



214 Somerset Street East

Planning Rationale
Zoning By-law Amendment
September 5, 2024



Prepared for Ottawa Community Housing Corporation

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Ottawa Community Housing Corporation (“OCH”) to submit this Planning Rationale in support of a Minor Zoning By-law Amendment application for the property municipally known as 214 Somerset Street East in the City of Ottawa (“the subject property”). The intent of the Zoning By-law Amendment application is to establish a site-specific urban exception that permits the development of the proposed low-rise apartment building.

1.1 Subject Property

The subject property is located in the Sandy Hill Neighborhood, immediately adjacent to the Sandy Hill Community Centre. The property is known municipally as 214 Somerset Street East. The ‘L’ shaped lot has an area of approximately 533.8 square metres, a frontage on Nelson Street of approximately 14 metres and a frontage on Somerset Street East of approximately 31 metres.

The property possesses a substantial grade that declines eastward down Somerset Street and to the south down Nelson Street. Hydroelectric lines are present fronting onto the property both along Somerset Street East and Nelson Street. A shared use easement is noted between the subject property and 442 Nelson Street to the south.



Figure 1: Subject Property

1.2 Site Context

The adjacent land uses can be described as follows:

North: A treed and landscaped buffer and retaining wall line the northerly edge of Somerset Street East across from the site. Beyond this are several low-rise fourplex dwellings that face Nelson Street. Further north on Nelson Street, there is

a four (4) storey low-rise apartment building as well as detached, semi-detached and townhouse dwellings. Further north is the Francojeunesse Public Elementary School and more residential development with some commercial uses along Laurier Avenue.

East: Immediately east of the subject property is the Sandy Hill Community Centre and Park. Further east, facing Somerset Street East there are a series of low-rise dwelling typologies including fourplexes, semis, and low-rise apartment dwellings. Strathcona Park, on the Rideau River, is approximately 600 metres east of the subject property.

South: Immediately south of the subject property there is a semi-detached house located at 442 Nelson Street. Further south on Nelson Street there are a series of detached, semi-detached dwellings, and several three- to four-storey apartment buildings. Nelson Street terminates at Templeton Street, south of which is the Minto Sports Complex Fitness Centre and Viscount Alexander Public School.

West: Immediately west of the subject property is a one storey building with a restaurant abutting a three-storey residential building. Further west are more low-rise building typologies including low-rise apartment dwellings. The University of Ottawa is approximately 200 metres west of the subject property and the uOttawa LRT Station is approximately 400 metres west of the subject property.

The existing built form of the surrounding context includes multiple examples of three- and four-storey low-rise apartment uses, and other low-rise residential building forms. A range of architectural styles are present, including older red brick construction as well as contemporary design approaches.

1.3 Transportation

The subject property is well served by public transit as shown in Figure 2 the subject property is within a 400-metre walk from the uOttawa LRT Station. The subject property is also within close proximity to a number of amenities including the Sandy Hill Community Centre as well as retail located along Rideau Street to the north.

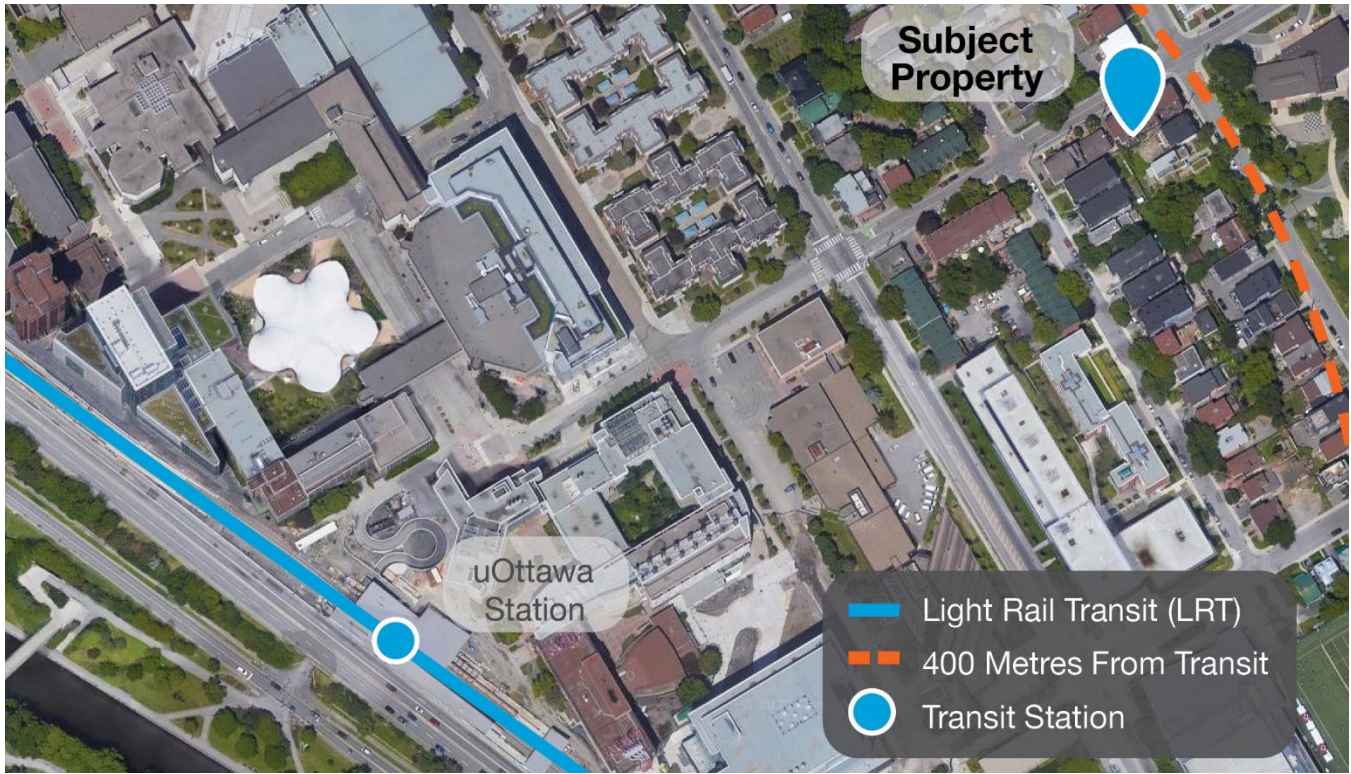


Figure 2: Subject Property in relation to Transit

Per Schedule C5 – Downtown Core Road Network of the Official Plan, the subject property is located adjacent to a Collector Road (Somerset Street East), and two blocks east of an Arterial Road (King Edward Avenue) (see Figure 3 below). King Edward Avenue is a north-south road connecting to Highway 417 to the south and Autoroute 5 to the north.

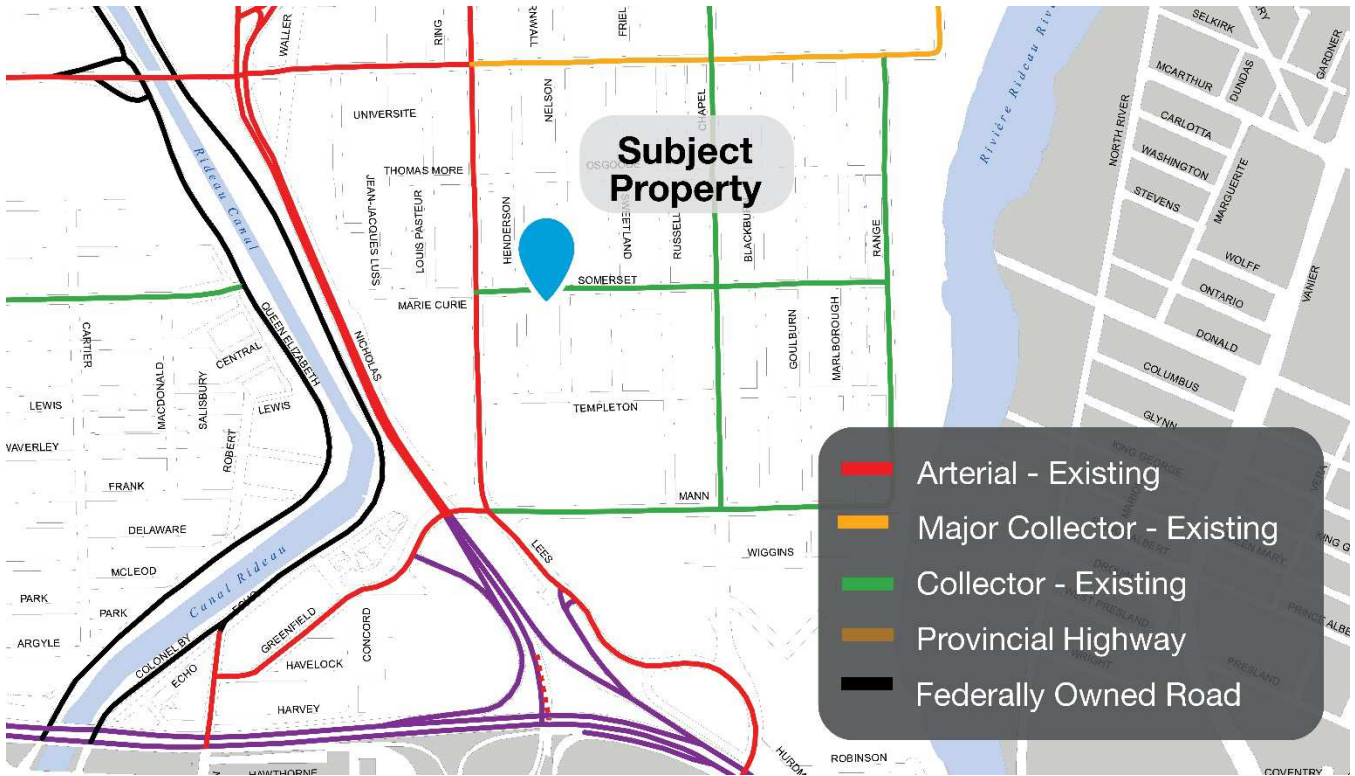


Figure 3: Schedule C5 – Downtown Core Road Network

Per Schedule C3 - Active Transportation Network of the Official Plan, the subject property is located east of the active transportation Major Pathways along the Rideau Canal and Colonel By Drive (see Figure 4 below). There are also Major Pathways along the Rideau River approximately 700 metres from the subject property.

- 1) La présente transport actif
- 2) Toutes les ar
- Au fil du temps
- consulter la sec
- 3) Veuillez vous l'emplacement

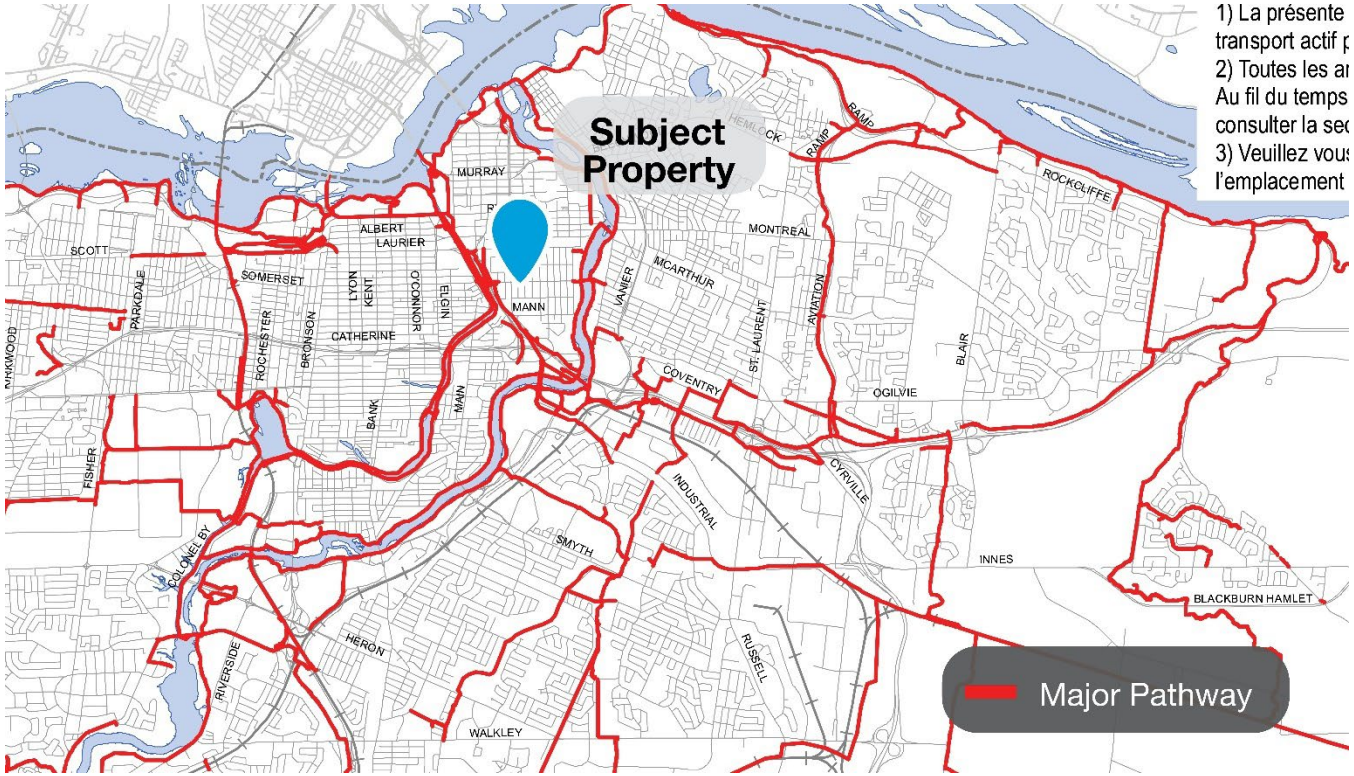


Figure 4: Schedule C3 - Active Transportation Network

Proposed Development

The proposed development consists of a 4-storey low-rise apartment building containing 23 supportive housing units. Supportive housing is deeply affordable housing combined with on-site supports for the households. Operated by OCH and Options Housing, the supportive housing project will include multiple fully accessible units, a communal kitchen, multi-purpose room and shared laundry facilities as well as office space for Options Housing staff. Due to the significant grade change across the site the northwestern edge of the property is 3-storeys above ground level and 4-storeys on the southeast edge of the site. Figure 5 below shows the proposed site plan. Table 1 below shows the unit breakdown within the proposed building. There are eight (8) unit configurations proposed all of which are studio units. Table 2 show the floor area allocated to communal amenity space.

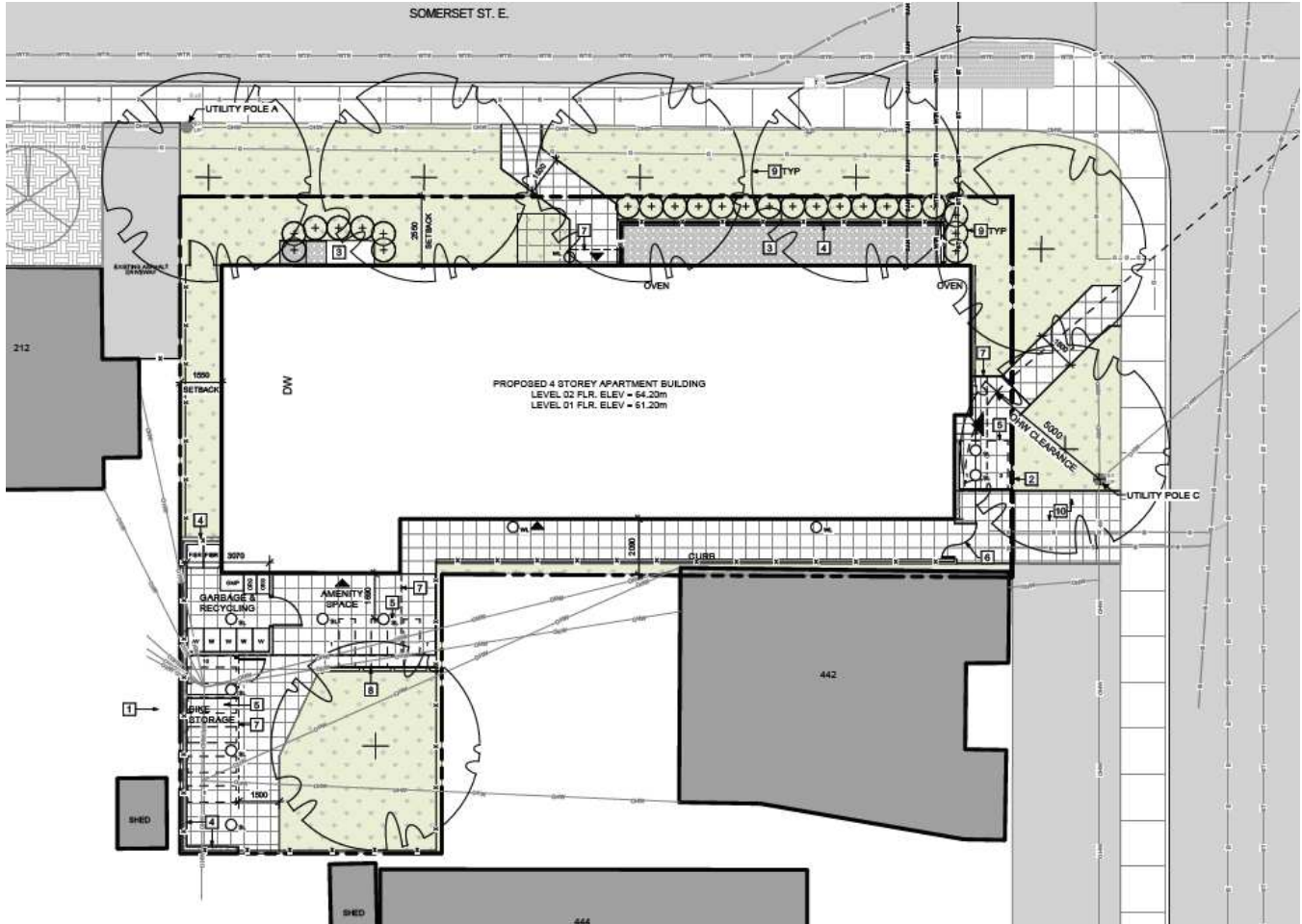


Figure 5: Proposed Site Plan

Table 1: Proposed Unit Count

Unit Type – 1 Bedroom Units	Size (m ²)	Unit Count
Accessible Suite Type A	16.56 - 24.15	4
Accessible Suite Type B	17.19	1
Suite Type C	16.75 - 17.25	2

Suite Type D	13.85 - 14.12	3
Suite Type E	14.32 - 14.5	3
Accessible Suite Type F	19.42, 20.49	3
Suite Type H	20.35 - 24.0	4
Accessible Suite Type I	19.89 - 19.99	3
Total	429.08 m²	23

Table 2: Proposed amenity space

Amenity Space	Size (m ²)
Multipurpose Room	30.2
Quiet Room	12.12
Laundry Room	8.08
Kitchen	16.36
Outdoor Space	62.35
Total	129.11

The floor plans for the proposed low-rise apartment building are shown below in Figure 6 to Figure 9. Building Elevations are shown in Figure 10 and Figure 11. As noted before, there is a significant grade decrease on Somerset Street towards the east and Nelson Street towards the south.

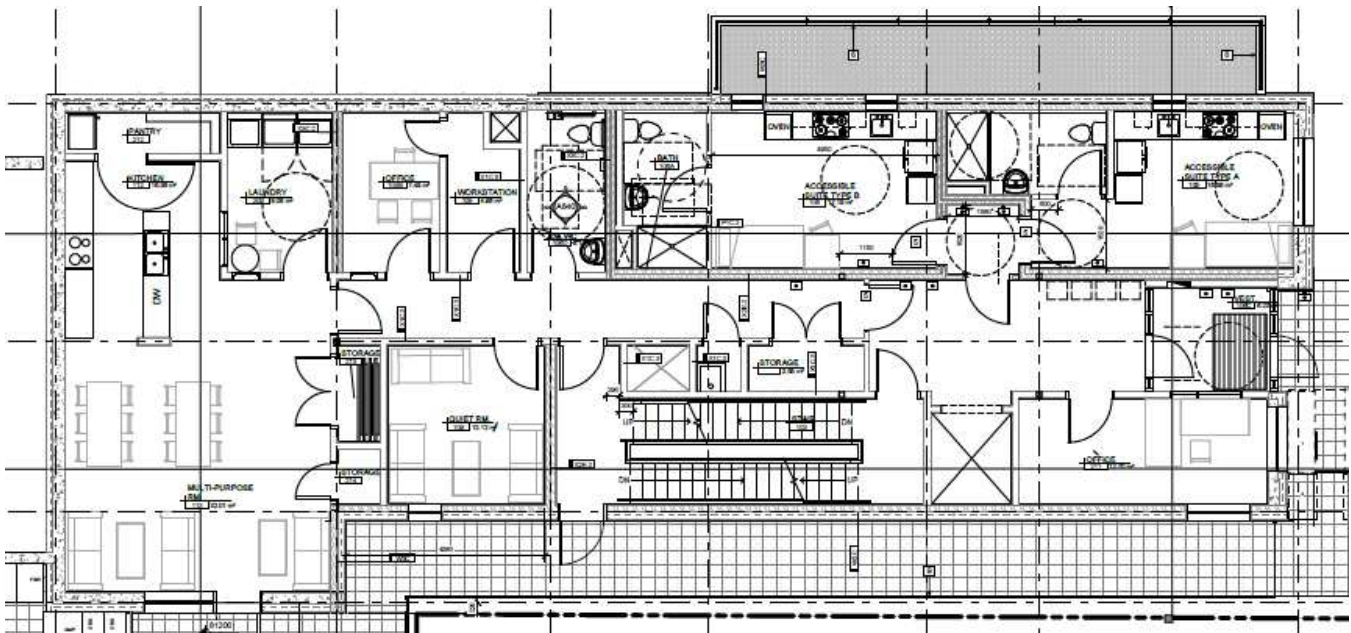


Figure 6: Level 01 Plan

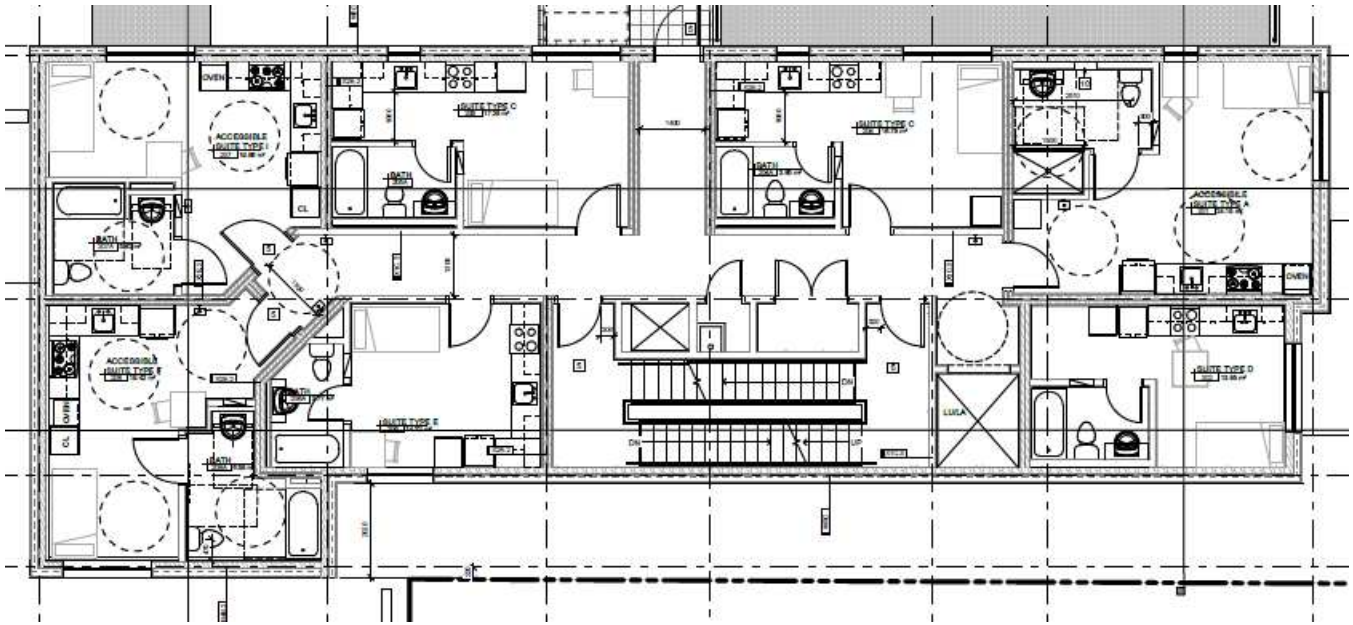


Figure 7: Level 02 Plan

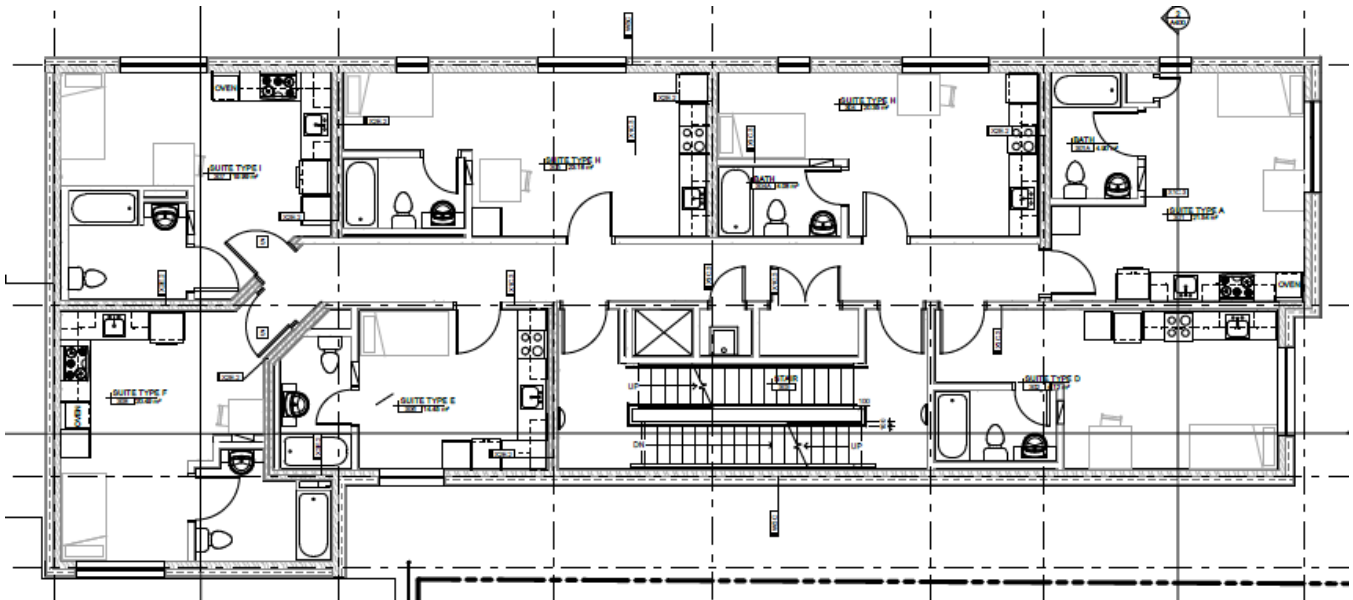


Figure 8: Level 03 Plan

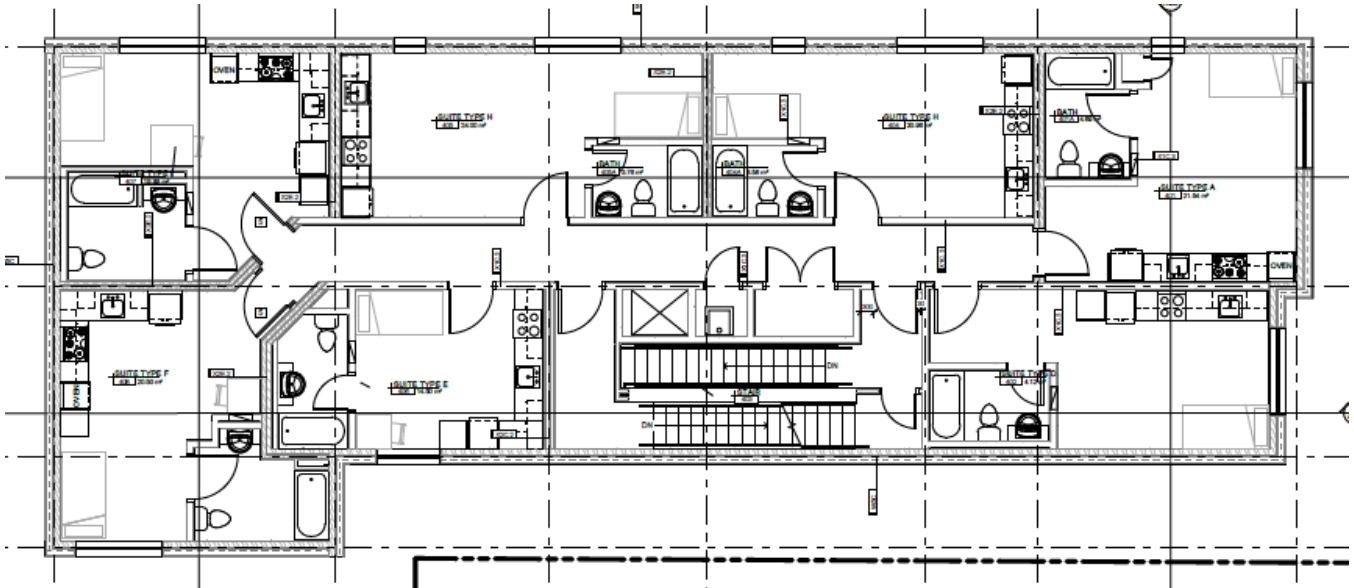


Figure 9: Level 04 Plan



Figure 10: North and West Exterior Elevations

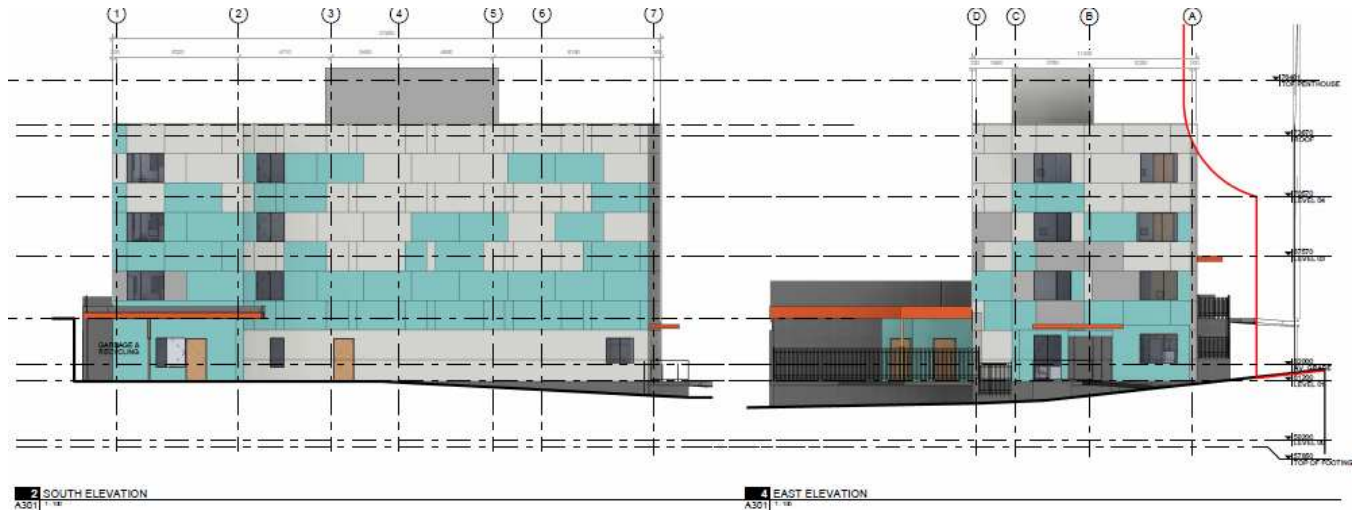


Figure 11: South and East Exterior Elevations

The north and east elevations which front onto the abutting public streets are animated with windows and ground level entrances to the building. The building facades are articulated with alternating colourful panels which vary in size and hue from light grey to teal. This contributes to the visual interest of the building and improved public realm. The stairwell and elevator are located along the south wall of the building and as such the building mechanics and elevator shaft on the roof is set further back from the street and public view. Level 1 of the floor plan features communal amenity space including a multipurpose room, cooking facilities, a laundry room and a quiet room. There are offices and two fully accessible units on the floor. There are seven (7) units per floor on Level 2, 3 and 4. The floor plan is similar between Level 2, 3 and 4 with some variation in suite type. Refuse collection and bike parking are located in the interior yard on the ground level.

3.0 Policy and Regulatory Review

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, including:

1.1.1 Healthy, liveable and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / 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; avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / 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;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- / promoting development and land use patterns that conserve biodiversity; and,
- / preparing for the regional and local impacts of a changing climate.

1.1.3.1 Settlement areas shall be the focus of growth and development;

The subject property is located within a designated settlement area.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources;
- / 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; and
- / support active transportation; and,
- / are transit-supportive, where transit is planned, exists, or may be developed.

The subject property is serviced with existing municipal services and is in an appropriate location for development that efficiently uses land and existing infrastructure and promotes opportunities for transit-supportive development within the downtown core where transit exists.

- 1.1.3.3 Planning Authorities shall identify appropriate locations and promote opportunities for transit supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account exiting building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development facilitates intensification in a compact form while avoiding and mitigating risks to public health and safety.

- 1.4.3 Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market are by:
- / permitting and facilitating: All types of residential intensification, including additional residential units and redevelopment;
 - / 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;
 - / 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;
 - / requiring transit-supportive development and prioritizing intensification, in proximity to transit, including corridors and stations; and,
 - / establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, which is on an existing lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit. The proposed development provides new housing in a form and density which is transit supportive and efficiently utilizes existing infrastructure and public service facilities.

The proposed development is consistent with the PPS (2020). The subject property is an efficient redevelopment in a settlement area of the City of Ottawa. The affordable, multi-unit development will increase the range and mix of housing options within the City. The development will facilitate intensification within the urban area and increase the number of affordable units in the City. The proposal will also contribute to the social, health and economic objectives of the PPS, increasing the supply of affordable supportive housing for marginalized individuals. The development of the subject property is therefore consistent with the policies of the PPS.

3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The

Official Plan directs how the city will accommodate this growth over time and sets out policies to guide the development and growth of the City.

3.2.1 Strategic Directions

Section 2.1 of the Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

3.2.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and a range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

Section 3.2, Policy 2 indicated that intensification may occur in a variety of built forms and height categories, from low-rise to high-rise buildings provided that density requirements are met.

Section 3.2, Policy 3 states that the vast majority of residential intensification shall focus within 15 minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations.

The proposed development represents an opportunity for intensification within an existing low-rise built form, increasing density without increasing the height category or introducing other potential impacts on adjacent properties designated neighbourhood, contributing to the City’s goal of 15-minute neighbourhoods.

3.2.3 Housing

Section 4 of the Official Plan pertains to city-wide policies to guide city-building objectives. More specifically, Section 4.2 outlines policies for the provision of adequate, safe, and affordable housing that meets the needs across ages, incomes and backgrounds. Section 4.2 states that healthy communities include a variety of housing types.

Section 4.2.2, Policy 3 states that the City recognizes that many individuals may not constitute nor form part of a household and may rely on long-term housing other than the traditional dwelling unit. The City shall enable the provision of housing options for such individuals through the implementing Zoning By-law, as follows:

- a) Permitting, in any zone where residential uses are permitted, alternative, cooperative or shared accommodation housing forms serving individuals for whom an entire dwelling unit is unnecessary, unaffordable or inappropriate including:
 - i) Rooming houses;
 - ii) Retirement homes;
 - iii) Residential care facilities;
 - iv) Purpose-built student housing;
 - v) Group homes; and
 - vi) Other long-term housing forms that serve the needs of individuals not forming part of a household.
- b) Further to Policy a), the City shall not establish restrictions, including minimum separation distances or caps, whose effect is to limit the opportunity to provide such housing forms.

The proposed development includes 23 supportive housing units that provides long-term housing for individuals with deeply affordable housing combined with on-site support.

3.2.4 Transect and Designation

The subject property is in the Downtown Core Transect as identified in Schedule B1, shown below in Figure 12. The Downtown Core is the historic, geographical, physical, cultural and employment hub of the National Capital Region. The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The tallest buildings and greatest densities are intended to be located in the Downtown Core while prioritizing transit and maintaining and enhancing an urban pattern of built form.

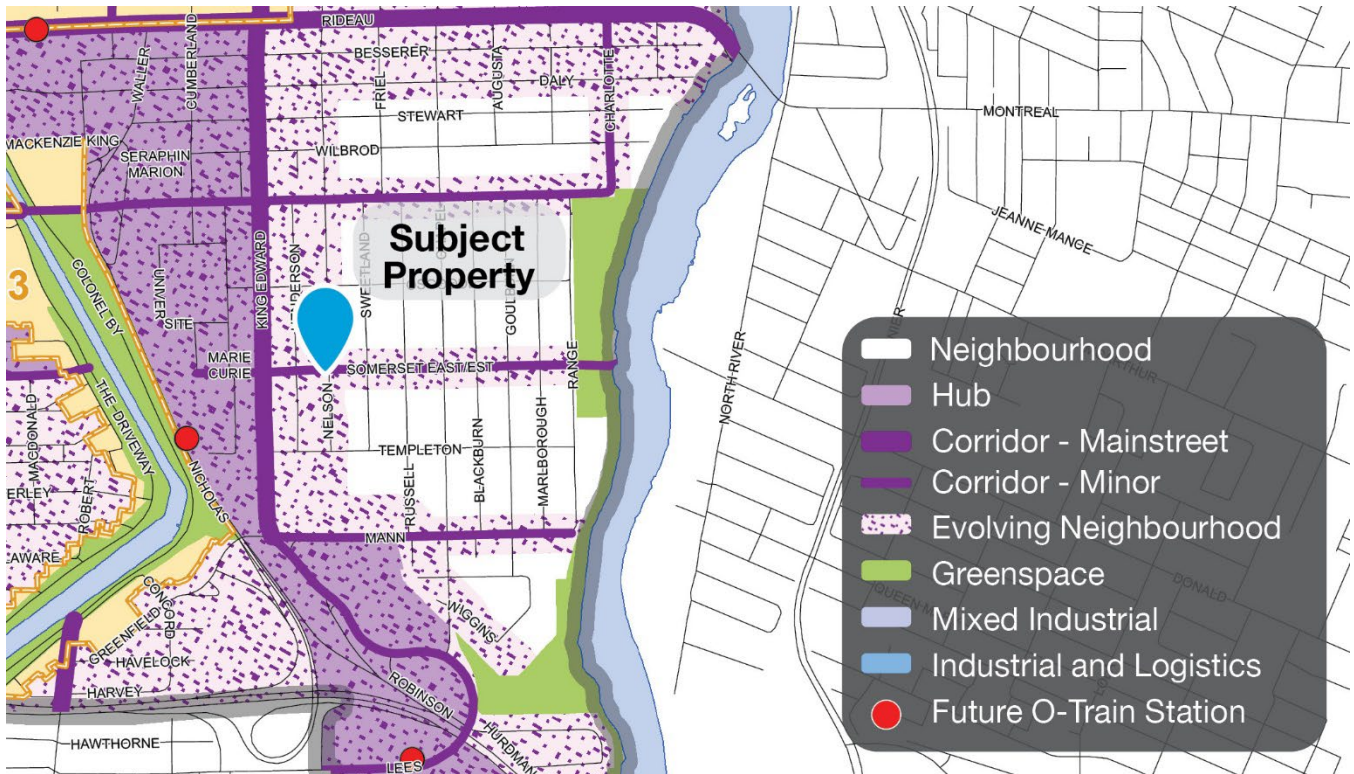


Figure 12: Schedule B1 - Downtown Core Transect

The Downtown core is intended to develop as a healthy 15-minute neighbourhood within a highly mixed-use environment, where:

- / Hubs and a dense network of Corridors provide a full range of services;
- / A high concentration of employment is maintained and increased;
- / Residential densities are sufficient to support the full range of services.

Section 5.1.1 Policy 6 states that the Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

Section 5.1.2 Policy 3 a) states that within the Downtown Core transect Motor vehicle parking shall not be required in new development, other than visitor parking for largescale residential development.

In addition to the policies listed above regarding the reduction of on-site parking, Section 4.1.4 states that the supply of parking in the city will be managed to gradually reduce the area of land used for surface parking lots, and that minimum parking provisions in the Zoning By-law may be reduced or eliminated.

The proposed development seeks to provide for a high density-built form where no on-site parking is provided.

3.2.5 Minor Corridor Designation

The subject property is designated Minor Corridor on Schedule B1 of the Official Plan. The Minor Corridor designation is intended to accommodate a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs and Mainstreet Corridors.

Section 5.1.4 Policy 4 states that on Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and a maximum building height generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan permits greater or lower heights and are subject to appropriate height transitions and setbacks. The height of such buildings:

- a) Shall, with respect to the wall height directly adjacent to a street, be proportionate to the width of the abutting right-of-way;
- b) May be limited further on lots too small to accommodate an appropriate height transition; and
- c) May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

The proposed development conforms with the policy direction for the Minor Corridor Designation within the Downtown Core Transect. The proposed low-rise building includes an active frontage facing the Minor Corridor and respects the width of the Somerset Street East right-of-way. The development seeks to amend the Zoning By-law to provide a reduced number of vehicle parking spaces, which is supported by policies for sites within the Downtown Core Transect. The proposed development reduces the reliance on private automobiles and is supportive of active transportation and transit use.

Section 6.2.1 Policy 2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- / Shall ensure appropriate transition in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / May be required to provide mid-block pedestrian connections to nearby streets or abutting designations;
- / Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Section 6.2.1 Policy 3 states that corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed use urban environment.

The proposed development conforms to the Official Plan's policy direction for Corridors by providing a well-designed, low-rise development that integrates with its surroundings and site context. The proposed development provides for supportive low-income housing in a built form that is consistent with the designation and surrounding context. Additionally, the proposed development supports the intensification policies of the Official Plan by working towards density requirements established within the Minor Corridor Designation of the Downtown Core Transect of the Official Plan.

3.2.6 Urban Design

Section 4.6 of the Official Plan contains city-wide policy direction related to Urban Design. Urban Design is the process of giving form and context to a city to create the theatre of public life and plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. The proposed development meets the following applicable Urban Design policies:

Section 4.6.4 Policy 1 states that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.

Section 4.6.5 Policy 1 states that development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

3.2.7 Design Priority Area

Per Schedule C7-A - Design Priority Areas of the Official Plan, Somerset Street west of the Rideau River and East of the Rideau Canal is identified as a Minor Corridor within the Design Priority Area (Figure 13). Within Design Priority Areas the City of Ottawa aims to:

- / Promote design excellence in Design Priority Areas
- / Protect views and enhance Scenic Routes including those associated with national symbols
- / Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle
- / Encourage innovative design practices and technologies in site planning and building design
- / Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes
- / Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

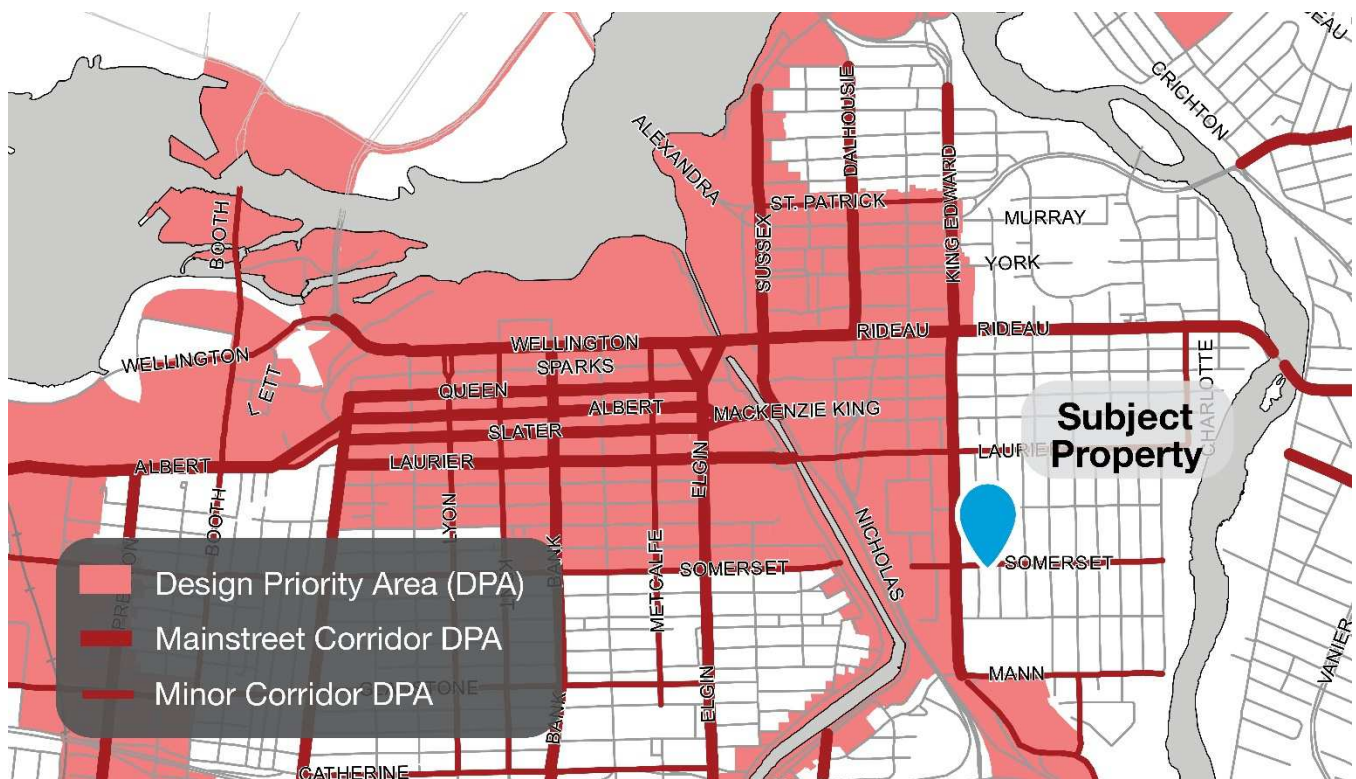


Figure 13: Schedule C7-A - Design Priority Areas

Table 5 in Section 4.6 – Urban Design of the Official Plan identified the subject property as being in a Tier 2 Design Priority Area which are areas of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

A review of the proposed development by the Urban Design Review Panel will be undertaken as part of the forthcoming Site Plan Control Application.

In summary, it is our professional opinion that the proposed development conforms with the policies of the Official Plan by providing supportive low-income housing along a minor corridor with the Downtown Core Transect. The proposed development helps to achieve the goals of the Official Plan including the goals to provide an adequate supply and density of housing options throughout the City and to maximize the ability to provide affordable housing.

3.3 Central and East Downtown Core Secondary Plan

The Central and Downtown East Core Secondary Plan provides strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. The secondary plan consolidates several former secondary plans including the Sandy Hill Secondary Plan.

The subject property is within the Central and East Downtown Core Secondary Plan, in the Sandy Hill Character Area. Maximum building heights are outlined on Schedule C – Maximum Building heights, as shown on Figure 14 below.

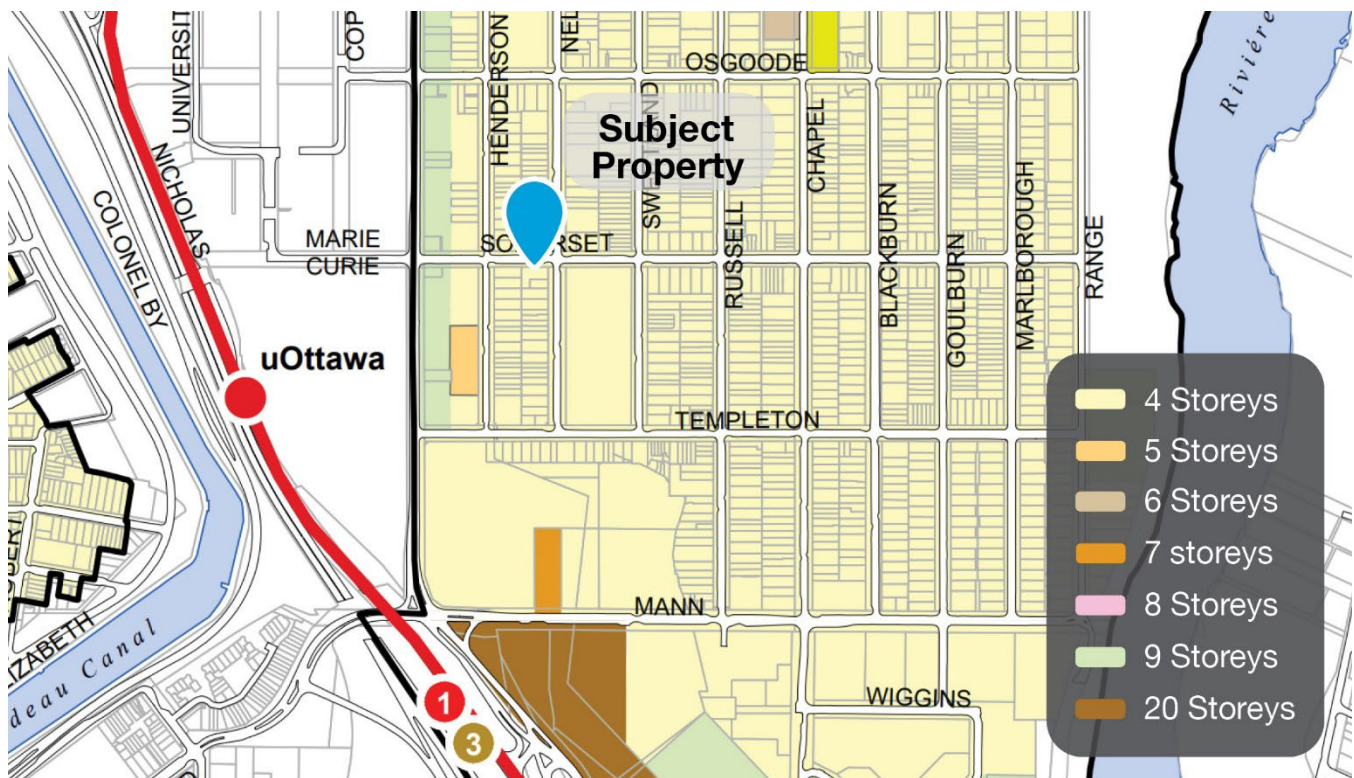


Figure 14 Schedule C - Central and East Downtown Core Secondary Plan

Schedule C establishes a maximum building height of 4 storeys on the subject property. An Official Plan Amendment (OPA) is required to establish building heights greater than 4 storeys on the subject property.

The Secondary Plan provides the following policy direction for lands within the Sandy Hill Character Area in Section 4.7:

- 99) Preserve and enhance a stock of good housing.

- 100) Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.
- 101) Provide a wide range of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs.
- 102)

The Secondary Plan provides the following general policy direction for all lands within the Central and East Downtown Core Secondary Plan:

Policy 3.1.1 Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- / Functional main entrances directly accessible from the public realm for each unit on the ground floor.
- / Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
- / Lower floor articulation with a high degree of transparency and functional permeability.
- / Residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
- / A lack of blank walls, or designs which do not contribute to the activity of the public realm.
- / Buildings must front onto all their adjacent streets.

Policy 3.1.2 Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor.

The proposed development conforms with the Central and Downtown East Core Secondary Plan. Schedule C of the Secondary Plan identifies the maximum permitted height to be 4 storeys which the development proposes as well as ground floor main entrances accessible from the public realm. Considering the sites grade change the building entrances are located on Level 1 with access to Nelson Street and Level 2 along Somerset Street East.

3.4 Urban Design Guidelines

3.4.1 Urban Design Guidelines for Low-Rise Infill Housing

The City's Urban Design Guidelines for Low-Rise Infill Housing provide guidance for the design of infill housing on lots within established urban areas. Low-rise residential infill helps to achieve Ottawa's intensification objectives while supporting a compact and connected city. Design guidelines are a useful tool to implement the policies of the Official Plan and facilitated the approvals process by highlighting the desired types of development. The following policies related to the proposed development:

Guideline 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes.

Guideline 3.1.2 Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.

Guideline 3.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect-, Overlay-, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes.

Guideline 3.1.5 In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.

Guideline 3.2.1 Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes.

The proposed development has regard for the Urban Design Guidelines for Low-Rise Infill Housing as the infill design features windows on both Somerset Street East and Nelson Street, animating the public realm. Ground floor entrances further contribute to the public realm and reflects the setback and design of surrounding properties. The design reflects that of similar surrounding infill properties.

3.5 City of Ottawa Zoning By-law (2008-250)

The subject property is currently zoned Residential Fourth Density, Subzone UC (R4UC). The west portion of the site is subject to Urban Exception 2488 and the east portion of the property is subject to Urban Exception 480. Both have the “-c” suffix applied, which permits limited scale commercial uses within a residential zone. A map of the zoning of the property and surrounding area is shown below in Figure 15, below. The minor Zoning By-law Amendment being requested is to create site specific urban exception [XXXX] to address the zoning deficiencies identified below in Table 3.

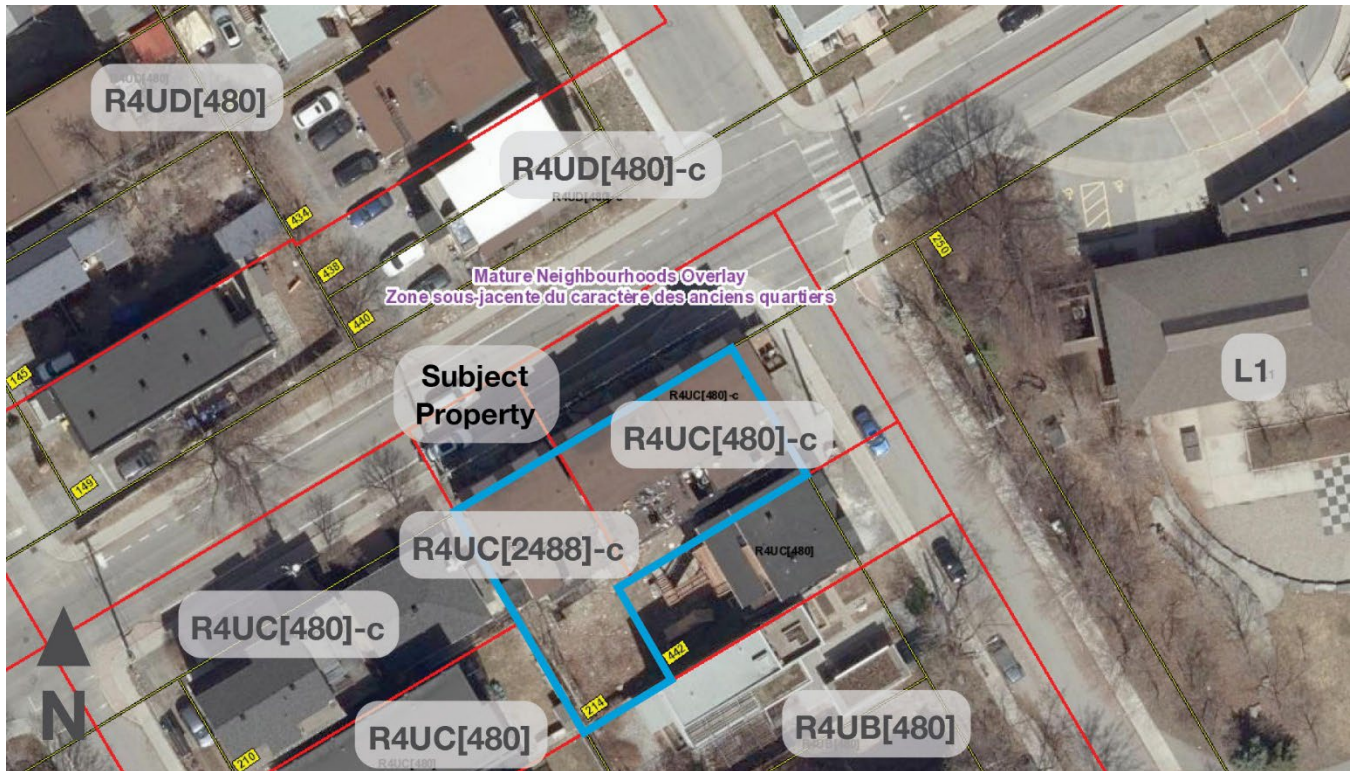


Figure 15: Zoning Map of the subject property and surrounding area

The purpose of the R4 zone is to:

- / 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;
- / Allow a number of residential uses to provide additional housing choices with the fourth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / 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.

The following residential uses are permitted in the R4UC:

- / Detached Dwelling
- / Linked-detached Dwelling
- / Semi-detached Dwelling
- / Long Semi-detached Dwelling
- / Duplex Dwelling
- / Townhouse Dwelling
- / Stacked Dwelling
- / Low-rise apartment Dwelling

Urban Exception 480 and 2488 permits the following additional land uses:

- / Dwelling unit

Urban Exception 2488 permits the following:

- / Despite 123(1) and 132(4), up to three rooming houses are permitted in a building and may occupy a building with principal dwelling units.

The following table summarizes the remaining zoning provisions and requirements:

Table 3: Zoning provisions

R4UC Low-rise apartment, 9 or more units	Requirement	Proposed	Compliance
Minimum Lot Width Table 162A	15m	13.9m	Existing Legal non-complying lot
Maximum Lot Width Table 162B (11)	38m	13.9m	Yes
Minimum Lot Area Table 162A	450m ²	533.8m ²	Yes
Maximum Lot Area Table 162B (12)	1,070m ²	533.8m ²	Yes
Maximum Building Height (m) Table 162A	11m	11.5m	No
Minimum Front Yard Setback Section 144(1)	The yard setbacks must align with the abutting lots' actual yard setback abutting each street.	1.55m	Yes
Minimum Corner Side Yard Setback Section 144(1)	442 Nelson St – 0m 212 Somerset St E – 2.65m	2.55m Building façade aligns with	Yes

	However, in no case may the minimum front and/or corner side yard setback may be less than 1.5 m.	neighbouring building	
Interior Side Yard Setback Table 162A	1.5m	2.09m	Yes
Rear Yard Setback Section 144(5b)	1.2m	1.50m	Yes
Interior Yard Area Section 144(6)	4.19m (30% lot width) 7.5m (abutting property rear setback)	9.7 m x 6.7m	Yes
Minimum Aggregated Soft Landscaped Area (% of the Front Yard Area) Table 161	Front yard setback of less than 1.5 m: No minimum, however, all lands within the front yard and within the corner side yard that are not occupied by permitted driveways, walkways and projections must consist of soft landscaping.	All lands within the front yard and within the corner side yard that are not occupied by permitted driveways, walkways and projections are soft landscaped.	Yes
Minimum Landscaped Area S.161 (8)	Except for a lot of less than 450 square metres in area in the R4-UA, R4 UB, R4-UC and R4- UD zones, thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise, stacked dwelling, or retirement home, or a planned unit development that contains any one or more of these dwelling types.	200m ² 37 percent	Yes
Minimum area of soft landscaping in the rear yard s.161 (15) (b)	in the case of a lot 450 square metres or greater, at least 50 percent of the rear yard must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	Rear Yard Area: 117m ² Total area of soft landscaping in rear yard: 52.5m ² 44.8 percent	No
Minimum window requirement for front façade S. 161 (15) (g)	The front facade must comprise at least 25 percent windows	Nelson Street Frontage: 25.4 percent windows	Yes
Front Façade setback S. 161 (15) (h)	At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.	42 percent of the front façade is set back 0.6 metres	Yes

Minimum Parking Space Rates Area X	0.5 space per dwelling unit, less the first twelve units: 6 spaces	0 spaces	No
Minimum Visitor Parking Space Rates Area X	0.1 spaces per dwelling unit, less the first twelve units: 1 space	0 spaces	No
Bicycle Parking	0.5/unit = 12 spaces	23 spaces 1 space/unit	Yes
Bicycle Parking Space Dimensions	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)	0.6 x 1.8m x 0.5m	Yes
Minimum Number of Two-Bedroom Units Section 161(16)	At least 25 percent of dwelling units must have at least two bedrooms, rounded to the nearest whole number of units = 6 units	0 units	No

3.5.1 Proposed Zoning By-law Amendments

The subject property is proposed to be rezoned subject property to residential fourth density subzone UC, with a site-specific exception. The following site-specific amendment are proposed to the performance standards to facilitate the proposed development.

- / **Increase in building height from 11 metres to 11.5 metres**
The proposed increase in building height represents a minor increase that is in keeping with the low-rise character of the surrounding neighbourhood and the maximum permitted height of 4 stories as per Schedule C – Maximum Building Heights of the Central and Downtown East Secondary Plan.
- / **Reduction of the minimum required parking spaces**
As described in table X above, the zoning By-law requires a minimum of 6 resident parking spaces and 1 visitor parking space for the proposed development, however no on-site parking spaces are proposed. The proposed elimination of the required parking minimums is requested given the location of the proposed development within the Downtown Core Transect, within proximity to transit, the size of the site and cost of providing on-site parking. The proposed development is located with the Downtown core Transect within 400 metres of the University of Ottawa O-Train Station and in an area characterized by an urban pattern of built form where limited on-site parking is provided. The Official Plan policies support the reduction or elimination of on-site parking. Specifically, Section 5.1.2 Policy 3 a) states that within the Downtown Core transect Motor vehicle parking shall not be required in new development and Section 4.1.4 Policy 4 b) states that minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced within a 600 metre radius or 800 metre walking distance of existing or planned rapid transit stations. The aim of these policies is to reduce the reliance on private automobile use in favour of of alternative modes of transportation including use of public transit, and active transportation such as cycling and walking. In this regard, the proposed development conforms to the policies of the Official Plan regarding on-site parking within the downtown core transect and supports the shift towards sustainable modes of transportation.
- / **Minimum required soft landscaped area in the rear yard**
Given the constraints on the subject site, including the irregular lot shape and grading, the provided amount of rear yard soft landscaped area is 44.8 percent whereas the required percentage is 50 percent of the rear yard. This represents a minor deviation from the minimum requirement which is meant to support the growth of

medium to large trees in the rear yard. In this case, adequate soft landscape space in the rear yard is provided to allow for the planting of a tree in the rear yard which will add to the City's tree canopy.

/ **Minimum Number of Two-Bedroom Units**

The proposed development is to provide supportive deeply affordable housing for individuals. The specific housing model proposed includes single rooms with on-site supportive staffing for residents. It is not the intent of this affordable housing model to provide larger units for families. While larger dwelling units intended for families form an important part of affordable housing, this housing project is not intended to provide this type of housing. The proposed housing is intended to provide for the identified need of individuals who require supports for daily living.

4.0 Conclusion

In considering the Zoning By-law Amendment application and the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement (2020) in that it seeks to develop on an infill lot within the City of Ottawa's urban boundary in a manner that contributes to intensification and diversification of housing options within the City. The proposed development utilizes existing public services and facilitates the increase of affordable and accessible dwelling units.
- / The proposed development conforms with the City of Ottawa Official Plan (2022, as amended) regarding residential intensification, housing, and land use policies for the Minor Corridor Designation.
- / The proposed development conforms with the policies of the Central and East Downtown Core Secondary Plan including the policies for the Sandy Hill Character Area.
- / The proposed four-storey building is permitted along a Minor Corridor within the Downtown Core Transect and within the Central and East Downtown Core Secondary Plan.
- / The proposed development is consistent with the Urban Design Guidelines for Low-Rise Infill Housing.
- / The proposed development conforms with the goals, objectives, and policies of the Official Plan. The lands are designated Minor Corridor which permit the proposed use and building height. The development is compatible with the surrounding neighbourhood context and character of the adjacent areas.
- / The proposed development complies with the general intent of the Zoning By-law and meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Sincerely,



Saide Sayah, M.PI RPP
Principal



Thomas Freeman, B.URP
Planner



Genessa Bates, M.PI
Planner