

Development Review  
City of Ottawa  
Ottawa, ON

October 1, 2020

## **Planning Rationale Brief - 349 Danforth Avenue**

### **1. Introduction**

The planning rationale has been prepared in support of a Site Plan Control application to the proposed development at 349 Danforth Avenue, in the City of Ottawa. Schedule B of the City of Ottawa Official Plan (OPA 180) designated the Subject Property as 'General Urban Area'. The Subject Property is zoned Traditional Mainstreet, with a maximum height limit of 24m (TM (24) in the City of Ottawa's Zoning By-law 2008-250.

The proposed development consists of demolishing the existing 2 1/2 storey duplex structure and constructing a new 3-storey, 13-unit low plus 2 commercial units mixed use rental apartment building. No parking is being proposed and 7 bicycle parking spaces are being provided at the elevated basement level. A garbage enclosure area is to be located in the elevated basement level.

The purpose of this report is to assess the appropriateness of the proposed development in the context of the planning policy and regulatory framework of the City of Ottawa and surrounding community.

### **2. Site Description & Existing Conditions/Context/History**

#### **Legal Description and Full Address**

Part of Lot 3, Registered Plan 204, City of Ottawa  
349 Danforth Avenue  
Ottawa, On.  
K2A-0E1

The subject property is located on the northern side of Danforth Avenue between Roosevelt Avenue and Churchill Avenue. The lot has a frontage of 10.06 metres and depth of 30.17 metres for a total area of approximately 303.5 square metres. Currently parking is being provided to the rear of the property with a driveway leading to Danforth Avenue on the east side of the lot.



The property was recently occupied by a retail use pertaining to drapery supplies as a home based office use , but there is no record of the commercial use being approved by the city. The existing two storey vinyl clad building seems to have been built before the 1950s as a duplex, and has continued as a duplex until the recent commercial retail use. The building sits close to the west property line with a driveway on the east side providing access to rear yard parking. Contextually the building is surrounded by parking lots belonging to the retail use fronting onto Richmond Rd, with very few buildings fronting onto Danforth Avenue that are similar in form as the existing building.

The subject property is next to the Richmond Road commercial corridor in the Westboro Village. This area consists of a mix of uses, and is generally characterized by low and mid rise mixed-use buildings with at-grade commercial uses, office uses, residential apartments and surface parking.

Stage 2 of the City of Ottawa Light Rail Transit (LRT) plan proposes a new rapid transit station, Dominion Station to the north-west and Westboro Station to the north-east of the subject property. The property is located approximately 400 metres from Dominion Station and is in close proximity (650m) to Westboro Station. Due to its proximity to rapid transit, the area is transitioning to incorporate a mix of uses and transit-supportive densities.

Figure #1: Site Context (Courtesy of Google Maps)

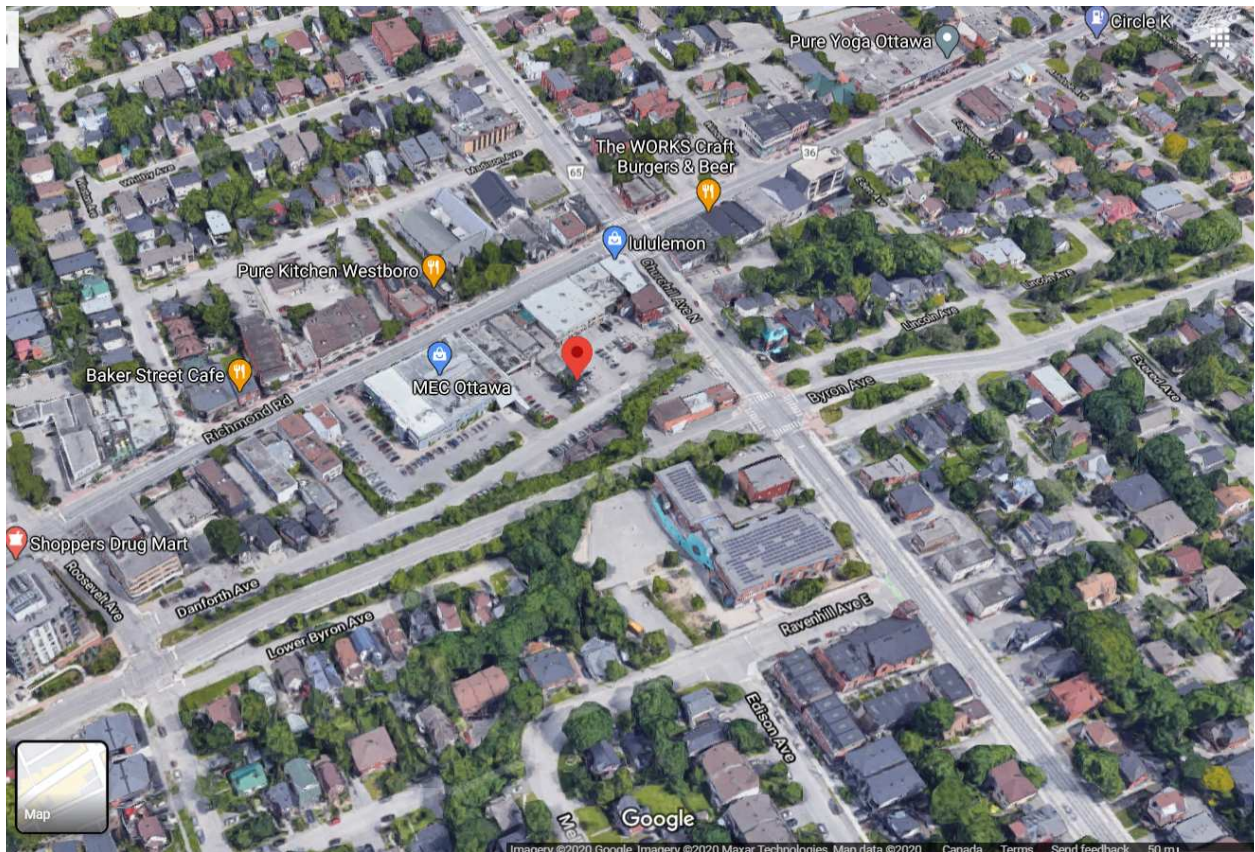


Figure #2: Context Photos - Site View - Looking North-West (Courtesy of Google Maps)



Figure #3: Context Photos - Looking North on Danforth (Courtesy of Google Maps)



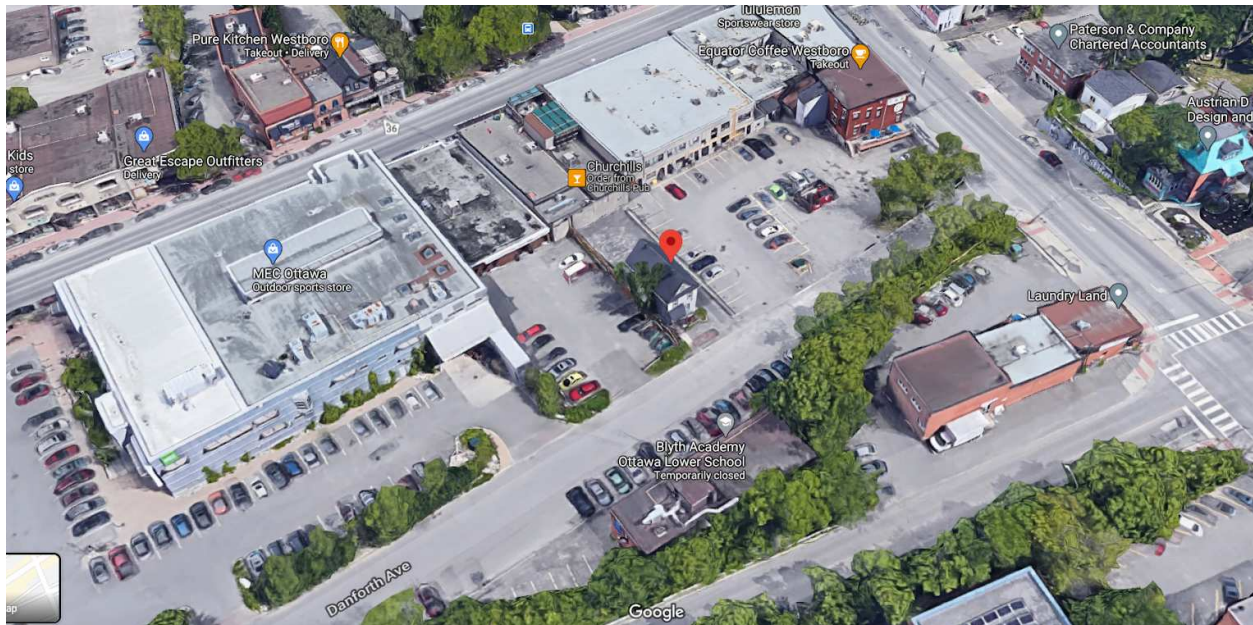
Figure #4: Context Photos - Looking South on Danforth (Courtesy of Google Maps)



Figure #5: Context Photos - Opposite of Site (Courtesy of Google Maps)



Figure #6: Context Photos - Overview View



### 3. Transportation Networks

The Subject Site has frontage along Danforth Avenue. The Subject Site is also located near the Churchill Avenue/Byron Avenue and the Churchill Avenue/Richmond Avenue intersections. Churchill Avenue North is identified as a Major Collector Road and Byron Avenue is identified as a Collector Road on Schedule E of the City of Ottawa Official Plan, Annex 1 – Road Classifications and Rights-of-Way states that: The collector roads connect communities and distribute traffic between the arterial system and the local road system. The design and construction of collector roads will accommodate the safe and efficient operation of transit services. Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians.

Churchill Avenue North is a Major Collector Road that distributes traffic between Richmond Road and the local road system. It also accommodates several modes of transportation, including walking, cycling and driving. At-grade commercial units are proposed to front onto Danforth Avenue a 1 minute walking distance to Churchill Avenue.

Byron Avenue is a Collector Road that runs east to west and distributes traffic within the Westboro community. Byron Avenue accommodates local residents, delivery and commercial vehicles, cyclists and pedestrians.

Danforth Avenue is identified as Local Roads on Schedule E of the City of Ottawa Official Plan. Annex 1 – Road Classifications and Rights-of-Way states that, “local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads”.

Danforth Avenue will function as a local road by distributing pedestrian and vehicular traffic to the Subject Site. The principal entrance of the proposed building fronts onto Danforth Avenue. The Subject Site is located within a 600 m radius of the Dominion and Westboro BRT and future LRT Stations. In addition to bus routes located at the Dominion and Westboro Stations, bus route 50 runs along Churchill Avenue, at the intersection of Byron/Churchill, a few minutes walking distance. Bus routes 11 and 153 are also located at the intersection of Richmond/Churchill.

#### **4. Development Proposal Overview**

The guiding principle leading the design of the proposed development was to accommodate rental living for young professionals or small families, in an area that’s currently experiencing a huge need for additional intensification along the Richmond Road corridor. Along with local commercial uses at the lower level that will provide services and convenient amenities to the immediate area.

The overall massing and architectural style will have a more contemporary feel to it, including flat roofs, simple exterior details with linear lines, and large front and back windows. The massing is a response to the type of building being proposed, a low rise, and less like a single family home which tends to have sloping roofs. The style will generally resemble a lot like the recent buildings that have been constructed in the neighbourhood.

The front exterior finish will consist mostly of light brown brick to complement the existing older building stock along the street. The rest of exterior finishes will be expressed with more contemporary materials such cement board paneling of different shades of grey, the colours will complement the existing spectrum range seen in the area.

There is minimal landscaping surrounding the building as the footprint occupies most of the lot area except for small patches of soft landscaping in the front yard extending to the street curb and hardscaped paths.

Parking will not be provided due mostly to lot size constraints, especially the lot width. The lot is located close to major arterial roads with many options for public transportation nearby, with many of the essential amenity services within walking distance. The rapid bus station at Dominion Station being only 10 minutes walking distance, and a bus route running along Richmond Road. There is also the possibility for street parking by obtaining a permit from the City of Ottawa.

## **5. Policy Framework**

This section provides an overview of key land use policies that affect the property and demonstrates how the proposal conforms to the land use policies and urban design objectives applicable to this site.

### **5.1 Provincial Policy Statement 2014 The 2014**

Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

“1.1.1 Healthy, livable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;



- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.”

**The proposed development promotes efficient development and land use patterns through the construction of a new low rise in an underutilized lot within the general urban area of the City of Ottawa. The proposed mixed use building will add to the mix of residential uses along Danforth Avenue and provide additional housing options in the community (vs. full home ownership). The proposed development will not create public health and safety concerns, nor will it prevent the efficient expansion of settlement areas, as the subject property is located within the general urban area and is surrounded by existing development.**

**The construction of the proposed low rise mixed use building on an underutilized lot will promote cost-effective development patterns and minimize land consumption and servicing costs in the community.**

**A wheelchair chair lift is being proposed within the building at the main entrance to provide barrier free access to the elevated lower level. The ramp improves the accessibility to parts of the building.**

**The proposed development is consistent with the policies of the PPS (2014).**

## **5.2 City of Ottawa Official Plan**

The Official Plan provides the overall local planning policy framework for evaluating the appropriateness of a proposed development. It is broken down into a number of sections beginning with high level city wide objectives relating to growth management and moving down to more specific policies to be applied to individual development applications. The following paragraphs review the proposed development in the context of the Plan.

**Section 2** – Strategic Directions of the Plan provides the strategic policy framework for growth and development at the City-wide level. The Plan anticipates that much of the demand for new housing after 2006 will be for smaller units such as apartments and that one-third of housing growth within the Greenbelt will be this type of housing.

Within Section 2, the most **relevant** subsections to the subject proposal are as follows:

**Section 2.1** of the Official Plan details strategic directions for the growth of the City of Ottawa to 2036. Under the heading 'Managing Change', Section 2.1 states:

*"The City can secure the greatest returns on its transit investment by building at higher densities in nodes around rapid-transit stations and along corridors well serviced by transit. Intensification in these locations increases transit ridership, makes efficient use of existing infrastructure and curbs the need to extend infrastructure and provide municipal services to new suburbs."*

**The subject site has strong connections to the City of Ottawa's public transportation system. OC Transpo bus stops are present within walking distance of the Subject Property along Richmond Road to the north. Richmond Road, Churchill Avenue and Byron Avenue are designated On-road Cycling Routes on Schedule 'C' of the OP. The proposed development includes seven bicycle parking spaces on site. No vehicle parking spaces are proposed on the Subject Property. The proposed development will result in a more intensive residential use on the Subject Property, and be designed to encourage travel by bicycle and public transit service. The proposed development is consistent with the policy directions established by Section 2.1 of the Official Plan.**

**Section 2.2.2** Managing Growth Within the Urban Area is part of the strategic directions for the Plan and as such provides an overall strategy and context for the consideration of intensification and infill. The subject property is designated General Urban Area on Schedule B – Urban Policy Plan. The proposed design had regard for the following excerpt from the preamble to this section which provides general guidance for the design of intensification and infill projects:

*“Within lands designated General Urban Area, opportunities for intensification exist and will be supported, although such opportunities are generally at a much smaller scale than in the land-use designations described above. By directing major intensification to the Central Area, along Mainstreets, and within Mixed-Use Centres and Town Centres in association with the transportation network, the stability of neighbourhoods within the General Urban Area is enhanced. Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.*”

*The quality of the built environment is a significant cornerstone of intensification. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. This Plan requires that intensification proposals have full regard for the existing built context and a full understanding of the impacts the proposal will have on both the immediate and wider surroundings. Consequently, this Plan calls for excellence in urban design and architecture, both in the public and private realms.”*

**Policy 2.2.2.15** addresses the scale of development on sites located in the interior of stable low-rise residential neighbourhoods. The subject site meets this criteria and this location has influenced the scale, height and site layout of the project as guided by the following policy:

*“The interior portions of stable, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Section 4.11, policy 7). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area’s pattern of built form and open spaces.”*

**Policy 2.5.1.** This section continues with a set of Design Objectives and Principles that identify the design objective in bold and then the related principle(s) and then describes how the proposed development achieves the related objectives as stated in Section 2.5.1:

1. **“To define quality public and private spaces through development.**

*Principles:*

*Design should:*

*Encourage a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. Depending on the stage of evolution of the street, it may be appropriate to achieve this principle in a number of ways e.g., building form, landscape treatment, architectural ornamentation.”*

**The street has very little building facades to relate to, but the proposed front setback and exterior massing is very common in what you would see in a traditional mainstreet setting.**

2. *“To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

*Principles:*

*Design should:*

*Achieve a more compact urban form over time. Provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions. Allow for varying stages of maturity in different areas of the city, and recognize that buildings and site development will exhibit different characteristics as they evolve over time. Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.”*

**Intensification of this lot in a sensitive and sympathetic design and scale supports the need for accommodating more people within existing neighbourhoods and provides a supply of new rental apartments of varying sizes catering to a broad market.**

3. *“To understand and respect natural processes and features in development design.*

*Principles:*

*Design should:*

*Demonstrate that all practical means of retaining storm water on site have been considered.”*

It is intended to manage stormwater runoff from the site through natural retention in areas of soft landscaping as well as in a roof top holding area where possible (to be determined).

**Section 3.6.3.** The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City to develop compact and pedestrian oriented forms of intensification.

*“The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities and changing in character along their length. They include nodes of activity at various scales, from high schools and small offices to hospitals and shopping centres. Some segments mark the boundaries of established residential areas, while other segments serve as shopping streets for adjacent communities or larger areas.*

*Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings. Mainstreets are diverse in character and change and renewal will take into account the character of the street and adjacent areas.”*

**Section 4.11 Urban Design and Compatibility** is part of Section 4 – Review of Development Applications and provides detailed direction on how to assess development applications in the overall context of the Plan. Within Subsection 4.11.2 there is a list of operational criteria to be considered to minimize the impact of new infill development. The following table identifies the criteria and how this proposal addresses it.

Criteria	Response
Traffic	Due to the scale of the application, no Traffic Study was required.
Vehicular Access	No vehicular access to the site
Parking Requirements	<ul style="list-style-type: none"> <li>- No parking required or provided</li> <li>- Bicycle parking requirements are met within a storage area at basement level.</li> </ul>
Outdoor Amenity Areas	A large rooftop balcony amenity area is provided with smaller private rear yard balconies
Loading Areas, Service Areas, and Outdoor Storage	<ul style="list-style-type: none"> <li>- A centralized solid waste collection point has been provided at basement level with access through the front yard to the public street.</li> <li>- There will be no other outdoor storage.</li> </ul>
Lighting	All exterior lighting to be minimized and directed away from adjacent properties

Noise and Air Quality	No significant noise or air quality impacts are anticipated from this project.
Sunlight	Low rise building has minimal impact on sunlight to adjacent properties and each unit will receive plenty of sunlight from the oversized windows
Microclimate	No significant impacts are anticipated on the local microclimate.
Supporting Neighbourhood Services	<p>The site is well served by existing services in the immediate such as:</p> <ul style="list-style-type: none"> <li>- Westboro Community Centre</li> <li>- Facilities at Britannia Park</li> <li>- Hampton Park</li> <li>- Retail/commercial services along Richmond Road</li> <li>- Small local commercial uses along Scott Street</li> </ul>

### **5.3 Richmond Road/ Westboro Secondary Plan**

The Richmond Road/Westboro Secondary Plan, approved in 2008 provides a framework for neighbourhood change and development. Over a 20-year timeline, the Secondary Plan sets out to ensure the area develops in a way that is pedestrian and cyclist friendly, to preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development.

The Secondary Plan also aims to preserve and increase public greenspace and recreational facilities. The Secondary Plan divides Westboro into several sectors. The subject property is located in the Westboro Village Sector. Of core relevance to the proposed development, the first objective of the Secondary Plan is to encourage intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites. In service of this goal, the Secondary Plan identifies key principles including:

- *Reinforce the existing traditional mainstreet character of Westboro Village through updated design guidelines, promoting improved storefront facades and street tree planting;*
- *Maintain a sense of human scale in Westboro Village by providing for mixed-use buildings, generally in the four- to six-storey range, with a minimum of two storeys. Buildings should be located close to the street, except at the key Churchill Avenue/Richmond Road intersection where wider sidewalks are needed;*
- *Where block sizes and the street network help to minimize impacts on nearby low-rise residential neighbourhoods, permit buildings generally in the seven- to nine-storey range as shown on Schedule “C”;*
- *Encourage mixed use, including a continuity of ground floor retail/restaurant uses with residential and office uses on the upper floors. Car sales lots and other automobile-oriented uses should be redeveloped with active traditional mainstreet, pedestrian-friendly uses.*

The Secondary Plan provides further guidance on how to achieve compatible intensification. The proposed development responds to these guidelines by:

- Providing appropriate setbacks and transition in building heights,
- Conforming to the Richmond Road/Westboro CDP design guidelines

- Avoiding creating a wall of buildings by using variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

Within Westboro Village, intensification is supported to improve storefront facades, provided that mixed use buildings that reinforce a sense of human scale are developed. While one way to achieve a human scale is buildings below 4 to 6 storeys in building height which the current proposal is well below those heights.

#### **5.4 Richmond Road/ Westboro Community Design Plan (CDP)**

The development of the Richmond Road/Westboro Community Design Plan (CDP), which was finalized in 2007, adds to the Secondary Plan. The CDP contains more detailed design guidelines for the Westboro Village Sector, which are to be considered when evaluating proposed development.

To further guide the built form and massing of infill development, Section 8.2 of the CDP contains guidelines for the Westboro Village Area. The proposed development responds to these guidelines in the following ways:

- Create a strong edge on the street by aligning buildings on the front property line;
- Maintains a ground-level orientation of buildings, and a direct relation to the sidewalk;
- Maintains the regular rhythm of individual storefronts due to its relatively narrow frontage;
- Relates the proportions of new construction to those of neighbouring buildings,

Additionally, Section 8.5 of the CDP encourages the conversion of existing non-Traditional Mainstreet related uses to more Traditional Mainstreet types.

#### **6. Urban Design and Related Guidelines Urban Design Guidelines for Low Rise Infill Housing**

The Urban Design Guidelines for Low Rise Infill Housing document was approved by Council on May 2012. The guidelines apply to all residential infill development up to four storeys in height. The guidelines address six components including: streetscape, landscape, building design, parking and garages, heritage building alterations/additions and service elements.



The proposed development meets the following applicable design guidelines, among others:

### **Streetscapes**

**Guideline 2.1:** *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.*

**The ground floor and street façade have been designed to be safe and accessible from Danforth Avenue. A front door and large windows are incorporated into the front façade facing Danforth.**

**Guideline 2.2:** *Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern.*

**The proposal will incorporate a predominantly light brown brick finish. This brick colour is a transitional characteristic of residential development along Richmond Avenue. Front yard landscaping is limited, but contributes to a more desirable landscape pattern.**

**Guideline 2.6:** *Design accessible walkways, from private entrances to public sidewalks.*

A walkway has been located in the front yard to connect the front ground floor unit to the public sidewalk. A walkway and a wheelchair access ramp will be also provided to the southerly front yard to a front door providing access to the lower level commercial spaces.

### **Landscape**

**Guideline 3.1:** *Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.*

**The front yard accommodates walkways and some soft landscaping appropriate for a TM zone and what can be seen on Richmond Road.**

## **Building Design**

### **4.1 Siting**

**Guideline 4.1.1:** *Ensure 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.*

**The proposed mixed use building faces the public street. The proposal includes a front door at the ground floor level. The location and orientation of the front door, ground floor windows, and front porch, contribute to the animation and safety of Danforth Avenue.**

**Guideline 4.1.2:** *Locate and build infill in a manner that reflects the existing or 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.*

**The proposed mixed use building is consistent with the planned function of Danforth Avenue in a low-rise mixed use neighbourhood. It is consistent with building height, elevation, and front entrances of adjacent uses.**

**Guideline 4.1.8:** *Determine appropriate side and rear separation distances between existing homes and new infill homes / infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.*

**The proposed mixed use building is of a similar scale and massing to buildings along Richmond Road. The proposed building height respects the established building height in the Zoning By-law and is consistent with adjacent residential buildings.**

**Guideline 4.1.9:** *Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks.*

**The area is mostly composed of mixed use buildings with limited rear yard setbacks, in many cases used as parking lots. The proposal would contain no at grade amenity space but would contain elevated rooftop and rear yard balconies for private use.**

#### **4.2 Mass/Height**

**Guideline 4.2.1:** *Design infill in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes.*

The proposed mixed use building contributes to the streetscape through the design of the front façade. The proposed development is of a similar scale and massing as adjacent residential development along Richmond Road and provides a reasonable transitional height from the typical 'A' frame buildings along Danforth Ave.

#### **4.3 Architectural Style and Facades**

**Guideline 4.3.2:** *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 used in wall treatments*
- *Cornice lines, form of the roofline and chimney details*
- *Size, shape, placement and number of doors and windows*
- *The pattern and location of projections, recesses, front porches, stoops, and balconies*

The proposal provides a traditional architectural facade and style that incorporates traditional materials such as brick and paneling with more contemporary massing and volume that is appropriate to a mixed use zone and area.

**Guideline 4.3.5:** *Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape.*

All main entrances are located on the front facade and at grade that reflects the dominant character on Richmond Road and within TM zones.

#### **Service Elements**

**Guideline 7.2:** *Where there is no garage, store garbage, green bins and recycling bins in a rear shed, or in a small storage space that is within the dwelling unit but with outdoor access at the side or rear of the unit, or outdoors at the side of the house. Do not replace the storage function of a garage with a storage unit that is visible on the front façade of the home.*

A garbage storage area is proposed in the basement floor of the building.

The proposed development will result in a new 3-storey mixed use building to accommodate 13 apartment dwelling units and 1 commercial use near grade. As detailed above, the proposed development is in keeping with the City of Ottawa's Urban Design Guidelines for Lowrise Infill Housing.

### 7. Zoning Bylaw Review

<p>ZONING PERFORMANCE STANDARDS MATRIX</p> <p>PROPOSED BUILDING TYPE: NEW 13 + 1 MIXED USE LOW RISE RENTALS</p> <p>LOT DEPTH: 10.06m</p> <p>ADJACENT ZONING:          NORTH: TM H(24)          SOUTH: TM H(24)          WEST SIDE: TM H(24)          EAST SIDE: TM H(24)</p> <p>SCHEDULE 1 AREA: AREA 'B'          SCHEDULE 1A AREA: AREA 'X'</p>				
STANDARD	EXISTING	REQUIRED	PROPOSED	NOTES
<b>ZONING</b>	TM H(24)	TM H(24)	TM H(24)	
<b>USE</b>	Duplex	Mixed-Use	Mixed-Use	
<b>LOT WIDTH</b>	10.06m	n/a	10.06m	
<b>LOT AREA</b>	303.5m <sup>2</sup>	n/a	303.5m <sup>2</sup>	
<b>MIN. F.Y.</b>	4.19m	0m	0.15m	
<b>MIN. R.Y.</b>	15.25m	0m	0.38m	
<b>MIN. S.Y.</b>	0m	0m	0.12m	
<b>MIN. S.Y. @21m</b>	n/a	n/a	n/a	

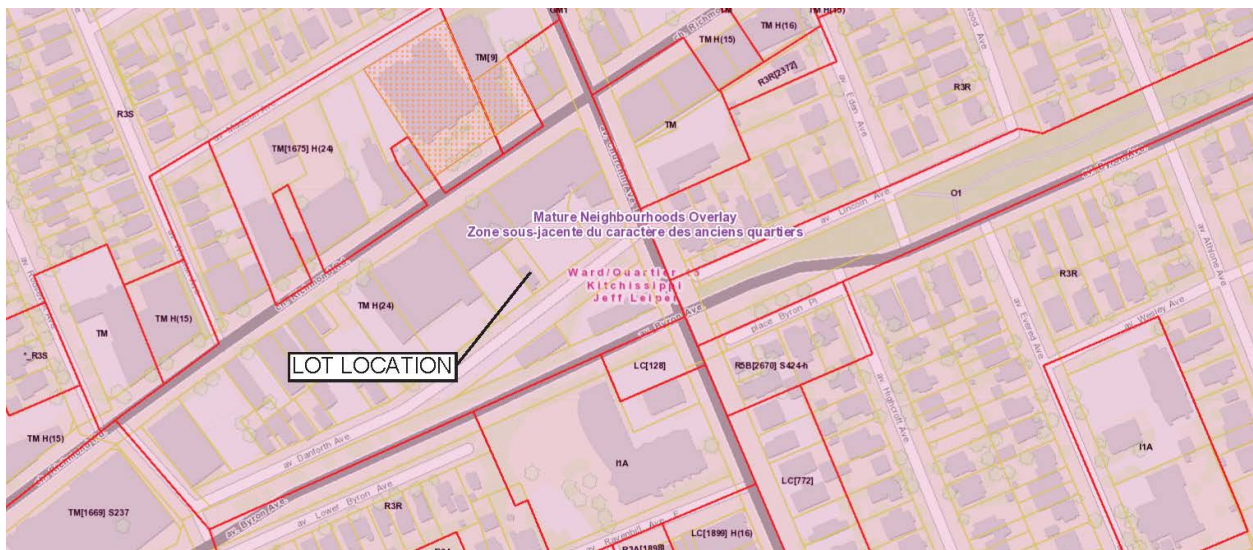
<b>B. HEIGHT</b>	~9.00m	24.0m	11.35m	
<b>MAX. FSI</b>	n/a	n/a	n/a	
<b>MAX. LOT CVRG.</b>	n/a	n/a	88.3%	
<b>PARKING</b>	3	0	0	
<b>V. PARKING</b>	1	0	0	
<b>BYCL. PARKING</b>	0	6.5	7	
<b>AMENITY</b>	0m <sup>2</sup>	78m <sup>2</sup>	80m <sup>2</sup>	
<b>LDSCP. BUFFER</b>	n/a	n/a	n/a	

The subject property is zoned Traditional Main Street (TM 24) which allows for a broad range of uses with a maximum building height of 24.0 metres. The zoning bylaws describes TM as per the following criteria:

- accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated **Traditional Mainstreet** in the Official Plan;
- foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- recognize the function of Business Improvement Areas as primary business or shopping areas; and
- impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The proposed 3-storey, 13 + 2 unit mixed use building complies with all the current zoning performance standards and no relief is being sought.

Figure #5: Zoning Map



### 8. Summary Opinion

It is my opinion that the proposed application for site plan to 349 Danforth Avenue as outlined in this Planning Rationale Brief represents good land use planning, and that the architectural and landscape design is appropriate for the subject property. The proposal conforms in all respects



to the Official Plan and Secondary Plan policies applicable to the site. The proposed building form meets the applicable urban design guidelines and is in general conformity to the proposed zoning by-law.

Regards

Fernando Matos | Principal, AATO

337 Sunnyside Avenue

Ottawa, ON. K1S-0R9

613-884-4425

[fernando@ottawacarletonconstruction.com](mailto:fernando@ottawacarletonconstruction.com)

A handwritten signature in black ink, appearing to read "Fernando Matos", with a long horizontal flourish extending to the right.

## **8. APPENDIX**

Survey attached.