



1146 Snow Street

Planning Rationale
Zoning By-law Amendment and Site Plan Control
March 7, 2025



Prepared for 1146 Snow Street Inc.

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1.0 Introduction	1
1.1 Purpose	1
1.1.1 Zoning By-law Amendment	1
2.0 Subject Site and Surrounding Context	2
2.1 Subject Site	2
2.2 Surrounding Area	2
2.3 Transportation Network	3
2.3.1 Transit Network	3
2.3.2 Active Transportation Network	4
2.3.3 Road Network	4
3.0 Proposed Development	6
3.1 Overview of Proposed Development	6
3.2 Project Description	6
4.0 Policy and Regulatory Framework	9
4.1 Provincial Planning Statement (2024)	9
4.2 City of Ottawa Official Plan	11
4.2.1 Strategic Directions	11
4.2.2 City-Wide Policies - Housing	12
4.2.3 Transect and Land Use Designation	12
4.2.4 Evolving Neighbourhood Overlay	16
4.2.5 Urban Design	17
4.3 Urban Design Guidelines for Low-Rise Infill Housing	18
4.4 Bird-Safe Design Guidelines	20
4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)	21
4.5.1 Zoning Provisions	22
5.0 Proposed Zoning By-law Amendment	24
5.1 Purpose and Overview	24
5.2 Zoning By-law Amendment	24
5.2.1 Rezoning from R3VV to R4UD	24
5.2.2 Site-Specific Relief	25
5.3 Proposed Site-Specific Exceptions	28
6.0 Supporting Studies	29
6.1 Phase I & II Environmental Site Assessment	29
6.2 Geotechnical Investigation	29
6.3 Noise Impact Study	29
6.4 Site Servicing & Stormwater Management Report	29
7.0 Conclusion	30

1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 1146 Snow Street Inc. (“Owner”) to prepare a Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 1146 Snow Street in the City of Ottawa (the “subject site”). The application seeks to rezone the property to facilitate a future low-rise residential development.

1.1 Purpose

The purpose of this Zoning By-law Amendment and Site Plan Control applications is to facilitate the development of a four (4) storey, low-rise apartment on the subject site. This Planning Rationale should be read in conjunction with the supporting materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by M. David Blakely Architect provides additional analysis on the architectural and urban design merits of the proposal.

1.1.1 Zoning By-law Amendment

The intent of the proposed Zoning By-law Amendment application is to rezone the lands to facilitate the development of the proposed four (4) storey, low-rise apartment building. The lands are currently zoned Residential Third Density, Subzone VV (R3VV) in the City of Ottawa Zoning By-law (2008-250) which does not permit the proposed low-rise apartment use. This application is seeking to rezone the lands to the Residential Fourth Density, Subzone UD (R4UD) with exceptions, which would permit the proposed use. The additional site-specific relief being sought from the R4UD zone as follows:

- / **Minimum Front Yard Setback**
 - Proposed: 3.05 metres
 - Required: 4.5 metres.
- / **Minimum Interior Side Yard Setback**
 - Proposed: 1.2 metres
 - Required: 1.5 metres.
- / **Minimum Rear Yard Setback**
 - Proposed: 7.01 metres
 - Required: 7.5 metres.
- / **Minimum Rear Yard Area**
 - Proposed: 23.3% (354.06m²)
 - Required: 25% (380.07m²).

Subject Site and Surrounding Context

2.1 Subject Site

The subject site is a rectangular lot with frontage along Snow Street, located approximately 50 metres to the east of Cummings Avenue. The subject site features a street frontage of approximately 50.36 metres and a lot depth of approximately 30.47 metres, resulting in a total lot area of 1,520.28m². The subject site is currently vacant but was previously improved with a single-storey commercial building and outdoor storage area associated with a plumbing and heating company.



Figure 1: Context graphic depicting the subject site.

2.2 Surrounding Area

The surrounding area and land uses can be described as follows:

North: Directly north of the subject site are several rows of single-detached residential dwellings fronting on Snow Street and Thibault Street. Further to the north is a planned unit development (PUD) complex featuring a collection of three (3) storey townhouse dwellings and their associated surface parking.

East: The subject site abuts the National Capital Commission (NCC) owned forested greenspace, which represents the Aviation Parkway corridor located further to the east. The Aviation Parkway is an NCC-owned transportation corridor extending from Ogilvie Road to the south towards the Canadian Aviation and Space Museum to the north.

South: South of the subject site is characterized by a range of low-to-medium density housing typologies, including low-rise apartments, townhouse dwellings, and semi-detached dwellings. The townhouses located

directly to the south of the subject site feature a frontage on a private crescent – Burleigh Private. Further to the south, is the Madawan Place supported housing apartment complex, located approximately 330 metres to the south.

West: The subject site is located approximately 50 metres to the east of Cummings Avenue; a collector road which runs primarily north to south from St. Laurent Boulevard in the south to Montreal Road. Between the subject site and Cummings Avenue are low density housing in the form of detached and semi-detached units. Abutting Cummings Avenue to the west is the six (6) storey Stonemont Retirement home complex. The area further to the west is characterized by a range low-rise building typologies, primarily townhouse and semi-detached dwellings.

2.3 Transportation Network

2.3.1 Transit Network

As shown in Figure 2 below, St. Laurent Boulevard to the west, Montreal Road to the north, and Ogilvie Road to the south of the subject site are identified as Transit Priority Corridors on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan. Transit Priority Corridors represent a network of corridors which currently or are planned to provide frequent transit service and feature coordinated transit-oriented measures and policies. The subject site is located approximately 600 metres walking distance from Ogilvie Road, 700 metres walking distance from St-Laurent Boulevard, and over 1.5 kilometres from Montreal Road.

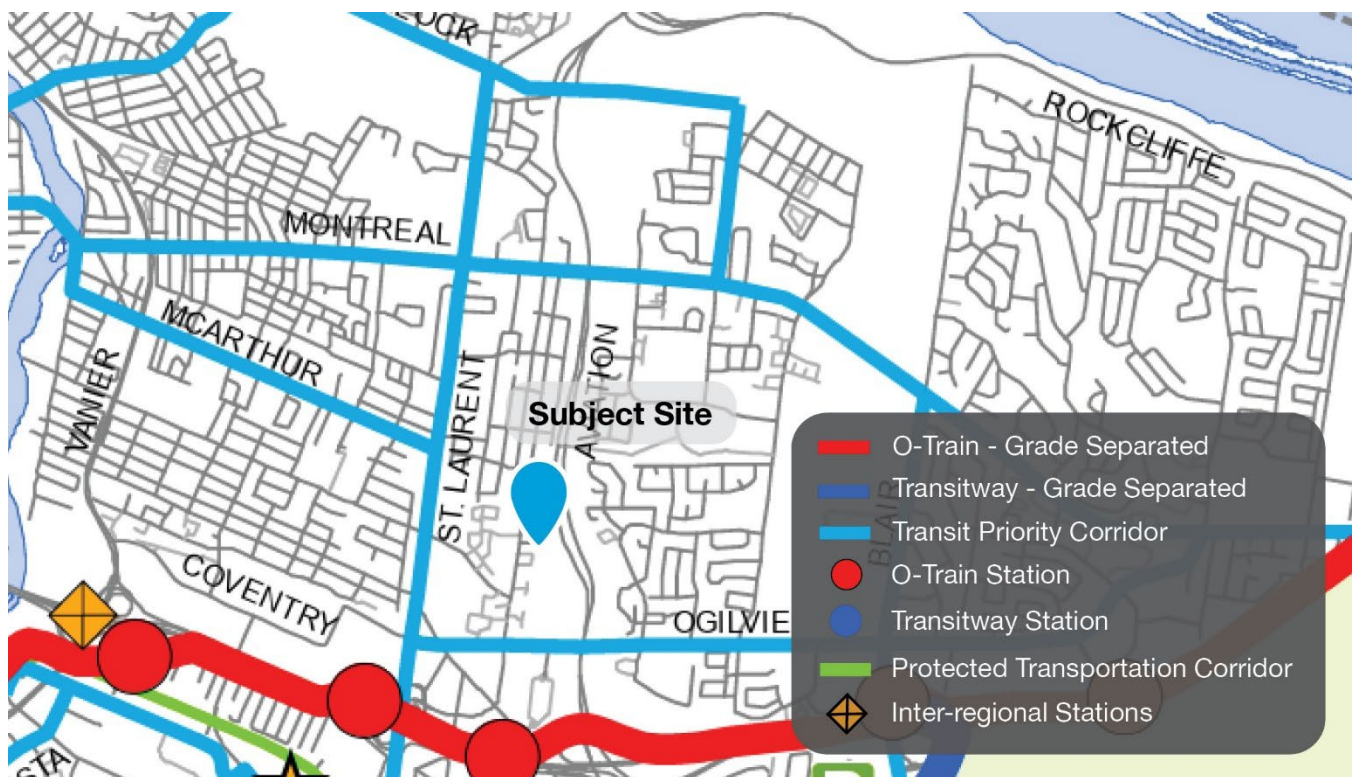


Figure 2: Schedule C2 - Transit Network - Ultimate (City of Ottawa Official Plan)

Bus service, via Route 20, is provided on Cummings Avenue, with stops located between 100 metres and 250 metres walking distance from the subject site. This route runs along Cummings Avenue, providing a connection between the St. Laurent Light-Rail Transit (LRT) station to the south and service routes along Montreal Road to the north including route 12 which provides frequent bus service to the downtown area.



Figure 3: Bus Network Map (OC Transpo)

2.3.2 Active Transportation Network

Schedule C3 – Active Transportation Network – Urban Major Pathways shows that the subject site is bordered by an active transportation pathway along the Aviation Parkway (Figure 4). This active transportation pathway can be accessed using a connecting pathway located 650m walking distance north of the site.

2.3.3 Road Network

Snow Street is identified as a Local Road which is intended to provide access to properties and neighborhoods rather than serving as a major route for through traffic. Local Roads are found within residential neighbourhoods and are designed for lower speeds and shorter trips. Local Roads connect homes and other destinations to collector or arterial roads, which handle higher volumes of traffic. Snow Street does not currently feature sidewalks for pedestrian traffic.

Cummings Avenue is identified as a Collector Road on Schedule C4 of the Official Plan (Figure 5). A Collector Road is a type of road designed to gather and distribute traffic between local streets and major arterial roads. Cummings Avenue intersects with Montreal Road to the north and Ogilvie Road to the south – both of which are identified as Arterial Roads. Arterial Roads also function as major infrastructure corridors, accommodating both vehicles, municipal infrastructure, and public transit.



Figure 4: Schedule C3 - Active Transportation Network - Urban Major Pathways (City of Ottawa Official Plan)

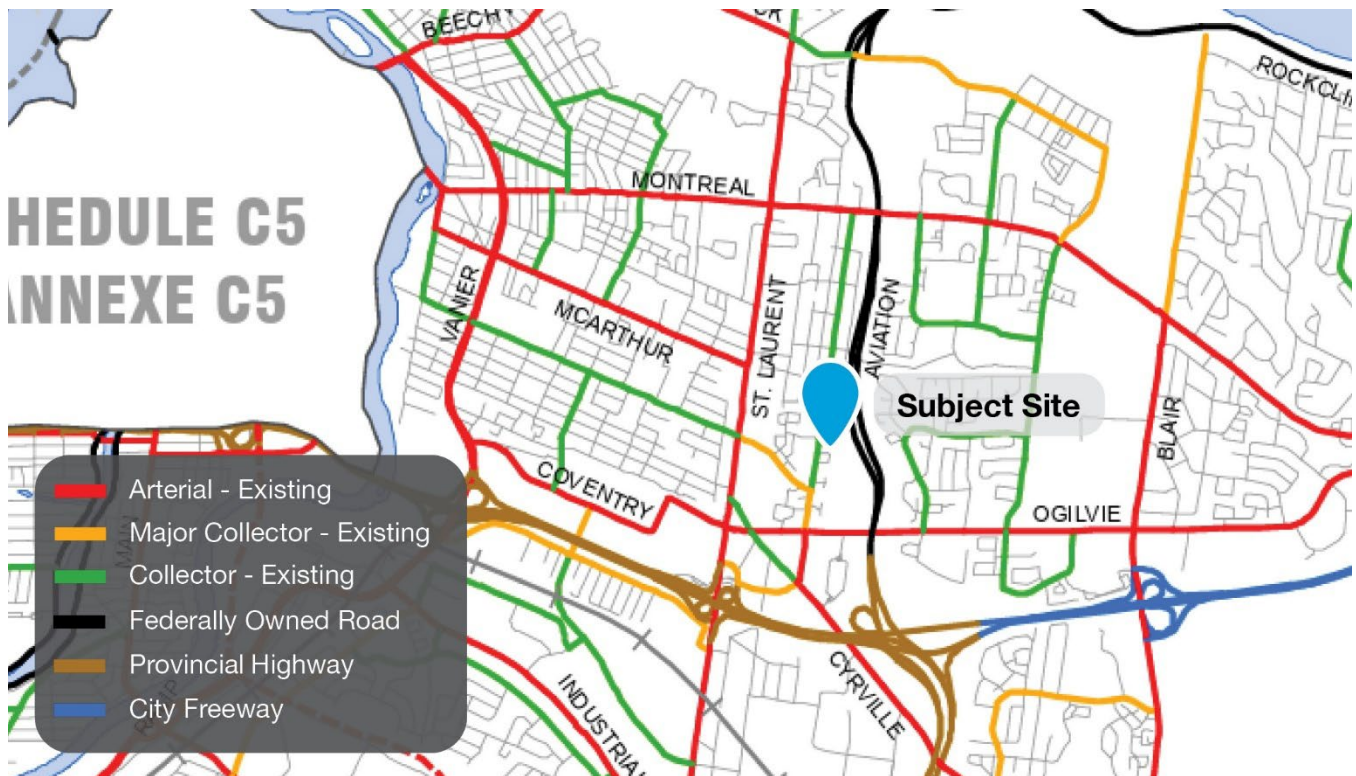


Figure 5: Schedule C4 - Urban Road Network (City of Ottawa Official Plan)

3.0 Proposed Development

3.1 Overview of Proposed Development

Through these applications, the owner is proposing to redevelop the subject site with a four (4) storey, low-rise apartment building, featuring 43 dwelling units (Table 1). The proposed Zoning By-law Amendment application seeks to rezone the subject site from the current R3VV zoning to an R4UD zoning to permit the proposed low-rise apartment use. Additional site-specific exceptions are proposed through this application in order to address zoning deficiencies related to setbacks and yard area.



Figure 6: Rendering of proposed four storey low-rise apartment building.

3.2 Project Description

The proposed four (4) storey, low-rise apartment building is generally rectangular in form, addressing Snow Street as the primary interface. The building is 14.02 metres in height, measured from the average grade to the roof deck. Materiality has been used to create a distinctive ground floor character, and step backs at the fourth storey have been utilized to ensure that adequate transition can be maintained to the properties abutting the subject site to the north, west and south.

Table 1: Proposed unit breakdown

Unit Type	Number of Units	Unit Distribution
Studio	9	21%
1-bedroom	20	46%
2-bedroom	14	33%
Total	43	100%

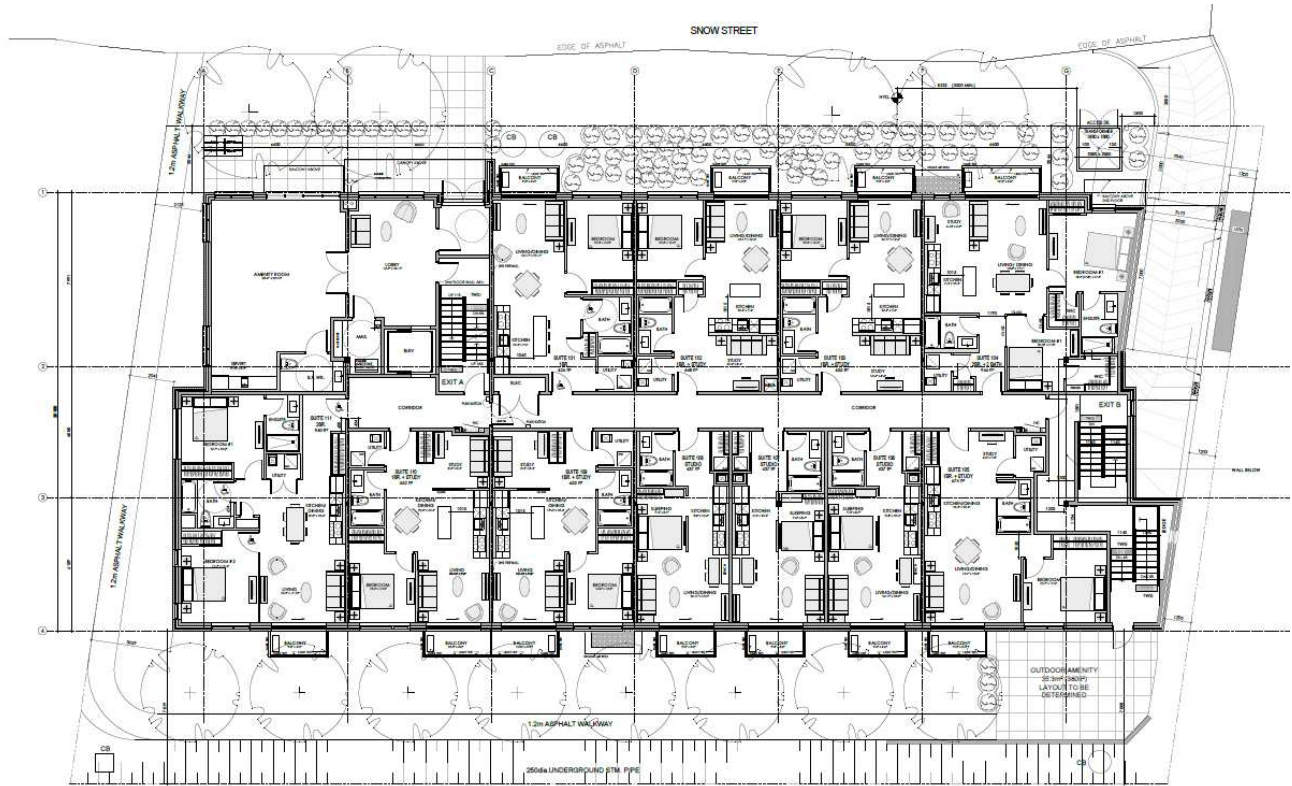


Figure 7: Ground floor plan of the proposed development.

Communal outdoor amenity space is provided in the rear yard, accessible via a walkway from the front yard, located along the west side of the site, as well as a rear entrance located at the south-east corner of the building. Landscaping, including an arrangement of trees planted along the southerly edge of the site, has been proposed in the rear yard, in order to improve the condition for residents using this space, as well as to provide a buffer between the proposed building and the abutting residential properties directly to the south.

The fourth storey features additional setbacks from all building faces, contributing to a gradual transition to the adjacent residential dwellings. Inset terraces are also provided at the fourth storey, further contributing to the transitioning efforts. Private amenity spaces are provided throughout the proposed building in the form of private balconies.

There are 19 vehicle parking spaces, provided in the underground parking garage, accessed through a ramp from Snow Street. Residential spaces (16) and visitor spaces (3) are provided, including 1 barrier-free space. The ramp to the underground parking is located at the east end of the site – the dead end of Snow Street. A total of 26 bicycle parking spaces are provided as part of the proposed development, located in a designated room in the basement, as well as several spaces located at-grade to be used by visitors.



Figure 8: North elevation of the proposed development, prepared by M. David Blakely Architect.



Figure 9: South elevation of the proposed development, prepared by M. David Blakely Architect.

4.0

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following comments from Chapter 1 – Vision are applicable to the subject site:

- Para 2 Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come
- Para 4 Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.
- Para 5 Ontario’s vibrant agricultural sector and sensitive areas will continue to form part of the province’s economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of rural areas, local food production, and the agri-food network.

The proposed development increases the supply and mix of housing options, offering low-rise housing in an apartment typology. The proposed development responds to market needs and local demand by providing additional housing options in a compact and transit-supportive design.

The following PPS policies are applicable to the subject site:

- 2.1.6 Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

- 2.2.1 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:
- 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.
- 2.3.1.1 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.
- 2.3.1.2 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; and,
 - d) are transit-supportive.
- 2.3.1.3 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 supports the development of a complete community by diversifying the housing stock in the neighbourhood, which is predominantly characterised by low-rise residential housing. The proposed development introduces new housing options and contributes to the mix of housing types and sizes to accommodate a variety of family and tenant compositions. The subject site's location and access to existing amenities and public transit facilities ensure that the proposed development will be well-served within the community.

The proposed development contributes to meeting the City's minimum housing targets for the Inner Urban Transect and Neighbourhood. The proposed development efficiently uses land, resources, infrastructure, and public transit by proposing a development on a serviced lot within the urban boundary.

- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible; and,
- 3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

The proposed development advances transportation demand management (TDM) strategies by providing indoor, secure and outdoor bicycle parking – exceeding the Zoning By-law requirements related to bicycle parking.

3.6.8 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and,
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Stormwater management will be achieved for the site through the extension of stormwater system east along Snow Street to the site which is currently unserved. This extension will align with municipal priorities related to stormwater management and it has been confirmed that capacity exists to accommodate this proposed development.

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

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

- 1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
- 3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
- 4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

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

In the Official Plan, an economic development lens is taken to policies throughout. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development will implement several Big Policy Moves objectives, specifically intensification, sustainable transportation, urban and community design, and climate mitigation and resiliency. The proposed development represents a positive evolution towards intensification through the creation of a 43-unit, apartment building on a formerly vacant lot. The development supports sustainable transportation through appropriately taking advantage of existing public transit facilities and providing adequate bicycle parking. The development features attractive architecture and integrates with the surrounding community through the use of setbacks, landscaping, and a comprehensive site design.

4.2.2 City-Wide Policies - Housing

Section 4 of the Official Plan contains policies which are applicable across the city, regardless of Transect or Designation, unless specifically referenced. More specifically, Section 4.2 features policies related to Housing. The Official Plan states that adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes, and backgrounds and supports the accessibility needs is noted as a key requirement for the health and well-being as well as attracting and retaining highly skilled labour and new businesses.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a low-rise building that includes studio, one (1), and two (2) bedroom units. The proposed mix of unit types and sizes responds to the City's desire to see a diverse range of housing, provided at a density and in an area which will support the development of 15-minute neighbourhoods.

4.2.3 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the Inner Urban Transect Policy Area on Schedule A (Figure 10).

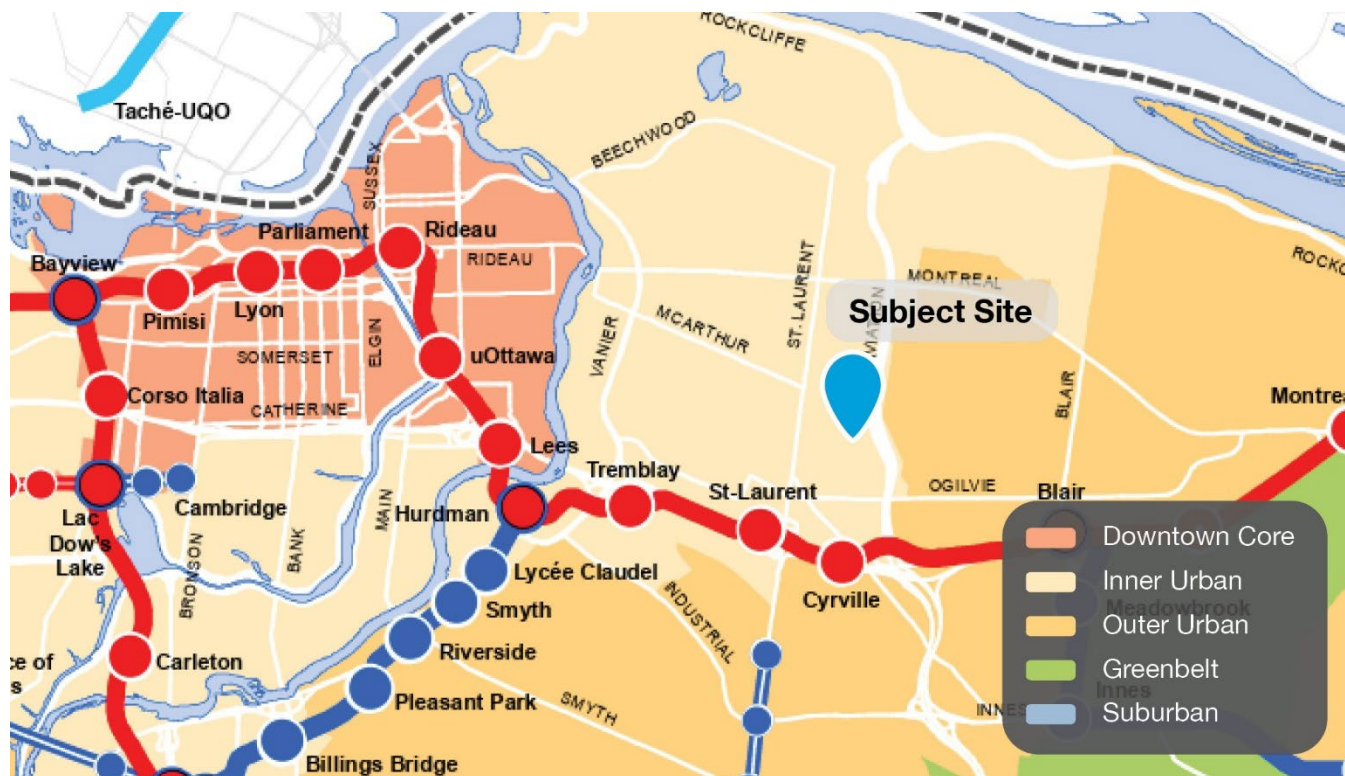


Figure 10: Schedule A - Transect Policy Areas (City of Ottawa Official Plan)

4.2.3.1 Inner Urban Transect

The Inner Urban Transect includes pre-world War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Within the Inner Urban Transect the Official Plan aims to:

- / Enhance or establish an urban pattern of built form, site design and mix of uses;
- / Prioritize walking, cycling and transit;
- / Provide direction to Hubs and Corridors; and,
- / Provide direction to the Neighbourhoods located within the Inner Urban Transect.

Section 5.2.1 aims to enhance or establish an urban pattern of built form, site design and mix of uses in the Inner Urban Transect. Policy 3 states that 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 contributes to the existing urban context by introducing new housing opportunities to support the development of a 15-minute neighbourhood by contributing to a sufficient residential density in a way that is sensitive to the surrounding context, including proximity to transit. Further with the extension of the storm sewer, there are no constraints to providing public services to the proposed development.

Policy 5 states that the Inner Urban Transect is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and,
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces;
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

The existing private approach is proposed to be relocated and formalized at the east end of the site, allowing for an uninterrupted frontage and tree planting scheme which will create a more appealing front yard condition.

Section 5.2.4 states that 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 located approximately 50 metres to the east of Cummings Avenue which is designated as a Minor Corridor in the Official Plan. Due to the site's relative location to this Minor Corridor, the proposed development represents an appropriate location to accommodate a higher-density four (4) storey built form anticipated through the policies of Section 5.2.4.

Schedule B2 of the Official Plan further informs the City's land use planning and growth management objectives through assigning land-use designations. The subject site is designated Neighbourhood, with the Evolving Neighbourhood Overlay (Figure 11). The applicable policies of Section 6.3 are identified and discussed in greater detail below.

Neighborhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

- 1) Neighbourhoods are designated on the B-series of schedules.
- 2) 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 within the Neighbourhood designation.
- 3) Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and,
 - b) In all other cases, require an area-specific policy through an amendment to this Plan.

- 4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-175 residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
 - e) Limited large-scale non-residential uses 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.
- 5) 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 proposed development provides for a higher density and building height within proximity to Cummings Avenue, which is designated as a Minor Corridor. The proposed low-rise built form remains compatible within the context of the surrounding neighbourhood, minimizing impacts on adjacent properties through a coordinated site design and layout, as well as a thoughtful building design.

4.2.4 Evolving Neighbourhood Overlay

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1.1 provides built form direction for the urban area where intensification is anticipated to occur. Policy 1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 2 states that where the Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

Policy 3 states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regard to density, built form and site design in keeping with the intent of Sections 3 and 5 of the Official Plan;

The proposed development provides the opportunity for greater densities within close proximity to a Minor Corridor, while respecting the existing character of the surrounding residential area.

4.2.5 Urban Design

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

The applicable provisions of this plan, as they relate to urban design, are outlined below:

Provision	Response
Section 4.65	
1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plan and design guidelines are met;	The proposed design conforms to the applicable design guidelines, including the Urban Design Guidelines for Low-Rise Infill Housing and the Bird Safe Design Guidelines.
3) Development shall minimize conflict between vehicles and pedestrians and improve the	The proposed development has internalized parking facilities in the underground garage, and mechanical facilities have been located on the roof in order to

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;

minimize impacts on the public realm. The streetscape has also been improved through the planting of several street trees.

Section 4.6.6

- 1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines;

An appropriate low-rise built form is proposed through these applications, ensuring compatibility with the existing context and minimizing impacts on adjacent residential dwellings, including a setback at the fourth storey.

- 4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions;

The proposed development is not subject to Amenity Area requirements of the Zoning By-law, however, several outdoor and indoor amenity areas are provided as part of the proposed development including an outdoor patio and gym.

- 6) 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 represents a low-rise built form with massing and material elements which seek to contextualize the development within the character of the existing neighbourhood and minimize impacts on adjacent properties.

The site-specific relief from the Zoning By-law pertaining to setbacks and the rear yard area are considered comprehensively as part of the overall site layout and design, recognizing the sensitive interfaces to the south and west, and the less-sensitive interface to the east, providing opportunities for coordinated site design.

The proposed development is shown to address and comply with the applicable policies of Section 4.6 as they pertain to urban design. The proposed low-rise built form has been complimented by site design and landscaping elements to ensure that the noted zoning non-compliance and potential impacts on surrounding areas is mitigated, and that the overall appeal and relationship to adjacent land uses is improved.

4.3 Urban Design Guidelines for Low-Rise Infill Housing

Urban Design Guidelines for Low-rise Infill Housing apply to infill development in the City of Ottawa to help fulfill design strategies as outlined in the Official Plan. These guidelines are intended as a framework for the physical layout, massing, function, and relationship of infill development to their neighbours. These guidelines target those attributes that can guide development in achieving quality design for infill development regarding public streetscapes, landscape, building design, parking and garages, heritage building alterations or additions, and service elements.

In reviewing these Urban Design Guidelines, the following provisions are applicable and have been incorporated into the final design of the proposed development:

Streetscapes

- / Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level (Guideline 1.1);

- / Reflects the desirable aspects of the established streetscape character (Guideline 1.2);
- / Preserve and enhance any existing decorative paving on streets and sidewalks (Guideline 1.5);
- / Design accessible walkways from private entrances to public sidewalks (Guideline 1.6);

Landscapes

- / Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees (Guideline 2.1);
- / Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site. To ensure their survival, trenching for services and foundations must take into account the extent of the tree's critical root zone. Replace trees with new ones if removal is justifiable (Guideline 2.3);

Building Design (Built Form)

Siting

- / Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street (Guideline 3.1.1);
- / Locate and build infill in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks (Guideline 3.1.2);
- / In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect, Overlay, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes (Guideline 3.1.3);
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and rooftop decks to respect the privacy of the surrounding homes (Guideline 3.1.4);
- / Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have façades rich in detail, extensive landscaping, and recessed garages if applicable (Guideline 3.1.7);
- / Determine appropriate side and rear separation distances between existing homes and new infill homes/housing blocks to ensure appropriate space for landscaped area and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy (Guideline 3.1.8);
- / Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Limit disruption to an existing neighbourhood pattern of green rear yards caused by reducing required rear yard setbacks (Guideline 3.1.9);
- / Respect the grades and characteristic first-floor heights of the neighbourhood by not artificially raising or lowering grades (Guideline 3.1.11);

Mass/Height

- / Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes (Guideline 3.2.1);
- / In cases where larger infill development backs on to lower-scale residential properties or public open space, provide a suitable buffer zone in order to address bulk, massing, and privacy concerns (Guideline 3.2.2);

- / Where the new development is higher than the existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add architectural features such as porches and bays, and use materials, colours and textures to visually reduce the height and mass of the new building (Guideline 3.2.3);

Architectural Style and Facades

- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties (Guideline 3.3.1);
- / Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood such as: materials, patterns and colours of wall treatments; cornice lines, form of the roofline and chimney area; size, shape, placement, and number of doors and windows; and pattern and location of projections, recesses, and balconies (Guideline 3.3.2);
- / Provide primary building entrances that are inviting and visible from the street (Guideline 3.3.3);
- / Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood (Guideline 3.3.5); and,
- / Use the past to inform approaches to design; reinterpret local vernacular in a contemporary way (Guideline 3.3.7).

Design Guidelines

- / Where such features are permitted by the Zoning Bylaw, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards. Reduce the width and length of driveways and parking spots and use permeable pavers to minimize the visual and environmental impacts of hard surface areas (Guideline 4.1); and,
- / Limit the number and width of access depressions (curb cuts) and share driveways in order to maintain as much on-street parking as possible. (Guideline 4.7).

Service Elements

- / Integrate and screen service elements into the design of the building so that they are not visible from the street (Guideline 6.2); and,
- / Where there is no garage, store garbage, green bins and recycling bins in a rear shed or, if functional space allows, in a small storage space that is within the building but with outdoor access at the side or rear, or outdoors at the side of the building (Guideline 6.3).

The provisions identified in the Urban Design Guidelines for Low-Rise Infill Housing, as applicable to this proposal, are conformed to and are represented through the building and site design.

4.4 Bird-Safe Design Guidelines

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of the guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

Some of the key guidelines most relevant to the proposed development are as follows:

- / Guideline 2: Minimize the transparency and reflectivity of glazing
- / Guideline 3: Avoid or mitigate design traps

- / Guideline 4: Consider other structural elements
- / Guideline 5: Create safe bird-friendly landscaping
- / Guideline 6: Design exterior lighting to minimize light trespass at night
- / Guideline 7: Avoid nighttime light trespass from the building's interior

The proposed development has considered and implemented measures relating to bird-safe design to minimize impacts on natural heritage areas and species, where feasible.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is currently zoned Residential Third Density Subzone VV ("R3VV") in the City of Ottawa Zoning By-law (2008-250).

The purpose of the R3 – Residential Third Density Zone is to:

- / allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / allow ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / 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.



Figure 12: Zoning Map, City of Ottawa Zoning By-law (2008-250), with subject site outlined

The following uses are permitted within an R3 Zone:

/ Bed and Breakfast	/ Home-based Daycare	/ Additional Dwelling Unit
/ Detached Dwelling	/ Linked-detached Dwelling	/ Semi-Detached Dwelling
/ Diplomatic Mission	/ Park	/ Three-unit Dwelling
/ Duplex Dwelling	/ Planned Unit Development	/ Townhouse Dwelling
/ Group Home	/ Retirement Home, Converted	/ Urban Agriculture
/ Home-based Business		

In order to facilitate the development of a low-rise apartment building, a Zoning By-law Amendment is required to change the zoning on the site from “R3VV” to Residential Fourth Density Zone, Subzone UD (“R4UD”). The purpose of the R4UD zone is to:

- / allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and,
- / 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.

The Residential Fourth Density (R4) Zone permits a range of residential and non-residential uses as follows:

/ Apartment Dwelling, Low Rise	/ Linked-detached Dwelling	/ Additional Dwelling Unit
/ Bed and Breakfast	/ Park	/ Semi-detached Dwelling
/ Detached Dwelling	/ Planned Unit Development	/ Stacked Dwelling
/ Diplomatic Mission	/ Retirement Home, Converted	/ Three-unit Dwelling
/ Duplex Dwelling	/ Retirement Home	/ Townhouse Dwelling
/ Group Home	/ Rooming House	/ Urban Agriculture
/ Home-Based Business	/ Home-Based Daycare	

4.5.1 Zoning Provisions

Table 2, below, provides a summary of the Residential Fourth Density (R4) zone as detailed in Zoning By-law 2008-250. The proposed development would rezone the entirety of the site to R4. The table also highlights the exceptions required to accommodate the project as presented herein. The site-specific amendments are detailed in Section 5 of this document.

Table 2: Zoning Evaluation

Zoning Mechanism (R4UD)	Requirement	Proposed	Compliance
Principal Land Use(s)	[...], Apartment dwelling, low-rise, [...]	Apartment dwelling, low rise	✓
Lot Width	15 metres	50.36 metres	✓
Lot Area	450 m ²	1,520.58 m ²	✓
Front Yard Set Back	4.5 metres	3.05 metre	✗
Interior Side Yard Setback	1.5 metres	2.04 metres (west) 1.2 metres (east)	✓ ✗
Rear Yard Setback	7.5 metres	7.01 metres	✗
Rear Yard Area	25% (380.07m ²)	23.3% (354.06m ²)	✗
Building Height	14.5 metres	14.02 metres	✓
Required Parking Spaces Section 101 and 103 (Area X)	0.5 spaces per dwelling unit 0.5 * 43-12 units = 16 spaces	16 parking spaces	✓
Visitor Parking Spaces Section 102 (Area X)	0.1 spaces per dwelling unit 0.1 * 43-12 units = 3 spaces	3 visitor parking spaces	✓
Size of Space Section 105 and 106	Standard Size: 2.6 x 5.2m Small Car: 2.4 x 4.6m	2.6 x 5.2m 2.4 x 4.6m	✓
Driveway Width Section 107	Min: 3.0 metres Max: 6.7 metres	3.3 metres	✓
Location of Parking Section 109	In the R4 Zones, no person may park a motor vehicle: a) in a required and provided front yard; or b) in a required and provided corner side yard.	No parking is proposed for the front yard	✓
Bicycle Parking Rates Section 111	0.5 spaces / dwelling unit 43 units x 0.5 bicycle spaces = 22 bicycle spaces	26 spaces	✓

5.0

Proposed Zoning By-law Amendment

5.1 Purpose and Overview

The proposed Zoning By-law Amendment seeks to facilitate the development of a low-rise apartment on the subject site. This application intends to rezone the lands from the current Residential Third Density, Subzone VV (R3VV) to Residential Fourth Density, Subzone UD with Exceptions (R4UD [XXXX]). The purpose of this rezoning is to accommodate the proposed low-rise apartment use, as the current R3VV zone does not permit this use. Through this application, site-specific relief is also being sought in order to address deficiencies related to several performance standards of the R4UD zone. The specific relief sought through this application relates to provisions of the Zoning By-law pertaining to setbacks and building height.

The rezoning and specific relief requested through this application are as follows:

1. Rezone the subject site to R4UD;
2. To permit a minimum front yard setback of 3.05 metres;
3. To permit a minimum interior side yard setback of 1.2 metres;
4. To permit a minimum rear yard setback of 7.01 metres; and,
5. To permit a minimum rear yard area of 354m² (23.3%).

5.2 Zoning By-law Amendment

5.2.1 Rezoning from R3VV to R4UD

The purpose of this Zoning By-law Amendment application is to rezone the lands from the current R3VV zone to the R4UD zone in order to permit the proposed low-rise, apartment use on the site. The current R3VV zoning generally anticipates lower density residential dwelling forms, including townhouse, semi-detached, and duplex dwellings. Following an initial Pre-Consultation meeting with City staff, it was determined that a Zoning By-law Amendment would be required in order to accommodate the proposed use on the lands. The R4UD zone was determined to be appropriate for the proposed purposes.

The City of Ottawa Official Plan, adopted November 4th, 2021, recognizes the role of existing neighbourhoods within the Greenbelt as areas capable of supporting greater densities than once recognized. The availability and proximity of existing municipal and community resources, infrastructure, and transit ensure that these additional densities can be sufficiently supported, while contributing to the evolution of 15-minute neighbourhoods. The policy framework of the Official Plan is generally clear in its intention to support a greater range of housing typologies and compatible built forms within existing neighbourhoods, facilitating the creating of greater housing options.

The policies of the Official Plan, as discussed herein, are explicitly permissive of the low-rise apartment use proposed on the subject site. Through specific policies, including Policy 1(c) of Section 5.2.4, and more generally through the guidance provided by Sections 3.2, 5.2, and 6.3, the Official Plan envisions lands designated Neighbourhood in existing built-up areas, in close proximity to Corridors, as areas capable of supporting higher-density low-rise intensification. Provided this guidance, the proposed rezoning and development represents an alignment with these policies through recognizing the contextual characteristics of the site and its relationship to the Minor Corridor along Cummings Avenue. The proposed low-rise building typology facilitates the establishment of greater residential densities, while respecting the existing built form context of the neighbourhood.

The proposed development exemplifies the intentions of the Official Plan as it seeks to guide intensification, through accommodating greater residential densities within a built form that takes advantage of the subject site's size and locational characteristics. The site measures approximately 1,512m² in area – approximately four times the size of a typical

residential lot – granting the site additional flexibility as it relates to establishing a compatible building envelope. The larger site area allows for greater economies of scale and building efficiencies as it pertains to unit output and site design, such as the functionality and viability of underground parking, consolidated mechanical facilities, and coordinated landscaping layouts. Overall, the subject site's size provides the opportunity to explore the proposed built form and density while minimizing impacts related to compatibility and contributing to a cohesive site layout and form.

The site also benefits from two key locational characteristics: (1) its proximity to a Minor Corridor along Cummings Avenue; and (2) the edge condition along the easterly lot line. The Official Plan, through Policy 3 and Section 3.2 more broadly, speaks to intensification efforts within the City's existing built-up area. The policy establishes locational criteria aimed at guiding the siting of residential growth to areas within Hubs, along Corridors, as well as within Neighbourhoods in proximity to Hubs and Corridors. The subject site is located within the Neighbourhood designation but is also located approximately 50 metres to the east of Cummings Avenue, which is recognized as a Minor Corridor. This places it within the Evolving Neighbourhood Overlay, which recognizes that these areas will see a change in character to support intensification, including a change in character from suburban to more urban, allowing new built forms and more diverse functions of land. The subject site represents an ideal candidate for increased densities and a built form up to four (4) storeys in height (Policy 5.2.4(1)(c)).

The site benefits from an edge condition along its easterly boundary – the NCC Aviation Parkway lands. The interface with the park area does not face the same sensitivity considerations as the other lot lines of the subject site, particularly the southerly and westerly lot lines which directly abut low-rise residential dwellings. The proposed development has concentrated both massing and operational elements of the development to the east to contribute to a respectful transition and compatibility with adjacent uses. Through this locational perspective, taking into account the site's size, the proposed development represents a positive contribution to the existing neighbourhood, reflecting the policy intentions established through the Official Plan.

The proposed rezoning of the subject site to R4UD represents an alignment with Official Plan policies as it relates to encourage intensification efforts within the Neighbourhood designation – particularly as it relates to missing middle housing opportunities. The proposed rezoning is shown to comply with the relevant policies of the Official Plan, and is not anticipated to result in any undue impacts or unwanted precedent as a result.

5.2.2 Site-Specific Relief

Additionally, the proposed Zoning By-law Amendment application is seeking site-specific relief from the R4UD provisions of the Zoning By-law as it relates to the front yard setback, the interior side yard setback, and the rear yard setback. Descriptions of the proposed relief and rationale are as follows:

5.2.2.1 Front Yard Setback

The proposed front-yard setback of 3.05 metres has been considered in coordination with the overall site layout, particularly the relationship to the rear lot line in order to maintain compatibility and adequate transition. The relationship to the residential property to the north of Snow Street is intended to respect an appropriate transition, recognizing the low-rise residential character of the neighbourhood.

Snow Street features a right-of-way (ROW) of approximately 15 metres, which, in addition to the 3.05-metre setback, provides the site with the opportunity to present a taller built form than originally envisioned by the R3VV zoning while maintaining an appropriate level of transition to the properties across the street. Per Figure 13, the proposed building height of 14.02 metres represents a massing which does not overwhelm the street context – the graphic identifies the relationship between the building height and the buffer provided by the Snow Street ROW, exceeding a 1:1 proportionality.

The alignment of the Snow Street ROW also permits for the establishment of landscaping elements and street trees along the frontage, located both in the ROW as well as on the site. The improvement of the streetscape

contributes to the overall appeal of the Snow Street public realm and provides further measures to help transition the proposed building massing to the existing residential dwellings to the north.

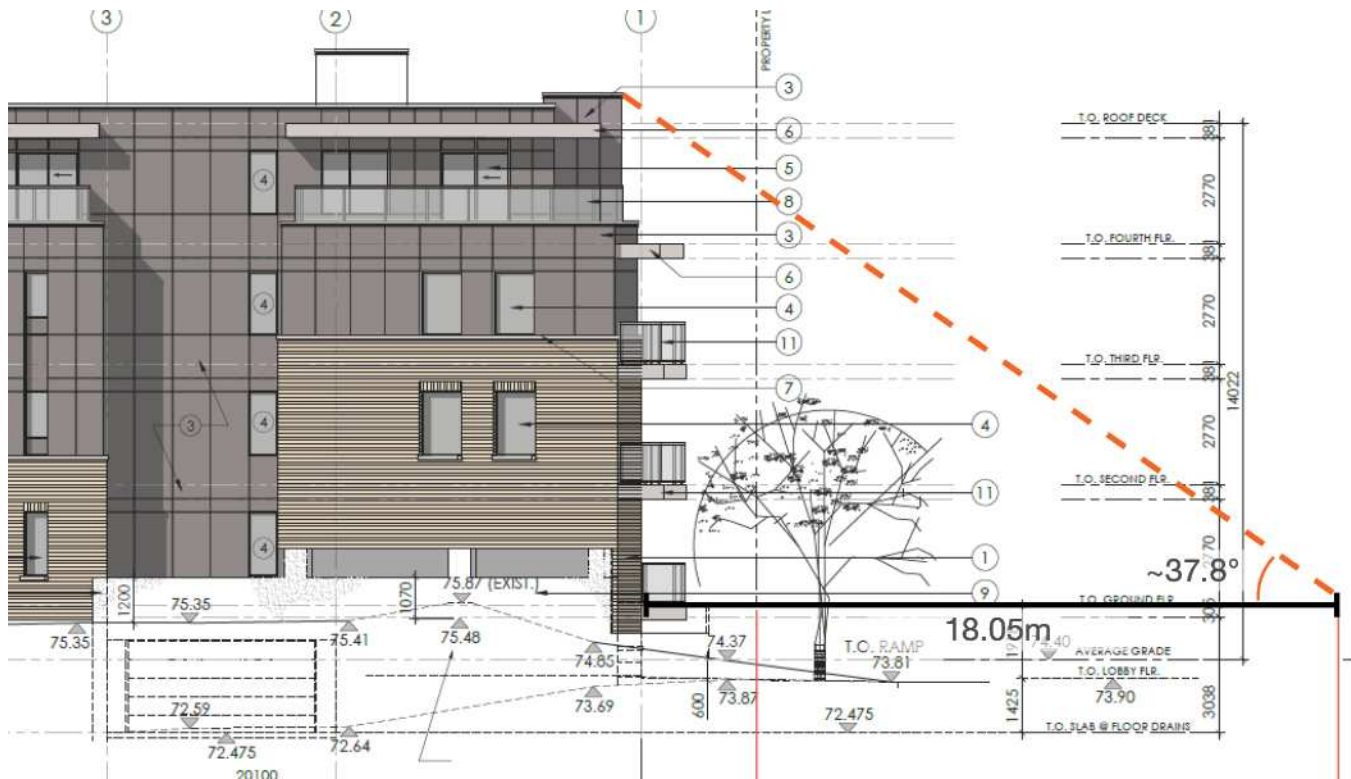


Figure 13: Street Proportionality - graphic depicting the relationship between the proposed building height and the existing right-of-way width.

The proposed front yard setback is shown to respect the existing residential context along Snow Street, allowing for a compatible built form, and ensuring improvements to the frontage can be accommodated within the setback and ROW area.

5.2.2.2 Interior Side Yard Setback

The proposed development provides an interior side yard setback of 2.02 metres along the westerly lot line and 1.2 metres along the easterly lot line, whereas the Zoning By-law requires a minimum setback of 1.5 metres on both sides. The purpose of the interior side yard setback in the R4 zone is generally two-fold as it is intended to provide adequate separation and privacy between adjacent developments, and also to ensure adequate access to the rear yard is maintained. The proposed westerly setback, which directly interfaces with the abutting residential use, exceeds the minimum requirement, thereby enhancing separation and privacy. Conversely, the easterly setback, while slightly reduced, does not require the same level of consideration given its adjacency to the Aviation Parkway corridor greenspace.

As described previously, the edge condition along the easterly lot line does not require the same level of consideration as it relates to sensitivity and impacts as does the westerly lot line due to its direct interface with the abutting residential dwelling at 1142 Snow Street. While each setback is calculated individually, it is relevant to consider the cumulative setback from both lot lines. The proposed development features a cumulative interior side yard setback of 3.22 metres, exceeding what is intended through the Zoning By-law. This has been achieved through the strategic positioning of the building towards the easterly lot line, in slight contravention of the Zoning By-law, while providing excess separation from the westerly lot line. This condition ensures adequate separation and transition can be provided to the neighbouring building to the west, as well as providing adequate traversable space to access the rear yard via the provided walkway.

The easterly setback of 1.2 metres is also not anticipated to result in any adverse impacts due to the minimal utility and sensitivity considerations as it relates to the interface with the abutting greenspace. The proposed setback has also taken in to consideration the existing trees located on the NCC-owned lands to the east, and the potential impacts of the proposed building on their health and viability. The provided Tree Conservation Report, prepared in support of this application, identifies that the trees along this lot line are proposed to be retained as part of these applications. As a result, the proposed easterly setback represents an adequate separation and buffer, considering the viability and health of the existing trees located along this lot line.

The proposed easterly interior yard setback represents a desirable condition as it considers the overall site layout and relationships to the existing residential dwelling to the west, and the health and retention of NCC-owned trees to the east of the subject site.

5.2.2.3 Rear Yard Setback and Rear Yard Area

The proposed development features a rear yard setback of 7.01 metres and a rear yard area of 354m² (23.3% of lot area) whereas the Zoning By-law requires 7.5 metres and 380.07m² (25%).

A key feature of the proposal is the coordinated retention of existing trees alongside the targeted planting of new trees in the rear yard. This approach is intended to enhance the separation and buffering between the building and the adjacent areas, thereby maintaining privacy and mitigating any potential impacts arising from the reduced setback and area. The deliberate and cohesive buffering strategy not only contributes to the overall aesthetic quality but also aligns with environmental best practices.

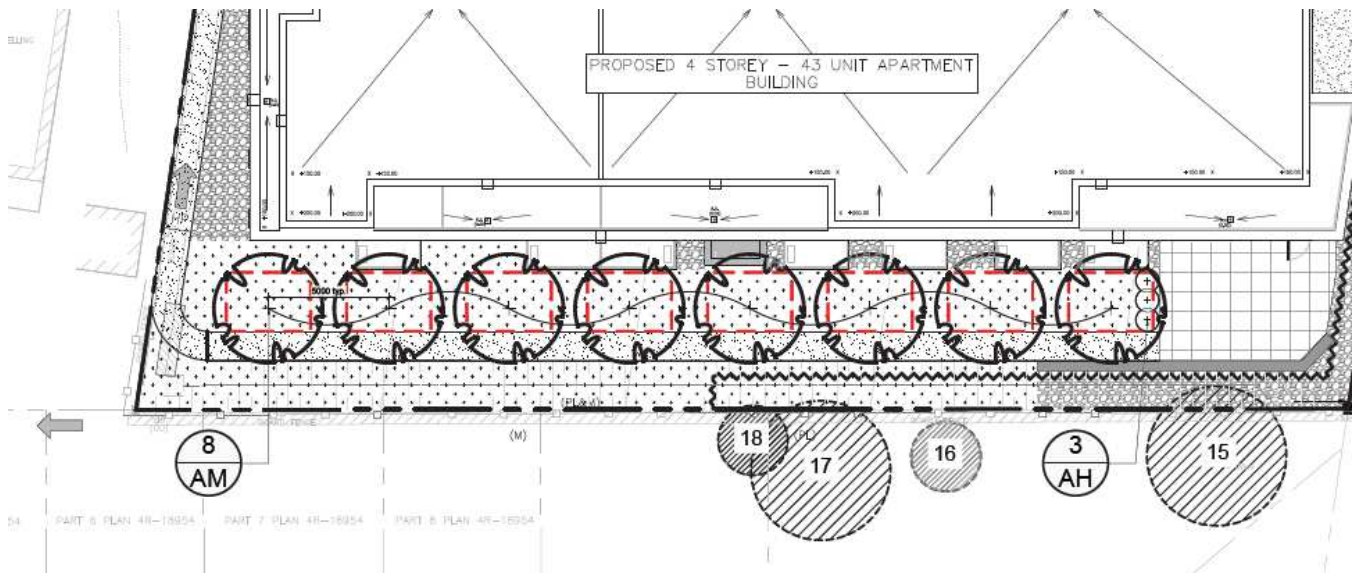


Figure 14: Landscape Plan, identifying the proposed tree retention and proposed landscaping in the rear yard.

An additional contributing measure is the stepback provided at the fourth storey of the proposed building. The stepback, ranging from approximately 0.4 metres to 0.5 metres across the uppermost storey, represents a Zoning-compliant section of the building face, intended to ensure privacy and overlook concerns are mitigated. The stepback at the fourth storey is also inclusive of the provided terraces of the units, which further contributes to the intended mitigation, creating a further separation from the rear lot line than would otherwise be required by the Zoning By-law, per Section 65.

Furthermore, the rear yard is generally envisioned as a multi-functional amenity space that caters to the recreational and social needs of residents. Although the rear yard area is reduced by 26m² relative to the Zoning By-law requirement, the development compensates for this by incorporating additional dedicated amenity areas

within the building and around the property. This ensures that residents have access to well-designed outdoor and indoor spaces without overburdening the rear yard, thereby striking a balance between regulatory compliance and the provision of high-quality living environments.

The proposed coordinated landscaping efforts in the rear yard, along with the provision of additional resident amenity space throughout the site, seeks to ensure that the reduced rear yard setback and area do not result in undue impacts on the neighbouring properties to the south.

5.3 Proposed Site-Specific Exceptions

The following is a summary of the proposed zoning provisions of the R4UD zone on the subject site:

I – Exception Number	II – Applicable Zones	III- Additional Land Uses Permitted	IV – Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	R4UD [XXXX]	None	None	/ To permit a front yard setback of 3.05 metres; / To permit an interior side yard setback of 1.2 metres; and, / To permit a rear yard setback of 7.01 metres.

6.0 Supporting Studies

6.1 Phase I & II Environmental Site Assessment

Paterson Group was retained to complete an Environmental Site Assessment (ESA) on the lands proposed for development. Following the findings of the Phase I report, dated January 28, 2025, a Phase II was deemed necessary due to the site history and existing environmental site conditions. The Phase II report, dated January 28, 2025, was prepared to address the potentially contaminating activities that were identified during the Phase I study. A total of 16 soil samples and two (2) groundwater samples were collected and submitted for laboratory analysis. The analysis identified that the ground water and soil samples complies with the MECP Residential Standards, with the exception of metals impacted fill material in BH2-24 and TP6-24. The report provides recommendations for remediation measures which include on-site soil disposal and management, and the decommissioning of potentially unused or at-risk monitoring wells.

6.2 Geotechnical Investigation

Paterson Group was retained to complete a Geotechnical Investigation on the lands proposed for development. The report dated October 31, 2024. The objectives of the report were to determine the subsoil and groundwater conditions at the site and provide recommendations for the design of the proposed development, including construction considerations which may affect the design. The report provides recommendations for a material testing and observation program by the geotechnical consultant, such as a review of the grading plan and observation of all subgrades prior to backfilling.

6.3 Noise Impact Study

EXP prepared a Noise Impact Study dated February 27, 2025. The purpose of this study was to assess the impact of noise from nearby environmental sources to the proposed residential development in accordance with Ottawa Environmental Noise Control Guidelines (ENCG). The study found that noise impact of transportation noise sources on the proposed residential development will meet the ENCG criteria by following the noise control recommendations laid out in the report. There is no significant stationary noise source in the area.

6.4 Site Servicing & Stormwater Management Report

Stantec was retained to complete a Site Servicing & Stormwater Management Report for the proposed development. The report, dated February 27, 2025, reviewed the proposed development as it relates to the servicing requirements and capacity as well as the implications for stormwater management. The proposed development is intended to be served by the existing 150mm watermain and 200mm gravity-fed sanitary lateral along Snow Street. The servicing is shown to have adequate capacity to support the proposed development as well as the necessary fire protection services. The existing 300mm stormwater sewer along Snow Street is currently stubbed to the east of the site. An extension of this sewer will be required to service the proposed development along with adequate on-site storage and drainage according to the provided plans and studies.

7.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies of the Inner Urban Transect and Neighbourhood designation;
- / The requested Zoning By-law Amendment is aligned with the relevant policies of the City of Ottawa Official Plan as they relate to the proposed rezoning and site-specific exceptions;
- / The proposed development addresses the urban design objectives and compatibility criteria established in section 4.6 of the Official Plan and approved Urban Design Guidelines for Low-Rise Infill Housing and the Bird-Safe Design Guidelines;
- / The proposed development conforms to the applicable provisions of the Zoning By-law, notwithstanding the proposed site-specific exceptions; and,
- / The proposed development is supported by the technical plans and studies submitted as part of this application.

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Sincerely,



Lisa Dalla Rosa, MBA MCIP RPP
Associate



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