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Residential
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Institutional
Environmental
Restoration

10 Empress Avenue Planning Rationale



Prepared for: Henry Investments & Dalhousie
Non-Profit Housing Co-operative

10 Empress Avenue

Ottawa, Ontario

Planning Rationale

in support of

Minor Zoning By-law Amendment

Prepared For:

Henry Investments & Dalhousie Non-Profit Housing Co-operative

Prepared By:

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Novatech File: 121234

Ref: R-2023-166

February 26, 2024

City of Ottawa
Planning, Real Estate and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Katie Turk, Planner II, Development Review, Central

**Reference: Minor Zoning By-law Amendment Application
10 Empress Avenue
Our File No.: 121234**

The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application to facilitate the development of the property at 10 Empress Avenue (the "Subject Site").

The Subject Site is designated Neighbourhood within the Downtown Core Transect of the City of Ottawa Official Plan (2022). The Subject Site is also within the Evolving Neighbourhoods Overlay. The Subject Site is zoned Residential Fourth Density, Subzone UD (R4-UD) in the City of Ottawa Zoning By-law 2008-250.

It is proposed to develop a four-storey apartment building on the Subject Site. The proposed building will contain a total of 41 units, with 17 one bedroom units, 17 two bedroom units, and 7 three bedroom units. A total of 16 parking spaces will be provided, with three visitor parking spaces and 13 resident parking spaces located in the underground parking garage. A drop-off space will be provided along Perkins Street. 42 bicycle parking spaces will be provided in the underground parking garage, with two additional bicycle parking spaces located near the main entrance of the building. A minor Zoning By-law Amendment application is required to permit a reduced minimum rear yard setback and reduced minimum rear yard soft landscaping.

This Planning Rationale examines the location and context of the Subject Site, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Minor Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of this application please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Simran Soor, M.PL.
Planner

Table of Contents

1.0 INTRODUCTION.....1

 1.1 Description of Subject Property..... 1

 1.2 Site Location and Community Context 2

 1.3 Linkages and Transportation Framework 6

2.0 DEVELOPMENT PROPOSAL7

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK9

 3.1 Provincial Policy Statement..... 9

 3.2 City of Ottawa Official Plan (2022) 12

 3.2.1 Growth Management Framework..... 13

 3.2.2 Urban Design..... 14

 3.2.3 Downtown Core Transect..... 15

 3.2.4 Neighbourhood Designation..... 18

 3.2.5 Evolving Neighbourhoods Overlay..... 20

 3.2.6 Development Review Requirements 22

4.0 URBAN DESIGN GUIDELINES22

 4.1 Urban Design Guidelines for Low-rise Infill Housing..... 23

 4.2 Transit-Oriented Development Guidelines 23

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-25024

6.0 PROPOSED ZONING BY-LAW AMENDMENT26

7.0 PUBLIC CONSULTATION STRATEGY.....28

8.0 CONCLUSION29

Appendices

Appendix A: Site Plan

Tables

Table 1. Zoning Provisions for the Subject Property..... 25

Figures

Figure 1. Aerial Photo of Subject Property 2

Figure 2. Subject Property from the Street 2

Figure 3. Subject Property’s Surrounding Context..... 3

Figure 4. Land uses to the north of the Subject Property..... 4

Figure 5. Land uses to the south of the Subject Property 4

Figure 6. Land uses to the west of the Subject Property 5

Figure 7. Land uses to the east of the Subject Property 5

Figure 8. Official Plan Schedule C5 Excerpt..... 6

Figure 9. Official Plan Schedule C2 Excerpt..... 7

Figure 10. Proposed Site Plan 8

Figure 11. Building Elevations 9
Figure 12. Official Plan Designation for the Subject Property 13
Figure 13. Rendering of the Proposed Development..... 15
Figure 14. Softly Landscaped Amenity Area Not Included As Part of the Rear Yard 27

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Minor Zoning By-law Amendment application to permit the development of a low-rise apartment building on the property municipally known as 10 Empress Avenue (the “Subject Site”). The proposed development consists of a four-storey residential apartment dwelling on the Subject Site. The proposed building will contain a total of 41 affordable dwelling units. 13 resident vehicle parking spaces, three visitor parking space, and 44 bicycle parking spaces are proposed. The resident and visitor parking spaces will be located in an underground parking garage that can be accessed from Perkins Street. A drop-off space is located at-grade off of Perkins Street. Individual entrances will be provided for two of the ground-floor units facing Empress Avenue and for two of the ground-floor units facing Perkins Street. The Subject Site currently contains two two-storey buildings with a total of six townhouse dwellings.

The Subject Site is designated Neighbourhood in the Downtown Core Transect of the City of Ottawa Official Plan (2022) and is within the Evolving Neighbourhoods Overlay. The property is zoned Residential Fourth Density, Subzone UD (R4-UD) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment will:

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

1.1 Description of Subject Property

The Subject Site is a through lot located on the west side of Empress Avenue and the east side of Perkins Street in the Somerset Ward (Ward 14) in the City of Ottawa. The Subject Site is in an area bounded by Albert Street to the north, Booth Street to the west, Primrose Avenue to the south, and Cambridge Street to the east. The Subject Site contains two townhouse buildings with three units in each building which are currently owned by the Dalhousie Non-Profit Housing Cooperative. The Subject Site has 35.41 metres of frontage along Empress Avenue, 35.10 metres of frontage along Perkins Street, and an approximate area of 1215 square metres.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

Figure 2: Subject Property from the Street



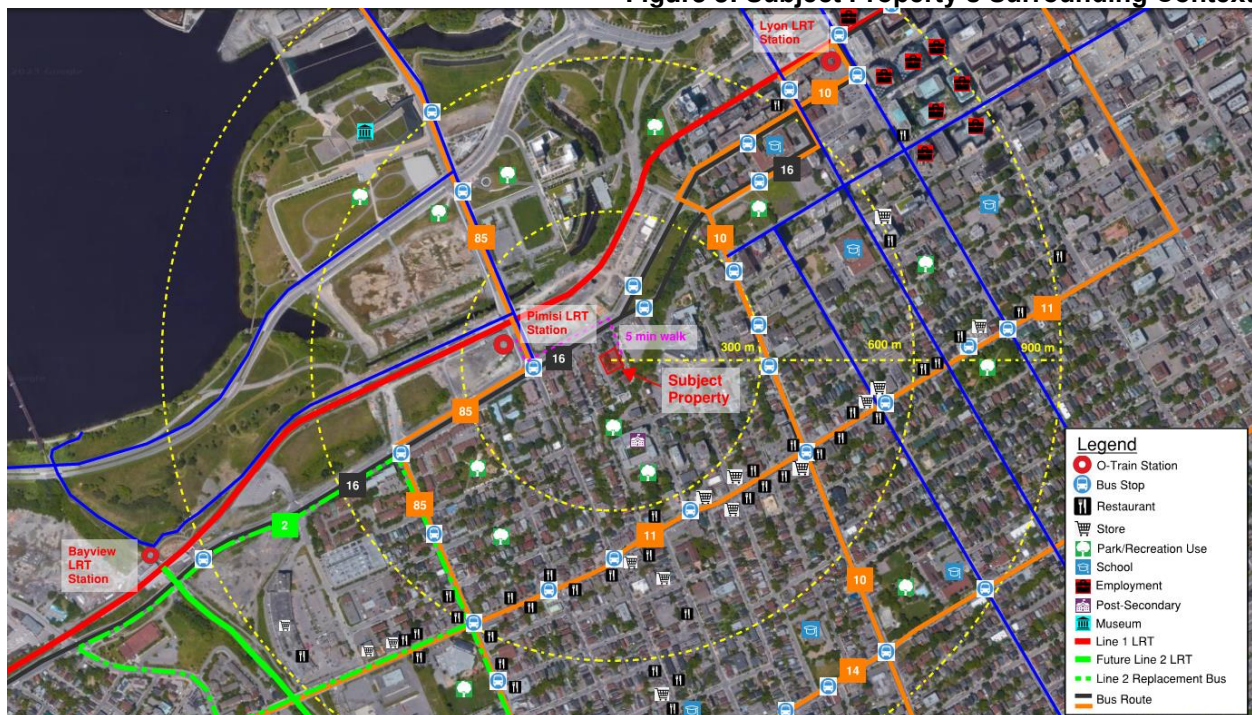
The Subject Site is located in an area that primarily consists of low-rise residential dwellings. These range in built form and include detached dwellings, semi-detached dwellings, townhouse dwellings, stacked dwellings, and low-rise apartment buildings. Directly to the north of the Subject Site, there is a six-unit apartment building. To the west of the Subject Site, there are several garages and rear yard parking areas. To the south of the Subject Site, there is a detached dwelling and a semi-detached dwelling. Directly to the east of the Subject Site is the Good Companions Seniors' Centre.

Within 300 metres of the Subject Site, the area consists of primarily residential uses. The Dalhousie Community Centre Park, the Dominican University College, and the Saint-Vincent Hospital are located within a 300 metre radius from the Subject Site. Pimisi LRT station is also located within a 5 minute walking distance from the Subject Site.

Within 600 metres of the Subject Site, there is a greater number of commercial uses, including a number of shops and restaurants along Somerset Street. There are also a number of park spaces and schools within 600 metres of the Subject Site, including Primrose Park, Plant Recreation Centre, Centennial Public School, and Old Ottawa Technical High School. LeBreton Flats, which has been envisioned to include various recreational and civic spaces as well as high-density mid-rise and high-rise buildings, is also located within 600 metres of the Subject Site.

Within 900 metres of the Subject Site, there are a number of office towers to the northeast as well as the Canadian War Museum, Chaudiere Bridge, and Portage Bridge to the north. The Lyon LRT station is also located within 900 metres, with the Bayview LRT station located just outside a 900 metre radius from the site.

Figure 3: Subject Property's Surrounding Context



Many of the buildings in the surrounding area have been constructed with masonry, with red brick being the primary building material in the neighbourhood. Most of the buildings within the same block as the Subject Site were constructed prior to the 1920s, with other buildings in the neighbourhood constructed in the 1950s and 1960s.

Figure 4: Land uses to the north of the Subject Property



North: Immediately north of the Subject Property is a six-unit apartment building.

Figure 5: Land uses to the south of the Subject Property



South: Immediately south of the Subject Site is a detached dwelling (right) and a semi-detached dwelling (left).

Figure 6: Land uses to the west of the Subject Property



West: Immediately west of the Subject Property there are rear yard parking areas.

Figure 7: Land uses to the east of the Subject Property



East: Immediately east of the Subject Property is the Good Companions Seniors' Centre.

1.3 Linkages and Transportation Framework

The Subject Property has frontage on both Empress Avenue and Perkins Street. The Subject Property is located southwest of the intersection of Empress Avenue and Albert Street. Albert Street is designated as a Mainstreet Corridor on *Schedule B1 – Downtown Core Transect* of the Official Plan. The Subject Site is also within proximity of Booth Street and Somerset Street, which are both designated as Minor Corridors on *Schedule B1*. Both Albert Street and Somerset Street are designated as Arterial roads on *Schedule C5 – Downtown Core Road Network* while Booth Street is classified as a Major Collector Street.

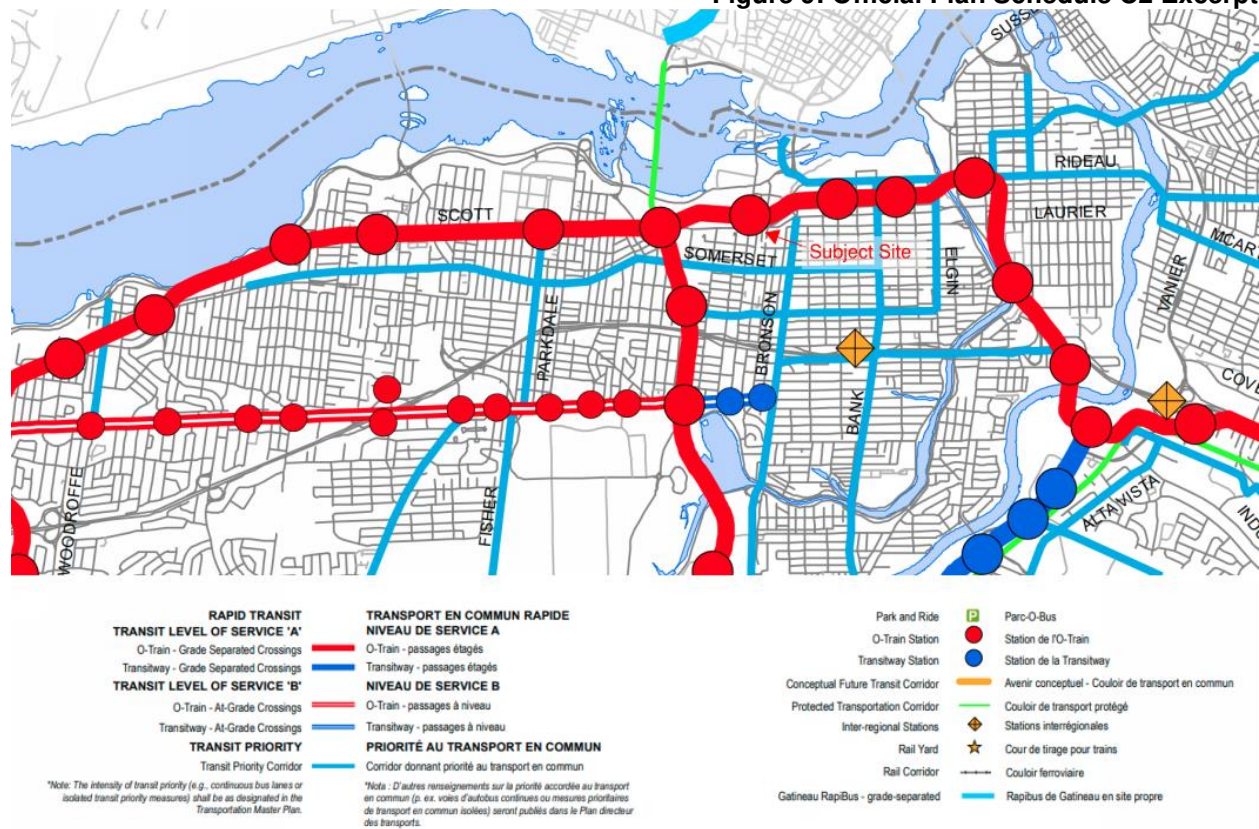
Figure 8: Official Plan Schedule C5 Excerpt



Provincial Highway	—	Route provinciale
Federally Owned Road	—	Chemins de propriété fédéral
Arterial - Existing	—	Artère - Établie
Arterial - Proposed (alignment defined)	—	Artère - Proposé (alignement déterminée)
Major Collector - Existing	—	Grande collectrice - Établie
Collector - Existing	—	Collectrice - Établie

The Pimisi O-Train station is located to the north of the Subject Site and Somerset Street to the south of the site is designated as a Transit Priority Corridor on *Schedule C2 – Transit Network* of the Official Plan (see Figure 9).

Figure 9: Official Plan Schedule C2 Excerpt



Within a five minute walk of the Subject Site is the Pimisi LRT station which provides rapid transit access to the downtown and across the City. Bayview LRT station is located within a 15 minute walk (1 km) from the Subject Site and will provide access to both Line 1 and Line 2 LRT services. Several bus transit route options are available in proximity to the Subject Site (see Figure 3). Bus route 85 (frequent) and route 16 (local) service the Subject Site, with bus stops along Albert Street within a 5 minute walk of the site. Bus stops along Bronson Avenue (at Primrose Avenue), Somerset Street (at Empress Avenue), and Gladstone Avenue (at Bell Street) are within walking distance of the Subject Site and provide frequent bus service every 15 minutes.

Bicycle lanes are available in proximity to the Subject Site along Percy Street, Bay Street, Lyon Street, Laurier Avenue, and along the Ottawa River.

2.0 DEVELOPMENT PROPOSAL

It is proposed to develop a four-storey residential apartment dwelling containing 41 affordable dwelling units on the Subject Site. The proposed apartment building will contain 17 one bedroom units, 17 two bedroom units, and 7 three bedroom units. The main entrance to the building will be off of Empress Avenue. Separate individual entrances will be provided for two of the ground floor units facing Empress Avenue and for two of the ground floor units facing Perkins Street.

13 resident parking spaces and three visitor parking space will be provided. These parking spaces will be located in an underground parking garage that can be accessed from Perkins Street. A drop-off space will be located at-grade off of Perkins Street. 42 bicycle parking spaces will be

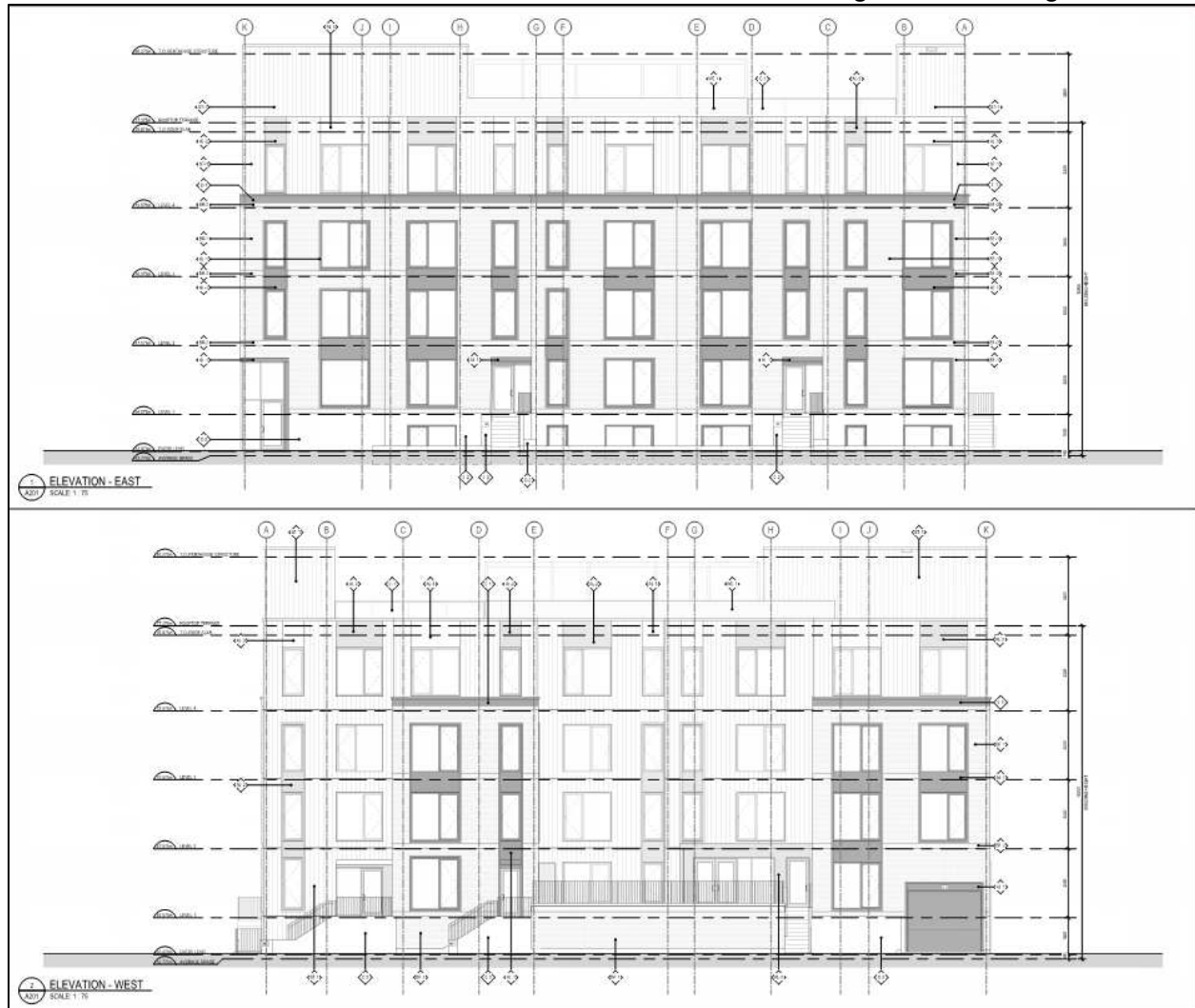
provided within the underground parking garage, with two additional bicycle parking spaces located at-grade near the main entrance to the building. A patio and softly landscaped amenity area will be provided to the rear of the property. A rooftop terrace amenity space will also be provided as well as a community garden on the roof of the building.

Figure 10: Proposed Site Plan



The building has been designed to reduce the impact of the building mass on the street. The façade of the building has been articulated to break up the building into distinct segments to better fit into the streetscape context. The change in materials on the fourth storey of the Empress Avenue façade will help harmonize the proposed building with the existing three storey buildings in the neighbourhood.

Figure 11: Building Elevations



A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Site. Relief from the Zoning By-law is required to permit a reduced rear yard setback and reduced rear yard soft landscaping.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS provides policies to manage and direct land use to achieve efficient and resilient development. Policy 1.1.1 states:

“Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- 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;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity;*
and
- i) preparing for the regional and local impacts of a changing climate”*

The PPS defines “intensification” as:

“the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and*
- d) the expansion or conversion of existing buildings”*

The proposed development is considered intensification. The proposed low-rise apartment building will provide 41 dwelling units on the Subject Property. The Subject Property is well located to support intensification, as it is within 300 metres of Pimisi LRT station and is within 100 metres of the Albert Street Mainstreet Corridor. Residents of the proposed development will have access to LRT service within walking distance, as well as a number of shops and restaurants along Somerset Street to the south. This makes the Subject Property a prime location for low-rise intensification.

Section 1.1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

“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 impacts 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.”*

The proposed development is consistent with Policy 1.1.3.2 as it represents an efficient use of a fully serviced property and existing municipal infrastructure. The proposed development supports transit use and active transportation as it is located within 300 metres of the Pimisi LRT station and is within walking distance of a number of amenities along Somerset Street. The proposed development will provide additional housing within a desirable neighbourhood that is located near transit, shops, and restaurants. The proposed development represents appropriate development in a settlement area.

Policy 1.1.3.3 states:

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

The proposed development will add to the supply and mix of housing in the area by replacing six dwelling units with 41 apartment dwellings of different bedroom configurations. The proposed development will replace two deteriorating buildings. The proposed development is transit supportive as it is located within walking distance of the Pimisi LRT station and the Somerset Street Transit Priority Corridor.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;

The proposed development of a low-rise apartment building on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will provide 41 residential units on the Subject Property and will more efficiently use the existing site to provide housing for residents. The Subject Property is well located near the Pimisi LRT station and commercial amenities along Somerset Avenue, providing residents with access to their daily needs and frequent transit within walking distance.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states:

“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.”

The proposed development is an example of intensification within walking distance of LRT service and commercial amenities. The proposed development will contribute to reducing the number of vehicle trips required while supporting transit and active transportation.

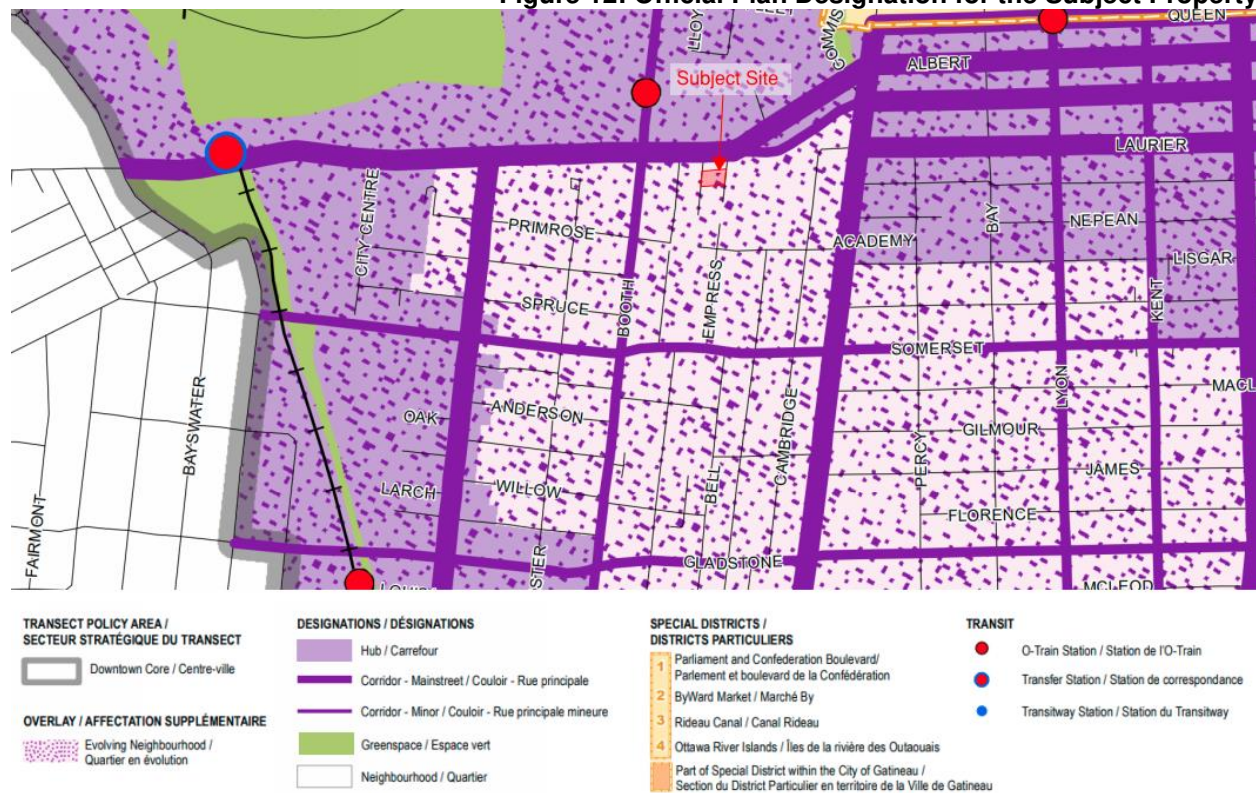
The Minor Zoning By-law Amendment application is consistent with the policies of the Provincial Policy Statement.

3.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was adopted by City Council on November 24th, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Neighbourhood in the Downtown Core Transect on *Schedule B1 – Downtown Core Transect* of the Official Plan and is subject to the Evolving Neighbourhoods Overlay (see Figure 12).

Figure 12: Official Plan Designation for the Subject Property



3.2.1 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”

Section 3 also states:

“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”

The Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area by providing 41 new apartment dwelling units. The proposed development will help accommodate the City’s expected growth through infill located near rapid transit rather than through greenfield development.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 4 states:

“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. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Property is located within the built-up area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Property.

3.2.2 Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 3 in Section 4.6.5 states:

“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.”

The proposed development will minimize conflict between vehicles and pedestrians by locating parking to the rear of the property off of Perkins Street, where there are fewer properties fronting onto the street than Empress Avenue. The resident and visitor parking spaces will be located within an underground parking garage and will not be visible from the street. One drop-off space will be located at-grade off of Perkins Street. All servicing, mechanical equipment, utilities, and garbage facilities will be located within the building in the underground parking area to ensure that there is minimal impact on residents and pedestrians. Pedestrian access to the building will primarily be along Empress Avenue, where there is a main entrance to the building as well as individual entrances for two of the ground floor units. These additional entrances will break up the massing of the building while providing additional animation along the street. Access to the amenity areas and two of the ground-floor units will be provided off of Perkins Street.

Policy 6 in Section 4.6.6 states:

“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 development appropriately responds to the neighbourhood context by providing a low-rise form of intensification in proximity to the Albert Street Mainstreet Corridor. The proposed four-storey building is compatible with the streetscape, which primarily consists of one to three storey buildings. The proposed development will have a minimal impact on neighbouring

properties, which includes a three-storey building to the north, a parking lot on the east side of Empress Avenue, and rear yard parking on the west side of Perkins Street. The proposed development has been designed with individual entrances for some of the ground-floor units fronting onto both Empress Avenue and Perkins Street in order to break up the massing of the building and provide additional animation from the street. The proposed development draws design elements, such as the use of red brick, from the character of the surrounding area. The use of steel paneling will reduce the visual impact of the fourth storey and will help break up the Empress Avenue façade. Soft landscaping will be provided in a large amenity area to the rear of the proposed building and in a rooftop community garden. These soft landscaping elements will provide additional greening on the Subject Property while providing useable amenity space for residents.

Figure 13: Rendering of the Proposed Development from Empress Avenue



3.2.3 Downtown Core Transect

Section 5.1 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Downtown Core Transect.

Policy 2 of Section 5.1.1 states:

“The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;*
- b) A high concentration of employment is maintained and increased;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
- d) Residential densities are sufficient to support the full range of services noted in Policy a).”*

The proposed development contributes to 15-minute neighbourhoods by adding residential density in proximity to a range of services and amenities. The proposal will add 41 dwelling units to the neighbourhood which will support the commercial uses along Somerset Street. The proposed development will establish transit-supportive densities within walking distance of Pimisi LRT station. The location of the Subject Property will allow residents to access their daily needs by walking, cycling, or taking transit. The proposed development will help meet the City's 15-minute neighbourhood objectives.

Policy 3 of Section 5.1.1 states:

"In the Downtown Core, the Zoning By-law may:

- a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and*
- b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.*

The proposed development maintains the residential character of the neighbourhood while providing increased residential density to support the commercial and transit amenities within walking distance of the Subject Property. The proposed low-rise building will fit in well with the surrounding low-rise context and will preserve the supply of housing on the site and in the neighbourhood.

Policy 3 of Section 5.1.2 states:

"Motor vehicle parking in the Downtown Core shall be managed as follows:

- a) Motor vehicle parking shall not be required in new development, other than visitor parking for largescale residential development;*
- b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;*
- c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;*
- d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and*
- e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.*

The proposed development will include 13 resident parking spaces and three visitor parking space. All proposed parking spaces will be located in an underground parking garage. The location of parking underground will reduce the impact on the Perkins streetscape. There will be no impact from vehicle parking on the Empress Avenue streetscape, as the underground parking entrance will be located along Perkins Street, where there are a number of existing parking spaces for neighbouring dwellings. The proposed development will provide 44 bicycle parking spaces, which exceeds a 1:1 ratio of bicycle parking spaces and dwelling units.

Policy 2 of Section 5.1.3 states:

“The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:

- a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys; and*
- b) New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as permitted in Subsection 6.3.1, Policy 4), and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3.”*

The Subject Property is designated Neighbourhood. The proposed development will increase the number of residential dwelling units on the Subject Property from six to 41 dwelling units. The proposed development represents an increase in the residential density on the Subject Property while maintaining a low-rise built form that is compatible with the neighbourhood.

Policy 1 of Section 5.1.5 states:

“Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
- b) The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
- c) Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher density Low-rise residential development;*
- d) Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and*
- e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.”*

The proposed development will provide 41 dwelling units within walking distance of rapid transit and commercial amenities. This will help accommodate residential growth within the urban area and will contribute to meeting the City's Growth Management Framework. The proposed development will maintain a low-rise built form that is compatible with the neighbourhood. The Subject Property is an appropriate location for higher density low-rise residential development of four storeys as it is located within a five minute walk of Pimisi LRT station. In addition, the Subject Property is located in proximity to a number of taller buildings, including a five storey building to the east of the Subject Property across Empress Avenue. Future development in the proximity to the Subject Property will also include taller buildings, with the West Downtown Core Secondary

Plan contemplating building heights of 20-40 storeys on the north side of Albert Street, directly across the street from the block containing the Subject Property. The existing and future context supports a height of four storeys on the Subject Property, which will provide a transition to two and three storeys buildings further into the neighbourhood. The Subject Property is also located across the street from a parking lot, which will not be impacted by the proposed development.

3.2.4 Neighbourhood Designation

Section 6.3 provides policy direction for potential development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 states:

“Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or*
- b) In areas already characterized by taller buildings.”*

The proposed development has a low-rise building height. The four-storey height that is proposed fits into the existing context, which is primarily characterized by two and three storey buildings, with a few taller buildings to the east and west.

Policy 4 of Section 6.3.1 states:

“The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and**

- vi) *Limits such uses to prevent undue diversion of housing stock to non-residential use.*
- e) *Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and*
- f) *Parks, open spaces and linkage areas meant to serve as public space.”*

The proposed development will consist of an apartment building with a low-rise built form. The increased density on the Subject Property will help meet the goals of Table 2, Table 3b, and the City’s Growth Management Framework. The Subject Property is also an appropriate location for infill development as it is within a five minute walk from Pimisi LRT station. The Subject Property also supports the City’s 15-minute neighbourhood objectives as it is within walking distance of a number of shops and restaurants along Somerset Street.

Policy 5 of Section 6.3.1 states:

“The Zoning By-law will distribute permitted densities in the Neighbourhood by:

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

The Subject Property is located less than one block away from the Albert Street Main Street Corridor and is a six minute walk from the Somerset Street Minor Corridor, where there are a number of shops and restaurants available. The Subject Property is also within a five minute walk from Pimisi LRT station and is within 600 metres of a number of park spaces within the LeBreton Flats area. The Subject Property is a prime location for low-rise intensification. The proposed development will maintain the existing low-rise context.

Policy 2 of Section 6.3.2 states:

“The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- a) *Local context and character of existing development;*
- b) *Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;*
- c) *Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;*
- d) *Proximity to Hubs, Corridors and rapid-transit stations;*
- e) *Transition in building form to and from abutting designations*
- f) *The intended density to be accommodated within the permitted building envelope; and*

g) The provisions of Subsection 4.2 Policy 1)(d)."

The proposed development has regard for the local context and character of existing development in the neighbourhood. The proposal has a low-rise built form similar to other properties in the neighbourhood. The proposed development will include direct street access from some of the units on the first storey. This will provide a more active street frontage and will help break up the building façade by presenting the building as a more ground-oriented built form such as townhouses. The Subject Property is also located less than one block from the Albert Street Mainstreet Corridor and is within a five minute walk from the Pimisi LRT station. The Subject Property is an appropriate location for the proposed development and will balance an increase in density with a low-rise built form that fits in well with the neighbourhood.

Policy 3 of Section 6.3.2 states:

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

- a) In the Downtown Core Transect, urban as described in Table 6;*
- b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and*
- c) In all other cases, may provide for a mix of urban and suburban characteristics as described in Table 6, provided that such development does not unreasonably preclude evolution to more urban character over the life of this Plan."*

The Subject Property is located within the Downtown Core Transect. The proposed development includes several characteristics of an urban built form, including shallow front yard setbacks, a minimum of two functional storeys, and parking that is concealed from the street.

3.2.5 Evolving Neighbourhoods Overlay

Section 5.6.1 of the Official Plan provides policy direction for development within the Built Form Overlays, including the Evolving Neighbourhoods Overlay.

Policy 1 of Section 5.6.1.1 states:

"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 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 and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.”

The Subject Property is located less than 100 metres from the Albert Street Mainstreet Corridor, is 100 metres away from a Hub, and is 250 metres from the Pimisi LRT station. The policies of the Evolving Neighbourhoods Overlay support gradual change in the character of areas in proximity to Hubs, Corridors, and rapid transit stations, which includes the Subject Property. The proposed development will provide for intensification and an increase in density on the Subject Property while maintaining the low-rise built form and character of the neighbourhood. The proposed development will help provide an appropriate transition between the Hub and Mainstreet Corridor to the north and the low-rise neighbourhood to the south. The proposed development will also have a more urban built form and will have an appropriate density to support nearby transit.

Policy 2 of Section 5.6.1.1 states:

“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; and*
- b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*

The proposed development provides a built form that is consistent with the neighbourhood while providing for increased density on the Subject Property. The proposed development will have a density of approximately 337 units per hectare. This exceeds the Table 3b minimum density targets of 80 to 120 dwelling units.

Policy 3 of Section 5.6.1.1 states:

“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;*
- b) *May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.”*

The proposed development is considered low-rise intensification. The proposed development exceeds the objectives of the Growth Management Framework with regards to density and will provide a built form that is compatible with the neighbourhood, which primarily consists of low-rise buildings. The proposed development will provide the gradual transition that is envisioned for the Evolving Neighbourhoods Overlay.

3.2.6 Development Review Requirements

The Official Plan (2022) requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.7.1 – Stormwater Management and Site Servicing

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. City staff have requested that an Assessment of Adequacy of Public Services/Site Servicing study be included in the application. An Assessment of Adequacy of Public Services/Site Servicing Study has been completed by Novatech dated November 29, 2023.

Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by Pinchin dated July 21, 2023. The report concluded that *“nothing was identified that is likely to have resulted in impacts to the soil and/or groundwater at the Phase One Property and would require the completion of a Phase Two ESA.”*

The proposed Minor Zoning By-law Amendment conforms to the policies of the City of Ottawa Official Plan.

4.0 URBAN DESIGN GUIDELINES

The City of Ottawa’s Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are not statutory documents and are intended to supplement the policies and regulation of the Official Plan and Zoning By-law.

4.1 Urban Design Guidelines for Low-rise Infill Housing

The Urban Design Guidelines for Low-rise Infill Housing were completed and approved by City Council in May 2012. The latest update, dated May 2022, was reviewed as part of this application. The guidelines provide urban design direction to all low-rise infill development within the Downtown Core, Inner Urban, Outer Urban, and Suburban Transects. The Subject Property is located within the Downtown Core Transect and proposes a low-rise infill development.

The primary objectives of the guideline are as follows:

- Enhance streetscapes
- Protected and expand established landscaping
- Create a more compact urban form to consume less land and natural resources
- Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage
- Provide new housing designs that offer variety, quality and a sense of identity
- Emphasize front doors and windows rather than garages
- Include more soft landscaping and less asphalt in front and rear yards
- Create at-grade living spaces that promote interaction with the street
- Incorporate environmental innovation and sustainability

The proposed development adheres to the objectives of the Urban Design Guidelines for Low-rise Infill Housing. The proposed development will enhance the streetscape by providing multiple entrances and plentiful windows and glazing along the front façade of the proposed building. Entrances along both Empress Avenue and Perkins Street will lead directly into some of the ground-floor units, creating active street frontages that are pedestrian-friendly. The stairs to the ground-floor entrances draw from the existing buildings on the site as well as a number of the neighbouring buildings which have staircases leading to their front entrances. The principal entrance leading to the upper units and remaining ground-floor units is at grade and is fully accessible. The proposed development effectively utilizes the site by orienting the building towards Empress Street and providing access to underground parking along Perkins Street, which is primarily characterized by parking areas.

The proposed development fits well within the neighbourhood context and respects the existing built form and character of the area. The proposed development is four storeys, which is appropriate within the neighbourhood that is characterized by primarily two to three storey buildings as well as a few taller buildings to the east and west. The proposed height will also help provide a transition between the existing low-rise neighbourhood to the south and future mid-rise and high-rise development to the north along Albert Street. The separate entrances for two of the ground-floor units on both Empress Avenue and Perkins Street will help break up the building massing. The use of steel cladding for the fourth storey will reduce its visual impact.

4.2 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were completed and approved by City Council on September 26, 2007. The guidelines provide direction for all development located within a 600-metre walking distance of a rapid transit stop or station. The Subject Property is located within a 600 metre walking distance of the Pimisi LRT station. Therefore, the guidelines apply to the proposed development.

The primary objectives of the guidelines are related to the following themes:

- Land Use – Locating the right type and combination of uses for supporting transit ridership
- Layout – to foster development that is convenient and accessible for transit use
- Built Form – to create more interesting and attractive public realms around transit stations through “place-making”
- Pedestrians & Cyclists – to enhance the experience of getting to and from a transit station
- Vehicles & Parking – to minimize conflicts between vehicles and pedestrians using transit
- Streetscape & Environment – quality of design in spaces of the public realm leading to and from transit stations or stops

The proposed development adheres to the objectives of the Transit-Oriented Development Guidelines. The Subject Property is located approximately a five minute walk from the Pimisi LRT station. The proposed development provides an increased residential density on the site in order to support increased transit ridership. The building design, including multiple principle entrances and the use of cladding on the fourth storey, will visually reduce the massing of the building and provide for a more fine-grain, human-scale streetscape. Access to on-site vehicle parking is located on Perkins Street, which is characterized by rear yard parking areas. This will reduce conflicts with pedestrians accessing the site along Empress Avenue.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is zoned Residential Fourth Density, Subzone UD (R4-UD) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 zone is to:

1. *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home;*
4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

A four storey, low-rise apartment dwelling is proposed for the Subject Site. The proposed development will allow for a mix of residential unit types while maintaining a low-rise building form that does not exceed four storeys. The proposed development is consistent with the purpose of the R4 zone.

Provision 1(c) of Section 161 lists “*apartment dwelling, low rise*” as a permitted zone in the R4 zone. The proposed low-rise apartment dwelling is permitted in the R4 zone.

Table 1 below summarizes the applicable zoning provisions for the Subject Property.

Table 1: Zoning Provisions for the Subject Property

Zoning Provision	Required (Low-rise apartment)	Provided
Minimum Lot Width (m)	15 m	35.1 m
Minimum Lot Area (m ²)	450 m ²	1215.1 m ²
Max Building Height	14.5 m	14.5 m
Min Front Yard Setback (s. 144(1)(a))	1.45 m	2.5 m
Min Corner Yard Setback	4.5 m	n/a
Minimum Rear Yard Setback (s. 135(1))	4.5 m	1.5 m
Minimum Rear Yard Area (s. 144(3)(a))	305.3 m ² (25% of lot area)	N/A
Minimum Interior Yard Setback	1.5 m	1.5 m / 1.5 m
Minimum Required Parking (s. 101(3)(a) & Table 101(R11)) (s. 101(6)(c))	13 spaces (0.5 spaces/dwelling after the first 12 dwellings) (-10% for underground parking)	13 spaces
Visitor Parking (s. 102(2) & Table 102)	2.9 spaces (0.1 spaces/dwelling after the first 12 dwellings)	3 spaces
Bike Parking	20.5 spaces (0.5 spaces/dwelling unit)	44 spaces
Maximum Driveway Width (s. 107(1)(a)(iii)(aa)(i))	3.6 m (for less than 20 parking spaces)	3.6 m
Landscaped Area (s. 161(8))	364.5 m ² (30% of lot area)	376 m ²
Front Yard Landscaping (s. 161(15)(d), Table 161 (1.5 m – 3 m))	20% of the front yard (17.6 m ²)	63.6 m ²
Rear Yard Soft Landscaping (s. 161(15)(b)(iii))	50% of the rear yard (27 m ²)	23.6 m ² (43.9%)
Number of Units with at least two bedrooms (s. 161(16)(b)(i))	25% (10.25 units)	58% (24 units)

Section 135 of the Zoning By-law regulates through lots and corner through lots in residential zones. Section 135(1) states:

“In the case of a residentially-zoned through lot, or corner through lot, the minimum required front yard setback applies to both the front and rear lot lines, in accordance with the provisions of the Residential zone or zones in which such lot is located and the minimum required rear yard setback does not apply.”

The Subject Site is located on a through lot and is residentially-zoned. The front yard setback for the Subject Site applies to both the front yard and the rear yard. The rear yard setback for the Subject Site is 4.5 metres, which is the required front yard setback of the underlying R4-UD zone.

The proposed development complies with the required front yard setback, interior side yard setbacks, maximum building height, and minimum parking provisions. The proposed development requires relief from the Zoning By-law to permit a reduced rear yard setback and reduced rear yard soft landscaping.

The proposed development is consistent with the purpose of the Residential Fourth Density zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250.

6.0 PROPOSED ZONING BY-LAW AMENDMENT

10 Empress Avenue is currently zoned Residential Fourth Density, Subzone UD (R4-UD) in the City of Ottawa Zoning By-law 2008-250. Sections 161 and 162 set out the provisions for the R4-UD zone. The proposed development will not be in conformity with all provisions of the Zoning By-law. The following site-specific zoning provisions are requested through the Zoning By-law Amendment application.

Proposed Site-Specific Provisions

The following site-specific relief is requested on the Subject Property.

- To permit a reduced rear yard setback of 1.5 metres, whereas Section 135(1) and Table 162A of the Zoning By-law require a rear yard setback of 4.5 metres.
- To permit a reduced rear yard soft landscaping of 23.6 square metres (43.9%), whereas Section 161(15)(b)(iii) and Section 139(7) requires a minimum rear yard soft landscaping of 27 square metres (50% of the rear yard)

Reduced Rear Yard Setback

A minimum rear yard setback of 4.5 metres is required on the Subject Site, based on the provisions of Section 135 and the underlying zone provisions. The proposed development has a rear yard setback of 1.5 metres. This constitutes a reduction of 3 metres. Despite the reduced setback, the proposed development will fit into Perkins Street, which is characterized by a mix of buildings with shallow front yard setbacks fronting onto Perkins Street and through lots fronting onto Empress Avenue or Lorne Avenue rather than Perkins Street. The reduced rear yard setback will also better utilize the through lot to provide a more active street presence on both Empress Avenue and Perkins Street. In addition, the reduced rear yard setback will not stretch across the entire Perkins Street frontage, with space provided for an outdoor amenity area that is softly landscaped. This will reduce any negative impacts from the building massing on the Perkins Street streetscape.

A reduced rear yard setback is necessary for the appropriate siting of the proposed development on the Subject Site. The proposed development includes a front yard setback of 2.5 metres, which is 1 metre larger than the minimum required setback of 1.5 metres. The proposed front yard setback of 2.5 metres is required in order to accommodate the additional building entrances to

the main level of the building, which are required by the Zoning By-law. In order for these entrances to reach the elevation of the main level, stairs are required. These stairs need to be located away from the property line. Based on this, there is no space to move the proposed building closer to Empress Avenue in order to allow for a greater rear yard setback.

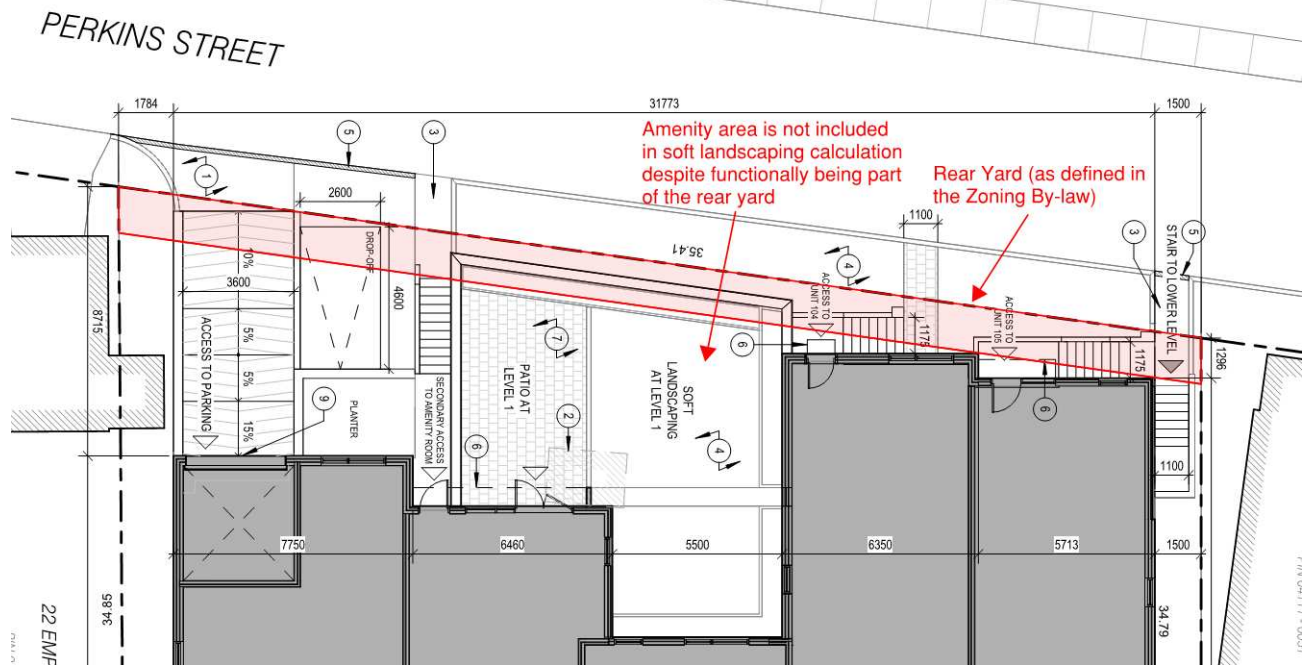
Reduced Rear Yard Soft Landscaping

Section 161(15)(b)(iii) and Section 139(7) of the Zoning By-law require that 50% of the rear yard be softly landscaped. The proposed development has a reduced rear yard soft landscaping of 43.9% of the rear yard. This constitutes a reduction of 6.1% of the rear yard, or approximately 3.4 square metres. This reduction is relatively minor and is solely required in order to provide entrances on the Perkins Street frontage, as requested by City staff. The previous proposals that did not include entrances along Perkins Street were fully conforming with the required rear yard soft landscaping.

The proposed entrances along Perkins Street will better utilize a through lot to provide street animation on both frontages. The Perkins Street frontage will functionally act as a front yard despite being defined as a rear yard in the Zoning By-law and will provide a greater percentage of the yard as soft landscaping than would be required for a front yard.

In addition, the unique conditions of the Subject Site and the Zoning By-law’s definition of a “rear yard” means that most of the rear yard amenity area is not captured in the rear yard soft landscape calculation (see Figure 14). If this softly landscaped amenity area were included in the rear yard soft landscaping calculation, no relief would be required from this provision of the Zoning By-law.

Figure 14: Softly Landscaped Amenity Area Not Included As Part of the Rear Yard



Conclusion

To facilitate the proposed development of a low-rise apartment building on the Subject Site, this application requests site-specific relief from the zoning provisions to permit a reduced rear yard setback and reduced rear yard soft landscaping.

The proposed development will allow for intensification on the Subject Site. The proposed development will provide for a more active streetscape on both Empress Avenue and Perkins Street. The reduced rear yard soft landscaping is relatively minor and adequate soft landscaped amenity area will still be provided for residents to the rear of the property. The requested relief is appropriate to facilitate the proposed development of a low-rise apartment building on the Subject Site.

7.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on July 26, 2022. Comments from the Dalhousie Community Association were received and taken into consideration when preparing this application.

Upon Submission

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

Virtual Open House

Who:	Residents of the community
Where:	The Open House may be held electronically via Zoom, subject to the necessary COVID-19 protocols.
When:	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning Committee.
City rep:	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be considered by Planning Committee.

8.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application to facilitate the development of a four-storey residential building at 10 Empress Avenue. The proposed development will consist of 41 dwelling units, 13 resident parking spaces and three visitor parking spaces will be provided in an underground parking garage, with an entrance off of Perkins Street. 44 bicycle parking spaces will be provided.

The Subject Site is designated Neighbourhood in the Downtown Core Transect and is subject to the Evolving Neighbourhoods Overlay in the City of Ottawa Official Plan (2022). The Subject Property is zoned Residential Fourth Density, Subzone UD (R4-UD) in the City of Ottawa Zoning By-law 2008-250.

The proposed development is appropriate to support the growth and development of the settlement area of the City of Ottawa. The proposal meets the housing and intensification goals of the Provincial Policy Statement by adding 41 dwelling units to the urban area. The proposed development is well located to accommodate increased density, as it is located within a five-minute walking distance of the Pimisi LRT station and the Albert Street Mainstreet Corridor. Commercial amenities such as shops and restaurants are also available within a walking distance along Somerset Street. The proposed Minor Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The Minor Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Neighbourhood designation and meets the City's intensification goals by providing additional dwelling units in a low-rise built form. The proposed development effectively uses the Subject Property to provide a mix of affordable one-, two-, and three-bedroom units, while providing an abundance of soft landscaping and amenity space. The requested Minor Zoning By-law Amendment establishes appropriate zoning provisions for the proposed low-rise apartment building and permits development that is compatible with the surrounding uses.

The Minor Zoning By-law Amendment is appropriate for the development of the Subject Site and represents good land use planning.

Yours truly,

NOVATECH

Prepared by:



Simran Soor, M. PI
Planner

Reviewed by:



Murray Chown, MCIP, RPP
Director | Planning & Development

Appendix A:
Site Plan

UNIT LIST		
UNIT TYPE	AREA	COUNT
LEVEL 0		
1-BED	56.6 m ²	1
1-BED + DEN	64.1 m ²	1
2-BED	77.8 m ²	1
LEVEL 1		
1-BED	49.6 m ²	1
1-BED	53.4 m ²	1
1-BED + DEN	64.1 m ²	1
2-BED	100.2 m ²	1
2-BED	84.9 m ²	1
2-BED	79.9 m ²	1
2-BED	79.1 m ²	1
3-BED	82.6 m ²	1
LEVEL 2		
1-BED	49.6 m ²	1
1-BED	56.0 m ²	1
1-BED + DEN	58.2 m ²	1
1-BED + DEN	64.0 m ²	1
2-BED	100.2 m ²	1
2-BED	70.6 m ²	1
2-BED	80.2 m ²	1
2-BED	79.4 m ²	1
3-BED	82.6 m ²	1
3-BED	100.7 m ²	1

UNIT LIST		
UNIT TYPE	AREA	COUNT
LEVEL 3		
1-BED	49.6 m ²	1
1-BED	56.0 m ²	1
1-BED + DEN	58.2 m ²	1
1-BED + DEN	64.0 m ²	1
2-BED	100.2 m ²	1
2-BED	70.6 m ²	1
2-BED	80.2 m ²	1
2-BED	79.4 m ²	1
3-BED	82.6 m ²	1
3-BED	100.7 m ²	1
LEVEL 4		
1-BED	49.6 m ²	1
1-BED	54.3 m ²	1
1-BED + DEN	57.3 m ²	1
1-BED + DEN	63.1 m ²	1
2-BED	99.1 m ²	1
2-BED	70.6 m ²	1
2-BED	79.3 m ²	1
2-BED	76.9 m ²	1
3-BED	81.7 m ²	1
3-BED	98.4 m ²	1
TOTAL	3006.6 m ²	41

OWNER
DALHOUSIE NON-PROFIT HOUSING CO-OPERATIVE INC.
224-211 BRONSON AVENUE
OTTAWA, ON, K1R 6H5

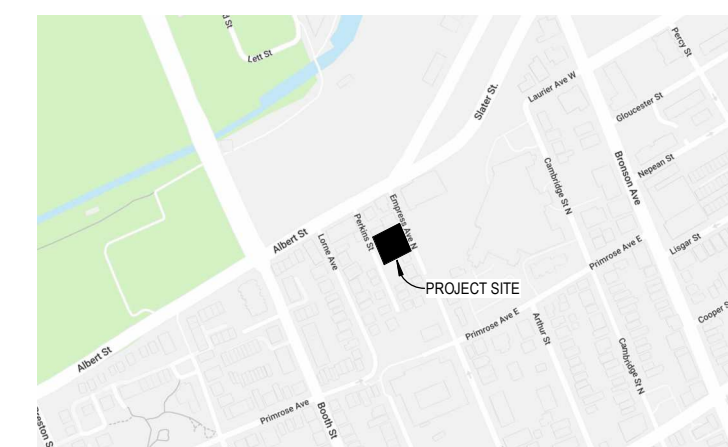
ARCHITECT
PROJECT1 STUDIO
260 ST. PATRICK ST. SUITE 300
OTTAWA, ON, K1N 5K5

PLANNER
NOVATECH
240 MICHAEL COWPLAND DRIVE, SUITE 200
OTTAWA, ON, K2M 1P6

LANDSCAPE ARCHITECT
NOVATECH
240 MICHAEL COWPLAND DRIVE, SUITE 200
OTTAWA, ON, K2M 1P6

CIVIL ENGINEER
STANTEC
300 - 1331 CLYDE AVENUE
OTTAWA, ON, K2C 3G4

SURVEYOR
FARLEY, SMITH & DENIS SURVEYING LTD.
30 COLONNADE ROAD, UNIT 275
OTTAWA, ON, K2E 7J6



3 LOCATION PLAN
SP-01 SCALE: N.T.S.

TOPOGRAPHIC PLAN OF SURVEY OF
LOT 5 AND PART OF LOT 6
REGISTERED PLAN 7
CITY OF OTTAWA
FARLEY, SMITH & DENIS SURVEYING LTD. 2021

GFA (OBC)		
LEVEL	AREA	AREA (SF)
LEVEL 0	944.3 m ²	10164 SF
LEVEL 1	801.9 m ²	8632 SF
LEVEL 2	905.3 m ²	9668 SF
LEVEL 3	905.3 m ²	9668 SF
LEVEL 4	793.4 m ²	8540 SF
ROOFTOP TERRACE	76.3 m ²	822 SF
TOTAL	4226.4 m ²	45493 SF

AREA SCH. (COMMUNAL AMENITY)			
LEVEL	NAME	AREA	AREA (SF)
LEVEL 1	AMENITY ROOM	70.6 m ²	760 SF
LEVEL 1	AMENITY - SOFT LANDSCAPING	68.6 m ²	741 SF
LEVEL 1	AMENITY - PATIO	28.5 m ²	306 SF
ROOFTOP TERRACE	AMENITY - ROOFTOP TERRACE	165.6 m ²	1782 SF
ROOFTOP TERRACE	AMENITY - COMMUNITY GARDEN	150.7 m ²	1622 SF
TOTAL		484.2 m ²	5211 SF

GFA (CITY OF OTTAWA)		
LEVEL	AREA	AREA (SF)
LEVEL 0	187.0 m ²	2013 SF
LEVEL 1	591.9 m ²	6349 SF
LEVEL 2	701.7 m ²	7554 SF
LEVEL 3	701.7 m ²	7554 SF
LEVEL 4	698.5 m ²	7518 SF
ROOFTOP TERRACE	76.3 m ²	8267 SF
TOTAL	2859.9 m ²	30687 SF

UNIT COUNT						
NAME	COUNT	LVL 00	LVL 01	LVL 02	LVL 03	LVL 04
1-BED	9	1	2	2	2	2
1-BED + DEN	8	1	1	2	2	2
2-BED	17	1	4	4	4	4
3-BED	7	0	1	2	2	2
GRAND TOTAL	41	3	8	10	10	10

GROSS LEASABLE F.A.		
LEVEL	AREA	AREA (SF)
LEVEL 0	196.6 m ²	2136 SF
LEVEL 1	633.3 m ²	6830 SF
LEVEL 2	741.6 m ²	7983 SF
LEVEL 3	741.6 m ²	7983 SF
LEVEL 4	730.3 m ²	7861 SF
TOTAL	3006.6 m ²	32356 SF

PARKING SCHEDULE	
LEVEL	COUNT
LEVEL 0	16
TOTAL	16

G.L.F.A. (CITY OF OTTAWA)		
LEVEL	AREA	AREA (SF)
Net Proposed	0.0 m ²	0 SF
LEVEL 0	178.4 m ²	1921 SF
LEVEL 1	538.6 m ²	5797 SF
LEVEL 2	673.7 m ²	7252 SF
LEVEL 3	305.3 m ²	3286 SF
LEVEL 4	670.6 m ²	7216 SF
TOTAL	2366.6 m ²	25474 SF

BICYCLE PARKING SCHEDULE	
LEVEL	COUNT
ENTRY LEVEL	2
LEVEL 0	42
TOTAL	44

Site Statistics		
Current Zoning Designation:	R4LD	
Lot Width:	35.1m	
Total Lot Area:	1215.1m ²	
Gross Floor Area:	4226.6m ²	
Building Area:	855.2m ²	
Floor Space Index:	3.47	
Proposed Development - 4 Storey Low-Rise Apartment Building		
No. of Units:	41	
Zoning Mechanism		
Minimum Lot Width	Required: 15m	Provided: 35.1m
Table 162A (V)		
Minimum Lot Area	Required: 450m ²	Provided: 1215.1m ²
Table 162A (V)		
Maximum Building Height	Required: 14.5m	Provided: 14.5m
Table 162A (V)		
Minimum Front Yard Setback	Required: 4.5m	Provided: 2.5m
Table 162A (VII)		
Corner Side Yard Setback	Required: 4.5m	Provided: n/a
Table 162A (VIII)		
Rear Yard Setback	Required: n/a	Provided: n/a
Table 162B (4)		
Min. Interior Side Yard Setback	Required: 1.5m	Provided: 1.5m
Table 162B (4)		
Minimum Landscaped Area	Required: 364.5m ²	Provided: 376m ²
Section 161 (B)	30% of lot area	
Total Amenity Area	Required: n/a	Provided: 484m ²
Table 137		
Communal Amenity Area	Required: n/a	Provided: 484m ²
Table 137		
Parking Requirements		
Minimum Parking Spaces	Required: 13 Spaces	Provided: 13 Spaces
Table 101 (Sch. 1A - Area X)	0 spaces for the first 12 units - Section 101(3)(a)	
	0.5 spaces / unit for 29 units - Table 101(R1)(ii)	
	- 0.5% Section 101(6)	
Minimum Visitor Parking Spaces	Required: 3 Spaces	Provided: 3 Spaces
Table 102 (Sch. 1A - Area X)	0 spaces for first 12 units - Section 102(2)	
	0.1 spaces / unit for 29 units - Table 102 (ii)	
Bicycle Parking Rates		
Minimum Bicycle Parking Spaces	Required: 21 Spaces	Provided: 44 Spaces
Table 111A (Sch. 1 - Area B)	0.5 spaces / unit for 41 units(111A)(ii)(i)	42 interior spaces & 2 outdoor visitor spaces

GENERAL ARCHITECTURAL NOTES:
1. This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
2. Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
3. Upon notice in writing, the Architect will provide written clarification or supplementary information regarding the intent of the Contract Documents.
4. The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
5. Positions of proposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
6. These documents are not to be used for construction unless specifically noted for such purpose.

KEY PLAN



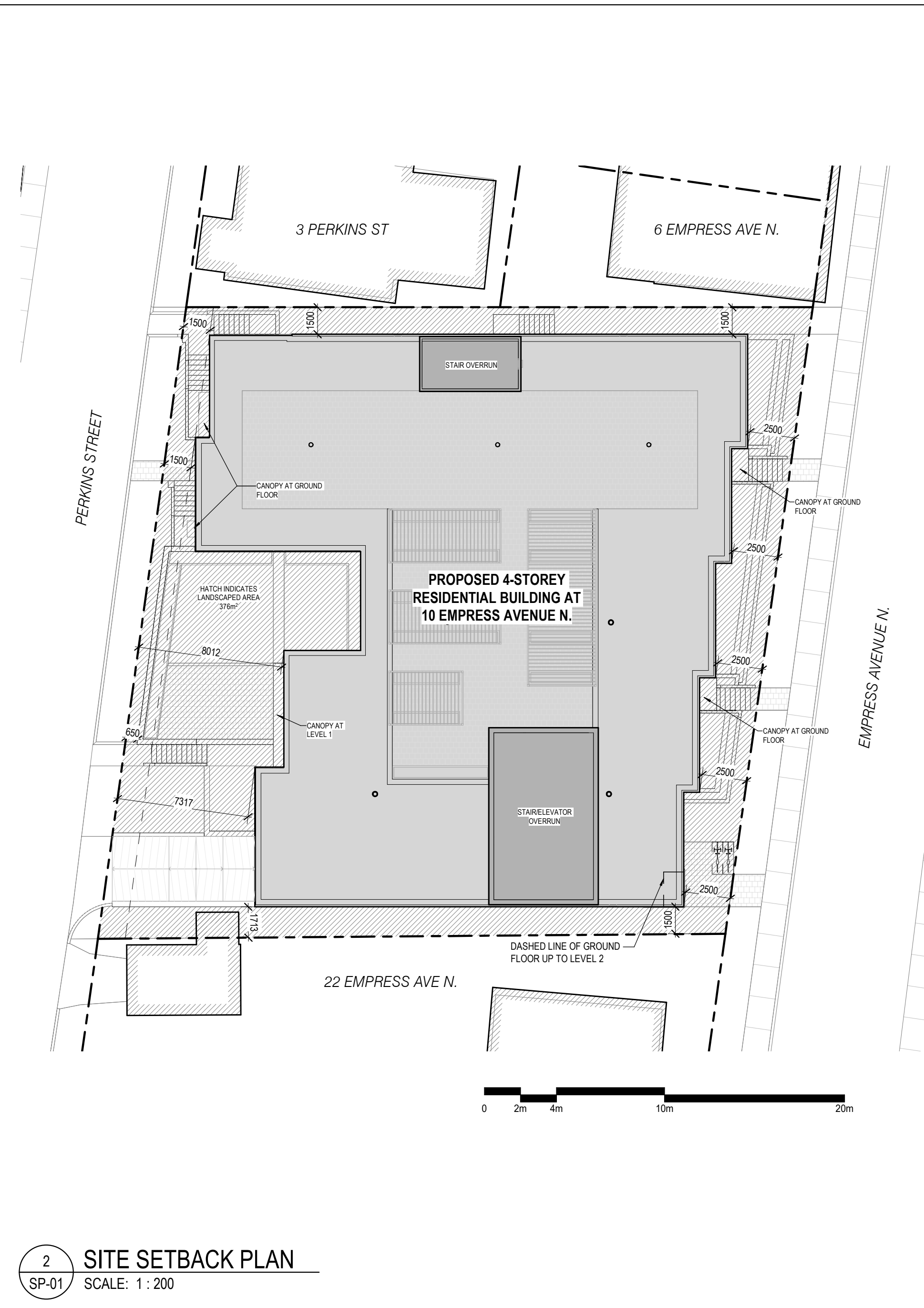
1 SITE PLAN
SP-01 SCALE: 1 : 150



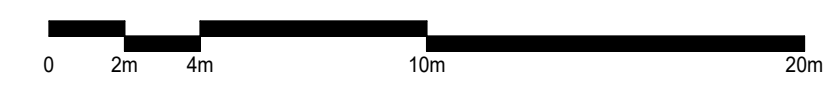
SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- SETBACK LINE
- OVERHEAD WIRES
- INTERLOCKING STONE PAVERS
- TSP EXISTING TRAFFIC SIGNAL POST
- FDC FIRE DEPARTMENT CONNECTION
- FH FIRE HYDRANT
- NEW STREET LIGHT
- STREET LIGHT TO BE REMOVED
- EXISTING STREET LIGHT TO REMAIN
- EXISTING UTILITY POLE TO REMAIN
- UTILITY POLE TO BE REMOVED/RELOCATED

- SITE PLAN NOTES**
- ASPHALT
 - EXISTING STRUCTURE TO BE DEMOLISHED
 - CONCRETE SIDEWALK
 - SOFT LANDSCAPING
 - DEPRESSED CURB
 - LINE OF CANOPY ABOVE
 - INTERLOCKING PAVERS
 - 2 VISITOR BIKE PARKING SPACES
 - RAMP TRAFFIC SIGNAL
 - SNOW-MELT SYSTEM ON RAMP AND PARKING SPACE



2 SITE SETBACK PLAN
SP-01 SCALE: 1 : 200



ISSUE	DESCRIPTION	DATE
3	REISSUED FOR ZBLA	2024-02-26
2	REISSUED FOR ZBLA	2024-01-08
1	ISSUED FOR ZBLA	2023-11-13



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PROJ	SCALE	DRAWN	REVIEWED
2214	NOTED	JH / BH	RMK

SITE PLAN & PROJECT INFORMATION

SP-01