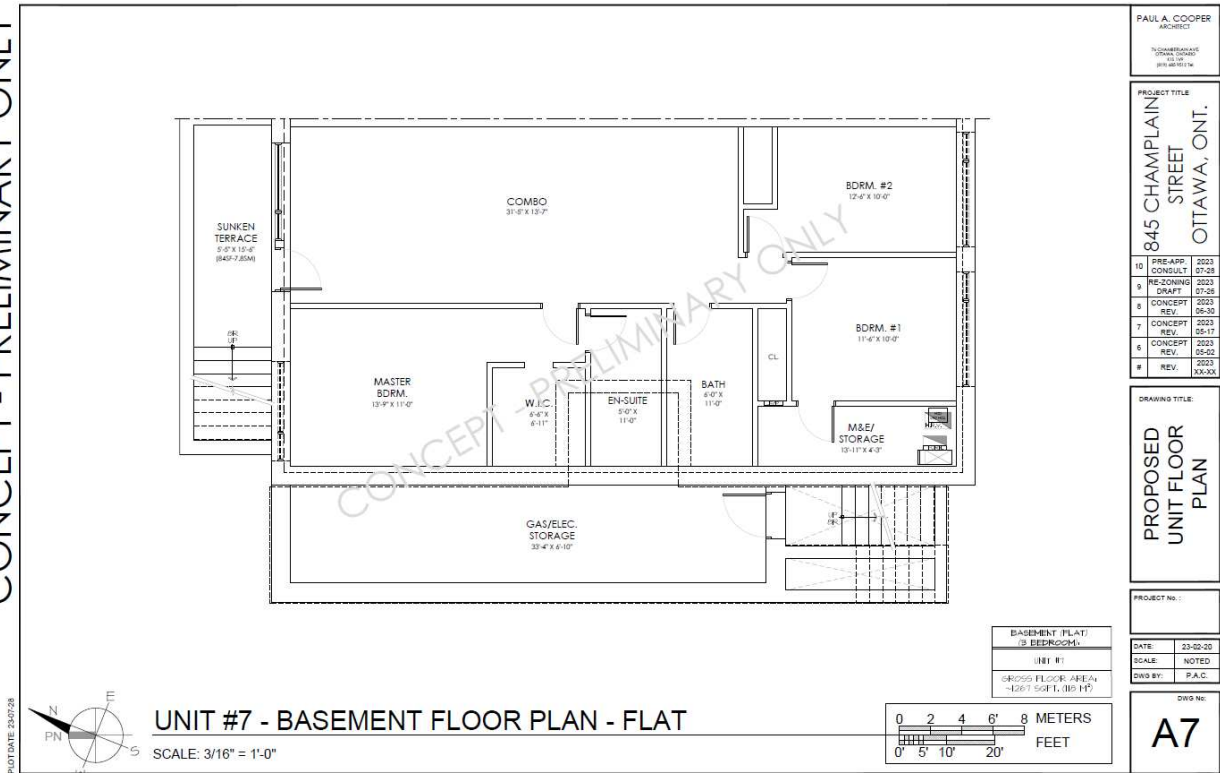


CONCEPT - PRELIMINARY ONLY



845 Champlain Street – Planning Rationale and Design Brief

CONCEPT - PRELIMINARY ONLY



PAUL A. COOPER ARCHITECT
1500 UNIVERSITY AVENUE, SUITE 1000
OTTAWA, ONT. K1N 6N5

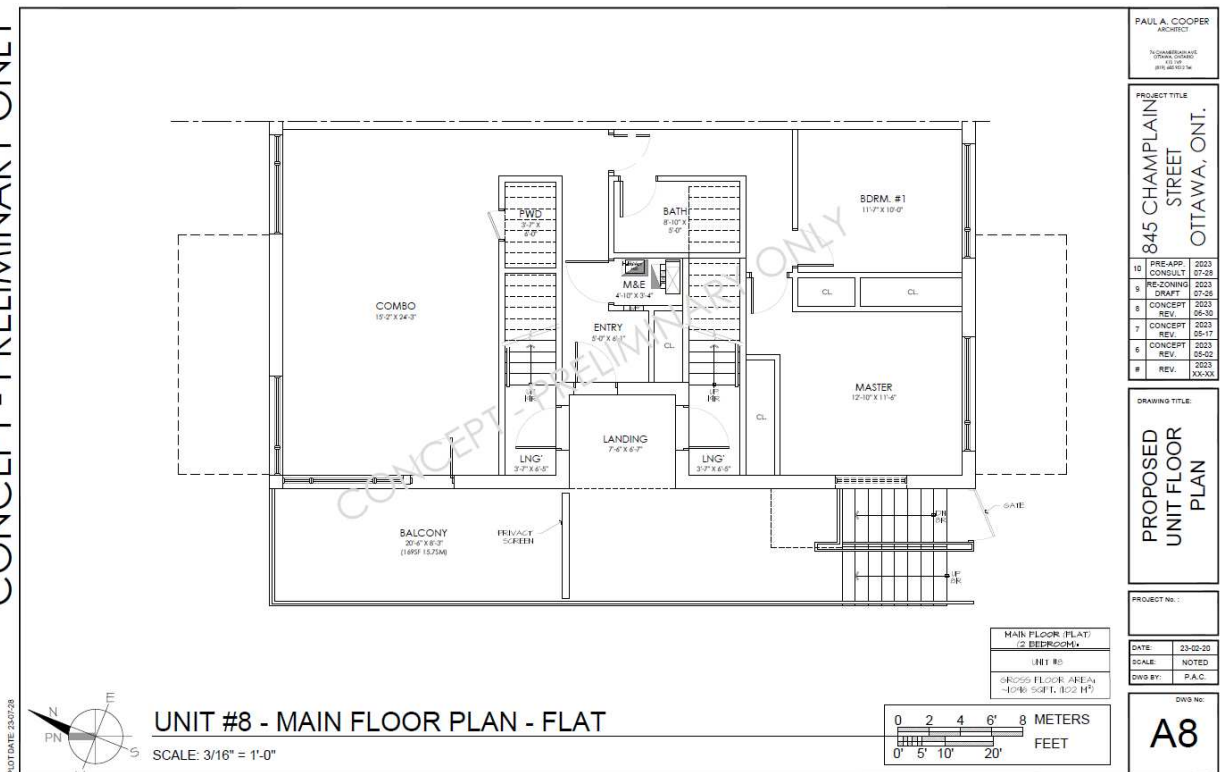
PROJECT TITLE
**845 CHAMPLAIN STREET
OTTAWA, ONT.**

10	PRE-APP. CONSULT	2023	07-28
9	RE-ZONING DRAFT	2023	07-28
8	CONCEPT REV.	2023	05-30
7	CONCEPT REV.	2023	05-17
6	CONCEPT REV.	2023	05-02
5	REV.	2023	XX-XX

DRAWING TITLE
PROPOSED UNIT FLOOR PLAN

PROJECT No.:

CONCEPT - PRELIMINARY ONLY



PAUL A. COOPER ARCHITECT
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5	REV.	2023	XX-XX

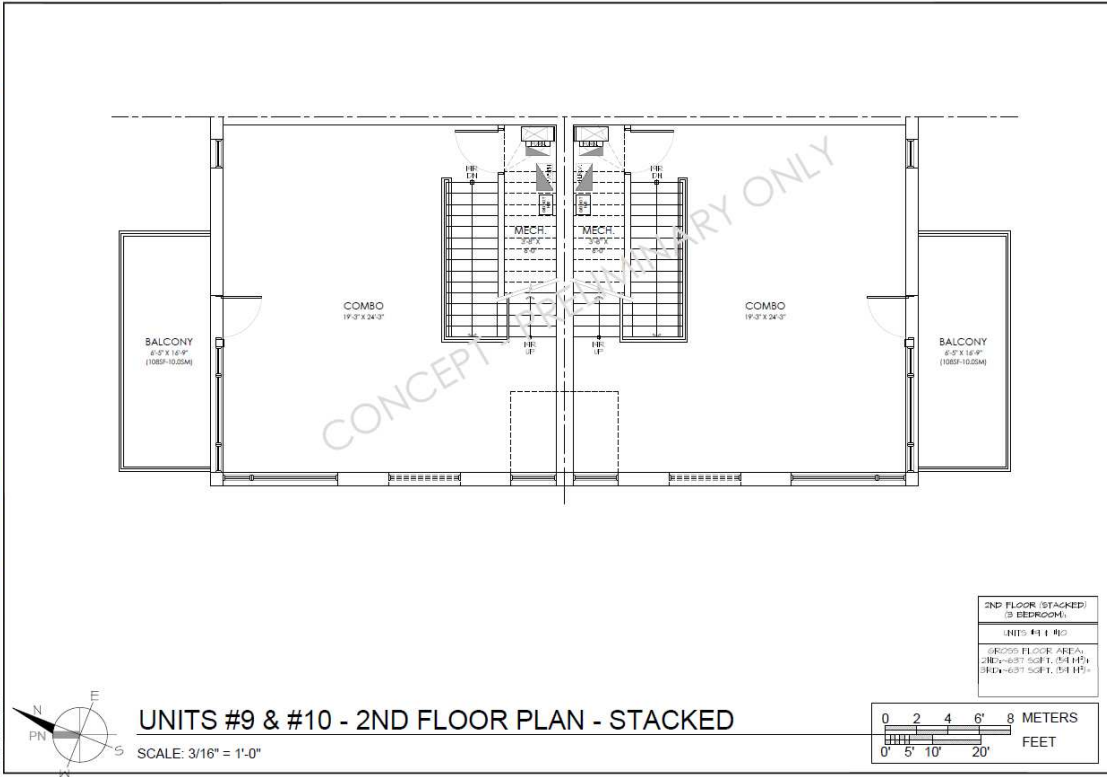
DRAWING TITLE
PROPOSED UNIT FLOOR PLAN

PROJECT No.:



845 Champlain Street – Planning Rationale and Design Brief

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K1K 1R7
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PROJECT TITLE
**845 CHAMPLAIN STREET
OTTAWA, ONT.**

10	PRE-APP	2023
	CONSULT	07-28
9	RE-ZONING	2023
	DRAFT	07-26
8	CONCEPT	2023
	REV.	06-30
7	CONCEPT	2023
	REV.	05-17
6	CONCEPT	2023
	REV.	05-02
5	REV.	2023
		XX-XX

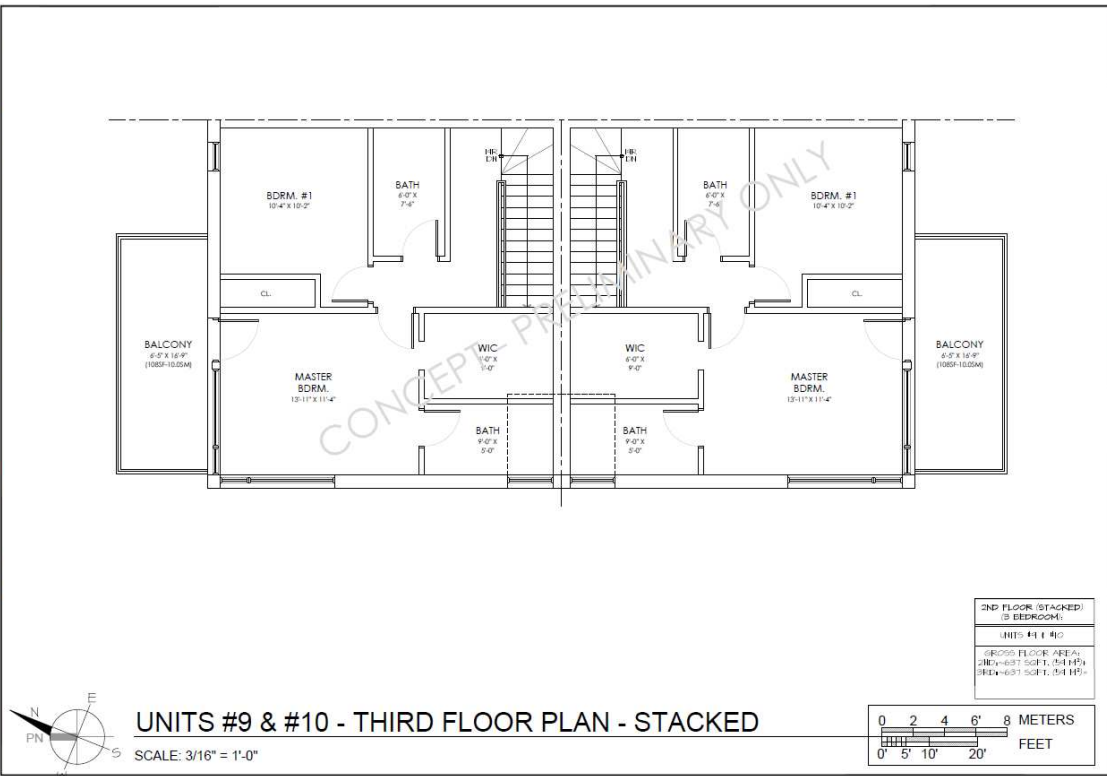
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UNIT FLOOR
PLAN**

PROJECT No.:

DATE: 23-02-20
SCALE: NOTED
DWS BY: P.A.C.

DWG No.
A9

CONCEPT - PRELIMINARY ONLY



PAUL A. COOPER
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1500 BROADVIEW
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PROJECT TITLE
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7	CONCEPT	2023
	REV.	05-17
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	REV.	05-02
5	REV.	2023
		XX-XX

DRAWING TITLE
**PROPOSED
UNIT FLOOR
PLAN**

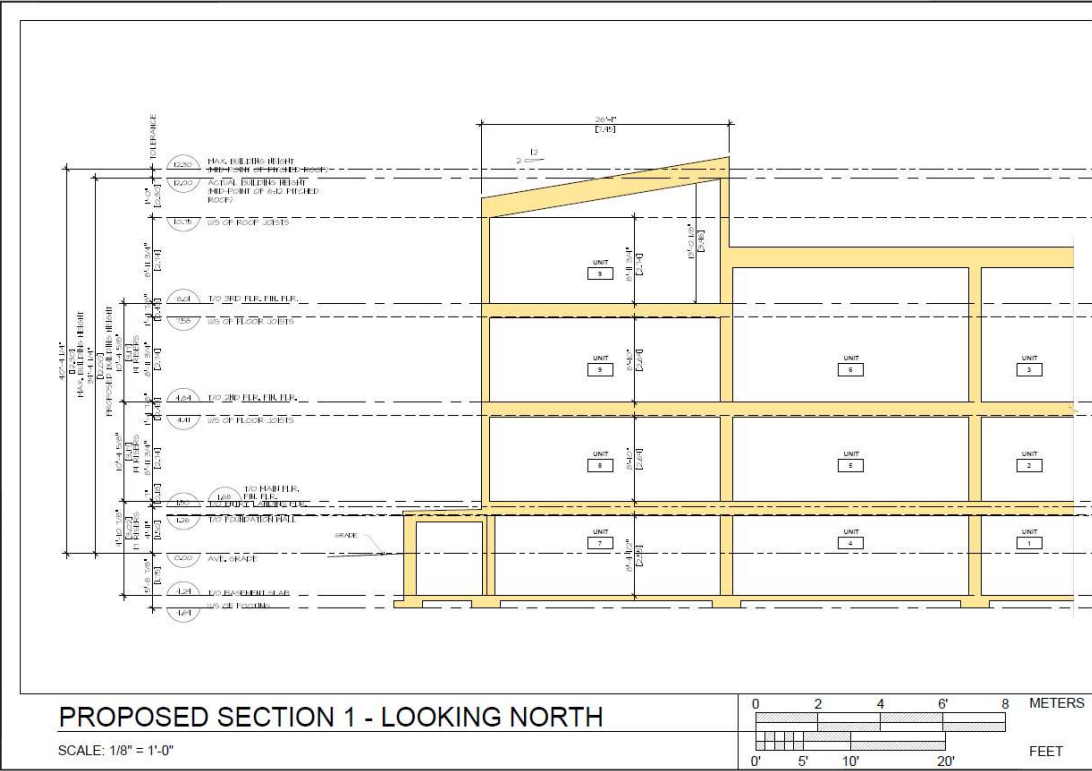
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DATE: 23-02-20
SCALE: NOTED
DWS BY: P.A.C.

DWG No.
A10



CONCEPT - PRELIMINARY ONLY



PAUL A. COOPER ARCHITECT

PROJECT TITLE
845 CHAMPLAIN STREET OTTAWA, ONT.

10	PRE-APP. CONSULT	2023	07-28
9	RE-ZONING DRAFT	2023	07-26
8	CONCEPT REV.	2023	06-30
7	CONCEPT REV.	2023	06-17
6	CONCEPT REV.	2023	05-02
5	REV.	2023	XX-XX

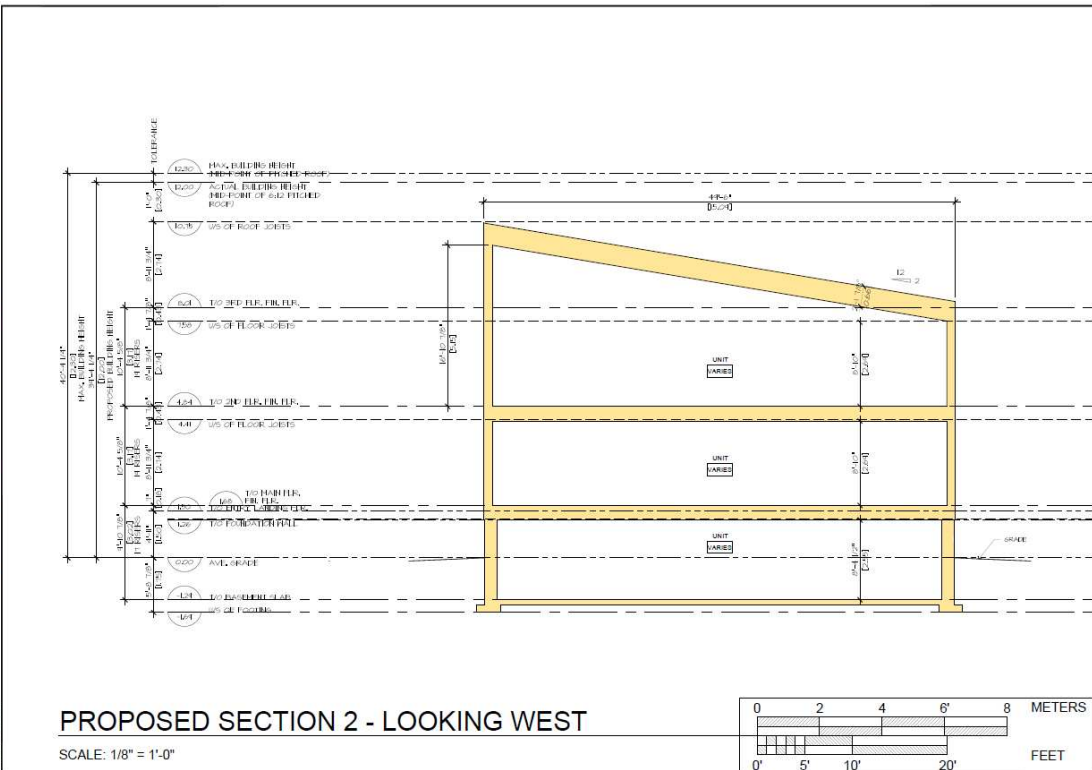
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PROPOSED BUILDING HEIGHT

PROJECT No.:

DATE: 23-02-20
SCALE: NOTED
DWS BY: P.A.C.

DWG No.
A11

CONCEPT - PRELIMINARY ONLY



PAUL A. COOPER ARCHITECT

PROJECT TITLE
845 CHAMPLAIN STREET OTTAWA, ONT.

10	PRE-APP. CONSULT	2023	07-28
9	RE-ZONING DRAFT	2023	07-26
8	CONCEPT REV.	2023	06-30
7	CONCEPT REV.	2023	06-17
6	CONCEPT REV.	2023	05-02
5	REV.	2023	XX-XX

DRAWING TITLE
PROPOSED BUILDING HEIGHT

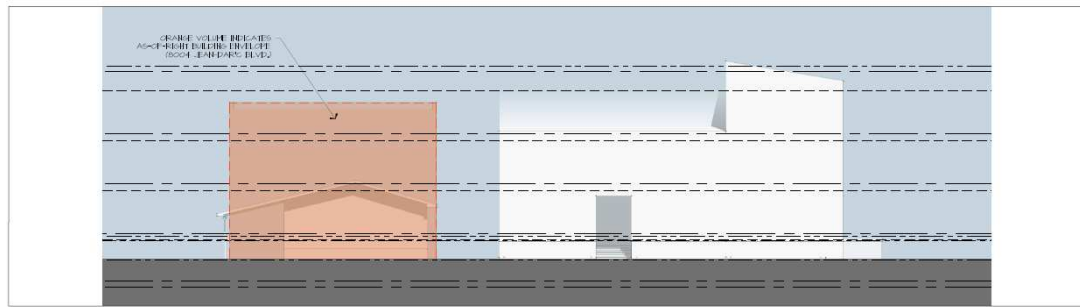
PROJECT No.:

DATE: 23-02-20
SCALE: NOTED
DWS BY: P.A.C.

DWG No.
A12

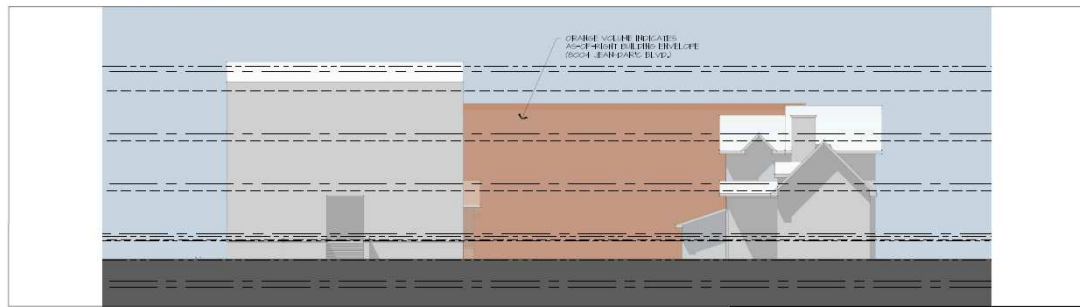


CONCEPT - PRELIMINARY ONLY



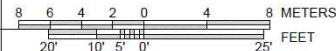
PROPOSED FRONT (NORTH) ELEVATION

SCALE: 1/16" = 1'-0"



PROPOSED CORNER SIDE (WEST) ELEVATION

SCALE: 1/16" = 1'-0"



PLOT DATE: 23-10-18

PAUL A. COOPER
ARCHITECT

15 CHARLEBOISE
STREET, SUITE 100
OTTAWA, ONT. K1N 8Y4

PROJECT TITLE
**845 CHAMPLAIN
STREET
OTTAWA, ONT.**

11	PRE-APP CONSULT	2023	10-18
10	PRE-APP CONSULT	2023	07-28
9	RE-ZONING DRAFT	2023	07-28
8	CONCEPT REV.	2023	06-30
7	CONCEPT REV.	2023	05-17
#	REV.	2023	XX-XX

DRAWING TITLE
**MASSING
ELEVATION**

PROJECT NO.:

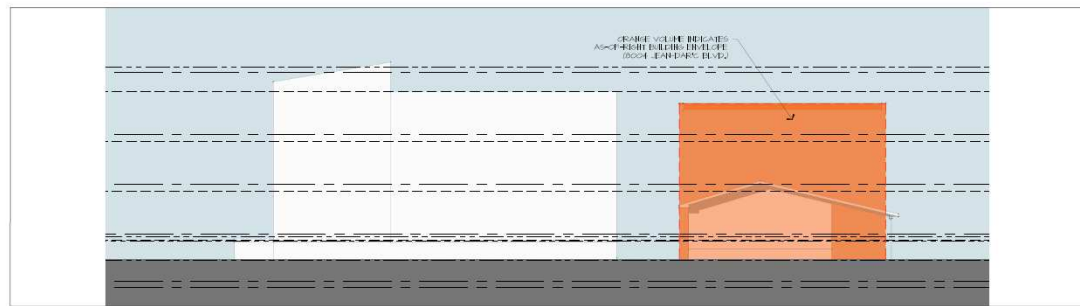
DATE: 23-02-20

SCALE: NOTED

DWG BY: P.A.C.

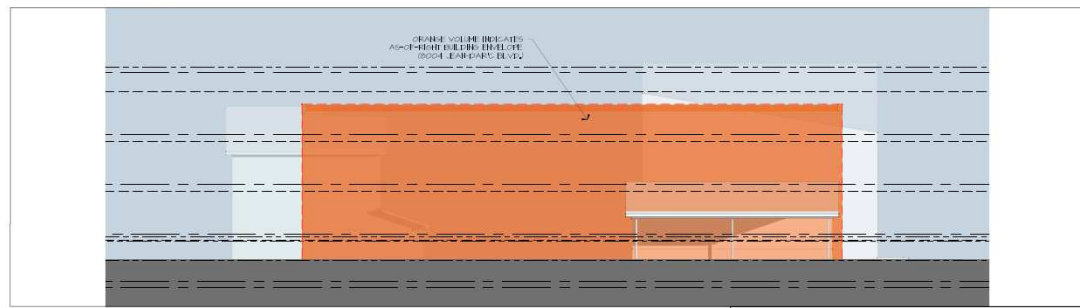
DWG NO.
A13

CONCEPT - PRELIMINARY ONLY



PROPOSED REAR (SOUTH) ELEVATION

SCALE: 1/16" = 1'-0"



PROPOSED SIDE (EAST) ELEVATION

SCALE: 1/16" = 1'-0"



PLOT DATE: 23-10-18

PAUL A. COOPER
ARCHITECT

15 CHARLEBOISE
STREET, SUITE 100
OTTAWA, ONT. K1N 8Y4

PROJECT TITLE
**845 CHAMPLAIN
STREET
OTTAWA, ONT.**

11	PRE-APP CONSULT	2023	10-18
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#	REV.	2023	XX-XX

DRAWING TITLE
**MASSING
ELEVATION**

PROJECT NO.:

DATE: 23-02-20

SCALE: NOTED

DWG BY: P.A.C.

DWG NO.
A14

