

**MINOR ZONING BY-LAW AMENDMENT APPLICATION
DELEGATED AUTHORITY REPORT
MANAGER, DEVELOPMENT REVIEW**

Location of Minor Re-zoning: 83, 85, 87, 89 and 91 Sweetland Avenue

File No.: D02-02-25-0013

Date of Application: February 21, 2025 and deemed complete on May 16, 2025

This MINOR ZONING BY-LAW AMENDMENT application, for the land zoned R4UD [480], in Zoning By-law 2008-250, as shown on the attached Location Map, and submitted by RJH Architecture + Planning, on behalf of Erinn Kathleen Nowiski and Eugene James Nowiski, is to permit a low-rise apartment building as detailed in the attached Supporting Documentation.

This application was processed as a minor re-zoning under the minor re-zoning category of modifications to performance regulations only, maximum 4 storeys in Evolving Overlay.

This MINOR ZONING BY-LAW AMENDMENT IS RECOMMENDED TO BE APPROVED and the following action is required:

1. That the Zoning Map of Zoning By-law 2008-250 be amended to amend the zoning over 83-91 Sweetland Avenue so that it reads R4UD [XXXX]; and
2. an exception be added to Zoning By-law No. 2008-250 for this property with provisions similar in effect to the following:
 - a) Rezone the lands as shown in Document 1.
 - b) Add a new exception [XXXX] to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - i. In Column I, Exception Number, add the text “[XXXX]”
 - ii. In Column II, Applicable Zones add the text “R4UD[XXXX]”
 - iii. In Column V, Provisions, add the text
 - Minimum number of parking spaces: 0
 - Minimum number of visitor parking spaces: 1
 - Minimum bicycle parking spaces per dwelling unit: 1

- Fire escapes, open stairways, stoop, landing, steps and ramps are permitted to project up to 0.0 metres from the front lot line
- Minimum width for horizontal bike parking space is 0.45m

November 28, 2025

Date



Andrew McCreight,
Manager, Development Review Central
Planning, Development and Building Services
Department

Enclosures: Minor Re-zoning By-law Amendment Supporting Information
Document 1 - Location Map

MINOR ZONING BY-LAW AMENDMENT APPLICATION SUPPORTING INFORMATION

File Number: D02-02-25-0013

SITE LOCATION

83, 85, 87, 89 and 91 Sweetland Avenue, and as shown on Document 1.

SYNOPSIS OF APPLICATION

The subject properties form a rectangular shaped parcel of land located on the east side of Sweetland Avenue between Osgoode Street and Somerset Street East in the Sandy Hill neighbourhood. The property currently includes three detached dwelling units at 83, 85 and 91 Sweetland Avenue and a semi-detached building containing two dwelling units at 87 and 89 Sweetland Avenue for a combined site area of 1,650 square metres.

The properties each include a shallow front yard with some soft landscaping and a driveway providing access to side or front yard parking. The surrounding area to the north, south, east and west is similarly built up with low-rise residential uses. Most buildings include a raised basement floor that responds to the substantial southward declining grade along Sweetland Avenue. The broader area includes several neighbourhood amenities including Strathacona Park to the east, as well as the University of Ottawa and the uOttawa O-Train Station to the West. The semi-detached building at 87 and 89 Sweetland Avenue are listed on the City's Heritage Register in accordance with Section 27 of the *Ontario Heritage Act*.

A concurrent Zoning By-law Amendment and Site Plan Control application was submitted to facilitate the redevelopment of the site into a new four-storey, low-rise residential apartment building with 84 dwelling units provided as 63 bachelors, 3 two-bedroom and 18 three-bedroom units. A single visitor parking space is proposed to accommodate service vehicles and deliveries in the northern side yard of the property. 84 bicycle parking spaces are provided within the building basement, while an additional three bicycle parking spaces are located on the exterior of the building for visitors.

A number of existing trees in the rear yard will be retained and form part of the rear yard amenity area for building residents. Additional five trees are also proposed for the front yard along Sweetland Avenue. Waste storage is proposed internally within the basement and will be collected regularly by a private contractor.

Site-specific amendments from the Zoning By-law are requested to permit the following:

- i. Provide 0 residential parking spaces, whereas 36 residential parking spaces are required.

- ii. Provide a single visitors parking space, whereas seven visitors parking spaces are required.
- iii. Permit fire escapes, open stairways, stoop, landing, steps and ramps to project to 0-metres from the property line within the front yard, whereas the Zoning By-law limits projections to 1.5 metres and no closer than 1-metre from the property line.
- iv. Permit a reduction in the width of a horizontal bicycle parking space to 0.45-metres, whereas 0.60-metres is required.

Residential Units and Types

Dwelling Type	Number of Units
Apartment	84

DECISION AND RATIONALE

This application is approved for the following reasons:

- The development is consistent with the Provincial Planning Statement (2024) by contributing to the densification and provision of a variety of housing options within the neighborhood in close proximity to multimodal transportation options.
- The development is consistent with the Downtown Core Transect by implementing an urban pattern of built form as per Policy 5.1.1 (1) which establishes residential densities sufficient to support the full range of services within the surrounding 15-minute neighbourhood as supported by Policy 5.1.1(2). Further, the development implements Policy 5.1.1 (5) through the retention of existing trees on site, the planting of several new trees and soft landscaping to reduce the urban heat island effect. Regarding vehicular parking and other modes of transportation, the development is consistent with Policy 5.1.2 (2) which outlines that the transect shall prioritize walking and cycling as the development provides 1:1 ratio of bicycle parking spaces per dwelling unit, and is further supported by Policy 5.1.2 (3) which outlines that motor vehicle parking shall not be required in new development, other than visitor parking for large scale developments. The site design incorporates one visitor parking space, which can also be used for short-term drop-off and pick-up functions. Policy 5.1.5 (1) is satisfied as the development represents and implements an intensification of the land which includes a variety of housing unit sizes within a low-rise height category which positively frames the public right-of-way.
- The development is consistent with the Neighbourhood Designation. The development is consistent with Policies 6.3.1 (2) and 6.3.1 (4) by providing for a low-rise built form which provides a full range of housing options which exceed the City's density requirements. Further, the development is consistent with Policy 6.3.1 (5) which outlines that the Zoning By-law will distribute permitted densities in Neighbourhoods by allowing higher densities and permitted heights

in areas closer to rapid-transit stations, corridors, and major neighbourhood amenities--all of which are in close proximity to the subject site. . The development is also consistent with Policies 6.3.2 (2) and (3) by having regard for the local context and character of the surrounding area through materiality, landscaping, and provided setbacks while also providing an urban pattern of development that contributes to the development of the surrounding 15-minute neighbourhood.

- The development demonstrated consistency with and implements a number of the policies contained within the Central and East Downtown Core Secondary Plan. The development is consistent with Policy 2.1 (1) which outlines that development within the Local Neighbourhood designation is primarily residential. The development is also consistent with Policies 3.1 (1) and (2) by contributing positively with the public realm with continual functional main entrances, as well as multiple entrances to at-grade units, a lack of blank walls, as well as visual and functional variety that includes transparent windows fronting on the sidewalk, and provision of indoor and outdoor amenity areas. Further, the development achieves consistency with Policies 3.3.2 (18) by minimizing the provision of motor vehicle parking and promoting multi-modal methods of transportation, by eliminating residential parking and providing 1:1 ratio of bicycle parking per dwelling unit in close proximity to transit. Policy 3.3.2 (19), which does not permit vehicular facilities in the front yard or visible from the public realm, is satisfied as a singular space on the interior side yard is provided for occasional short-term use by visitors to the site and will minimize the impacts of the parking to the public realm. Regarding the Sandy Hill Character Area policies of the Secondary Plan, the development is also consistent with Sections 4.7.2 as it enhances the Sandy Hill neighbourhood attractiveness as a residential neighbourhood with a variety of unit types to support family housing and other socio-economic groups; meets objectives of Section 4.7.3 by enhancing housing stock at a low-rise scale of development; and Section 4.7.6 by providing development at a scale compatible with the surrounding context with minimal massing impacts, the provision of adequate amenity area, and enhancing the site with landscaping.
- The Cultural Heritage Evaluation Report and Heritage Act Acknowledgement Report submitted in support of the application have been reviewed by staff, and the demolition of the buildings on 87 and 89 Sweetland Avenue complies with s. 27 (9) of the *Ontario Heritage Act*.
- The development satisfies and implements a number of the objectives contained within the Urban Design Guidelines for Low-Rise Residential Infill by enhancing the streetscape and landscaping throughout the site, creating a more compact urban form, and respecting the surrounding architectural character emphasizing entrances and windows along the frontage of the property for physical and visual interaction with the public realm.

RELATED APPLICATIONS

- Site Plan Control Application: D07-12-25-0018

CONSULTATION DETAILS

Councillor Stéphanie Plante provided the following comment:

As a strong advocate for housing that addresses the missing middle, it's good to see that there will be a significant number of three and two bedroom units, not just single units with this project, which will provide a full range of housing options that exceed the City's requirements.

Although the project's reduction in public parking is consistent with Official Plan and Secondary Plan, its good to see that overall it will result additional street parking, as driveways are removed.

If possible, the one parking spot should be designated for short term drop off and pick up functions and deliveries or a rideshare provider.

Response to Councillor Comments

The visitor parking allows for these additional short-term functions. Staff will discuss the viability of providing rideshare with the applicant.

Public Comments

Summary of Comments - Public

This application was subject to the [Public Notification and Consultation Policy requirements](#) for minor re-zoning amendment applications. Comments were received by approximately 17 residents and concerns raised included lack of parking provided by the proposal and lack of available street parking within the neighbourhood, preservation of heritage assets, privacy and access to adjacent lots, unit sizes, fit within the community context, and height considerations with respect to grading.

Response to Public Comments

Parking

The reduction in resident parking and visitor parking is consistent with the Official Plan policies and Secondary Plan policies which note that motor vehicle parking shall not be required other than for large-scale developments, and that motor vehicular parking should be minimized in support of multi-modal options. The proposed development is in close proximity to rapid transit and provides for a 1:1 ratio of bicycle parking spaces per dwelling unit which provides a range of multi-modal options to serve the future residents

of the building. Further, the removal of existing private approaches will facilitate the creation of new on-street parking which will serve the development and surrounding community.

Heritage

The demolition of the buildings on 87 and 89 Sweetland Avenue complies with s. 27 (9) of the Ontario Heritage Act.

Privacy, Setbacks and Access

The proposed setbacks adhere to the requirements of the zoning by-law, and will not inhibit access to surrounding or adjacent lands. Retaining walls and fencing are proposed around the proximity of the property which will address privacy related concerns while also addressing grading challenges on the subject lands.

Community Context

The proposed development is compatible with the surrounding residential context by providing a building with a low-rise massing that is generally consistent with other four-storey buildings within the surrounding area. Further the materiality and colours of the building will resemble similar architectural elements within the community and is designed with visual interest that presents the building as multiple attached buildings. The development also achieves a number of the guidelines contained within the Urban Design Guidelines for Low-Rise Infill which includes landscaping throughout the site, entrances provided at-grade, and a high-degree of visual and physical interaction with the public realm. The development further supports a diverse range of residents by providing for a variety of dwelling unit types and sizes ranging from studio to three-bedroom units.

Height

The proposed development is for a four-storey low-rise built form, which is consistent with the policy context, zoning permissions, and surrounding neighbourhood community. The significant southward declining grade of the property creates the appearance of a five-storey massing for the basement units located on the southern side of the subject lands, which will be minimized through landscaping in the front yard which includes tiered terraces planters.

APPLICATION PROCESS TIMELINE STATUS

This Minor Zoning By-law amendment application processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority.

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Document 1 - Location Map

