



246 WESTHAVEN CRESCENT

Ottawa, Ontario
March 4 2024,
Revised May 23, 2024

PLANNING RATIONALE | DESIGN BRIEF
FOR
MAJOR ZONING BY-LAW AMENDMENT

FOR
Michel Baroud
RESIDENTIAL PROPOSAL

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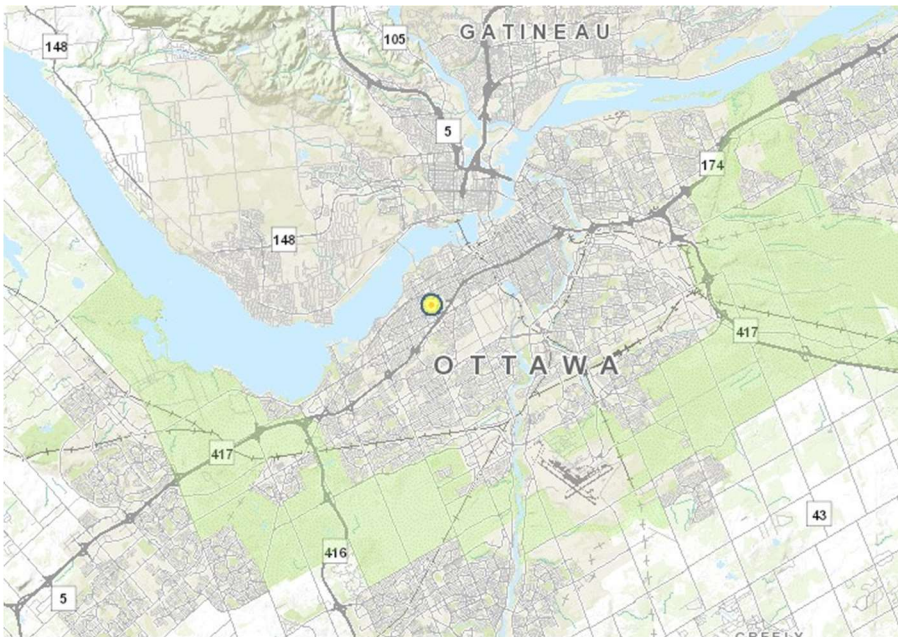
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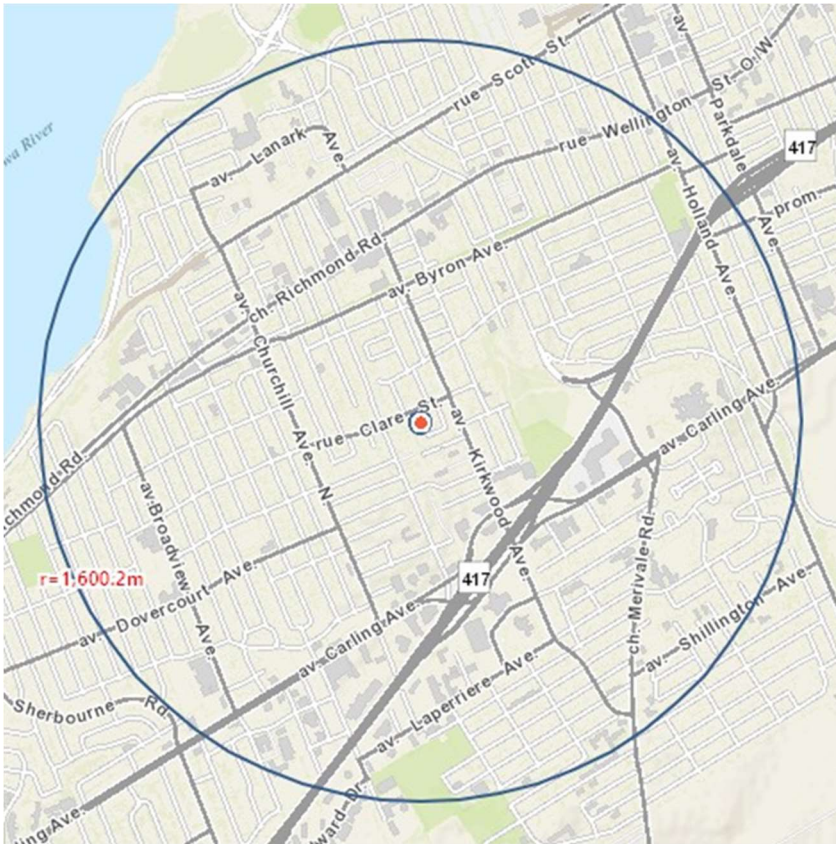
1.0 INTRODUCTION

The intent of this Planning Rationale and Design Brief is to provide planning justification in support of a Rezoning application for the property known municipally as 246 Westhaven Crescent, registered as Part of Lots H and I, Plan 253 & all of Lot 30 Plan 308, City of Ottawa. The purpose is to change the zoning from R3R to R4UC in order to permit 6 residential units where there are now 3 large units. This change would align the zoning with the adjacent zone directly to the south of the property, and would permit the three unit building to be converted into six units by subdividing the existing units at the ground floor. No additions or changes will be made to the current building envelope. Note that if the existing building was a semi-detached building (permitted in any R2 to R5 zone), 6 units would be permitted.

This Planning Rationale and Design Brief demonstrate how the proposed development conforms to the policies of the new City of Ottawa Official Plan (OP) and complies with the intentions of the City of Ottawa Zoning By-law 2008-250. The concept has been discussed with the local ward Councilor. A public, online meeting was held and there was no major opposition to the proposal.

2.0 LOCATION AND CONTEXT

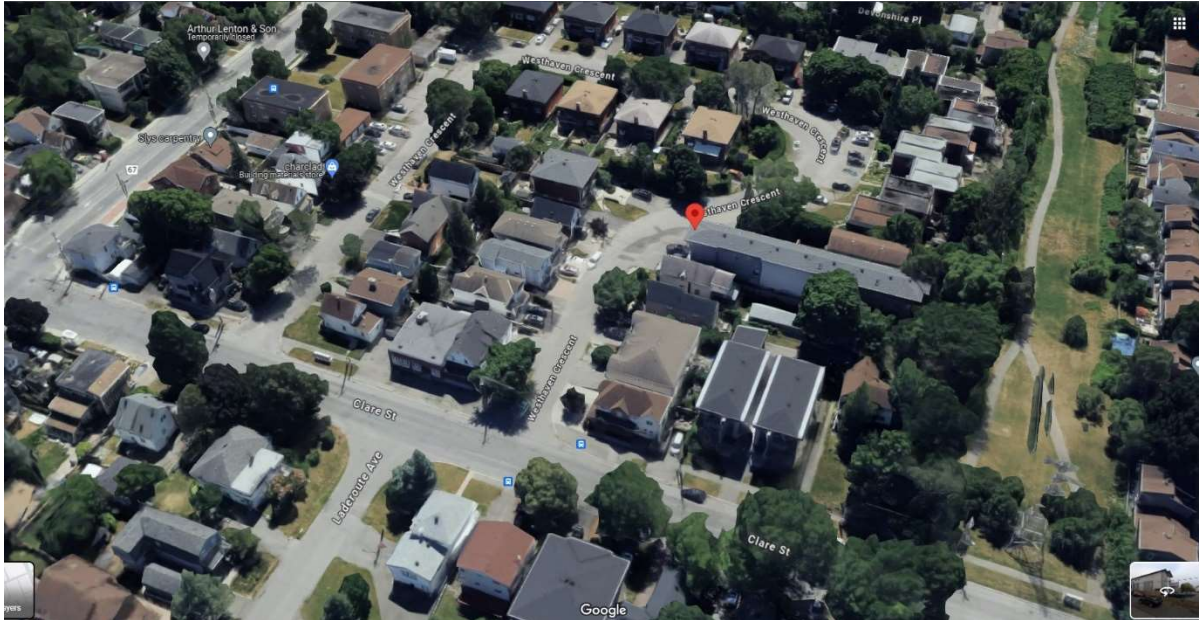
2.1 SITE LOCATION



1.6 kilometer radius – approx. 15 minute walk from 246 Westhaven

The property is in Ward 15; Kitchissippi Ward, in the historic Westboro neighbourhood and the current councilor for this area is Jeff Lieper. Westhaven is a crescent, with its eastern entrance one block west of Kirkwood. It is about half way between Richmond Road to the North and Carling Avenue to the south. The property has had a building on it since 1928.

There is a linear park directly below a hydro easement behind the property.



Aerial view looking south

2.2 COMMUNITY CONTEXT

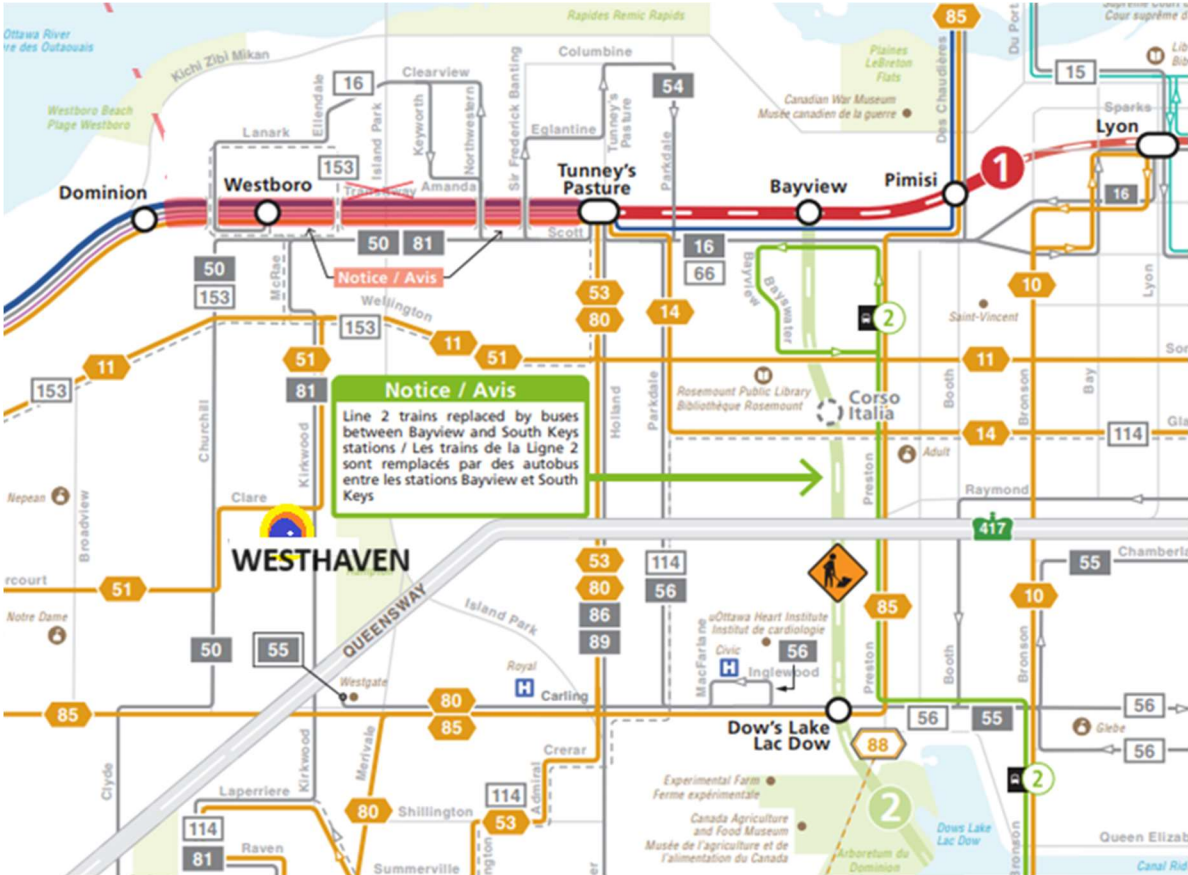
This site is in a walkable community, it has a Very Walkable Score of 83/100 and a Biker's Paradise Score of 99/100.

The property is in a well serviced area, both socially, commercially, and in terms of transportation networks. Situated in the Westboro community, nearby amenities include shops and restaurants on Wellington Street and Richmond Road, Carling Ave., Hampton Park, the Queensway, Transitway, Ottawa River, daycare facilities, schools, City community and recreational facilities and the Civic Hospital, all within 1.6 kilometers. The neighbourhood provides year around activity possibilities.

Historically, since 1909, the neighbourhood was called Laurentian View – the area between Tweedsmuir and Hilson. It is now considered part of the Hampton Park neighbourhood – the area between Tweedsmuir and Island Park, which is the name of the community association.

The proposed intensification makes the best use of such a good location for potential tenants and provides an innovative housing choice.

2.3 PUBLIC TRANSPORTATION NETWORK



There is OC Transpo public transit service nearby on Clare St. and Kirkwood Ave. The O-Train is within a 15 minute walk. The 81 bus is a regular service bus, 7 days a week; there are 2 other weekday buses 50 & 51.

2.4 EXISTING CONDITIONS

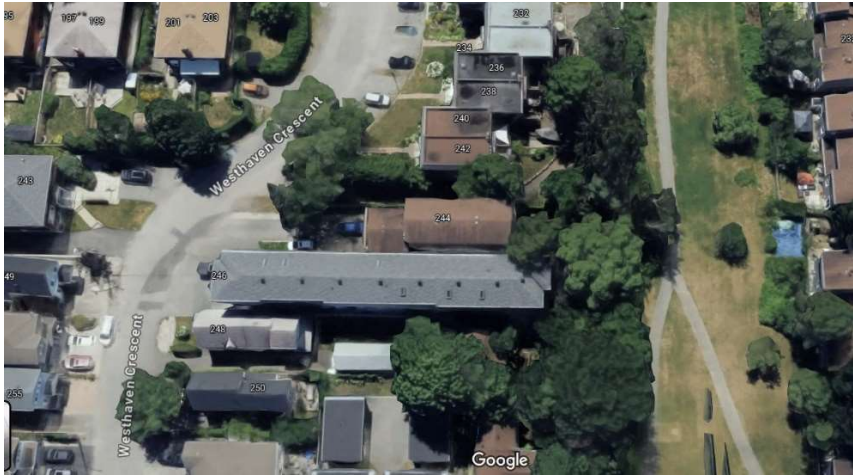
The area of the property at 246 Westhaven Crescent is 532.8 m², with a frontage of 9.09 m and a depth of approximately 60.30 m.



Existing front view

In 2015, the property owner of 246 Westhaven Crescent developed a 3 unit dwelling (triplex) on this property, which is a permitted use under the current zoning (R3R). The area of the existing building footprint is 306.95 square meters which is 58% of the lot coverage. The gross floor area is 875.14 square meters. The 3 units are large, approx. 322 square meters, (3,465 sq.ft.), 314.8 square meter (3,388 sq.ft.), and 232 square meters (2,500 sq.ft.).

It was an innovative triplex solution; it made the best use of the property at that time. We received an official definition from the planning department of triplex, although the units appear to be vertically attached, more like Townhouses; there was sufficient overlap of the units that it met the triplex definition, which was a permitted use under the zoning (R3R). Minor Variances were approved in February 2015 for: lot width; increased parking area and yard setbacks.



Aerial view illustrating size

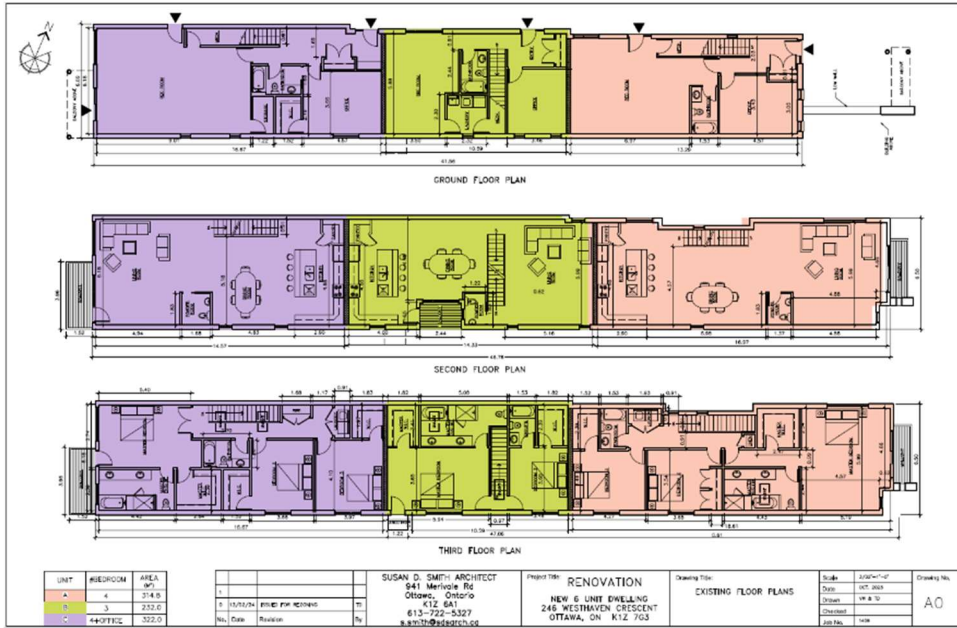
Even the interior apartment is very attractive, welcoming, and has access to sunlight because of the south facing windows, and balcony.



Existing central apartment, second floor level, no change proposed



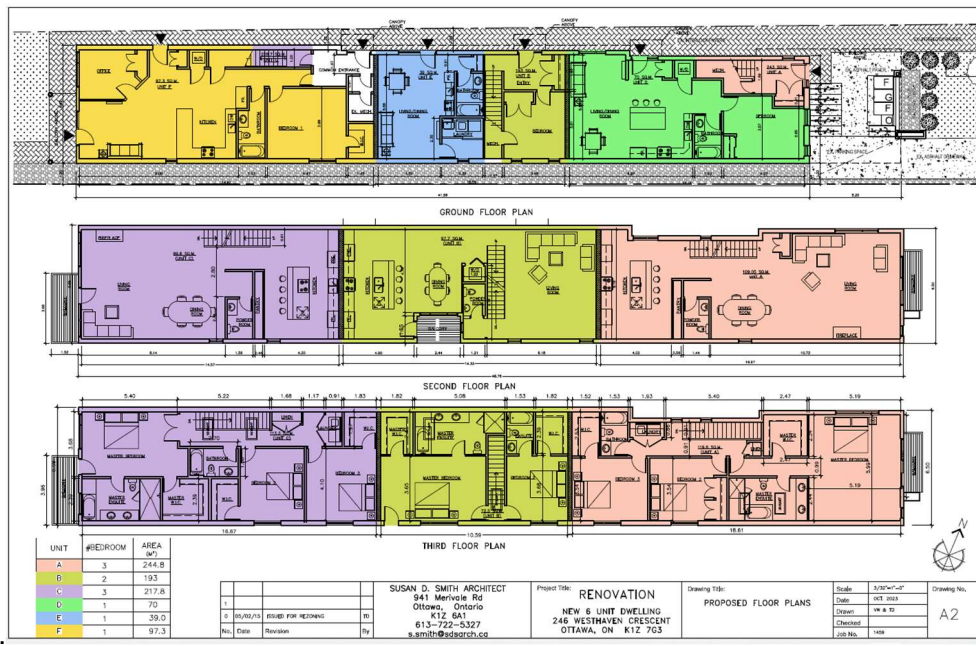
Existing central apartment, upper floor levels, no change proposed



Existing Plans 3 – 3 storey apartments

3.0 THE PROPOSAL

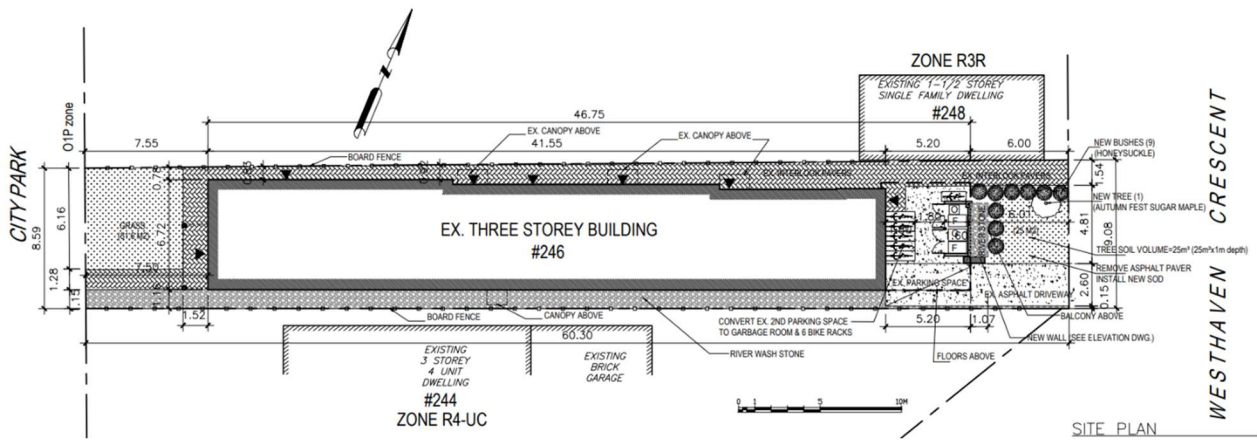
The proposal is to change the zoning from R3 to R4UC in to convert the underutilized ground floor space into 3 smaller units in order to permit a total 6 residential units. There is no change to the building envelope or upper floors, only to the interior, by building interior partitions and some minor plumbing revisions, and to the site landscaping at the front of the building



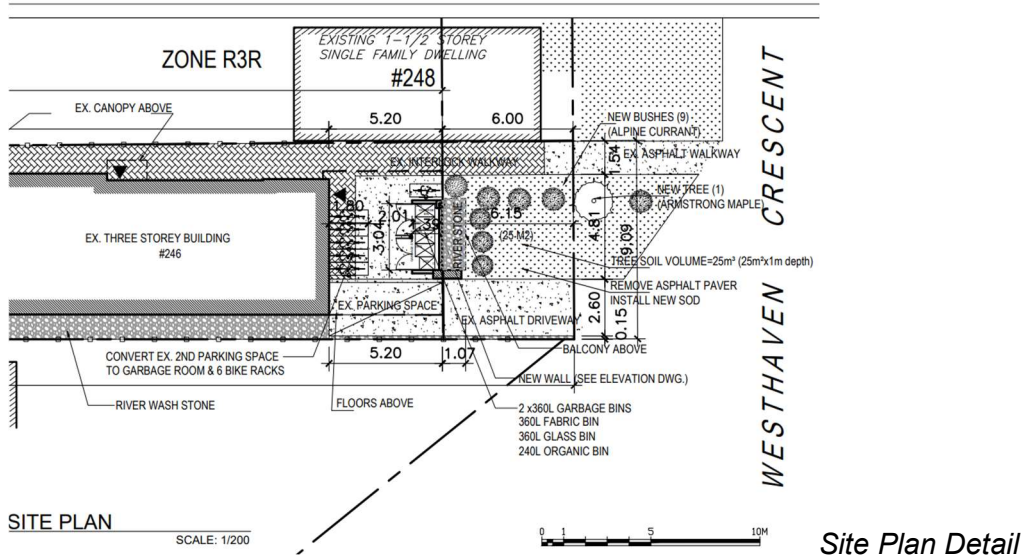
Proposed Floor Plans; 3 – one storey apartments, 3 – multi storey apartments



Current building showing new landscaping



Proposed Site Plan, only change is improved landscaping at the front of the building



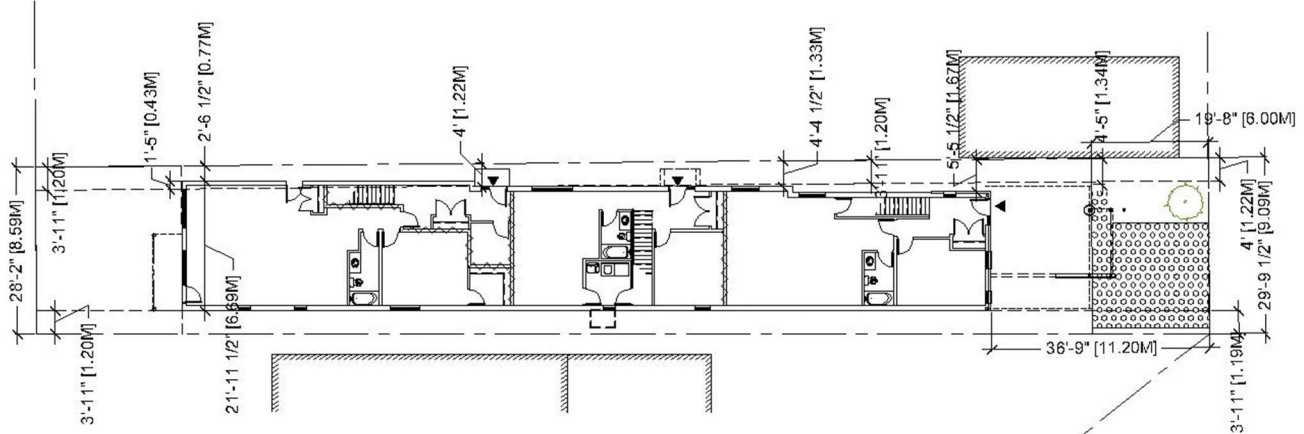
A new Armstrong Maple tree and nine Alpine Currant bushes have been planted in the front yard. There are existing pavers, framed by the new bushes, leading to entrances. The existing soffit has pot lights highlighting the front wall entrance.



Night image of new screen

Waste containers that meet the Ottawa's "Solid Waste Collection Design Guidelines for Multi-Unit Residential Development" will be kept in a garbage shed below the existing cantilever overhang and behind a screen at the front of the building. This will internalize waste management and bicycle parking and could bring the front entrance closer to the street, which aligns better with the city policies.

There are 6 bicycle parking spaces proposed at the front of the building. One vehicular parking space is also provided at the front of the building. Vehicular parking is not required. More than half of the existing pavement at the front yard has been removed, and will be planted with grass, bushes and a tree. Note that we have more than the required minimum of 40% aggregated soft landscaping.



The width of a walkway leading to a public thoroughfare is required to be 900 mm. The rear units are exiting from a door that is 1.22 m away from the property line. Exiting widths meet the required the Ontario Building Code 2012.

4.0 POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT (PPS 2020)

Policy 1.1.1: "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;

"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;"

Policy 1.4.1: "To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification..."

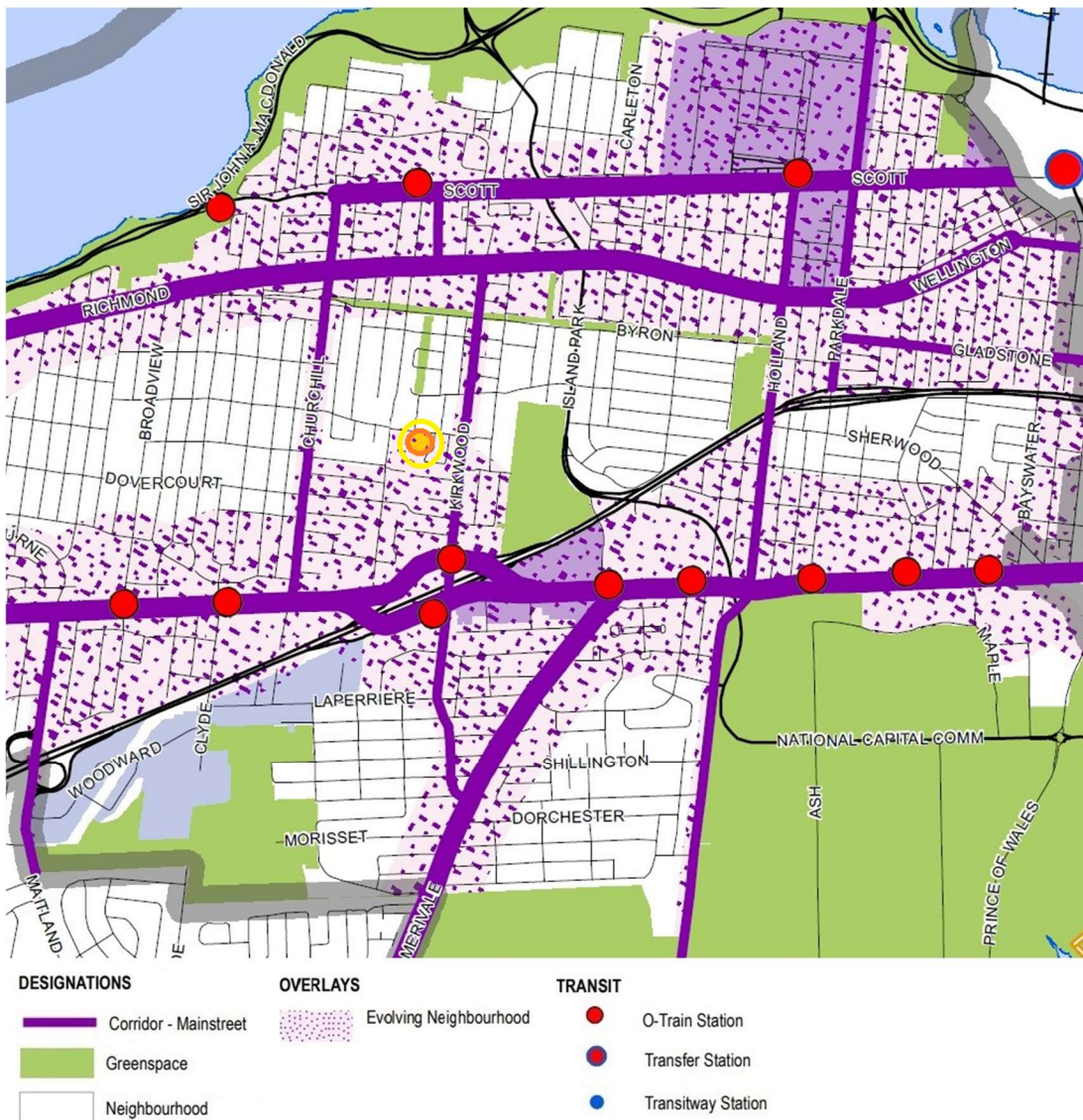
The Provincial Policy Statement promotes this type of intensification and this proposed development is a good example of making proper use of existing infrastructure.

4.2 CITY OF OTTAWA OFFICIAL PLAN

The new Official Plan (OP), By-law 2021-386, came into effect on November 4, 2022, it outlines a vision of a sustainable, resilient and liveable City. This vision is also articulated in the City's Strategic Plan, which identifies goals including the provision of housing options which are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents' first choices for transportation. Intensification in urban areas promotes the use of these modalities.

The new official plan outlines a policy framework to guide growth to the year 2046, and to set the stage towards a population of 2 million people.

This proposal is consistent with the new OP and makes more efficient use of this land. The property is within the Inner Urban Area transect and on the edge of an Evolving Neighbourhood Overlay as described in the OP policy reference in Section 5.2.



Section 2 of the new OP outlines Big Policy Moves, four of which will be implemented by this project of adding more apartments within an existing building envelope. The follow are the relevant Big Policy Moves:

1. More growth by intensification: which the proposed project will achieve,
2. Sustainable transportation: the projects will provide further density, which will encourage improved public transportation, There is a pedestrian path behind the building, which is a hydro easement, leading south to Carling Avenue or North to streets leading to Wellington/Richmond Road and beyond.
3. Improve sophistication in urban and community design and put this knowledge to the service of good urbanism. This building appears to be a small infill project from the street view, but the aerial view shows it's true length and capacity,
4. Environmental, climate and health resiliency are encouraged by this development. More units within the existing envelope is more energy efficient and allows access to a range of housing, note that walking to the many nearby amenities is encouraged. There are 4 schools within 1 kilometer, St. Elizabeth, Hilson, Elmdale and Churchill; as well as 3 Montisori schools.

The Official Plan discusses Cross Cutting Issues such as Intensification and Healthy and Inclusive Communities, in the following sections:

Under 2.2.1 Intensification and Diversifying Housing Options, the goal of “residential growth within the built-up urban area” will be realized through this project.

Under 2.2.3 Energy and Climate Change, the policy objective of “a compact and connected City” is further realized.

Under 2.2.4 Healthy and Inclusive Communities, the goal of encouraging development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities is further realized.

Section 3 and 4 of the OP further sets intensification as a policy objective, and outlines new 15-minute neighbourhoods and the framework for improved sustainable transportation. The intensification proposed (ie more units) fulfill these policies.

Section 4 also describes the need for adequate, safe and affordable housing, with a diversity of housing options. These policies are achieved in the project.

With respect to safety: There is no through traffic on this street, thus being a more secure street where neighbours are familiar with each other. This is an existing supportive neighbourhood, This satisfies the policy outlined in 4.10.1, making it safe and easy to walk or bike.

The site is being improved through this application; the current Zoning Bylaw will likely be revised in 2025 to permit this proposed higher density. Within the building itself is a tight knit community. There is diversity, it is welcoming for singles, students, professionals, young and older couples, Ottawa sports figures, 2SLGBTQQUA+, all have been tenants here before and still are. With the approval of this rezoning, there will be greater opportunity for variation in the size of units, with the ground floor providing units for those with mobility challenges (previously each of the units was 3 storeys), There is a security camera at the front, side and back; they are connected to an app supervised by the landlord. There are also motion detector with lights and cameras. There is a camera at the front doorbell. Tenants are also permitted to install their own security systems.

With respect to diversity of housing options, there are a variety of unit sizes and bedroom counts, and resulting range of prices; assisting with housing affordability. There are currently one family with children, and two couples in the building. The renovation will thus permit single or couple tenants, perhaps related to the larger family units.

Section 4.7.2 calls for an affordable and sustainable pattern of infrastructure development. There will be no change to the City infrastructure required by this proposal. See servicing documents.

Section 5: The Inner Urban Area transept policies are further outlined in Section 5 of the Official Plan. This street and property were developed before 1958. There are primarily urban characteristics, except that there is prominent front yard parking.

The achievements of this proposed rezoning, increase in the number of units and revisions to the front yard:

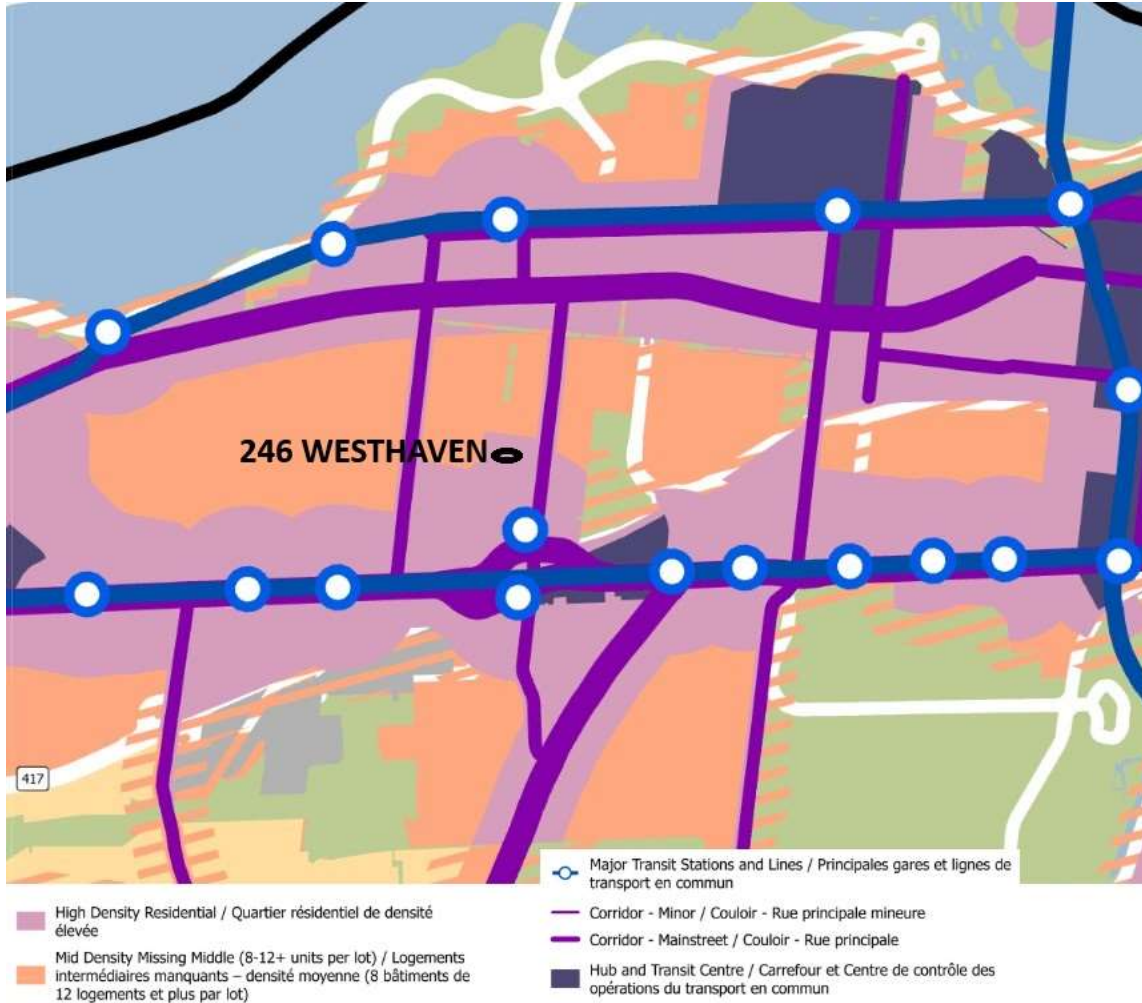
- 1) Enhance the urban pattern and site design
- 2) Prioritize walking, cycling and transit with and to and from this Transept. The pathway at the back of the property is part of an Active Transportation network.
- 3) The Hub at Westgate is within a 800 m radius. To reach it, anyone from the building can access the pedestrian pathway through a gate at the back of the property. The pathway is part of the Existing Pedestrian Network and is an Existing Multi-Use Pathway. Walking this path is very enjoyable. The HUB can be reached by taking the existing multi-use pathway to the existing Sidewalk and Path along Dovercourt, which is also part of the Existing Pedestrian Facilities, and continues to other sidewalks and paths that are part of the existing pedestrian network, leading directly to the HUB at Westgate.
- 4) The property is within the heart of Westboro, with sidewalks and pathways leading to Island Park, Wellington Village, Civic Park and Carlington neighbourhoods. More residents should be encouraged to live in this building, since it complies with the intention of the New Official Plan and will likely be permitted in the future zoning bylaw. If this building was built as a semi detached building now, it would be permitted to have the 6 units proposed, but it was built as a triplex.

Section 5.2.1 proposes the support of urban districts and mid to high-density development and increases in existing residential densities to sustain the full range of services within a walking distance from home, to support the growth of 15-minute neighbourhoods. The work already done complies with this section in developing front yard space for trees and intensive landscaping.

Section 5.2.2 discusses prioritizing walking and cycling. Note that thirteen hundred meters of the shopping corridor at the main street of Wellington/Richmond Road are within 1 kilometer of this building.

In section 5.2.4 in the OP, for the Inner Urban Transept, heights are encouraged to be Low-rise, a minimum of 2 storeys and maximum of 6 storeys. This 3 storey building falls within this height policy and with 6 units, it fulfills the policy goals of providing a building that can be classified as the missing middle.

The New Zoning Bylaw, as presented on April 29, 2024, illustrated how the new Official Plan policies will be implemented through changes to the current Zoning Bylaw. The zone at 246 Westhaven will be replaced from an exclusive residential R3 zone to an inclusive Neighbourhood Zone. It is expected that it will be high density, +12 units permitted as illustrated in the following diagram.



LAND USE AND DENSITY STRATEGY, from the New Zoning Bylaw

There are currently no secondary or community plans to further regulate the subject property. In light of the new Official Plan, the proposed intensification on this property is appropriate as it makes the best use of its potential.

4.3 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250

The existing zoning is R3R, the proposal is to revise it to R4UC. Note that the neighbouring property directly to the south is Zoned R4UC. The building, as defined by the bylaw, will change from a “Three-unit Dwelling” (triplex) to an “Apartment Dwelling, Low Rise”. No rooming units are proposed. The property is in the Mature Neighbourhood Overlay. With respect to vehicular parking: the property is in Area X of schedule 1A of the Bylaw.

The purpose of the R4 - Residential Fourth Density Zone is to “allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings in no case more than four storeys”; to “allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;”...and to “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". This project realizes this purpose. The project also will meet the intent of the proposed new Zoning Bylaw, which should be implemented in the next few years.



Zoning showing R4 to the south

City of Ottawa Zoning By-law No. 2008-250 and Revised By-law No. 2015-228		
REZONE: FROM R3R TO R4-UC WITH EXCEPTIONS		
LOW RISE APARTMENT 3 STOREY, 6 UNIT	REQUIRED	PROPOSED
MINIMUM LOT WIDTH	10 m	9.1m (EXCEPTION)
MINIMUM LOT AREA	300m ²	532.8m ²
MAXIMUM BUILDING HEIGHT	11m	10.40m
MINIMUM FRONT YARD SETBACK	4.5m	6m
MINIMUM CORNER SIDE YARD SETBACK	3m	N/A
MINIMUM REAR YARD SETBACK	7.5m	7.5m
MINIMUM INTERIOR SIDE YARD SETBACK	1.5m	NORTH SIDE: 0.77m (EXCEPTION) SOUTH SIDE: 1.2m (EXCEPTION)
MINIMUM LANDSCAPE AREA	30%	43% (232.9 m ²)
SOFT LANDSCAPE FRONT YARD REAR YARD	35% (19.1 m ²) 50%(32.3m ²)	50% (25m ²) 80% (51.6m ²)
FENESTRATION ON FRONT WALL	25%	30%
RECESS ON FRONT WALL	20%	30%
BICYCLE PARKING (0.5/UNIT)	3 spaces	6 spaces
VEHICLE PARKING	0	1 spaces

4.4 REQUESTED EXCEPTIONS TO THE R4UC ZONE IN THE BYLAW

Relief is requested from the Zoning Bylaw for:

- a. Table 162A The lot width from required 10 m to existing 9.04 m (at the 6 m setback), .96 m reduction.
- b. Table 162A North side yard setback from required 1.5 m to existing .77 m
- c. Table 162A South side yard setback from required 1.5 m to existing 1.2

The following describes the requested exceptions to the Zoning Bylaw:

a) **Permit a reduced lot width of 9.04 m (at the 6 m setback line)** Under the Zoning Bylaw, the minimum lot width is 12 m for a 3 Unit Dwelling or even detached or duplex. The actual lot width is 9.09 at the street. This variance would be required for any building on this property. The Variance from the requirement from 12 m to 9.07 m was granted in March of 2015. A reduction from the requirement 10 m to 9.07 should be permitted. Much of the front yard asphalt has been removed and soft landscaping installed.

b) **To permit a North side yard setback to .77 m from 1.5 m.** This is the existing condition. In March of 2015 this exception/variance was granted based on a setback of 1.2 being required. The .77 m setback is only at the back of the building, the middle third of the building has a 1.22 m setback. The front third of the building is at 1.67 m from the north property line.

c) **To permit a South side yard setback of 1.2 m**, where 1.5 m is required for an apartment building. This was the requirement for a three-unit building and was built to meet that requirement.

We feel that the requested exceptions meet the tests are required by Subsection 45 of the Planning Act if the proposal was presented to the Committee of Adjustment:

1. The exceptions to the R4-UC zone are minor. With regards to the impact on the neighbouring properties; the properties on the north side are the same width as the property at 246 Westhaven, and most of the properties on the street are fairly narrow, see maps. The setbacks are existing.
2. The proposed intensification is desirable for this property; as noted previously, this project will fulfill the potential of this location.
3. The proposed variances maintain the general intent and purpose of the zoning by-law, the density compliments the zones and the densities of residential properties abutting the north side, as well as the south side; where the zoning changes to an R4-UC zone extending down the south half of Westhaven Crescent, (see map). The existing building on the property to the south side has 4 units.
4. The variances requested maintain the general intent and purpose of the Inner Urban Area of the Official Plan.

5.0 DESIGN BRIEF see separate report

- 5.1. The project is compatible with the Official Plan and the intent of the Zoning Bylaw
- 5.2. The project achieves the intent of the Urban Design Guidelines for Low-rise Infill Housing
- 5.3. The project was reviewed with planning staff and revisions made

6.0 SUMMARY OF TECHNICAL STUDIES, REPORTS AND PLANS

6.1 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

The Grading Site Servicing and Stormwater Management Report were prepared by T.L. Mak Engineering consultants Ltd. In 2015. No issues in relation to site servicing, stormwater services, or existing utility infrastructure have been identified.

6.2 ROADWAY TRAFFIC NOISE ASSESSMENT STUDY

A detailed Roadway Traffic Noise Assessment Study were conducted by Gradient Wind Engineering.

6.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment prepared by Exp Services Inc. found that no environmental concerns were identified with respect to the current use or past of the surrounding lands. Based on the findings of this assessment, a Phase II – Environmental Site Assessment is not required.

6.4 LIST OF SUPPORTING PLANS AND STUDIES

For the zoning application pertaining to this proposed development, and as per the study and plan identification list, the following documents were submitted:

- Survey Plan, Annis, O'Sullivan, Vollebekk Ltd.
- Site Plan, Susan D. Smith Architect revised; includes Landscape Plan
- Architectural Building Elevation Drawings, Susan D. Smith Architect revised
- Planning Rationale, Susan D. Smith Architect
- Design Brief, Susan D. Smith Architect
- Public Consultation Strategy, Susan D. Smith Architect
- Noise/Vibration Study, GradientWind Engineers & Scientists
- Phase I Environmental Site Assessment, Exp.

7.0 PUBLIC CONSULTATION STRATEGY

The proposed redevelopment of the property to 6 units was initially discussed with Councillor Jeff Leiper. His office hosted a virtual Open House with the community to provide information on the proposal, and answer questions that neighbours had. See separate report.

8.0 CONCLUSION

We believe that the proposed design is compatible with the scale and use of this neighbourhood and complements the surrounding residential buildings. The proposed development represents an opportunity for intensification in a manner which is consistent with the existing development. It is in keeping with the design guidelines as it enhances the streetscape, respects the character of the existing built forms, and provides a strong emphasis on pedestrian access and orientation to the street. We met with the city Planners Jean-Charles Renaud and Margot Linker to review the proposal and get the advice of the City Planning department, they didn't have any objections, only suggestions to remove some of the asphalt and clarify the garbage storage and bicycle parking – which is shown on the Site Plan and has now been done. Note that this building is not built to the maximum height (the maximum height is 11 m, existing building is at 10.4) limit and will not have a basement. Since parking is limited, more environmental modalities of transportation will be encouraged.

The proposal compiles with the policies of the new Official Plan in that it encourages the growth within a 15-minute neighbourhood, bringing more people within walking distance to shops, offices and transit. Tenants within the units will maintain their current high standard of living and the building will continue to attract tenants from all walks of life.

Follow-up comments and the study and plan submission list were provided. The proposed development has been revised since the time of the pre-consultation meeting and has addressed the design comments provided by the City planners.

The project is to divide each of the existing units, within this triplex, into 2 by using the underutilized space on the ground floor. Most of the apartments will still be quite large. No additions or changes will be made to the current building envelope, not even to exterior doors. To be able to do this at this time, a rezoning is required and should be approved. The building is in the Inner Urban Transect of the New Official Plan, and is in an Evolving Neighbourhood. The intention is to encourage innovative building solutions and provide substantial increases in density. Note that if this building had been designed as a semi instead of a triplex, 6 units would be permitted and this rezoning not required. We understand that all of the zoning will be changed in a year, but people need housing now and this rezoning will assist in meeting this current requirement.

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