

## Engineering

Land/Site  
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Planning Application  
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Municipal Planning

Urban Design

Expert      Witness  
(OLT)

Wireless Industry

## Landscape Architecture

Streetscapes & Public  
Amenities

Open Space, Parks &  
Recreation

Community      &  
Residential

Commercial      &  
Institutional

Environmental  
Restoration

## 73-83 Ste. Cécile Street

### Planning Rationale

Prepared for: Henry Investments

**73-83 Ste. Cécile Street**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Minor Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared for:

**Henry Investments**

Prepared By:

**NOVATECH**

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December / 20 / 2024

Novatech File: 122167  
Ref: R-2024-146

December 20, 2024

City of Ottawa  
Planning, Development, and Building Services Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Jean-Charles Renaud, Planner III, Development Review Central**

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications  
73-83 Ste. Cécile Street  
Our File No.: 122167**

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The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a low-rise apartment building at 73, 79, 83 Ste. Cécile Street (the "Subject Site").

The Subject Site is designated Neighbourhood within the Inner Urban Transect of the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone UA (R4-UA) 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 five studio units, 26 one-bedroom units, eight two-bedroom units, and two three-bedroom units. No vehicle parking will be provided on the Subject Site. 42 bicycle parking spaces will be provided. A Minor Zoning By-law Amendment is required to permit 41 dwelling units on the Subject Site, to permit an increased maximum lot area, to permit an increased building height, and to permit a reduced number of resident and visitor parking spaces.

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 these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Simran Soor, M. PL.  
Planner

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## EXECUTIVE SUMMARY

Novatech has been retained by Henry Investments to prepare this Planning Rationale in support of a Minor Zoning By-law Amendment and Site Plan Control application to facilitate the development of a low-rise apartment building on the Subject Site.

The Subject Site is located on the north side of Ste. Cécile Street in the Rideau-Vanier Ward (Ward 12). The Subject Site currently contains three detached dwellings on separate lots. The Subject Site has approximately 36.7 metres of frontage along Ste. Cécile Street and an approximate area of 1117.6 square meters.

The Subject Site is located in an area primarily comprised of low-rise residential development, including a number of detached dwellings, semi-detached dwellings, duplexes, and three-unit buildings. The Subject Site is located within walking distance of Beechwood Avenue, which is located to the west of the Subject Site. There are also a number of community and recreational amenities such as schools, parks, and community centres within walking distance of the Subject Site.

It is proposed to develop a four-storey residential apartment dwelling containing 41 units on the Subject Site. The proposed apartment building will contain 26 one-bedroom units, eight two-bedroom units, two three-bedroom units, and five studio units. The main entrance will be provided off of Ste. Cécile Street on the eastern side of the building. Separate individual entrances for the three ground-floor units will be provided. In order to facilitate the proposed development, site specific relief is required to increase the number of dwelling units permitted in a low-rise apartment from 8 to 41 units, to increase the maximum lot area from 1070 square metres to 1117.6 square metres, to increase the maximum building height from 11 metres to 13.1 metres, to reduce the number of resident parking spaces from 14.5 spaces to zero spaces, and to reduce the number of visitor parking spaces from 2.9 spaces to zero spaces.

The proposed development is consistent with the Provincial Planning Statement as it will provide residential intensification to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will increase the number of residential units on the Subject Site and more efficiently use the existing site. The proposed development will provide intensification within walking distance of frequent transit service, retail and commercial uses servicing the proposed development, and will provide for housing diversity in the community.

The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will facilitate the development of 41 dwelling units within the urban area and will contribute to the City's targets of 47% of household growth being within the built-up urban area and 51% of dwelling growth occurring through intensification. The proposed development will provide for intensification in proximity to frequent bus service along Beechwood Avenue. The proposed low-rise built form will fit in well with the neighbourhood. The proposal has been designed to break up the building massing and height through façade articulation and individual entrances for the ground-floor units. The proposed development will meet the City's intensification goals by providing additional dwelling units on the Subject Site while remaining compatible with the built form and character of the neighbourhood.

The Subject Site is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is proposed to be rezoned to R4-UA [XXXX], with site-specific exceptions to increase the number of permitted units, to increase the maximum lot area, to increase the maximum building height, and to decrease the number of resident and visitor parking spaces. The proposed site-specific exceptions are appropriate for the Subject Site. Stepbacks and architectural design features will help reduce the impacts of the increased number of units and increased height on the Subject Site. The Subject Site is located near frequent transit along Beechwood Avenue and the proposed development includes 42 bicycle parking spaces, which will reduce the impacts of the reduced parking rates.

The Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Site and represent good land use planning.

## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit the development of a low-rise apartment building on the property municipally known as 73-83 Ste. Cécile Street (the “Subject Site”). The proposed development comprises of a four-storey residential apartment dwelling on the Subject Site. The proposed building will contain a total of 41 dwelling units. No vehicle parking spaces are proposed and 42 bicycle parking spaces are proposed. Individual entrances will be provided to the ground-floor units fronting onto Ste. Cécile Street. The Subject Site currently contains three detached dwelling units on three separate lots.

The Subject Site is designated Neighbourhood in the Inner Urban Transect of the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- 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 Site Location and Description

The Subject Site is located on the north side of Ste. Cécile Street in the Rideau-Vanier Ward (Ward 12) in the City of Ottawa. The Subject Site is located in an area bounded by Marquette Avenue to the north, Marier Avenue to the south, Beechwood Avenue to the west, and Ste. Monique Street to the east. The Subject Site currently contains three detached dwellings on separate lots. The Subject Site has approximately 36.7 meters of frontage along Ste. Cécile Street and an approximate area of 1117.6 square meters.



Figure 1: Aerial Photo of the Subject Site

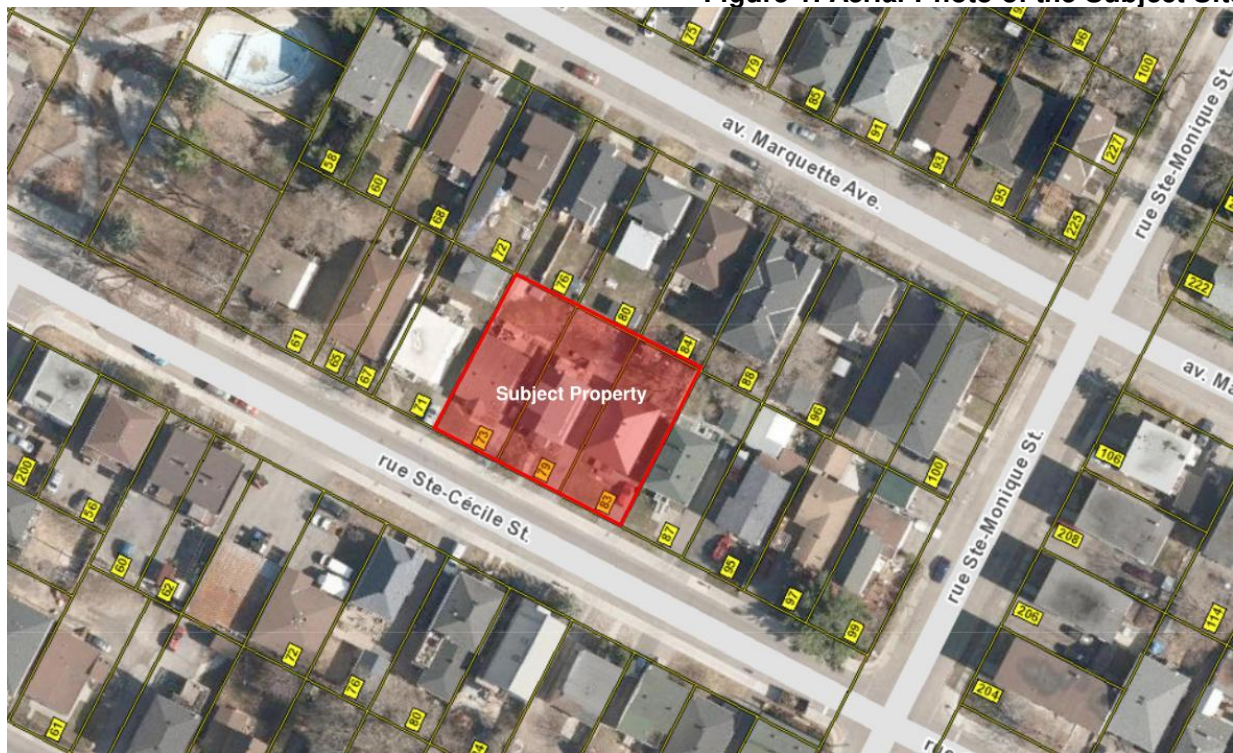


Figure 2: Subject Site from the Street





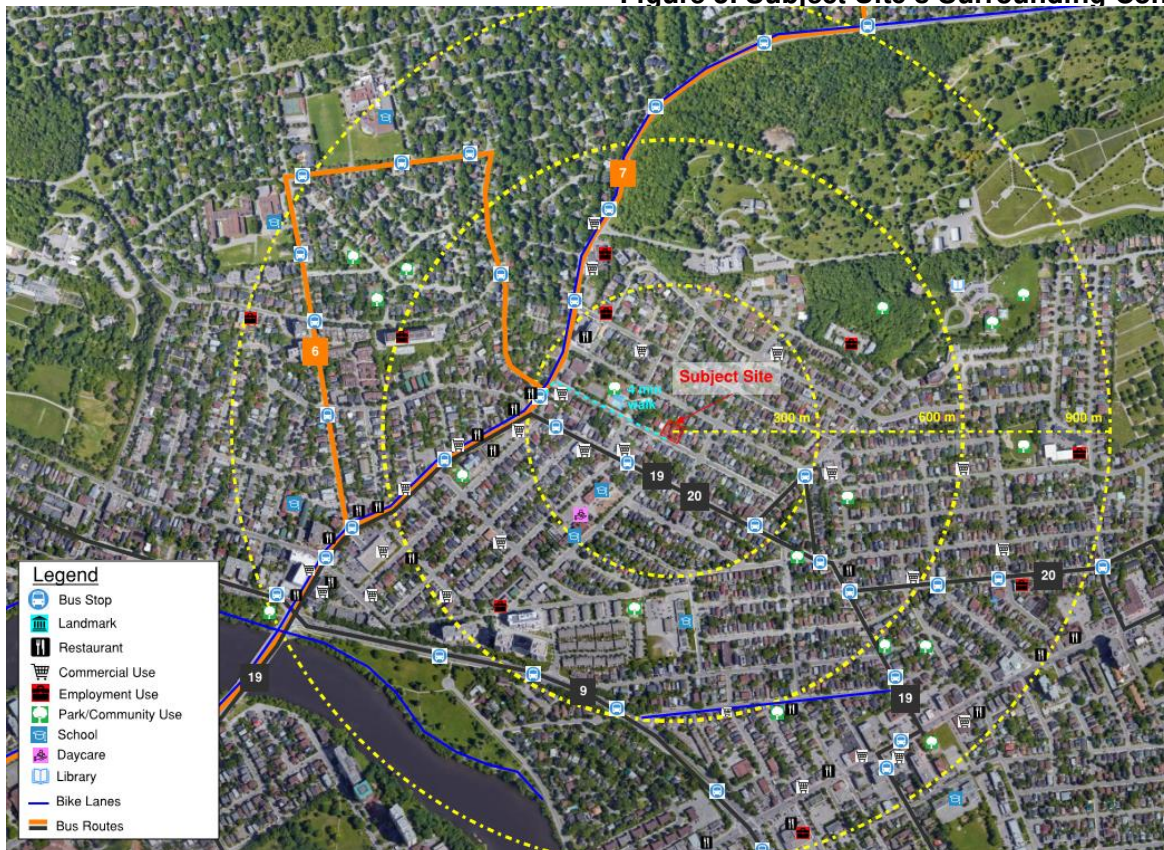
## 1.2 Community Context and Connectivity

### 1.2.1 Community Context

The Subject Site is located in an area primarily comprised of low-rise detached dwellings. There are a number of multi-unit residential buildings in the area, including some semi-detached dwellings, duplexes, and three-unit dwellings. Directly to the north of the Subject Site there are a number of residential dwellings, including detached dwellings, semi-detached dwellings, and duplexes. To the west of the Subject Site, there is a three-storey multi-unit residential building and a two-storey semi-detached dwelling. To the south of the Subject Site across Ste. Cécile Street, there is a three-and-a-half storey dwelling, a three-storey detached dwelling and a one-storey detached dwelling. Directly to the east of the Subject Site, there is a detached dwelling.

Within 300 meters of the Subject Site, there are several restaurants and commercial amenities located along Beechwood Avenue. The area is primarily characterized by a range of different residential forms. Optimiste Park is located within 300 meters of the Subject Site. Within 600 meters of the Subject Site, the area consists primarily of residential uses in a range of different forms. There are a number of community and recreational amenities such as schools, parks, and community centres within 600 meters of the Subject Site. Within 900 meters of the Subject Site is the Rideau River and a number of commercial amenities along Montreal Road.

**Figure 3: Subject Site's Surrounding Context**





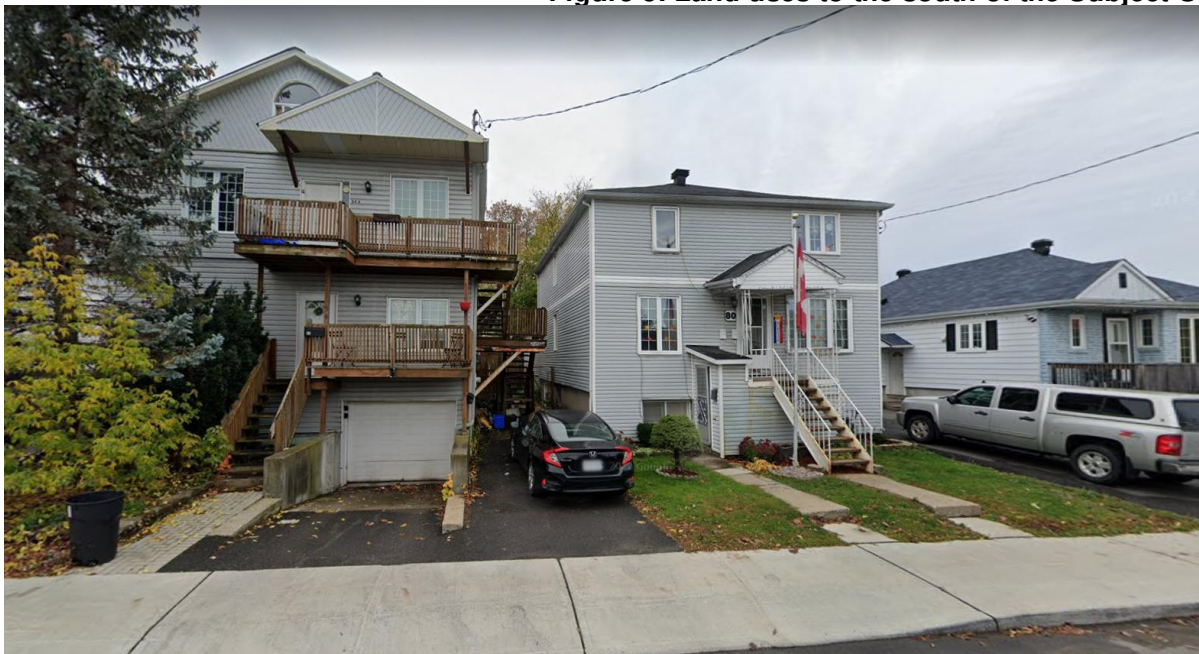
Many of the buildings in the surrounding area have been constructed from a mix of materials, including siding panels, brick, and cement board cladding, with neutral colour schemes. A number of homes in the area were built in the 1950s and 1960s. The architectural styles are reflective of this period.

**Figure 4: Land uses to the north of the Subject Site**



**North:** Immediately north of the Subject Property are detached, semi-detached, and duplex dwellings.

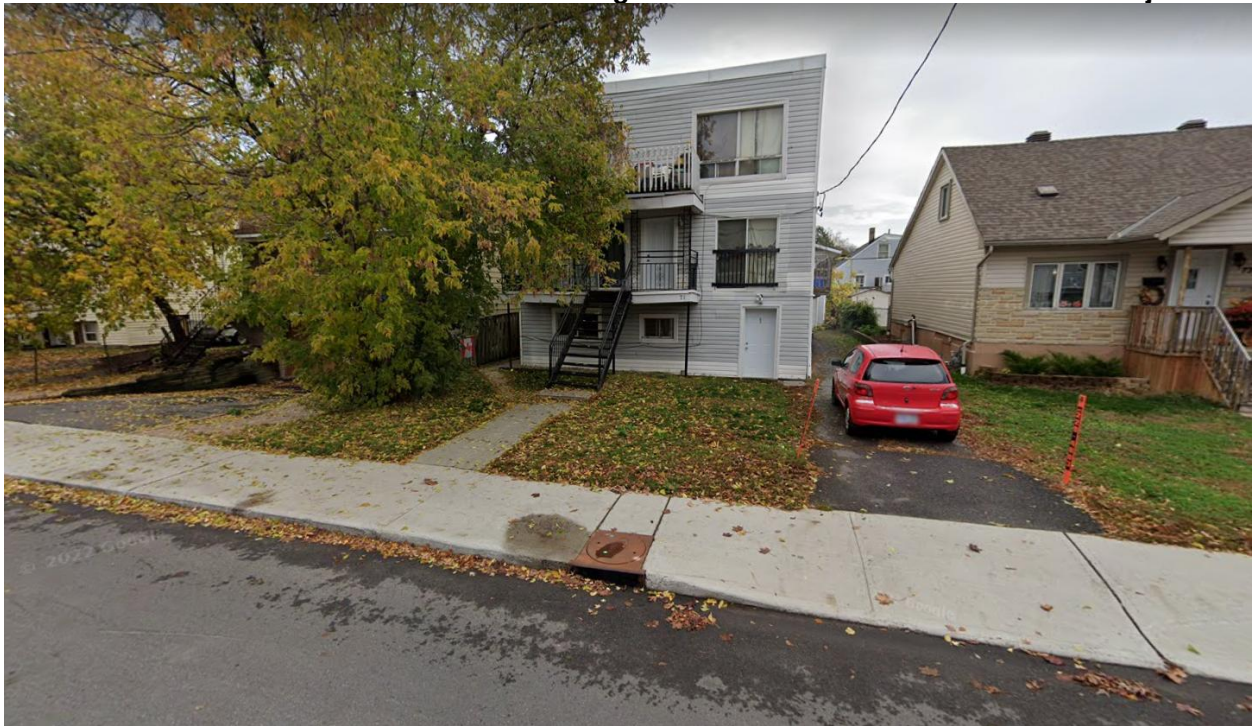
**Figure 5: Land uses to the south of the Subject Site**



**South:** Immediately south of the Subject Property across Ste. Cécile Street are three-storey residential uses.



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



**West:** Immediately west of the Subject Property is a three-storey residential building and a semi-detached dwelling.

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



**East:** Immediately east of the Subject Property are low-rise residential dwellings.



### 1.2.2 Connectivity

The Subject Site has frontage on Ste. Cécile Street. The Subject Site is located southeast of the intersection of Marier Avenue and Beechwood Avenue. Beechwood Avenue is designated as an arterial road and Marier Avenue is designated as a collector road on *Schedule C4 – Urban Road Network* of the Official Plan.

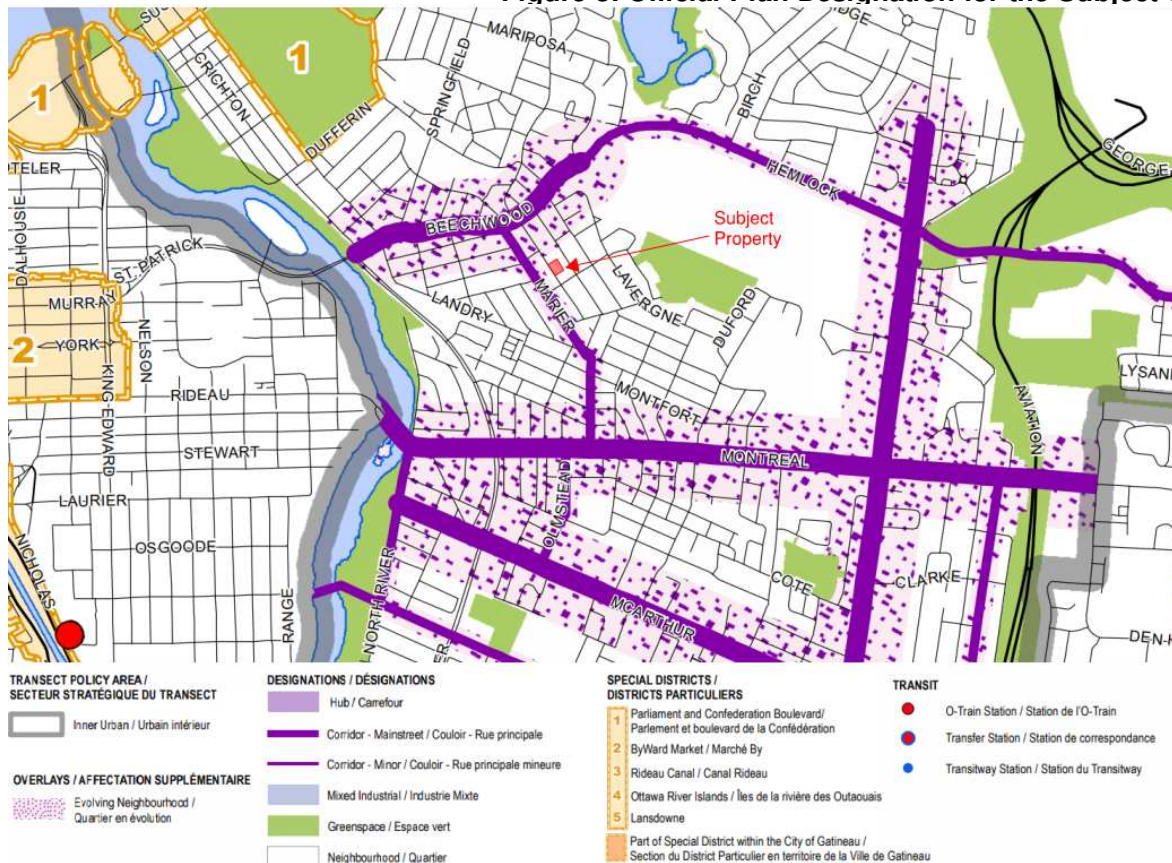
Several bus transit route options are available in the immediate area (see Figure 3). Bus routes 6 and 7 service the Subject Site with a bus stop provided on the east and west sides of Beechwood Avenue, north of Marier Avenue. This bus stop is a four-minute walk from the Subject Site and provides connections to light rail and the Downtown Core within 15 minutes. Bus routes 19 and 20 also service the Subject Site and are located within walking distance of the Subject Site along Marier Avenue.

Bicycle lanes are located in proximity to the Subject Site along Beechwood Avenue.

### 1.3 Planning and Regulatory Context

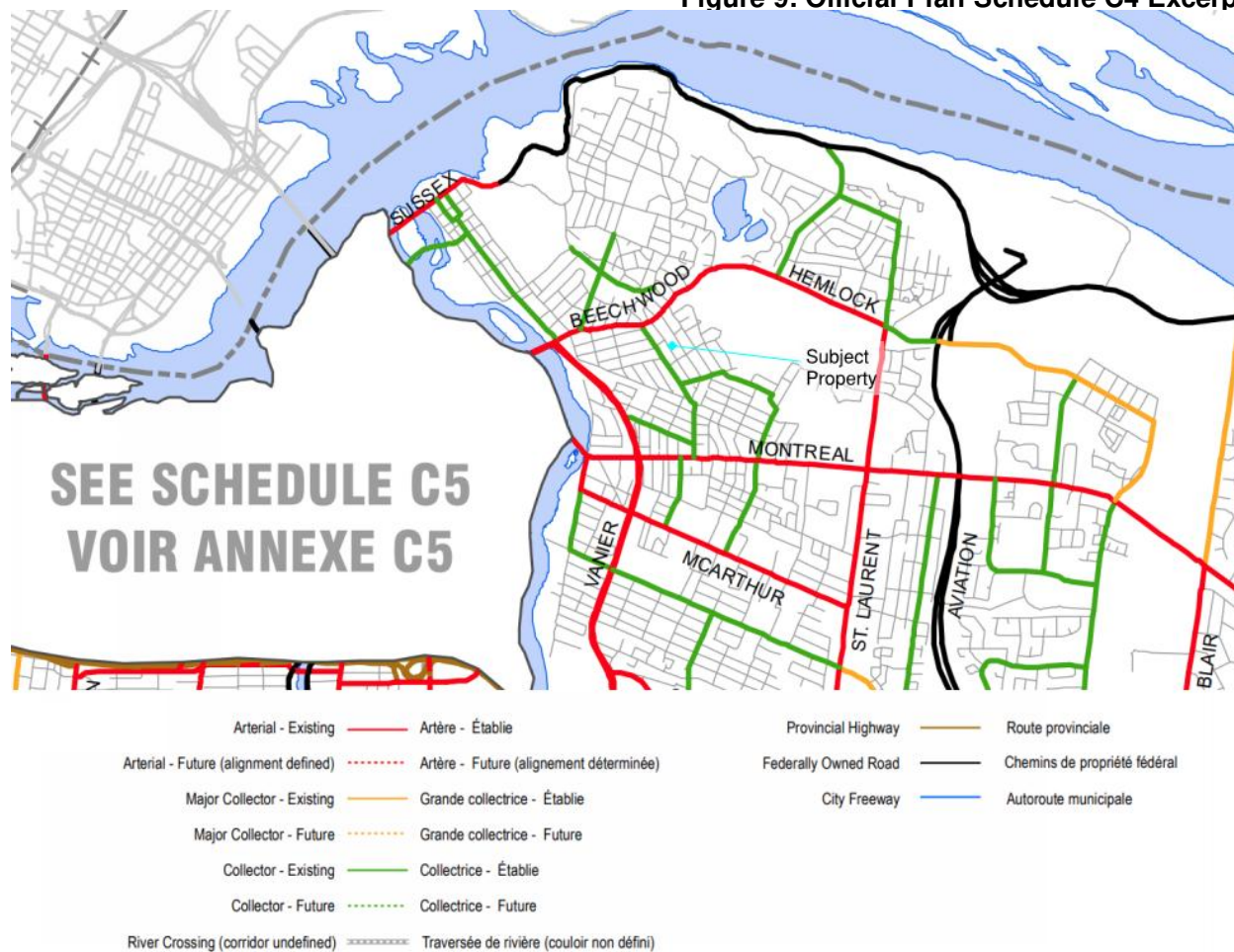
The Subject Site is designated Neighbourhood in the Inner Urban Transect on *Schedule B2 – Inner Urban Transect* of the City of Ottawa Official Plan (2022) (see Figure 8).

**Figure 8: Official Plan Designation for the Subject Site**



The Subject Site is located southeast of the intersection of Marier Avenue and Beechwood Avenue. Beechwood Avenue is designated as a Mainstreet Corridor on *Schedule B2 – Inner Urban Transect* of the Official Plan. Marier Avenue is designated as a Minor Corridor on *Schedule B2 – Inner Urban Transect* of the Official Plan. Beechwood Avenue is designated as an arterial road and Marier Avenue is designated as a collector road on *Schedule C4 – Urban Road Network* of the Official Plan.

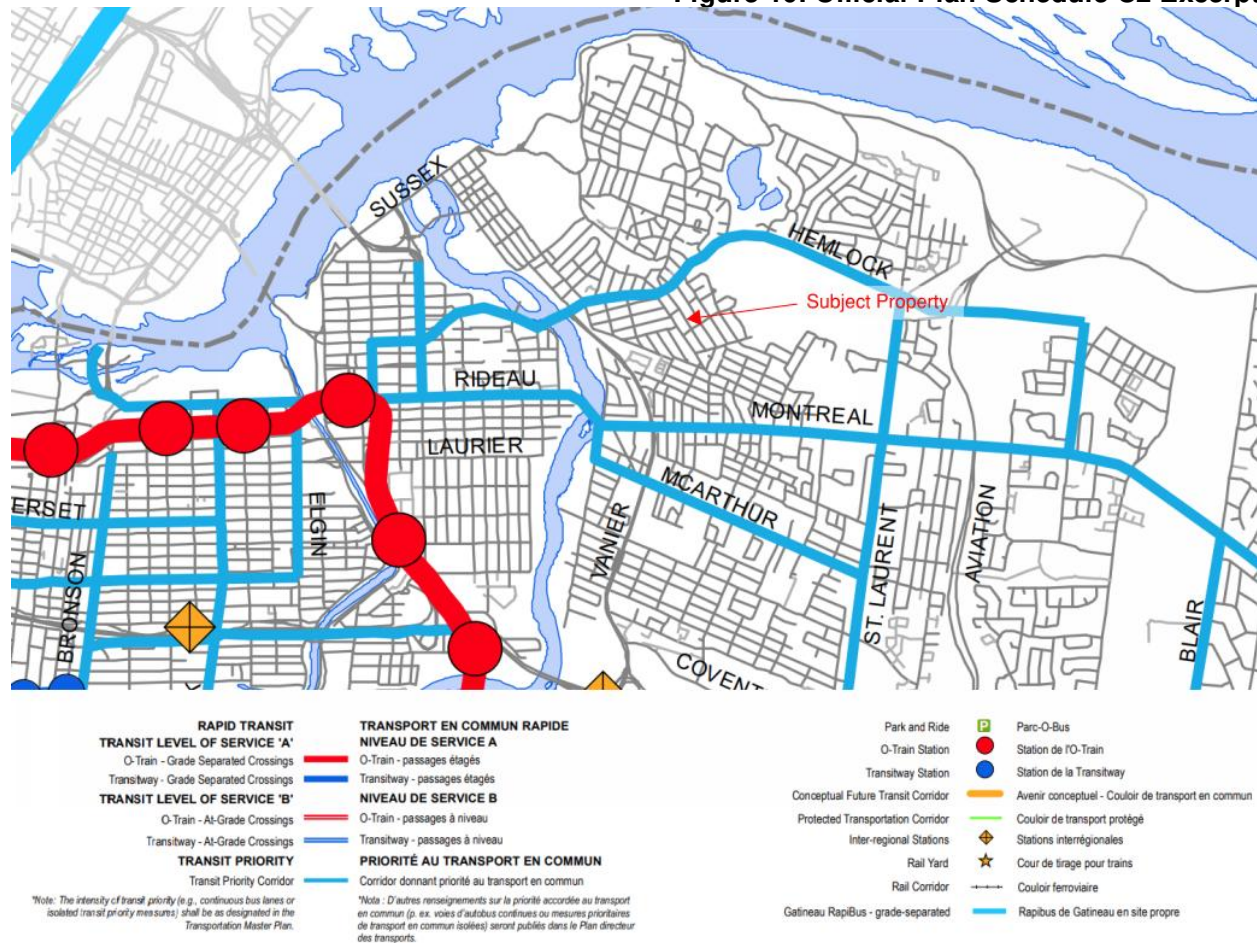
Figure 9: Official Plan Schedule C4 Excerpt



Beechwood Avenue is designated as a Transit Priority Corridor on *Schedule C2 – Transit Network* of the Official Plan (see Figure 10).

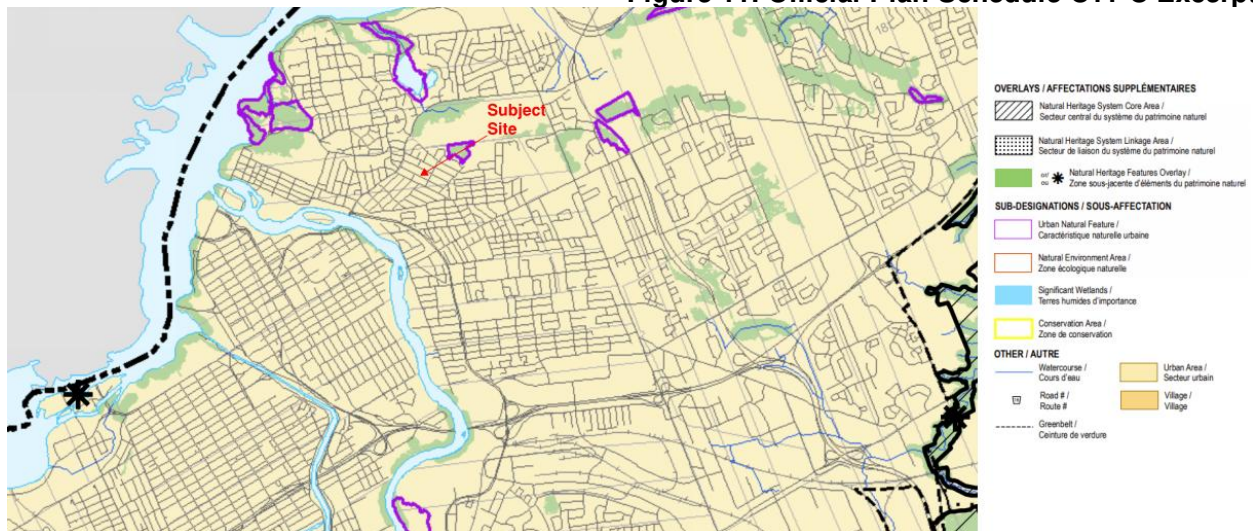


Figure 10: Official Plan Schedule C2 Excerpt



The Subject Site is located within a 15 minute walking distance from the nearest Major Pathway as identified on *Schedule C3 – Active Transportation Network*. *Schedule C11C – Natural Heritage System (east)* identifies the Subject Site as an Urban Area with no Natural Heritage designations. *Schedule C12 – Urban Greenspace* does not identify any greenspace on the Subject Site. *Schedule C15 – Environmental Constraints* does not identify any environmental constraints on the Subject Site. The Subject Site is not within a protected viewshed as identified on *Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols*.

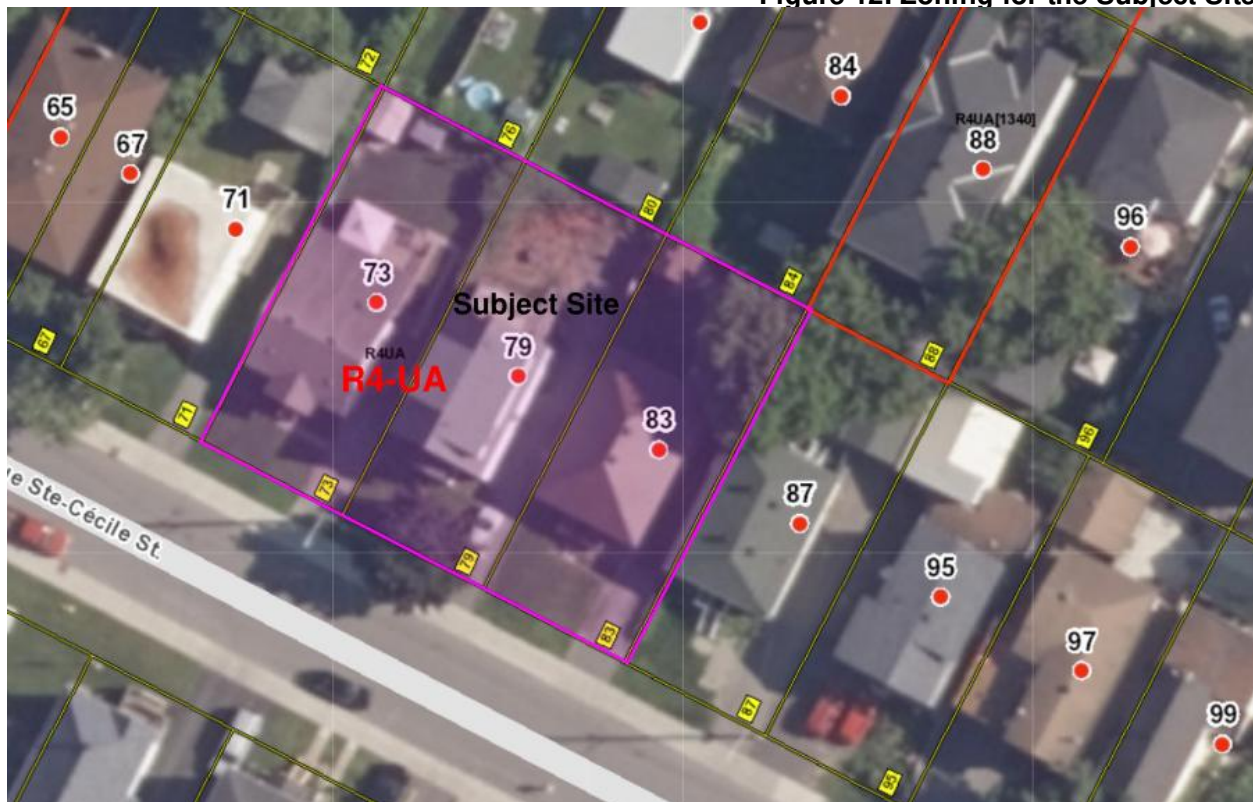
Figure 11: Official Plan Schedule C11-C Excerpt



The Subject Site is not located within a Secondary Plan Area.

The Subject Site is zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa Zoning By-law 2008-250 (see Figure 12).

Figure 12: Zoning for the Subject Site





## 2.0 DEVELOPMENT PROPOSAL

## 2.1 Description of Development Proposal

It is proposed to develop a four-storey residential apartment dwelling containing 41 units on the Subject Site (see Figures 13 and 14). The proposed apartment dwelling will contain 26 one-bedroom units, eight two-bedroom units, two three-bedroom units, and five studio units. The main entrance will be provided off of Ste. Cécile Street on the eastern side of the building. Separate individual entrances for the three ground-floor units will be provided. With the exception of the basement units, all of the other units in the building will have balconies. The balconies facing Ste. Cécile Street will be recessed into the building. Privacy screens will be provided on the balconies in the rear yard to reduce overlook and maintain privacy for residents and neighbours.

No parking spaces are proposed as part of the development. 42 bicycle parking spaces will be provided. These bicycle parking spaces will be located within a bike room on the first storey and in a covered area in the rear yard. A large rear yard will be softly landscaped for resident use.

**Figure 13: Site Plan Excerpt**

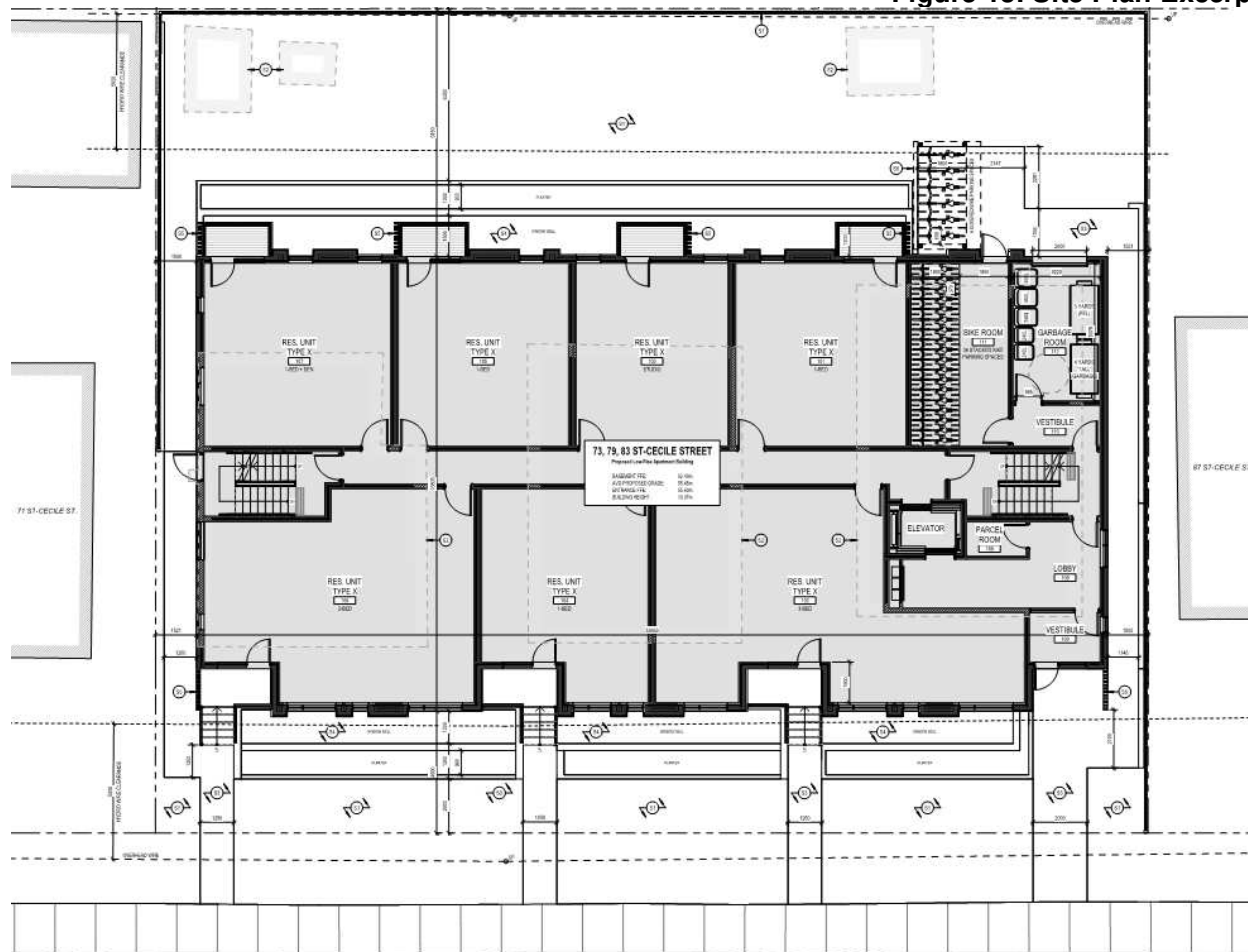
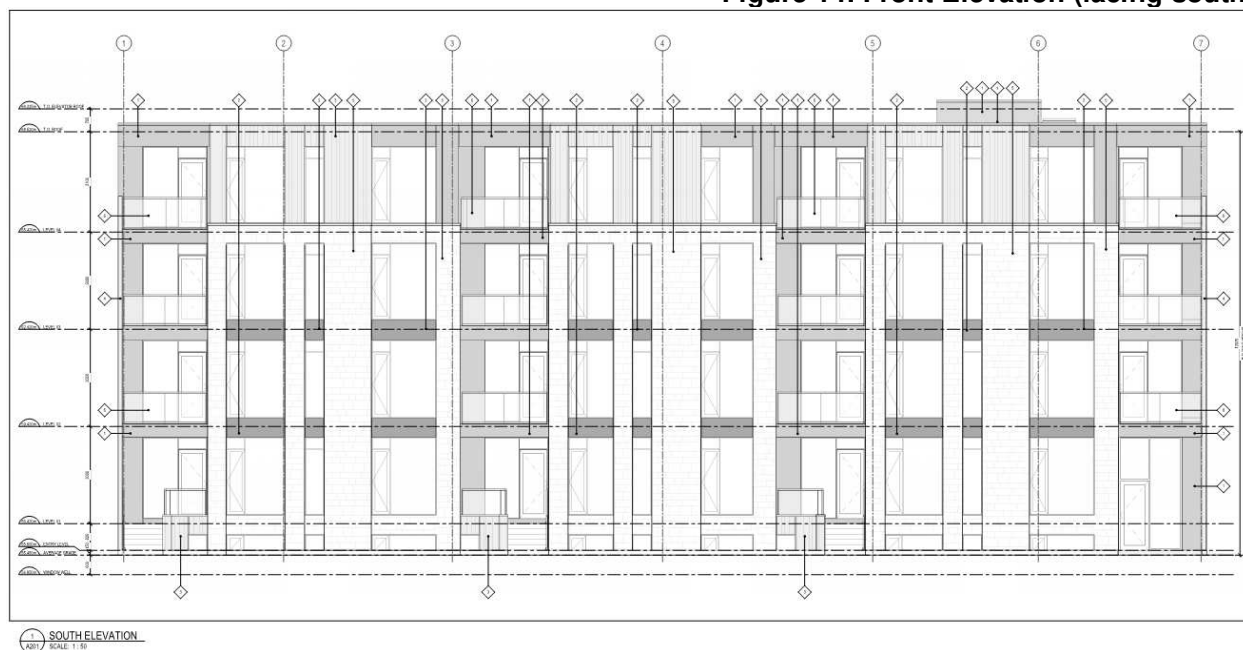


Figure 14: Front Elevation (facing south)



## 2.2 Details of Proposed Zoning By-law Amendment

73-83 Ste. Cécile Street is currently zoned Residential Fourth Density, Subzone UA (R4-UA) in the City of Ottawa's Zoning By-law 2008-250. The proposed development will not be in conformity with all of the provisions of the Zoning By-law. The Subject Site is proposed to be rezoned from R4-UA to R4-UA [XXXX] with the following site-specific exceptions.

### Proposed Site-Specific Exceptions

The following site-specific exceptions are proposed for the Subject Site.

- To permit a maximum of 41 dwelling units in a low-rise apartment building
- To permit a maximum lot area of 1117.6 m<sup>2</sup>
- To permit a maximum building height of 13.1 m
- To require 0 resident parking spaces
- To require 0 visitor parking spaces

## 2.3 Previous Consultations, Applications and Approvals

A pre-consultation meeting was first held on September 23, 2022 to discuss a proposal for a three storey apartment building on the Subject Site. Minor Zoning By-law Amendment and Site Plan Control applications were submitted on December 21, 2022 and first round comments were received from staff on February 10, 2023. A resubmission package was never filed with the City and the applications were subsequently withdrawn. Instead, the property owners chose to move forward with a proposal for three eight-unit buildings, which would fully comply with the Zoning By-law.

The property owners have run into geotechnical complications on the Subject Site that makes three eight-unit buildings on the Subject Site unviable. Instead, a four-storey apartment building built across all three properties is proposed for the Subject Site.

A pre-consultation meeting for the new proposal was held on October 8, 2024. Comments from the Vanier Community Association were also received.

### 3.0 PLANNING POLICY JUSTIFICATION

#### 3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.2 of the PPS provides policy direction for Housing. Policy 1 states:

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

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
  - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3:*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed low-rise apartment on the Subject Site 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 increase the number of residential units on the Subject Site from three to 41 and will more efficiently use the existing site.

The Subject Site is also well located in proximity to frequent bus transit service, bicycle infrastructure, and commercial amenities along Beechwood Avenue.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

*“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.”*

The Subject Site is located within a settlement area. The proposed development will contribute to growth and development within the settlement area.

Policy 2 of Section 2.3.1 states:

*“Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive”*

The proposed development is consistent with Policy 2.3.1 (2) as it represents an efficient use of a fully serviced property and existing municipal infrastructure. The proposed development will create opportunities for additional housing within a desirable neighbourhood. The property is within proximity of walking and cycling infrastructure and promotes active transportation opportunities for residents. The Subject Property is located within a 300-meter walking distance from bus stops along Beechwood Avenue that are serviced by routes 6 and 7 of the frequent transit network. The proposed development is transit-supportive.

Policy 3 of Section 2.3.1 states:

*“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.”*

The proposed development will redevelop the Subject Site, providing more density to the neighbourhood. The proposed development will support intensification in the neighbourhood and will provide for a greater range of housing options in the neighbouring area.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 2 of Section 2.4 states:

*“To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*

- c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) *to support affordable, accessible, and equitable housing.”*

The proposed development will provide intensification within walking distance of frequent transit service along Beechwood Avenue. The proposal will provide for housing diversity in the community that will meet a range of needs.

**The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Planning Statement.**

### **3.2 City of Ottawa Official Plan**

The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan (2022).

#### **3.2.1 Strategic Directions & Cross Cutting Issues**

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
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.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment and Site Plan Control applications address the objectives of the following Cross-Cutting Issues:

### *3.2.1.1 Intensification and Diversifying Housing Options*

The proposed Zoning By-law Amendment and Site Plan Control applications will facilitate the development of 41 dwelling units on the Subject Site. This will contribute to intensification within the urban area and will provide for a diversity of housing options in the neighbourhood. The proposed development will better utilize the Subject Site and contribute to meeting the goals of the City's Growth Management Framework.

### *3.2.1.2 Economic Development*

The proposed Zoning By-law Amendment and Site Plan Control applications will provide for 41 dwelling units on the Subject Site, which supports the City's Growth Management Framework. The proposed development will contribute to the 47% of household growth that is allocated to the built-up or developed portion of the urban area, as per Policy 3.1(4)(a)(i). The proposed development will support the City in meeting its target of 51% of dwelling growth occurring through intensification, as per Policy 3.2(1). The increased density on the Subject Site will also support local businesses and transit along Beechwood Avenue.

### *3.2.1.3 Energy and Climate Change*

The proposed development will more efficiently use the Subject Site and will contribute to the creation of a compact and complete community. The increased density on the Subject Site will support transit services along Beechwood Avenue. The proximity to Beechwood Avenue means that residents do not need vehicles to complete their daily trips. A 1:1 bicycle parking ratio is also proposed which will support active transportation use.

### *3.2.1.4 Healthy and Inclusive Communities*

The proposed development proposed a compact, higher density residential use in proximity to commercial uses and transit service along Beechwood Avenue. A 1:1 bicycle parking rate is also proposed which will help facilitate more active transportation use in the neighbourhood. The Subject Site's location and the provision of bicycle parking will promote transit and active transportation use by residents of the proposed building. This will support the development of healthy, walkable 15-minute neighbourhoods.

### *3.2.1.5 Gender and Racial Equality*

The proposed development has been designed to reduce potential safety impacts on women and racialized communities. The plentiful windows and direct accesses to the street will provide for "eyes on the street". The proposed building has also been designed to be accessible. The proposed development includes two three-bedroom units which will be able to accommodate larger households and families.

### *3.2.1.6 Culture*

The proposed development is located in proximity to Beechwood Avenue where residents will be able to engage in cultural and social activities. The proposed development has also been designed with main entrances that connect directly to the street, which will enhance the public

realm and promote social interaction amongst residents and neighbours. The proposed development has been designed to be unique yet compatible with the neighbourhood.

### 3.2.2 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 Site 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 rather than greenfield development.

Policy 3 of Section 3.1 states:

*“The urban area and villages shall be the focus of growth and development.”*

Policy 4 of Section 3.1 states:

*“The City will allocate household growth targets as follows:*

- a) 93 per cent within the urban area where:*
  - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and*
  - ii) 46 per cent is within the greenfield portion of the urban area;*
- b) 7 per cent within the rural area where:*
  - i) 5 per cent is within the villages; and*
  - ii) 2 per cent is outside of villages.”*

The proposed Zoning By-law Amendment will facilitate the development of 41 dwelling units within the urban area. This will contribute to meeting the City's target of 93% of household growth being within the urban area and 47% of household growth being within the built-up or developed portion of the urban area.

Section 3.2 encourages intensification within the built-up area and provides policy direction for future infill growth. Policy 1 states:

*“The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and*

*student residences, based upon building permit issuance within the built-up portion of the urban area. This overall target is anticipated to be achieved through a gradual increase in intensification throughout the urban area that was developed or built-up as of June 30, 2018 as follows:*

- a) 2018 to 2021: 40 per cent;*
- b) 2022 to 2026: 45 per cent;*
- c) 2027 to 2031: 50 per cent;*
- d) 2032 to 2036: 54 per cent;*
- e) 2037 to 2041: 57 per cent; and*
- f) 2042 to 2046: 60 per cent.”*

The proposed development is within the urban area and is considered intensification. The proposed development will contribute to the City's target of 51% of dwelling growth occurring through intensification.

Policy 4 of Section 3.2 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 Site 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 Site.

### **3.2.3 City-wide Policies**

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

#### *3.2.3.1 Section 4.2: Housing*

Section 4.2 of the Official Plan provides policy direction related to housing.

Policy 1 of Section 4.2.1 states:

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

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;*



- d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
- e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.”*

The proposed Zoning By-law Amendment application will facilitate the development of a low-rise apartment building with 41 units that range in size from studio units up to three bedroom units. The proposed low-rise apartment building will contribute to the housing diversity in the neighbourhood while providing more dwellings units in the urban area.

### 3.2.3.2 Section 4.6: Urban Design

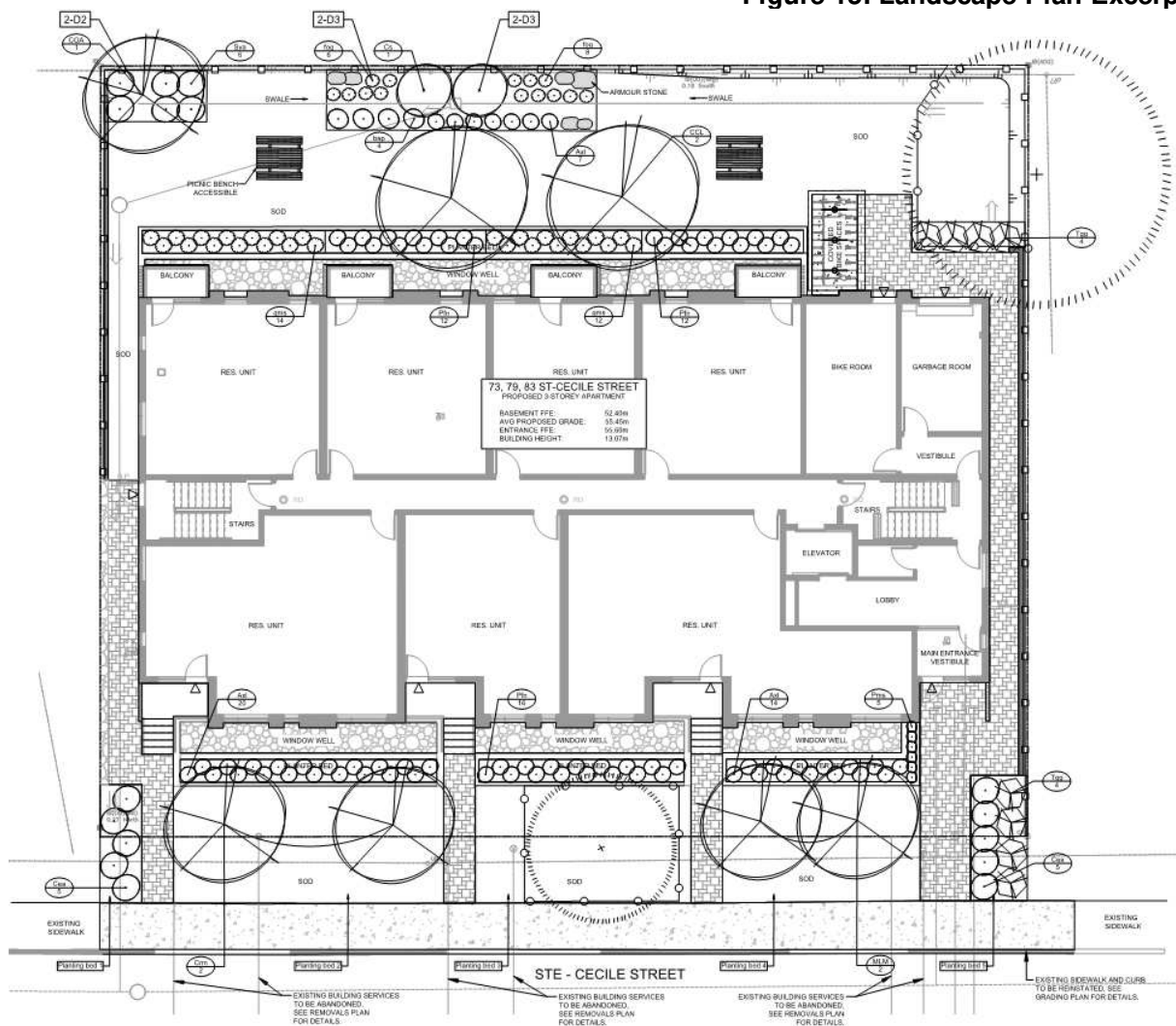
Section 4.6 of the Official Plan provides policy direction on urban design.

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 does not include any vehicle parking. Garbage and mechanical equipment will be located within the building to ensure that there is minimal impact on residents and pedestrians. Pedestrian access to the building will be through pathways connecting to the sidewalk along Ste. Cécile Street. These pathways will provide access to individual units on the ground floor as well as the main entrance. This will break up the building and provide a pedestrian-oriented streetscape. The proposed trees and abundant soft landscaping in the front yard will improve the attractiveness of the public realm and improve walkability in the area (see Figure 15).

Figure 15: Landscape Plan Excerpt



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 Beechwood Mainstreet Corridor. The proposed development has been designed with individual entrances for the ground-floor units fronting onto Ste. Cécile Street in order to break up the building mass as seen from the public realm. The proposed development is designed to improve compatibility with neighbouring, ground-oriented buildings by providing a building design that replicates the features of other ground-oriented forms such as townhouses or stacked townhouses. This will minimize impacts on neighbours while improving the pedestrian realm and providing a built form that fits into the neighbourhood context.

The stepback and materiality of the fourth storey will reduce the visual impact of the building height and make it appear more like a three storey building from the street.

**Figure 16: Rendering of the Proposed Development**



### 3.2.4 Inner Urban Transect

Section 5.2 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Inner Urban Transect.

Policy 3 of Section 5.2.1 states:

*“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*

- a) Proximity and access to frequent street transit or rapid transit;*
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and*
- c) Resolution of any constraints in water, sewer and stormwater capacity.”*

The proposed development is an example of intensification located in proximity to frequent bus service along Beechwood Avenue. The proposed building height and massing is appropriate for the Subject Site. The low-rise height will fit into the neighbourhood, where there are a number of three and three-and-a-half storey buildings. The fourth storey stepback and design elements such as the change in materiality and pilasters on the front façade will reduce the visual impact of the fourth storey and make the proposed building appear more like a three storey building from the street.

The building has been designed to break up the building massing through façade articulation and individual entrances for the ground-floor units. The proposed development will meet the City's intensification goals by providing additional dwelling units on the Subject Site while remaining compatible with the built form and character of the neighbourhood.

Policy 4 of Section 5.2.1 states:

*"The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife;*
- d) Larger employment uses are directed to Hubs and Corridors; and*
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).*"

The proposed development will provide increased residential density on the Subject Site. Intensification of the Subject Site will contribute to the City's objectives for 15-minute neighbourhoods by supporting local businesses and transit services along Beechwood Avenue.

Policy 2 in Section 5.2.2 states:

*"The transportation network for the Inner Urban Transect shall:*

- a) Prioritize walking cycling and transit; and*
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users."*

The Subject Site is located within proximity of cycling and transit infrastructure along Beechwood Avenue. The proposed development provides 42 bicycle parking spaces. Providing one bicycle parking space for each unit in the building will incentivize residents to bike to their daily destinations rather than using a vehicle. No parking is provided on site to encourage residents to walk or take transit to their destinations.

Policy 1 of Section 5.2.4 states:

*"Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors 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 built form requirements as described in Subsection 5.6.1, as applicable and that:*

- 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 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) *Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and*
- e) *In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.”*

The Subject Site is located within walking distance of the Marier Minor Corridor and the Beechwood Mainstreet Corridor. The proposed development will provide 26 one-bedroom units, eight two-bedroom units, two three-bedroom units, and five studio units, which will aid the housing diversity of the area. The proposed development fits into the neighbourhood by maintaining a low-rise built form while providing additional residential density on an underutilized property.

The proposed development has been designed to frame the public right of way, with separate entrances provided to each of the ground-floor units. The façade articulation and design elements visually reduce the massing of the building by breaking it up into individual volumes and make the building appear as a ground-oriented form from the street.

### 3.2.5 Neighbourhood Policies

Section 6.3 of the Official Plan provides policy direction for 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 is a low-rise building. The proposal meets Policy 6.3.1(2).

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 nonresidential 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 including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and*
- f) *Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.”*

The proposed Zoning By-law Amendment will allow 41 apartment dwellings to be developed on the Subject Site, which will contribute to providing a full range of low-rise housing options that will help meet the goals of Table 2 and Table 3b.

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 Site is located one block from the Marier Corridor and a four minute walk away from the Beechwood Mainstreet Corridor. The Subject Site is located less than 100 meters from Optimiste Park. The Subject Site is a prime location for low-rise intensification. The proposed development will maintain the existing low-rise context.

Policy 1 of Section 6.3.2 states:

*“The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to*

*strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities.”*

It is proposed to consolidate three lots for the development of a low-rise apartment dwelling on the Subject Site. The consolidation of existing lots will allow for one low-rise building with a mix of studio, one-, two-, and three-bedroom units rather than three individual apartment buildings with only studio and one-bedroom units. The single building approach on the consolidated lots reduces the amount of area required for service elements such as stairs/elevators, mechanical rooms, and garbage rooms. This approach provides more space within the building to provide larger units with multiple bedrooms rather than smaller, one-bedroom units. The impact of the increased building mass is reduced by the design of the building. The change in building materials and façade articulation will break up the building into smaller volumes. These design elements, as well as the individual ground-floor entrances, create a more active street frontage and present the building as a ground-oriented built form similar to townhouses or stacked townhouses.

### **3.2.6 Protection of Health and Safety**

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Site is not within the floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. 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 CM3 Environmental dated December 16, 2022. The report concluded that a Phase 2 ESA would be required to *“characterize soil and groundwater at the subject properties and assess the potential presence of contaminants of concern at the areas of potential environmental impact”*. A Phase 2 ESA was completed by CM3 Environmental dated December 20, 2022. The report concluded that *“the fill material is not contaminated or contaminating groundwater”* and recommends no further environmental assessment.

Section 10.2.1 speaks to environmental noise control. Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Noise Study has been completed by State of the Art Acoustik Inc dated November 25, 2024. The report concluded that *“A detailed building component analysis and implementation of warning clauses were found to be not required as noise levels from the traffic noise sources (Marier Avenue) were less than 55 dBA at the Plane of Window (POW) at each of the PORs and at the Outdoor Amenity Area.”*

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

*“Trees will be retained and planted to provide shade and cooling by:*

- a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
- b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*
- c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property.”*

The Landscape Plan and Tree Conservation Report provided with the submission package shows that the two existing trees on the Subject Site will be retained. Seven new trees are proposed as part of the development, including four new trees in the front yard. This will provide for an improved streetscape with plentiful soft landscaping. The proposal will meet the City's policies and objectives regarding tree canopy by providing approximately 42% canopy coverage.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

*“When reviewing development, the City will consider measures to enhance safety and security through such means as:*

- a) Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*
- b) An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible.”*

The proposed development does not include any enclosed spaces or narrow recesses between buildings that could create safety concerns. The proposed development includes plentiful windows facing the street and direct connections to the public realm to provide “eyes on the street” and enhance safety for all users.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.**



### 3.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Residential Fourth Density, Subzone UA (R4-UA) 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 built 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 use 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 Site.

**Table 1: Zoning Provisions for the Subject Site**

Zoning Provision	Required (Low-rise apartment)	Provided
Maximum Number of Units	8 units	41 units
Minimum Lot Width (m)	12 m	36.7 m
Maximum Lot Width (m)	38 m	36.7 m
Minimum Lot Area (m <sup>2</sup> )	360 m <sup>2</sup>	1117.6 m <sup>2</sup>
Maximum Lot Area (m <sup>2</sup> )	1070 m <sup>2</sup>	1117.6 m <sup>2</sup>
Maximum Building Height (m)	11 m	13.07 m
Minimum Front Yard Setback (m)	4.5 m	4.5 m
Minimum Corner Yard Setback (m)	4.5 m	N/A
Minimum Rear Yard Setback (m)	9.15 m (30% of lot depth and 25% of lot area)	9.15 m (30%)
Minimum Interior Side Yard Setback (m)	1.5 m	1.5 m / 1.5 m

Minimum Front Yard Landscaping (%)	40% (66 m <sup>2</sup> )	53% (88.2 m <sup>2</sup> )
Minimum Rear Yard Landscaping (%)	50% (167.9m <sup>2</sup> )	78% (261.9 m <sup>2</sup> )
Minimum Landscaped Area (%)	30% (335.3 m <sup>2</sup> )	33% (370.3 m <sup>2</sup> )
Number of Units with at least two bedrooms	25% of units (10 units)	25% (10 units)
Minimum Front Façade Glazing	25% of front façade	47% (209.83 m <sup>2</sup> )
Minimum Front Façade Articulation	20% of front façade	48% (216.88 m <sup>2</sup> )
Maximum Walkway Width (m)	1.8 m (for a low-rise apartment) 2.2 m (where giving access to a storage area for containerized waste)	2 m
<b>Projections</b>		
Maximum Projection (Balcony)	1.2 m (Above the first storey)	1.2 m
Maximum Projection (Stairs)	No closer than 0.6 m to the front lot line	3.3 m from front lot line
<b>Parking Requirements</b>		
Minimum Parking Spaces	14.5 spaces (0.5 spaces per dwelling unit after the first 12 units)	0 parking spaces
Minimum Visitor Parking Spaces	2.9 spaces (0.1 spaces per dwelling unit after the first 12 units)	0 parking spaces
Maximum Visitor Parking Spaces	30 spaces	0 parking spaces
Minimum Bicycle Parking Spaces	20.5 spaces (0.5 spaces per dwelling unit)	42 spaces

The proposed development complies with the required front yard, interior side yard, and rear yard setback. The proposed development exceeds the minimum landscaping provisions and the requirements for glazing and articulation of the front façade. The proposed development requires relief from the Zoning By-law to permit a maximum of 41 dwelling units, an increased lot area, an increased building height, and a reduced minimum resident and visitor parking space requirement.

Section 65 of the Zoning By-law regulates permitted projections into required yards. The provision states that “on a lot with a depth of between 23.5 m and 30.5 m, where the rear lot line abuts an R1, R2, R3, or R4 zone, the maximum projection is 1.2 m above the first floor.” The proposed development includes balconies in the rear yard above the first storey. These balconies project 1.2 meters into the rear yard. The proposed balconies conform with the provisions of the Zoning By-law.

Section 139(4) of the Zoning By-law states the following regarding walkways located in a front yard or corner side yard:

*“A walkway located in a front yard or corner side yard is permitted subject to the following:*

*(c) The width of a walkway may not exceed:*

*(i) In the case of a rooming house, retirement home, stacked dwelling or low-rise apartment dwelling, 1.8 m;*

*(ii) In the case of any other residential use building, 1.2 m;*

*(iii) Despite (i), a walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.”*

The proposed development includes a 2 metre walkway that provides access to the main entrance of the building as well as the garbage room located to the rear of the building. The proposed walkway conforms to this provision of the Zoning By-law.

### **3.3.1 Proposed Zoning for the Subject Site**

The following site-specific relief is requested for the Subject Site.

- To permit 41 units in a low-rise apartment building, whereas the R4-UA zone permits a maximum of 8 units.
- To permit an increased maximum lot area of 1117.6 m<sup>2</sup>, whereas Table 162B, Row 12 of the Zoning By-law permits a maximum lot area of 1070 m<sup>2</sup>.
- To permit an increased maximum building height of 13.1 m, whereas Table 162A, Row U-A permits a maximum building height of 11 m.
- To permit 0 resident parking spaces, whereas Table 101 of the Zoning By-law requires a minimum parking space provision of 14.5 resident parking spaces.
- To permit 0 visitor parking spaces, whereas Table 102 of the Zoning By-law requires a minimum visitor parking space provision of 2.9 spaces.

### **Increased Number of Dwelling Units in a Low-rise Apartment**

The R4-UA zone permits a low-rise apartment building with a maximum of eight units per lot. Relief from this provision of the Zoning Bylaw is required to permit a low-rise building with 41 units. The Subject Site consists of three lots that are each zoned R4-UA. A low-rise apartment with eight units is permitted on each of these three lots, resulting in a combined total of 24 dwelling units that could be constructed on the existing lots. The proposed development will consist of 41 units, representing an increase of 17 dwelling units compared to what would be permitted on the individual lots. An increased number of residential units is supported by the Subject Site's proximity to active transportation and public transit, as well as the Subject Site's proximity to Beechwood Avenue which is designated as a Mainstreet Corridor.

The proposed development is a more appropriate form of intensification on the Subject Site than three individual low-rise apartment dwellings. The proposed single building will reduce the amount of area required for service elements such as stairs/elevators, mechanical rooms, and garbage rooms. By reducing service areas, more space is available for a variety of unit sizes, including two-bedroom and three-bedroom units rather than three buildings with only studio and one-bedroom units.

The single building will result in a larger lot size than the three individual buildings permitted as-of-right. Three individual low-rise apartment buildings on the existing 372.1 square meter lots would not be subject to the following provisions:

- *“Except for a lot less than 450 square meters 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 than contains any one or more of these dwelling types.” (Subsection 161(8))*
- *“In the case of a Low-rise Apartment Dwelling or Stacked Dwelling in the R4-UA, R4-UB, R4-UC, and R4-UD zones (Subsection 161(16))*
  - (b) In the case of a lot of 450 square meters or greater*
    - (i) at least 25% of dwelling units must have at least two bedrooms;”*

Each of the existing lots would be less than 450 square meters in area. Three individual low-rise apartment buildings on the existing lots would not be required to provide 30% landscaped area. The proposed development will have a lot area of 1117.6 square meters and **will** be subject to provisions of the Zoning By-law for minimum landscaped area. A total of 50 square meters of landscaped area per lot would be required for individual low-rise apartments on the existing lots. The rear yard landscaping requirement for the proposed development is 50% of the rear yard, or 167.9 square meters. The proposal for a single low-rise apartment dwelling will result in a more desirable development on the Subject Site, with a greater amount of soft landscaping than what is required for three individual low-rise apartments.

Three individual low-rise apartments on the existing lots would not be required to provide two-bedroom units. However, the proposed development of a single low-rise apartment dwelling **would** be required to provide two or more bedrooms for at least 25% of the proposed dwelling units. The proposed development will contain eight two-bedroom units and two three-bedroom units, which meets the minimum requirement. The proposal for a single low-rise apartment dwelling will result in a more desirable development on the Subject Site, with more two-bedroom and three-bedroom units than provided by three individual low-rise apartments.

The proposed development complies with all setback provisions and the Subject Site has adequate lot area to accommodate the larger building footprint. Despite the increased number of units and the larger building mass, the proposed development has been designed to reduce the impact on neighbouring dwellings and the streetscape, ensuring it remains compatible with the neighbourhood. The change in building materials, façade articulation, and individual ground-floor entrances break up the building into smaller blocks and provides a building design that replicates the features of ground-oriented forms such as townhouses or stacked townhouses. The proposed building height is appropriate for the neighbourhood which is characterized by low-rise residential development. The setback at the fourth storey as well as architectural elements such as the change in materiality and pilasters will reduce the impact of the fourth storey. The increased number of dwelling units will better utilize the Subject Site, while the building design helps reduce the impact of the increased units.

### **Increased Maximum Lot Area**

A maximum lot area of 1070 square meters is permitted in the R4-UA zone. The Subject Site has a lot area of 1117.6 square meters and consists of three equally sized lots with lot areas of around 372.5 square meters each. The proposed lot area is 47.6 square meters larger than the maximum lot area permitted in this zone. An increase to the maximum permitted lot area by 47.6 square meters is minor in nature and will not result in any impacts on neighbouring properties or the streetscape, while allowing for appropriate intensification of the Subject Site.

### **Increased Building Height**

Table 162A of the Zoning By-law permits a maximum building height of 11 metres for a low-rise apartment building. The proposed low-rise apartment will have a building height of 13.1 metres. This is 2.1 metres greater than what is permitted in the Zoning By-law.

The increased building height will accommodate a fourth storey with nine dwelling units, which includes two two-bedroom units. The Official Plan contemplates low-rise intensification with a height of up to four storeys in the Neighbourhood designation. Despite the increased building height, the proposed low-rise apartment building will retain a low-rise built form, which is consistent with the policies of the Official Plan. The proposed height of 13.1 metres is also appropriate for the R4 zone, where building heights of up to 14 metres are contemplated.

The proposed building height is appropriate for the neighbourhood, where there are several examples of higher density three and 3.5 storey residential buildings (see Figure 17). The increased density on the Subject Site will support the transit and commercial services along Beechwood Avenue.

**Figure 17: Examples of three to three-and-a-half storey buildings in the neighbourhood**



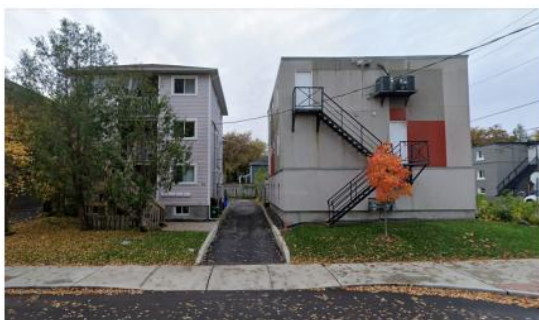
84 Ste. Cecile Street



71 Ste. Cecile Street



60-62 Ste. Cecile Street



56 Ste. Cecile Street and 200 Genest Street



100 Marquette Avenue

The proposed building has been designed to be sensitive to the potential impacts of the increased building height on neighbouring properties. The fourth storey has been stepped back 0.75 metres from the front wall of the building to reduce impacts from the building massing on the streetscape. Architectural elements such as pilasters are also proposed, which will further reduce the visual prominence of the fourth storey. A change in materiality is also proposed for the fourth storey to reduce its visual prominence and help make the building appear more like a three storey building.

### **Reduced Resident and Visitor Parking**

Table 101 (Area “X” – Schedule 1A) of the Zoning By-law requires 14.5 resident parking spaces to be provided on the Subject Site, based on a rate of 0.5 spaces per dwelling unit after the first 12 units. Relief from the Zoning By-law is required to reduce the number of parking spaces from 14.5 spaces to zero spaces. Table 102 of the Zoning By-law requires three visitor parking spaces to be provided on the Subject Site, based on a rate of 0.1 spaces per dwelling unit after the first 12 units. Relief from the Zoning By-law is required to reduce the number of visitor parking spaces from three spaces to zero spaces.

The impact of the reduced number of parking spaces on the Subject Site is mitigated by its proximity to transit and cycling infrastructure as well as a number of commercial amenities within walking distance of the Subject Site. The Subject Site is a four-minute walk away from frequent bus service along Beechwood Avenue, which provides access to the Downtown Core within less than 15 minutes. Bicycle lanes are also available along Beechwood Avenue. Despite the proposed development providing no vehicle parking spaces, the proposal includes 42 bicycle parking spaces, which exceeds the minimum requirement of 20.5 spaces. The proposed development will provide one bicycle parking space for each dwelling unit, which will incentivize residents to ride their bicycles to complete their daily trips rather than driving.

### **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 41 units in a low-rise apartment, to increase the maximum permitted lot area, to increase the maximum building height, and to reduce the minimum required resident and visitor parking spaces.

The proposed development will allow for intensification on the Subject Site. The proposed single building will provide a greater number of dwelling units and two- and three-bedroom units, as well as a greater amount of soft landscaping than the three individual low-rise apartments permitted as-of-right. The proposed development is a more desirable and efficient use of land than three separate low-rise apartment dwellings. The requested relief is appropriate to facilitate the proposed development of a low-rise apartment dwelling on the Subject Site.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the purpose of the Residential Fourth Density zone and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The Minor Zoning By-law Amendment is appropriate for the Subject Site.**

## 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 in 2023. The objective of the Guidelines is to assist and facilitate building and site design approaches that reflect the Strategic Directions and policies of the Official Plan.

The guidelines provide direction related to the following guiding objectives:

#### Building Design:

- Contextual massing
- Articulation
- Materiality
- Roofline
- Architectural detail
- Garage/carports
- Projections (balconies/porches)
- Accessibility
- Sustainability

#### Site Function:

- Entranceways
- Front and corner yards
- Side yards
- Rear yards
- Parking (driveways, lanes, parking stalls)
- Waste management
- Bike storage
- Safe and equitable
- Access paths
- Trees and landscaping
- Stormwater
- Snow storage
- Privacy management
- Accessory buildings

The proposed development adheres to the objectives of the Urban Design Guidelines for Low-rise Infill Housing. The proposed development has a low-rise built form that fits into the neighbourhood context, which includes a number of three and three-and-a-half storey buildings. The proposal has been designed with articulation and a change in materiality to help reduce the impact of the building height and massing. The proposed development will enhance the



streetscape by providing multiple entrances and plentiful windows and glazing along the front façade of the proposed building. The entrances along Ste. Cécile Street will lead to the ground-floor units, creating an active street frontage that is pedestrian-friendly. Stairs to the ground-floor entrances draw inspiration from neighbouring properties, a number of which have staircases leading to their front entrances. This design choice will allow the building to fit in with neighbouring dwellings. The principal entrance leading to the upper units of the building is at grade and is fully accessible.

Special attention is given to maintaining privacy for residents and neighbours. Privacy screens are provided on balconies to reduce overlook while the front balconies are tucked into the building. Abundant landscaping is provided in both the front and rear yard, with tree planting planned for the rear yard and along the street. Proposed landscape treatments will contribute to the public realm and make Ste. Cécile Street more pedestrian-friendly by providing shade and a soft edge between the public and private realms. Bike storage is proposed in a secure location, with 36 spaces located inside the building and six covered bicycle parking spaces located in the rear yard.

## 5.0 REVIEW OF SUPPORTING STUDIES

### **Phase 1 & Phase 2 ESA**

A Phase 1 ESA for the proposed development has been prepared by CM3 Environmental, dated December 16, 2022. The report concludes that a Phase 2 ESA would be required to *“characterize soil and groundwater at the subject properties and assess the potential presence of contaminants of concern at the areas of potential environmental impact”*. A Phase 2 ESA was completed by CM3 Environmental dated December 20, 2022. The report concludes that *“the fill material is not contaminated or contaminating groundwater”* and recommends no further environmental assessment.

A Phase 1 ESA Update Report has been prepared by CM3 Environmental, dated December 19, 2024. The report concludes that *“no changes were noted in land-use and no additional PCAs or APECs were identified during the site inspection. CM3 opines that the results of the 2022 CM3 Phase II ESA thoroughly addressed the 2022 APECs and has no further environmental concerns”*.

### **Geotechnical Report**

A Geotechnical Report for the Subject Site has been prepared by Yuri Mendez Engineering, dated December 8, 2022. The report concludes that *“difficult excavation challenges due to very soft fill materials and high ground water table with respect to the expected depth of excavations to reach native soils”* are expected. The report recommends that *“the shoring systems needs to be relatively impervious and be of sufficient depth with respect to the bottom of excavation to sufficiently increase the head loss between the interior of the excavation and its perimeter. Sheet piles driven into the bedrock are believed to be the best alternative at this time.”*

### **Noise Control Study**

A Noise Study has been completed by State of the Art Acoustik Inc., dated November 25, 2024. The report concludes that *“A detailed building component analysis and implementation of warning clauses were found to be not required as noise levels from the traffic noise sources (Marier*



Avenue) were less than 55 dBA at the Plane of Window (POW) at each of the PORs and at the Outdoor Amenity Area.”

### **Site Servicing Study and Stormwater Management Report**

A Site Servicing Study and Stormwater Management Report has been prepared by Novatech, dated December 19, 2024. The report concludes that:

- “Water servicing will be provided by a single 100mm diameter service connection to the existing 200mm diameter watermain infrastructure within Ste-Cécile Street. Fire protection can be provided from the existing fire hydrants.
- The proposed building will be serviced by a single 150mm diameter sanitary sewer which will connect to the existing 375mm diameter sanitary sewer in Ste-Cécile Street. The sanitary flows from the building will be pumped to the proposed sanitary service and the existing sanitary sewer has adequate capacity for the proposed development.
- The proposed building will be serviced by a 200mm diameter storm service which will connect to the existing 450mm diameter storm sewer in Ste-Cécile Street. The landscaped amenity area will be serviced by a 250mm diameter storm sewer which will connect to the existing 600mm diameter storm sewer in Ste-Cécile Street.
- Quantity control of stormwater will be provided by flow-controlled roof drains to attenuate flows and surface storage with an inlet control device. The allowable release rate for the site is 16.2 L/s and the post-development stormwater release rates are 10.8 L/s and 16.1 L/s for the 5-year and 100-year events respectively.
- Quality control of stormwater is not expected for development.
- An overland flow route will be provided to Ste-Cécile Street.”

## **6.0 PUBLIC CONSULTATION STRATEGY**

### **Prior to Submission**

A formal pre-application consultation meeting was held with City staff on October 18, 2024. Comments from the Vanier Community Association were received as part of the pre-consultation comments.

### **Upon Submission**

The public will be consulted regarding the proposed Minor Zoning By-law Amendment through the legislated public consultation requirements. This includes a sign 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 (optional)**

<b>Who:</b>	Residents of the community
<b>Where:</b>	The Open House will be held electronically via Zoom, subject to coordination with the Community Association and Councillor's office.
<b>When:</b>	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 and Housing Committee.
<b>City rep:</b>	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.
<b>Follow up:</b>	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 and Housing Committee.

**Community Heads Up**

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

**Statutory Public Meeting (Planning and Housing Committee)**

<b>Who:</b>	Members of Planning and Housing Committee, registered delegations
<b>Where:</b>	The Planning and Housing Committee meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
<b>When:</b>	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
<b>City rep:</b>	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
<b>Follow up:</b>	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

**7.0 CONCLUSION**

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a four-storey residential building at 73, 79, 83 Ste. Cécile Street. The proposed development will consist of 41 dwelling units. 42 bicycle parking spaces will be provided.

The Subject Site is designated Neighbourhood in the Inner Urban Transect in the City of Ottawa Official Plan (2022). The Subject Site is zoned Residential Fourth Density, Subzone UA (R4-UA) 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 Planning 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 walking

distance to the Marier Avenue Minor Corridor and the Beechwood Avenue Mainstreet Corridor. Transit and bicycle infrastructure, as well as local commercial amenities, are available within walking distance along Beechwood Avenue. 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 Planning 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 Site to provide a number of studio, one, two, and three-bedroom units, while providing an abundance of soft landscaping. 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 and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

Yours truly,

**NOVATECH**

Prepared by:



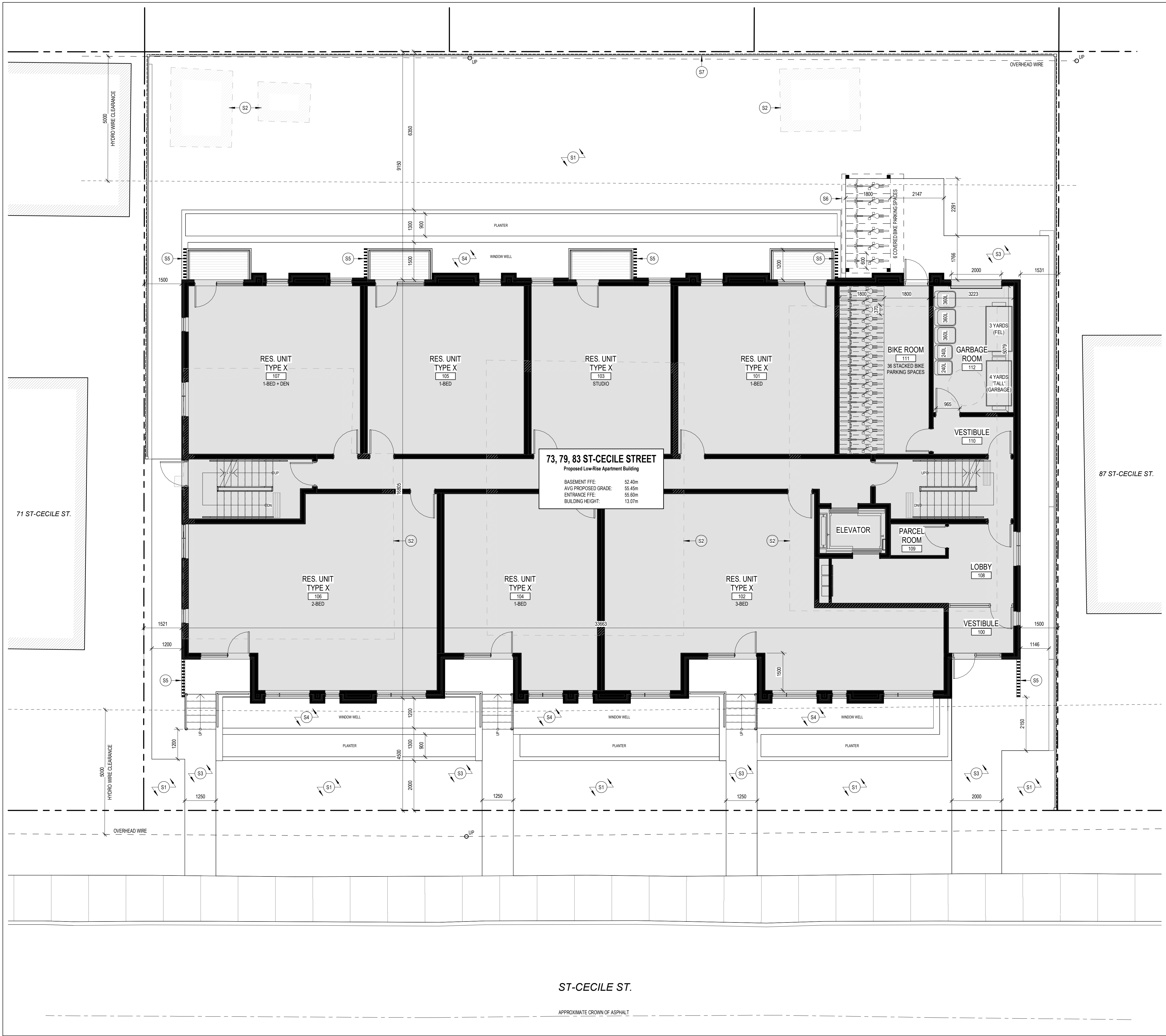
Simran Soor, M. Pl  
Planner

Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development

## Appendix A



1 SITE PLAN  
SP-01 SCALE: 1 : 75



3 LOCATION PLAN  
SP-01 SCALE: NTS

SITE STATISTICS	
Current Zoning Designation:	R4U/A
Lot Width:	36.7m
Total Lot Area:	1117.6m <sup>2</sup>
Average Existing Grade:	55.45m
Gross Floor Area:	2769.6m <sup>2</sup>
Building Area:	552.1m <sup>2</sup>
Floor Space Index:	2.5

Proposed Development - 4 Storey Low-Rise Apartment Building		
No. of units	41 Units	
Zoning Mechanism		
Required	Provided	
Minimum Lot Width 152(a)	12m	36.7m
Maximum Lot Width 152(a)	38m	36.7m
Minimum Lot Area 152(a)	360m <sup>2</sup>	1117.6m <sup>2</sup>
Maximum Lot Area 152(a)	1070m <sup>2</sup>	1117.6m <sup>2</sup>
Min. Front Yard Setback 152(a)	4.5m	4.5m
Min. Interior Side Yard Setback 152(a)	1.5m	1.5m
Min. Rear Yard Setback 152(a)(i)	9.15m (30% of Lot Depth)	9.15m
Maximum Building Height 152(a)	11m	13.07m
Maximum Number of Units 152(a)	8	41
Landscaped Area 151 (i)	335.3m <sup>2</sup> 30% of Lot Area (1117.6m <sup>2</sup> )	370.3m <sup>2</sup> (33%)
Rear Yard Soft Landscaping 151 (151(b)(ii))	167.9m <sup>2</sup> 50% of Rear Yard (335.8m <sup>2</sup> )	261.9m <sup>2</sup> (78%)
Front Yard Soft Landscaping Table 151	66m <sup>2</sup> 40% of Front Yard (165.2m <sup>2</sup> )	88.2m <sup>2</sup> (53%)
Minimum 2-Bedroom Unit Rates 151 (151(b)(ii))	10 Units Min. 25% of Total Units (41)	10 Units (25%)
Front Façade Minimum Glazing 151 (151(b)(ii))	112.2m <sup>2</sup> 25% of Front Façade (448.7m <sup>2</sup> )	208.83m <sup>2</sup> (47%)
Façade Articulation / Balconies 151 (151(b)(ii))	82.7m <sup>2</sup> At least 20% of the area of the front façade must be recessed an additional 0.6m from the front setback line	216.8m <sup>2</sup> (48%)
Parking Space Rates 101 (Sch. 1A - Area X)	14.5 Spaces 0 spaces for first 12 units - Section 101(3) 0.5 spaces / unit for 29 units - Table 101	0 Spaces
Minimum Visitor Parking Rates 102 (Sch. 1A - Area X)	3 Spaces 0 spaces for first 12 units - Section 102(2) 0.1 spaces / unit for 29 units - Table 102	0 Spaces
Bicycle Parking Rates Table 111A (Sch. 1A - Area X)	21 Spaces 0.5 spaces / unit for 41 units(111A(b)(i))	42 Spaces

RENTABLE AREA		
LEVEL	AREA	AREA (SF)
LEVEL 00	421.56 m <sup>2</sup>	4538 SF
LEVEL 01	410.04 m <sup>2</sup>	4414 SF
LEVEL 02	492.09 m <sup>2</sup>	5297 SF
LEVEL 03	492.09 m <sup>2</sup>	5297 SF
LEVEL 04	470.70 m <sup>2</sup>	5068 SF
TOTAL	2286.57 m <sup>2</sup>	24612 SF

GROSS FLOOR AREA		
LEVEL	AREA	AREA (SF)
LEVEL 00	564.42 m <sup>2</sup>	6075 SF
LEVEL 01	552.95 m <sup>2</sup>	5952 SF
LEVEL 02	550.13 m <sup>2</sup>	5943 SF
LEVEL 03	552.13 m <sup>2</sup>	5943 SF
LEVEL 04	530.70 m <sup>2</sup>	5712 SF
TOTAL	2752.32 m <sup>2</sup>	29626 SF

UNIT COUNT							
BEDS	LVL. 0	LVL. 1	LVL. 2	LVL. 3	LVL. 4	TOTAL	%
1-BED	2	3	4	4	4	17	41%
1-BED + DEN	2	1	2	2	2	9	22%
2-BED	1	1	2	2	2	8	20%
3-BED	1	1	0	0	0	2	5%
STUDIO	1	1	1	1	1	5	12%
TOTAL	7	7	9	9	9	41	100%

SITE PLAN NOTES		SURVEY INFO	
S1 SOFT LANDSCAPING	TOPOGRAPHIC PLAN OF SURVEY OF LOTS 85, 86 AND 87 REGISTERED PLAN M-27 CITY OF OTTAWA	SCALE: N.T.S.	
S2 EXISTING STRUCTURE TO BE DEMOLISHED			
S3 INTERLOCKING PAVERS			
S4 PEA GRAVEL			
S5 WOOD LOUVRE PRIVACY PANEL			
S6 LINE DENOTES EXTENT OF COVERED BIKE STORAGE			
S7 WOOD PRIVACY FENCE			

GENERAL ARCHITECTURAL NOTES:

- This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
- 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.
- Upon notice in writing, the Architect will provide written clarification or supplementary information regarding the intent of the Contract Documents.
- The Architectural drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
- Positions of exposed 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.
- These documents are not to be used for construction unless specifically noted for such purpose.

3	ISSUED FOR SITE PLAN CONTROL	2024-12-19
2	ISSUED FOR COORDINATION	2024-12-11
1	ISSUED FOR COORDINATION	2024-11-14

ISSUE RECORD



73 ST-CECILE ST

73-83 St-Cecile Street  
Ottawa, ON  
K1L 5L4

PROJ	SCALE	DRAWN	REVIEWED
2415	NOTED	BH	RMK

SITE PLAN

SP-01