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54, 56, 60 Bayswater Avenue Planning Rationale

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**54, 56, 60 Bayswater Avenue
Ottawa, Ontario**

**Planning Rationale
in Support of Site Plan Control and Major
Zoning By-law Amendment Applications**

Prepared for:



Prepared By:



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June / 16 / 2021
Novatech File: 120169
Ref: R-2021-082

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June 16, 2021

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Avenue West
Ottawa, Ontario
K1P 1J1

Attention: Andrew McCreight, Planner III

**Reference: 54, 56, 60 Bayswater Avenue
Site Plan Control Major Zoning By-law Amendment Application
Our File No.: 120169**

The following Planning Rationale has been prepared in support of Major Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a six-storey mid-rise apartment dwelling on the properties municipally known as 54, 56, and 60 Bayswater Avenue.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish an appropriate zone and performance standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

NOVATECH



Taylor West, M.Sc. (Plan)
Planner

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1.0 INTRODUCTION & CONTEXT

1.1 Purpose

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment and Site Plan Control application to facilitate the development of a six-storey mid-rise apartment dwelling at 54, 56, 60 Bayswater Avenue (“Subject Site”), in the City of Ottawa (Figure 1). The proposal requires a Major Zoning By-law Amendment to re-zone the Subject Site to an R5 Zone. The rezoning application further seeks to modify the required interior side yard setback of the R5 zone to be consistent with the current R4UB zone, permit a rooftop washroom, permit parking spaces with a reduced width, and permit alternative setbacks for the proposed carport. The required site specific exceptions for the proposed development will be discussed in Section 3.4 of this report.

This Planning Rationale will demonstrate that the proposed development and Site Plan Control application are:

- Consistent with the Provincial Policy Statement; and
- Conform to the City of Ottawa Official Plan
- Establishes appropriate zone and performance standards for the Subject Site.



Figure 1. Existing Zoning of Subject Site

1.2 Site Description and Location

The Subject Site is three interior lots located in Kitchissippi Ward in the City of Ottawa, on the west side of Bayswater Avenue. The immediate context of the Subject Site is Shown on Figure 2.

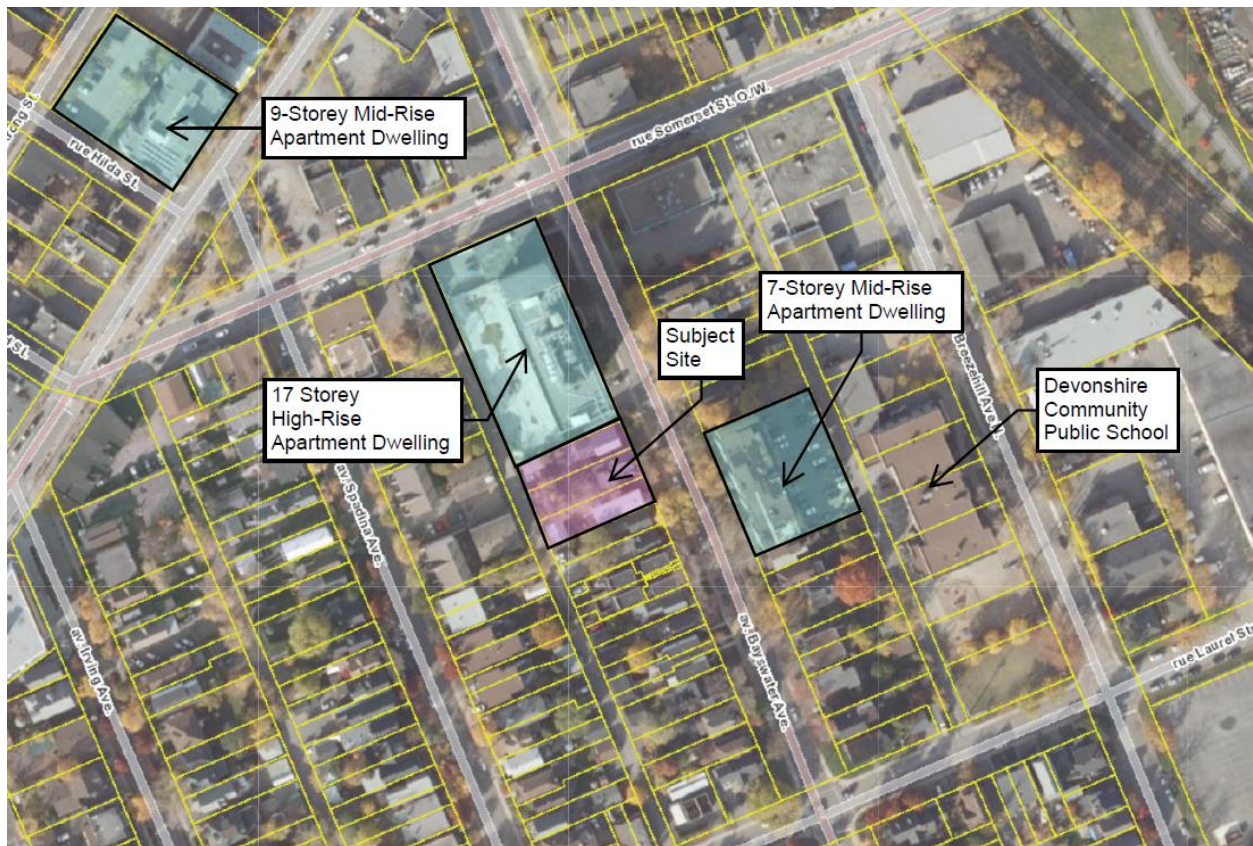


Figure 2. Context of the Subject Site and Surrounding Area

The Subject Site is comprised of three lots, 54 Bayswater, 56 Bayswater, and 60 Bayswater. The legal description for each lot are:

54 Bayswater: Part Lot 6, Block Q, Plan 73, on the west side of Bayswater Avenue, as in CR625056; in the municipality of Ottawa/Nepean

56 Bayswater: Part Lot 6, Block Q, Plan 73, Part of Lot 7, Block Q, Plan 73 , on the west side of Bayswater Avenue, as in NS164628; in the municipality of Ottawa/Nepean

60 Bayswater: Part of Lot 7, Block Q, Plan 73 , on the west side of Bayswater Avenue, as in CR293165; in the municipality of Ottawa/Nepean

54 Bayswater is approximately 391 m² in size, with 9.89 metres of frontage on Baywater Avenue and 9.89 metres of frontage on the laneway at the rear of the property. 54 Bayswater is currently occupied with a detached dwelling.

56 Bayswater is approximately 426 m² in size, with 10.77 metres of frontage on Baywater Avenue and 10.77 metres of frontage on the laneway at the rear of the property. 56 Bayswater is currently occupied with a detached dwelling.

60 Bayswater is approximately 386 m² in size, with 9.75 metres of frontage on Baywater Avenue and 9.75 metres of frontage on the laneway at the rear of the property. 60 Bayswater is currently occupied with a detached dwelling.

54, 56, and 60 Bayswater will be merged to facilitate the proposed development. The combined properties will have an area of approximately 1,203 m² in size, with 30.41 metres of frontage on Baywater Avenue and 30.41 metres of frontage on the laneway at the rear of the property.

The Subject Site is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa Zoning By-law 2008-250.

1.3 Surrounding Uses

North: Immediately to the north of the Subject Site is a seventeen-storey high-rise building. Further north of the Subject Site Somerset Street West. Somerset Street is a designated Traditional Mainstreet in the City of Ottawa Official Plan. A variety of commercial and residential uses exist along Somerset Street.

West: To the west of the Subject Site is a public laneway. Across from the public laneway is low-rise residential development.

South: To the south of the Subject Site is low-rise residential development.

East: To the east of the Subject Site is a seven-storey mid-rise apartment dwelling. At grade parking for this mid-rise apartment dwelling is accessed from a laneway at the rear, and from Bayswater.

1.4 Transportation Network

The Subject Site is located approximately 420m from the existing Bayview transit station (9 minute walk – 700m), and approximately 410m from the future Corso Italia transit station. The proximity to these transit stations is shown on Figure 3.



Figure 3. Distance from Bayview and Corso Italia LRT Stations

The close proximity to the existing LRT station at Bayview, and the planned LRT station at Corso Italia provide easy access to the LRT system. The Subject Site is well serviced by the light rail system.

The Subject Site is also in close proximity to bus stops on Somerset Street West. The Subject Site is a 1-minute walk (about 100m) from the bus stop on the corner of Bayswater Avenue and Somerset Street West which services the 11 bus route. The 11 bus route provides all-day service to Tunney’s Pasture, Parliament, Lincoln Fields, and Bayshore.



Figure 4. Bus Stops near the Subject Site

The proposed development is in a location with convenient access to public transit.

2.0 PROPOSED DEVELOPMENT

The proposed development is a six-storey mid-rise apartment dwelling. The south side of the proposed development steps down to four storeys adjacent to the existing low-rise residential uses. A total of 40 residential units are proposed. One level of underground parking with eleven spaces and seven covered at-grade spaces at the rear of the building are proposed. The proposed development has been designed to respect the setbacks of the current R4UB Zone. Vehicular access to the underground parking garage is proposed from the rear lane.

The application for Zoning By-law Amendment proposes to rezone the Subject Site from R4UB to R5N [XXXX]. The purpose of increasing the zoning to a fifth density zone is to allow a mid-rise building as a permitted use. The Major Zoning By-law Amendment is discussed in detail in Section 3.4 of this Planning Rationale. The Site Plan is shown on Figure 5.

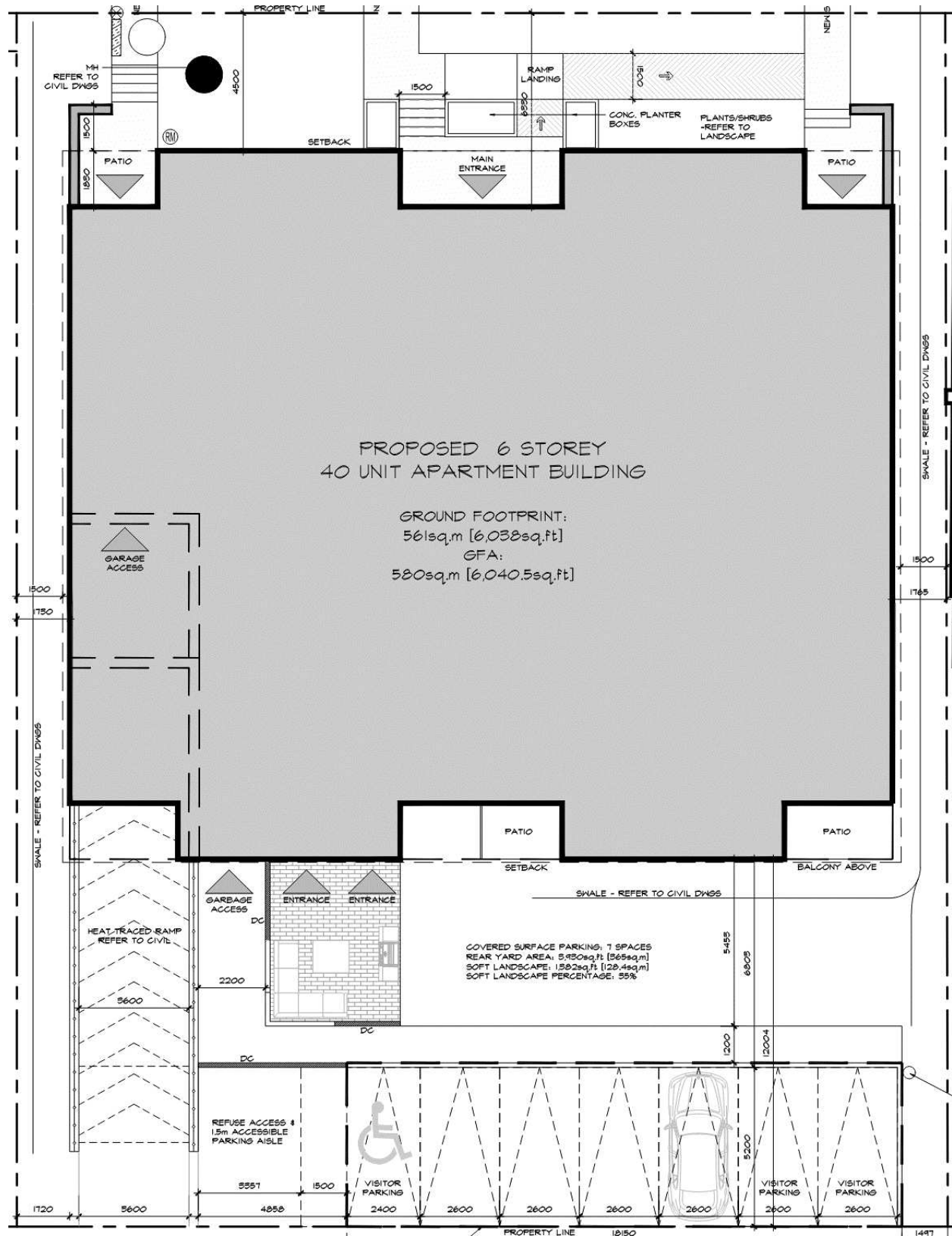


Figure 5. Site Plan

The perspective of the proposed development is shown on Figure 6.



Figure 6. Perspective of the Proposed Development

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. This section will discuss relevant policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development and rezoning of the Subject Site supports an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs.

Section 1.1.3.1 of the PPS states that, "settlement areas shall be the focus of growth and development". More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) Prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*
and
- g) are freight-supportive.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site is within walking distance from the existing Bayswater transit station and planned Corso Italia transit station. The Subject Site is close to Somerset Street which provides convenient access to bus transit. Somerset Street West is also identified as a "Spine Route" on Schedule C – Primary Urban Cycling Network of the Official Plan (Figure 7). The Subject Site is also located in proximity to the "Cross-Town Pathway" shown on Schedule C. The Subject Site has access to convenient active transportation.

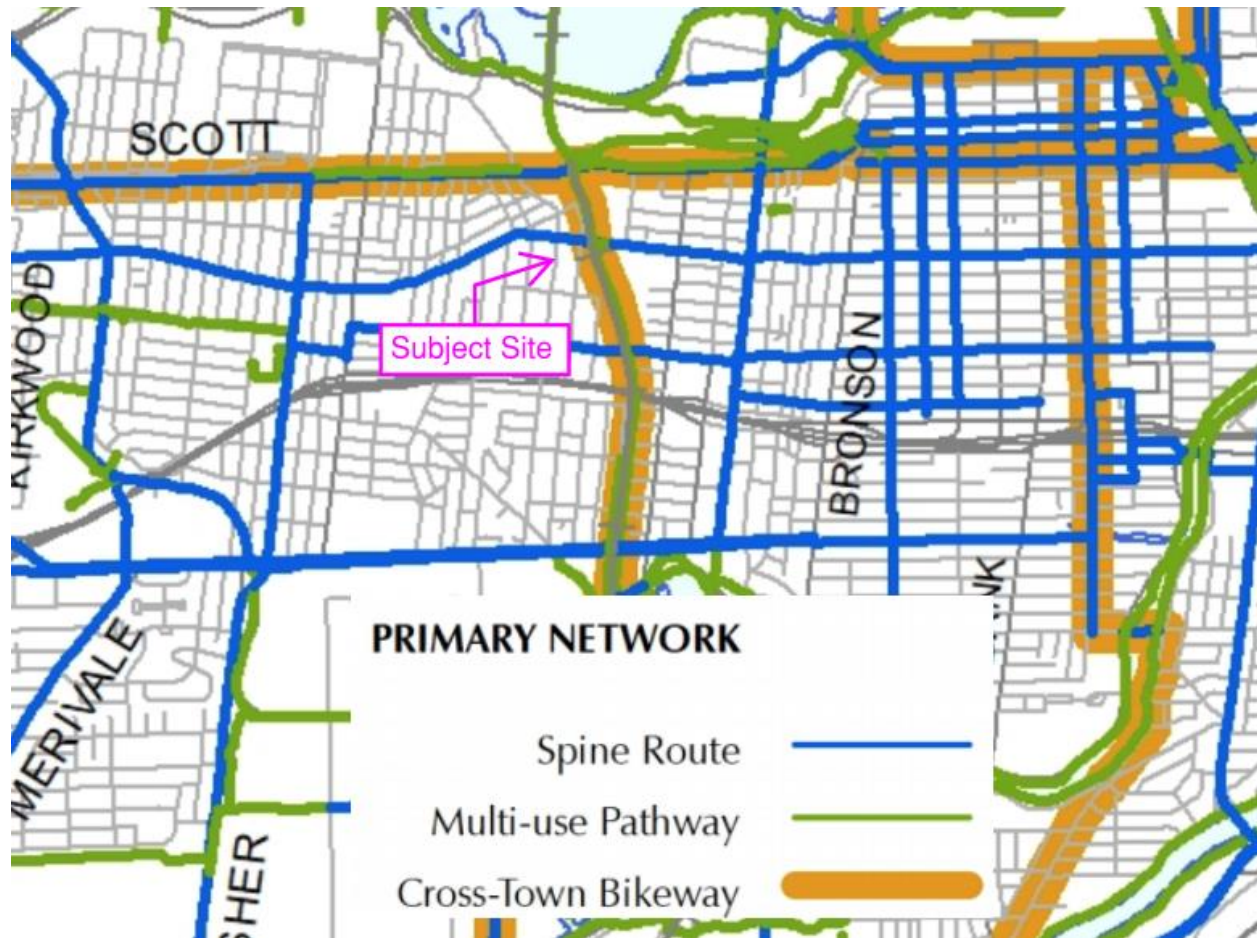


Figure 7. Schedule C – Primary Urban Cycling Network

The PPS has policies that encourage the use of different modes of transportation, including:

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

b) permitting and facilitating:

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

and:

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development will contribute to an appropriate range and mix of housing options and densities that efficiently use land near existing transit. The proposed development is also adjacent to facilities for active transportation including walking (multi-use pathways) and cycling

routes (Figure 7). The intensification that would result from this development is supported by the existing and proposed active transportation and transit infrastructure.

The proposal represents appropriate intensification and is consistent with the Provincial Policy Statement.

3.2 City of Ottawa Growth Management Strategy

The City of Ottawa is preparing a new Official Plan in accordance with the Planning Act. Recommendations on the Growth Management Strategy for the new Official Plan were approved by City Council on May 27th, 2020. The City adopted a balanced approach to the Growth Management Strategy. This balanced approach set a target for 51 percent of new residential growth between 2018 and until 2046. The percentage of growth of new residential units through intensification is targeted to increase from 40% in 2018-2021, to 60% in 2041-2046. It is expected that the City of Ottawa will grow by 402,000 people by 2046. Approximately 92,100 new residential units will be required within the built-up area by 2046. The intensification rates are shown on the table below.

Intensification Rates of the Balanced Scenario

Timeframe	Urban Units	Intensification %	Built-up Area Units	Greenfield %	Greenfield Units
2018-2021	24,300	40%	9,700	60%	14,600
2021-2026	38,800	45%	17,500	55%	21,300
2026-2031	35,800	50%	17,900	50%	17,900
2031-2036	31,200	54%	16,800	46%	14,300
2036-2041	7,400	57%	15,600	43%	11,800
2041-2046	24,300	60%	14,600	40%	9,700
2018-2046	181,800	51%	92,100	49%	89,700

The Growth Management Strategy is in place to align with the Provincial Policy Statement with respect to providing a minimum residential supply that has an appropriate range and mix of housing, opportunities to satisfy market demand through intensification, redevelopment, locating growth to efficiently use existing infrastructure, reducing greenhouse gas emissions and improving air quality. The intensification of the Subject Site is in keeping with the direction of the Growth Management Strategy.

To help the City of Ottawa achieve the Balanced Growth Strategy, intensification of existing established neighbourhoods is required. The Subject Site is an excellent example of appropriate intensification, due its proximity to transit. Intensification of the Subject Site will contribute to the implementation of the Growth Management Strategy.

3.3 City of Ottawa Official Plan (2003)

The Subject Site is designated General Urban Area on Schedule B of the City of Ottawa Official Plan (OP) (Figure 8).

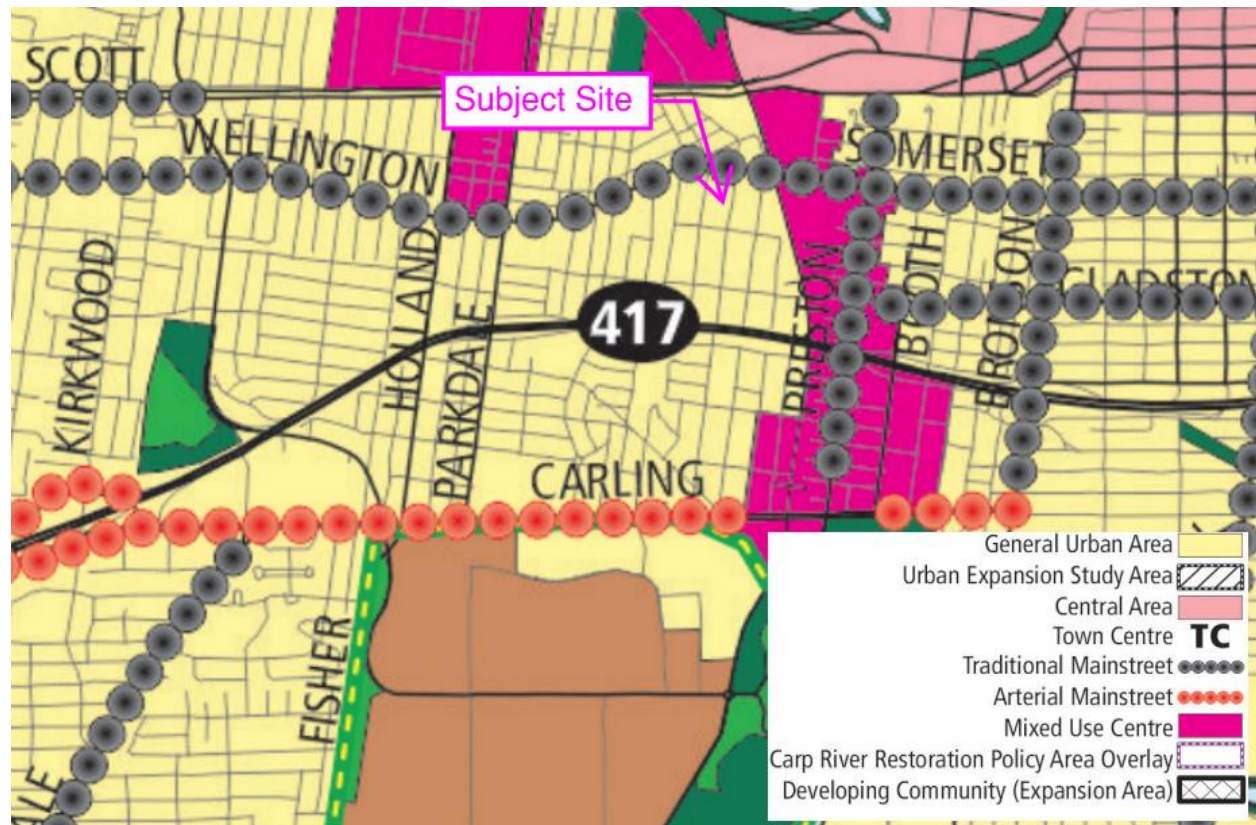


Figure 8. Schedule B – Urban Policy Plan, City of Ottawa Official Plan

3.3.1 Liveable Communities

Section 2.1 – *Patterns of Growth*, of the OP speaks to population growth in Ottawa and states that:

Ottawa will meet the challenge of this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking because destinations are conveniently grouped together.

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities.

The proposed applications for a mid-rise apartment building on the Subject Site will help to meet the demand for new housing units within the greenbelt. The Subject Site is also close to the existing Bayview transit station and the planned Corso Italia transit station.

Section 2.1 of the Official Plan states that the City of Ottawa is pursuing “Building Liveable Communities” as a strategic key area. This key policy area lists the following goal:

The City will provide opportunities to increase the supply of affordable housing throughout the City.

The proposed development is working with the Canadian Mortgage and Housing Corporation’s Flex Program to apply submarket rental rates to 20% of the units, for a period of ten years. This program requires new constructions to satisfy the following criteria at the time of first occupancy:

The total residential rental income of the Project must be at least 10% below its potential residential rental income as support by an appraisal report; and,

A minimum of 20% of the units must be affordable with rents at or below 30% of the median house income in the subject market;

The proposed development provides opportunities to increase the supply of affordable housing throughout the City.

The Subject Site has frontage along Bayswater Avenue, which is identified as a Collector Road on Schedule E of the City of Ottawa Official Plan (Figure 9).



Figure 9. Schedule E – Urban Road Network

Annex 1 – Road Classifications and Rights-of-Way defines Collector Roads as:

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. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians.

The proposed development will not use Bayswater for vehicular access. Vehicular access to the proposed development is proposed from the rear laneway. The rear laneway provides access to the seven at-grade parking spaces, and the underground parking garage.

The proximity of the Subject Site to two transit stations and the Transit Priority Corridor at Somerset Street West is shown on Figure 10. The site location and proximity to public transit will increase ridership, make efficient use of existing infrastructure and municipal services and will help to reduce consumption of land and other resources outside the urban boundary.

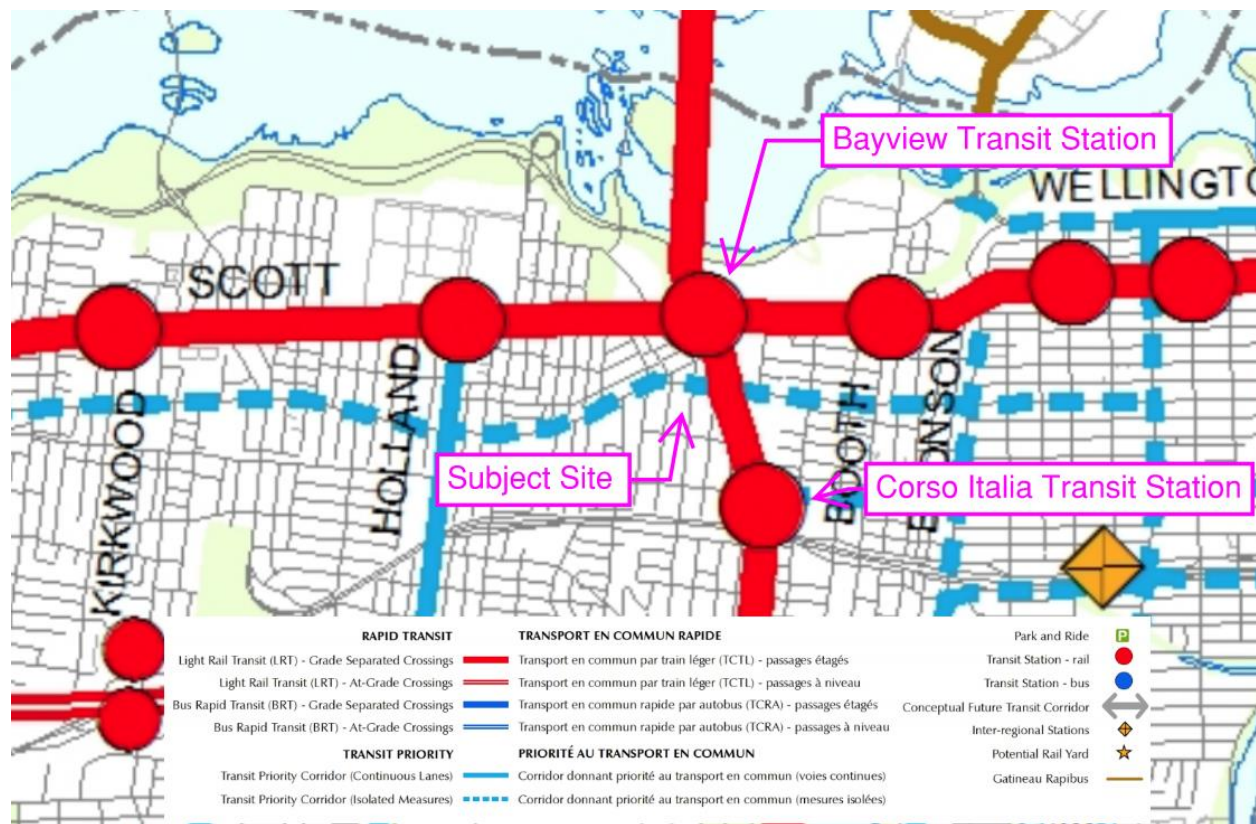


Figure 10. Schedule D – Rapid Transit Network

In addition, the Subject Site is within walking distance of many commercial and retail uses along Somerset Street West (Figure 11). The proposed development is in close proximity to a mix of uses and high-quality transit services, resulting in a more sustainable, liveable and resilient community.



Figure 11. Commercial and Retail Uses

3.3.2 Managing Growth Within the Urban Area

Section 2.2 of the Official Plan details the policies related to Managing Growth. Section 2.2 states:

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit... Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs.

Section 2.1 states:

Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.

The applications for Site Plan Control and Major Zoning By-law Amendment support the intensification of the Subject Site, providing a cost-effective pattern of development making efficient use of existing services, infrastructure and transit. This mid-rise development will contribute to the creation of a more vibrant and accessible community, and contributes to intensification within the urban area. The proposed mid-rise building has been designed to be compatible with the character of the surrounding community.

3.3.3 General Urban Area

The Subject Site is designated General Urban Area in the City of Ottawa Official Plan (OP). The General Urban Area is defined in Section 3.6.1 of the Official Plan as:

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office

The proposed building is a mid-rise apartment dwelling. The proposed development contributes to a range and choice of housing types to meet the needs of all ages, incomes, and life circumstances.

Policy 3 and 4 of Section 3.6.1 detail the height of new developments.

3. *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.*
4. *Notwithstanding Policy 3, new taller buildings may be considered for sites that:*
 - a) *front an Arterial Road on Schedules E or F of this Plan and which are:*
 - i. *within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or*
 - ii. *on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the "Transit Street" defined in the Riverside South Community Design Plan is considered an Arterial Road;*
 - b) *are in an area already characterised by taller buildings or sites zoned to permit taller buildings.*

The Subject Site is immediately adjacent to a seventeen-storey high-rise apartment dwelling to the north. The Subject Site is directly across Bayswater from a seven-storey mid-rise apartment dwelling to the east. The Subject Site is in a location characterized by existing taller buildings. The proposed development is six-storeys in height, which provides a transition from the high-rise building to the north and is consistent with the mid-rise building to the east.

Policy 5 of Section 3.6.1 details the policies related to intensification in the General Urban Area.

5. *The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

The proposed development has been designed to be compatible with the area. The proposed development steps down to four storeys providing an appropriate transition from the low-rise residential uses to the south and to the high-rise building to the north. The proposed development contributes to the range of housing choices available in the area.

3.3.4 Review of Development Applications

Section 4 of the City of Ottawa Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans are identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified and have been prepared in support of the proposed mixed-use development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.1 (Site-Specific Policies and Secondary Policy Plans), the Subject Site is not subject to any Secondary Plans.

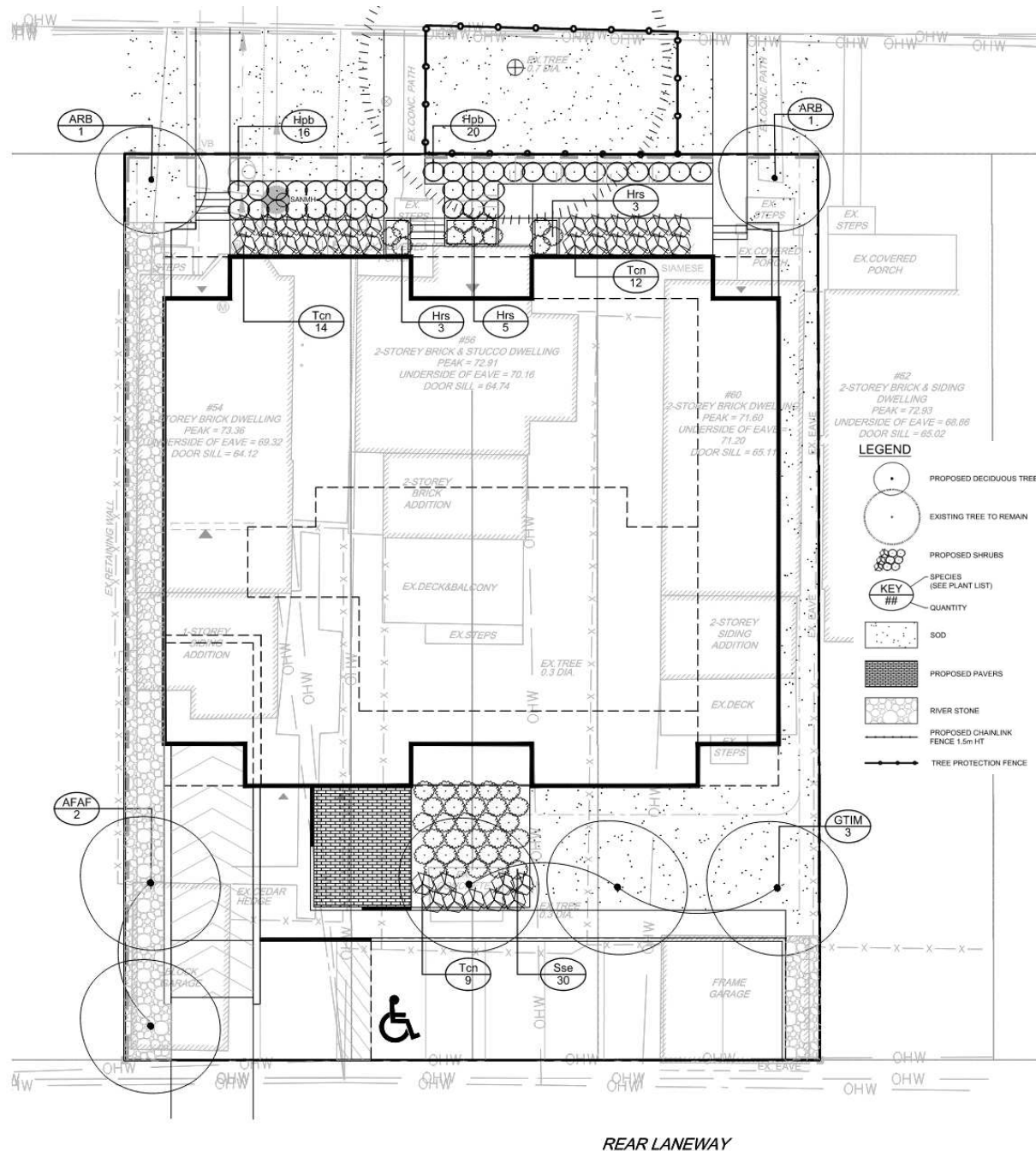
Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance to transit, shops and services along Somerset Street West. Somerset Street West is a Spine Cycling Route and provides convenient access to the Cross Town Bikeway via the Trillium Pathway. Somerset Street West is also identified as a Transit Priority Corridor on Schedule D *Rapid Transit and Transit Priority Network* of the Official Plan. The Subject Site is located in close proximity to the existing Bayview transit station and the planned Corso Italia transit Station.

Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by municipal water and wastewater services. A Development Servicing and Stormwater Management Report was prepared by Novatech, dated June 16, 2021, for the Subject Site. The brief demonstrates that the existing municipal infrastructure (water, sanitary, storm, and stormwater management) should adequately service the proposed development.

Relating to Section 4.5 (Housing), the proposal for the Subject Site includes 40 new residential rental units.

Relating to Section 4.7 (*Environmental Protection*) there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Landscape Plan and Tree

Conservation Report was prepared by Novatech, dated June 10th, 2021, for the Subject Site. The Landscape Plan is shown on Figure 12.



REAR LANEWAY
Figure 12. Landscape Plan

Relating to Section 4.8 (*Protection of Health and Safety*). An Environmental Noise Study was prepared by Paterson Group, dated March 10, 2021, for the Subject Site. The report concluded that the north and east elevations of the proposed building exceeded the 55 decibel guideline

specified by the ENCG. The report recommended warning clauses to be included on all Offers of Purchase and Sale and/or Lease agreements.

A Geotechnical Investigation (dated February 24, 2021) and a Phase I Environmental Site Assessment (ESA) (dated January 8, 2020) have been completed by Paterson Group, for the Subject Site.

The Geotechnical Investigation recommended that additional test holes be performed once the existing buildings on the western portion of the site have been demolished. The Geotechnical Investigation also concludes that a material testing and observation services program be undertaken for the foundation design.

The Phase I ESA indicates that no areas of potential environmental concern were identified, and that a Phase II ESA is not required.

Relating to Section 4.10 (Greenspace Requirements), there is insufficient land for park development. The City may require payment-in-lieu of parkland dedication.

Relating to Section 4.11 (Urban Design and Compatibility) this report has been designed to incorporate the requirements of the design brief. A standalone design brief is not required. The policies of Section 4.11 will be discussed in Section 3.2.6 of this report.

3.3.5 Designing Ottawa

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. This project is not subject to a formal review by the Urban Design Review Panel. The City of Ottawa implements community design through policy 1 of Section 2.5.1.

- 1. In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.*

The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

- 1) To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed building is designed to include architectural gestures, materials and colors which provide visual interest. The chosen materials and colors blend with the surrounding lot fabric. The range of color and material choices create an aesthetically pleasing building that highlights the transition between low-rise to the south, and high-rise to the north. The use of materiality (red clay brick) helps maintain the streetscape character.

- 2) To define quality public and private spaces through development.*

The principal entranceway creates an inviting street-oriented building form which clearly defines the private and public realm. The principle entrance includes a canopy that helps relate to the public realm. Private amenity areas, in the form of patios and balconies, are proposed to meet the leisure needs of residents. The balconies help animate the streetscape and create an interactive relationship between the building and Bayswater. Communal amenity area is provided on the ground floor of the building. The ground floor also features a dog-washing station, mail room, lounge, and dedicated amenity area.

3) *To create places that are safe, accessible and are easy to get to, and move through.*

Vehicular access to the underground parking garage will be from the rear laneway. Bicycle parking will be safely located within the parking garage.

The proposed development has been located close to Bayswater Avenue. The main entrance of the building is well defined and connects to the sidewalk along Bayswater Avenue. The entire building is barrier-free accessible. Balconies and large windows provide “eyes on the street”.

4) *To ensure that new development respects the character of existing areas.*

The proposed development is consistent with the planned function of the area. The proposal provides an appropriate transition from the high-rise building immediately to the north and to the low-rise residential uses to the south. The massing and the east façade have been strategically staggered to help the transition. The transition from six storeys to four storeys is appropriate. The massing of the proposed development fits in with the mid-rise building across Bayswater.

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

The proposed development contributes to a variety of housing options in the area. It provides a mix of uses, and housing density in close proximity to existing and planned transit. The proposed development will appeal to a variety of potential tenants. Given its location near transit and commercial uses, the proposed density is appropriate and will help to meet the needs of future residents.

6) *To understand and respect natural processes and features in development design.*

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. Deciduous trees are proposed at the front of the building. A large red maple at the front of the building is proposed to be protected during development. Shrubs and perennials are proposed at the front of the building, adjacent to the paths. Deciduous trees are proposed at the rear of the building, between the carport and the building. The rear of the building has a large shrubbed area. Sod is proposed around the building.

7) *To maximize energy-efficiency and promote sustainable design to reduce resource consumption, energy use, and carbon footprint of the built environment.*

The proposed development is a compact and higher density form of housing, which efficiently utilizes energy and land. Selected durable materials (masonry) contributes to the overall quality

and longevity of the building. Energy efficiency will be achieved through proper building envelope design (airtightness), insulation and thermal values (reduce height loss), proper M&E systems (reduce energy consumption), and eco-friendly products for the interior finishes (low VOC paints, etc). Given the density of the proposed development and proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of transportation.

3.3.6 Urban Design and Compatibility

Section 4.11 of the City of Ottawa Official Plan details the policies related to urban design and compatibility. The purpose of the policies of Section 4.11 is to detail the requirements for high quality urban design in all parts of the city.

Policy 1 of Section 4.11 details the requirement for a design brief.

1. *A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:*
 - a) *The provisions of this Plan that affect the design of a site or building;*
 - b) *Design Guideline(s) approved by Council that apply to the area or type of development; and*
 - c) *The design provisions of a community design plan or secondary plan. [Amendment #150, LPAT July 19, 2019]*

The requirements of a design brief have been incorporated into this report. Urban design and compatibility has regard for the following matters.

Views:

The policies related to the protection of views (Parliament, Beechwood Cemetery, Tommy Douglas Memorial Park, Poet's Hill) do not apply to the Subject Site.

The proposed development establishes an appropriate transition between the low-rise residential uses to the south, and the high-rise residential use to the north. Architectural elements contribute to the roofline of the proposed development, making it appear as though it is not flat. A perspective of the proposed development is shown on Figure 6.

Building Design:

The proposed development has been designed to be compatible with the nearby low-rise, medium-rise, and high-rise residential uses. The front yard, rear yard, and interior side yard setbacks for the proposed development are consistent with the current R4UB zone. The proposed development has been designed to generally be consistent with the R4UB zone, while increasing the density and height. The proposed development provides a transition of four storeys (low-rise)

to six storeys (mid-rise) leading up to the seventeen storey (high-rise) building to the north. The front façade has been designed to animate the public realm with glazing. The façade has been designed to animate the public realm with glazing and balconies. The colors and materials chosen for the building are reflective of the low-rise buildings along Bayswater Avenue. The entrance to the building provides convenient access to Bayswater. The proposed development provides balconies that are adjacent to the public realm.

Massing and Scale:

The proposed massing and height of the building is consistent with the planned function of the area. The proposed development is four storeys on the south side, and six storeys on the north side. The proposed development provides an appropriate transition between the low-rise residential buildings to the south, and the high-rise residential building to the north. The terrace above the fourth floor provides a stepback between the fourth and sixth storey. The context of the proposed development is shown on Figure 13.



Figure 13. Context of the Proposed Development

Outdoor Amenity Areas:

Outdoor amenity areas are provided in the form balconies and a terrace on the roof of the fourth floor. The rear yard is composed of soft landscaping between the at-grade parking spaces and the building.

The proposed development and major zoning amendment conform to the City of Ottawa Official Plan and support a compatible and desirable built form.

3.4 Zoning By-law 2008-250

The Subject Site is zoned Residential Fourth Density, Subzone UB in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 - Residential Fourth Density Zone is to:

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

This proposal seeks to rezone the Subject Site to a Residential Fifth Density Subzone XXXX.

The purpose of the R5 - Residential Fifth Density Zone is to:

- 1. allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
- 2. allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
- 3. permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;*
- 4. ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;*
- 5. 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 (By-law 2009-392)*

The proposed development has been designed to generally conform with the zoning provisions of the current R4UB zone, save for the increase in height and number of units. This proposal provides an opportunity to accommodate a mid-rise development close to existing and proposed transit, and close to existing neighbourhood amenities. This development is consistent with the planned built-form of the street, and promotes the concept of '15-minute neighbourhoods' in this area.

The R5N zone was chosen as the performance standards of the R5N zone are comparable to the R4UB zone.

The following table outlines the performance standard requirements of the R4UB zone, the performance standard requirements of the R5N zone, and the performance standards of the proposed development.

Performance Standard	R4UB Requirement	R5N Requirement	Proposed
Minimum Lot Area	450m ²	540m ²	1,204.92m ²
Maximum Lot Area	1,070 m ²	N/A	1,204.92m ²
Minimum Lot Width	15m	18m	30.41m
Maximum Lot Width	38m	N/A	30.41m
Max Height	11m	Zoning Specific	20.7m / 13.7m
Minimum Front Yard Setback	4.5m	3m	4.5m
Minimum Rear Yard Setback	11.9m	7.5m	12m
Minimum Interior Side Yard Setback	1.5m	Where the building wall is less than 11m: 1.5m Where the building wall is greater than 11m: 2.5m	Where the building wall is less than 13.4m: 1.5m Where the building wall is greater than 13.4m: 1.5m

The proposed development exceeds the minimum required lot area in both the R4UB zone, and the R5N zone. The proposed development would slightly exceed the maximum permitted lot area in the R4UB zone by approximately 130m².

The proposed development exceeds the minimum required lot width in both the R4UB zone and the R5N zone. The proposed development would be compliant with the maximum permitted lot width of 38m in the R4UB zone.

The proposed development would exceed the maximum permitted height of the R4UB zone. The R5N zone does not limit height, rather the maximum height will be listed in the zoning exception. The maximum permitted height for the proposed zoning exception shall be 20.7m to the north, stepping down to 13.4 to the south.

The proposed development meets the minimum required front yard setback in the R4UB zone. The proposed development exceeds the minimum required front yard setback in the R5N zone

The proposed development meets the minimum required rear yard setback of the R4UB zone. The proposed development exceeds the minimum required rear yard setback in the R5N zone.

The proposed development exceeds the minimum required interior side yard setback of the R4UB zone. The proposed development requires a site specific exception for the required interior side yard setback in the R5N zone.

The minimum interior side yard setback provision of the R5N zone is related to the height of the building. The by-law has a setback of 1.5m for a yard abutting a wall under 11m in height, and a setback of 2.5m for a yard abutting a wall over 11m in height. 11m is an average height for a building of four storeys (low-rise). The City has made it clear that an interior side yard setback of 1.5m is appropriate for a low-rise building through both the requirements of the R4UB zone, and the requirements of the R5N Zone.

The height of the fourth storey of the proposed development is 13.4m, not 11m. It is appropriate to modify the zoning provision for the minimum required interior side yard of the R5N zone to be reflective of a wall height of 13.4m, instead of 11m. A modified zoning provision would mean the proposed southerly interior side yard would exceed the requirements of the current R4UB Zone, and meet the intent of the R5N zone.

The northern portion of the proposed development will require any portion of the building above 13.4m to have an interior side yard setback of 1.5m. The northern interior side yard setback would be consistent with the current R4UB zone, and would still provide an adequate setback to the northern property.

The proposed development has been designed to be in general conformance with the provisions of the R4 zones as approved by Council on October 14th 2020.

The R4UB zone requires 40% of the front yard to be composed of soft landscaping. The proposed development has approximately 65% of the front yard as soft landscaping. The proposed development exceeds requirements of the current R4UB zone.

The R4UB zone requires that 25% of the front façade be comprised of windows. The proposed development has approximately 46% of the front façade comprised of windows. The proposed development exceeds the requirements of the current R4UB zone.

The R4UB zone requires that balconies and porches (of at least 2m² in area) are provided for each unit that faces a public street. The proposed development has balconies facing Bayswater. The proposed development meets the requirements of the current R4UB zone.

The R4UB zone requires that 25 percent of the units are two-bedroom or greater. The proposed development has 35 percent of the units that are two-bedroom or greater. The proposed development exceeds the requirements of the current R4UB zone.

Other zoning provisions relating to the amenity area, and parking requirements are shown in the table below.

Provision	Required:	Provided:
Resident Parking	14 Spaces	15 Spaces
Visitor Parking	3 Spaces	3 Spaces
Bike Parking	20 Spaces	50 Spaces
Private Amenity Space	240m ²	265m ²
Communal Amenity Space	120m ²	380m ²

The proposed development meets the minimum resident and visitor parking space rates for a mid-rise building in Area X on Schedule 1A of the Zoning By-law. The proposed development vastly exceeds the requirements of bike parking in Area X on Schedule 1A of the Zoning By-law by 250%. The proposed development exceeds the private and communal amenity area requirements for a mid-rise building with 40 units.

The proposed development will require relief from the minimum width of the parking spaces for one of the spaces located within the underground garage and one of the parking spaces located in the carport. The underground garage has 11 parking spaces, 10 of which have a width of 2.6m, and 1 of which has a width of 2.4m. The carport has 7 parking spaces, 6 of which have a width of 2.6m, and 1 of which has a width of 2.4m.

The By-law permits 50% of the required parking spaces to be reduced to a width of 2.4m for a mid-rise building with up to 20 residential units. The proposed development has 40 residential units. The proposed development will require a site specific exception to permit 12% (2 out of 18) of the parking spaces to be reduced to 2.4m for a mid-rise building containing more than 20 parking spaces.

The requested relief is suitable for the proposed development since the proposed development meets the by-law requirement for parking spaces. The proximity to transit enables residents to forego personal vehicles. The tenant with the reduced car width space will be aware of this restriction. The visitor parking space with the reduced width doubles as the accessible space, which has an additional 1.5m wide accessible parking aisle. This minor reduction in the width of two parking spaces is considered appropriate.

An amendment is also required to permit a washroom to be included as a permitted projection above the height limit under Section 64. Section 64 of the Zoning By-law allows for landscaped areas, roof-top gardens, terraces, mechanical equipment, and service equipment as projections above the height limit. The proposed amendment seeks to allow for a universal washroom to be included as a permitted projection. The purpose of permitting the projections would make the rooftop amenity space more usable. Access to running water allows residents who are interested in gardening the ability to water plants and allows future rooftop gardens to flourish. Finally, this washroom will allow residents utilizing the amenity area access to a washroom without having to re-enter the building. The rooftop plan is shown on Figure 14.

An amendment is also required to permit the carport at the rear of the building to have a setback of 0m from the rear lot line, and a setback of 1.497m to the interior side lot line under Section 55. Section 55 of the Zoning By-law requires a carport with vehicular access to a lane to have a setback of 0.6m from the lane. Section 55 of the Zoning By-law requires that a carport with

vehicular access to a lane have a setback of 1.5m to the interior side lot line. The design of the carport has been designed to improve the existing carports located at the rear of the buildings. The proposed carport roof will help to mitigate the effects of on-site stormwater quality control by directing rainwater from the carport roof to an on-site vegetated swale. The landscaped areas, vegetated swales and structure roof tops are considered clean for the purposes of water quality and aquatic habitat protection from the perspective of the Rideau Valley Conservation Authority. The proposed carport does not impact the view of the property from Bayswater. The setbacks of the proposed carport are considered appropriate.

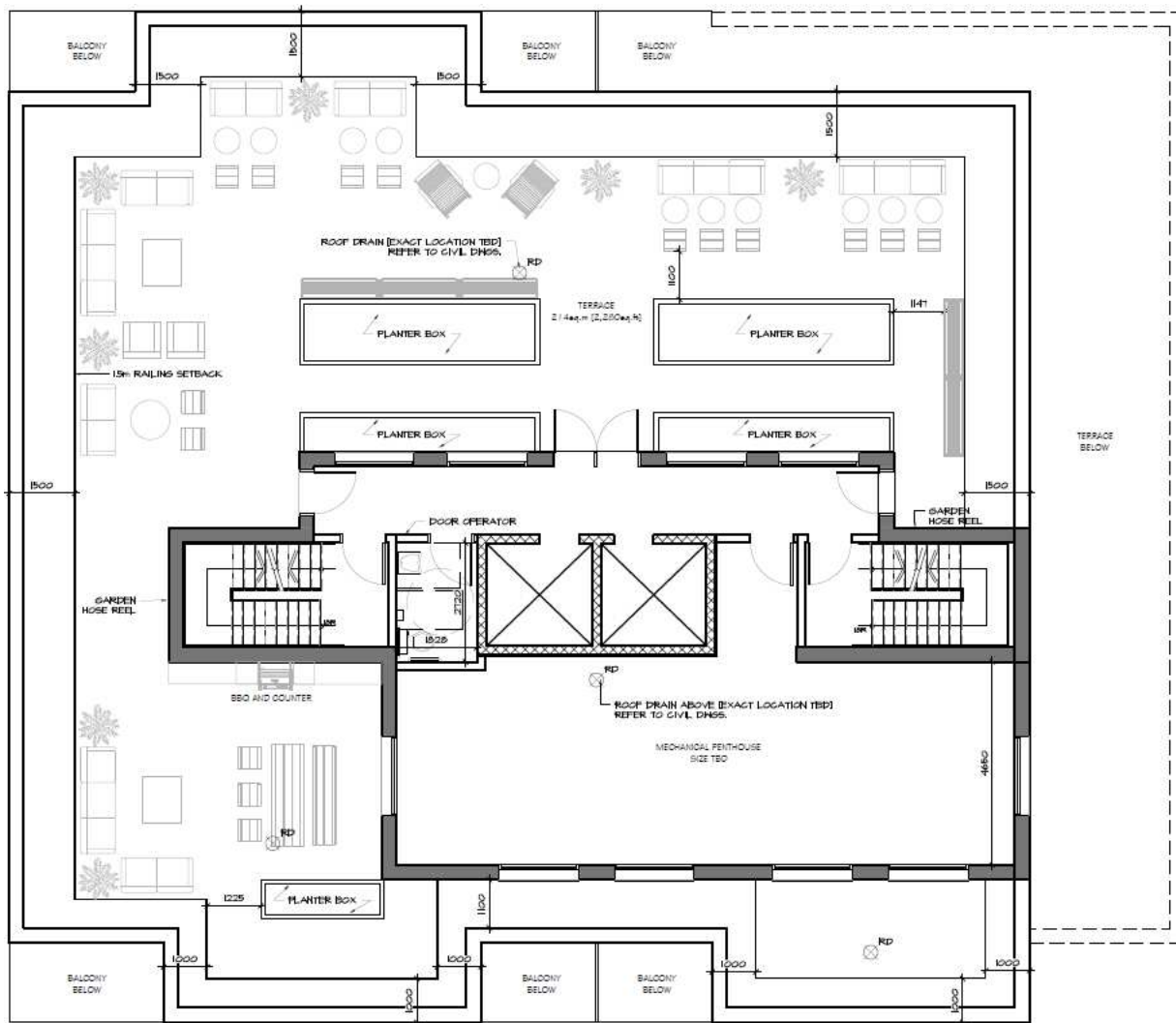


Figure 14. Roof Plan of the Proposed Development

3.5 Summary of Required Exceptions

The proposed development requires the following exception provisions to the R5N Zone:

- For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:
 - a) Where the building wall is equal to or less than 13.4 m in height: 1.5 m
 - b) Where the building wall is greater than 13.4 m in height: 1.5 m
- Up to 12% of the required and provided parking spaces may be reduced to a minimum width of 2.4m for a mid-rise building containing more than 20 parking spaces
- A rooftop washroom area with a maximum floor area of 5.3m² and a maximum height of 2.8m above the height of the building is considered to be a permitted projection above the height limit.
- A carport with a setback of 1.497m to the southerly interior side lot line and a setback of 0m to the rear lot line is permitted.

4.0 PUBLIC CONSULTATION STRATEGY

4.1 Prior to Submission:

The project architect and developer will contact Councillor Leiper to review the proposed development. The Community Association also provided feedback during the formal pre-consultation with the City.

4.2 Virtual Open House:

A public meeting is proposed to discuss this development application with the community.

Who: Residents of the community.

Where: The Open House will be held electronically through Zoom (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)

When: Soon after the City's circulation and comments on the first circulation are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public meeting of Planning Committee.

City rep.: The File Lead may wish to attend, depending on the level of interest and/or controversy. This can be determined after the first round of City comments are received. This meeting will be coordinated with Councillor Leiper.

Follow-up: Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.

Notes: Due to the restrictions from COVID-19, meetings cannot be held in person. Electronic presentations will be the primary form of information for interested community members. Handouts will not be made available however interested parties can request further information through the Project Team or their Community Association Primary Contact.

5.0 CONCLUSION

The Zoning By-law Amendment proposes to rezone the Subject Site to permit a mid-rise apartment dwelling. This major rezoning will facilitate the development of a six-storey building.

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The proposal conforms to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposed development contributes to the availability of affordable housing within the City. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the General Urban Area.

The proposal generally conforms to the provision of the current R4UB zone while increasing the permitted height and density. The site-specific exceptions permit an appropriate interior side yard setback, facilitate an efficient underground parking layout, and facilitate appropriate carport setbacks. The proposed development provides an appropriate transition from the high-rise building immediately to the north and to the low-rise residential uses to the south. The transition from six storeys to four storeys is appropriate.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

NOVATECH

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