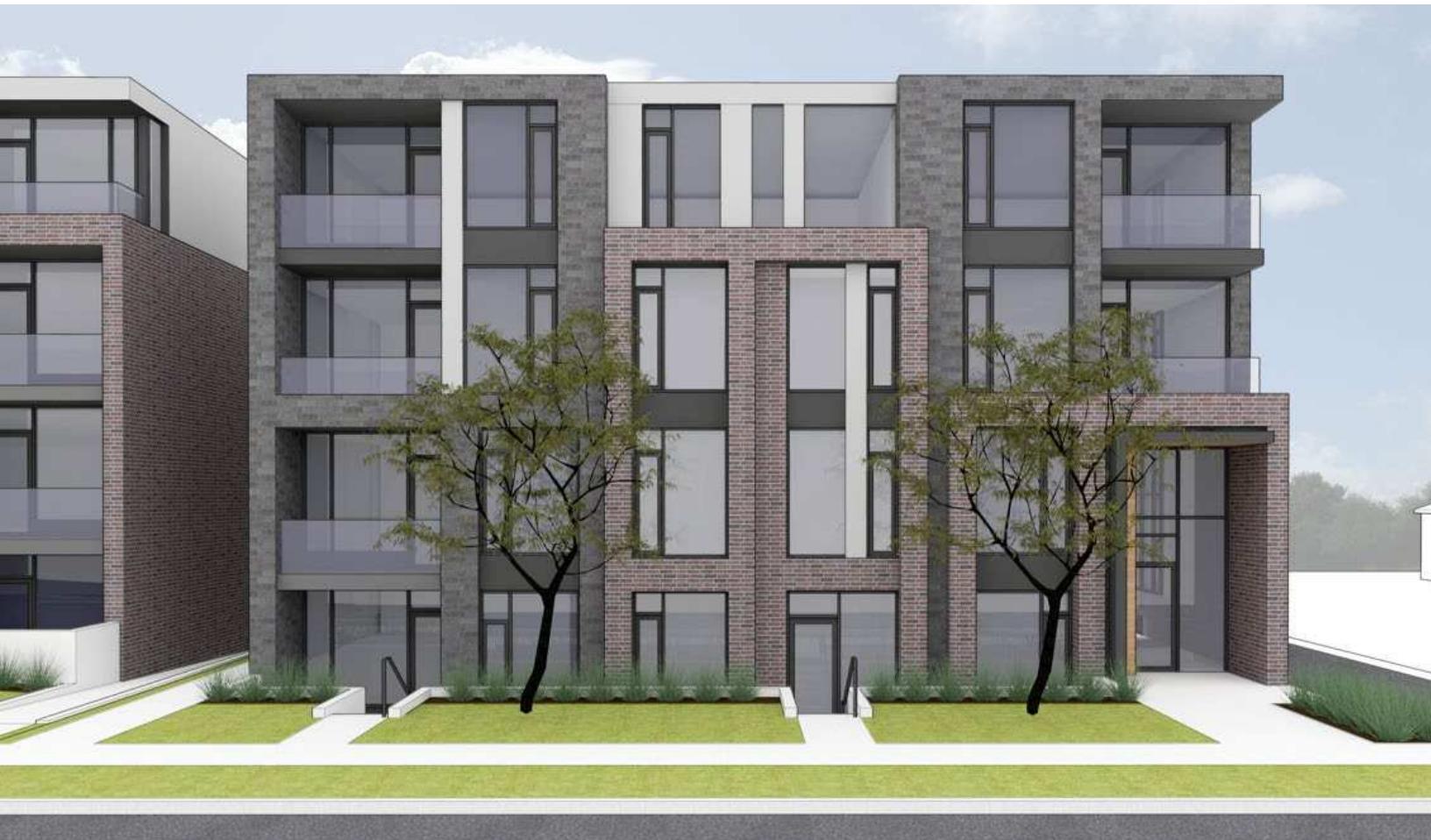


**FOTENN**



## **1291 Summerville Avenue**

Planning Rationale + Design Brief  
Site Plan Control  
August 18, 2021



Prepared for Concorde Properties

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
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August 2021

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# Introduction

Fotenn Consultants Inc. (Fotenn), acting as agents for Concorde Properties, is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 1291 Summerville Avenue ("the subject property") in the Carlington neighbourhood of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 1.1 Application Summary

The proposed development of the subject property will consist in demolishing an existing six (6) unit apartment building and replacing it with a four (4) storey low-rise apartment building with 16 dwelling units, consisting of the following unit mix:

- / Two (2) one (1) bedroom units; and,
- / 14 two (2) bedroom units.

The proposed development will also incorporate four (4) rear yard parking spaces, and soft landscaping in the remaining yards.

The following plans and studies have been prepared in support of the Site Plan Control application for the proposed development:

- / **Planning Rationale**, prepared by Fotenn Planning + Design, dated August 18, 2021;
- / **Site Plan**, prepared by Project1 Studio, dated August 16, 2021;
- / **Elevation Drawings**, prepared by Project1 Studio, dated June 17, 2021;
- / **Floor Plans**, prepared by Project1 Studio, dated June 17, 2021;
- / **Renderings**, prepared by Project1 Studio, completed August 6, 2021;
- / **Servicing Brief & Stormwater Management Report**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021;
- / **Phase I Environmental Site Assessment**, prepared by Paterson Group, dated January 14, 2021;
- / **Geotechnical Investigation**, prepared by Paterson Group, dated March 4, 2021;
- / **Plan of Survey**, prepared by J.D. Barnes Ltd., dated July 2, 2017;
- / **Transportation Impact Assessment Screening Form**, prepared by Castleglenn Consultants, dated April 23, 2021;
- / **Tree Infill Report**, prepared by Manotick Tree Movers Inc., dated April 25, 2021;
- / **Site Servicing Plan**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021;
- / **Existing Conditions, Removals & Decommissioning**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021;
- / **Grading Plan and Erosion & Sediment Control Plan**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021;
- / **Notes**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021;
- / **Details & Schedules**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021; and,
- / **Drainage Plan**, prepared by D.B. Gray Engineering Inc., dated July 27, 2021.

## Site Context & Surrounding Area

### 2.1 Subject Property

The subject property is located on the north side of Summerville Avenue, a local street in the Carlington neighbourhood of the City of Ottawa, and is municipally known as 1305 Summerville Avenue. The subject property has a frontage of 24.6 metres along Summerville Avenue and a total area of 1,010 square metres.

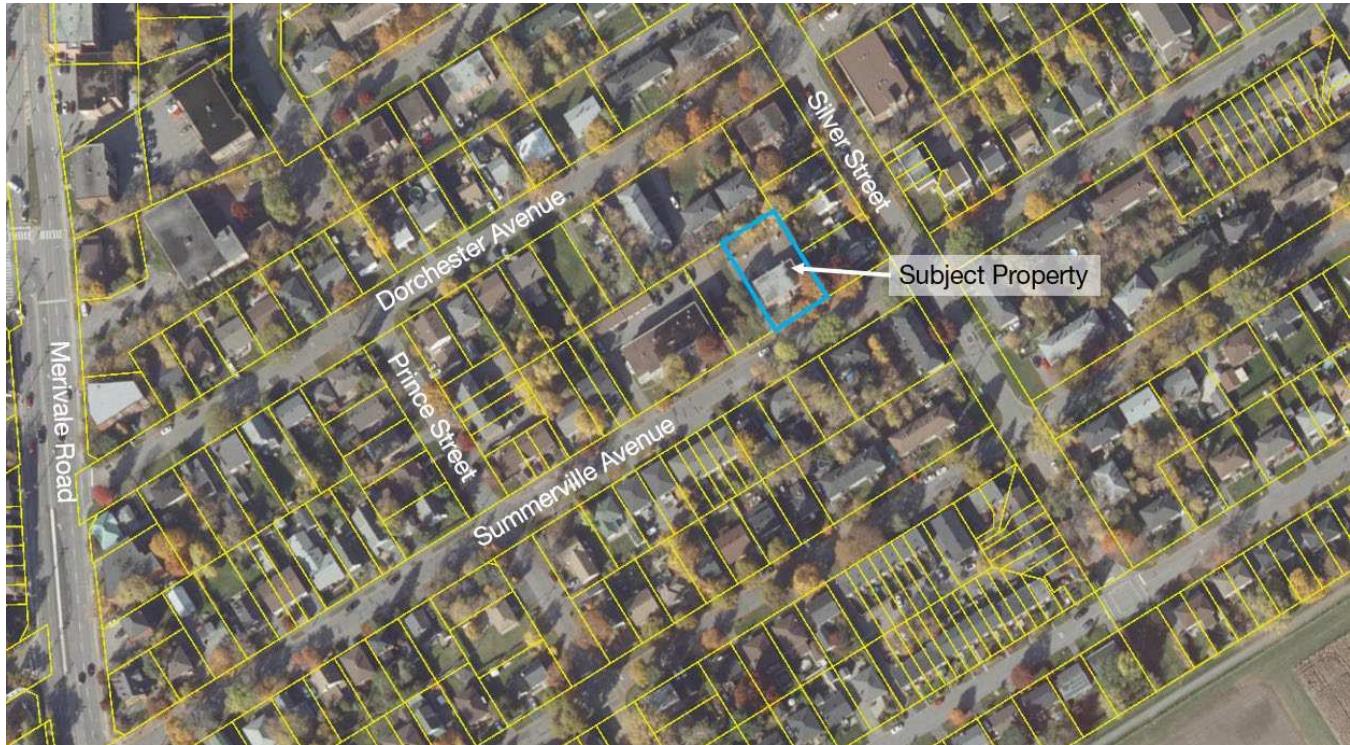


Figure 1: Aerial (GeoOttawa) View of the Subject Property (Outlined in Blue) and Surrounding Area

The subject property is currently occupied by a three (3) storey, low-rise apartment building containing six (6) dwelling units, which was constructed around 1960. A parking lot, shed and a small landscaped area occupy the subject property's rear yard, with the parking lot being accessed via a driveway along the subject property's eastern edge.



Figure 2: Photographs of the Subject Property

## 2.2 Surrounding Area

The subject property is located in Carlington, a predominantly low-rise residential neighbourhood consisting of a mix of dwelling types, including detached dwellings, semi-detached dwellings, townhouse dwellings, and low-rise apartment buildings. The following provides a brief description of the uses adjacent to the subject property:

**North:** To the north of the subject property are residential properties fronting Dorchester Avenue, with a mix of unit types including detached dwellings, semi-detached dwellings, townhouse dwellings, and an apartment building. Further north is a continuation of the Carlington neighbourhood.

**South:** Immediately to the south of the subject property is Summerville Avenue, a local street, on the south side of which are a mix of detached dwellings, semi-detached dwellings, and townhouse dwellings. The Experimental Farm is located approximately 200 metres south of the subject property.

**East:** Immediately to the east of the subject property are detached dwellings fronting Silver Street to the east. Further east is a continuation of the Carlington neighbourhood.

**West:** Immediately to the west of the subject property is a low-rise apartment building that is currently under construction, on the property municipally known as 1295 Summerville Avenue. A lot line adjustment in 2019 conveyed a portion of the subject property to the property at 1295 Summerville. Further west is a continuation of the Carlington neighbourhood. Merivale Road, a busy north-south arterial road with a mix of residential, commercial, institutional, and office uses, is located approximately 300 metres to the west of the subject property.



Figure 3: Photographs of the Subject Property's Surrounding Context

## 2.3 Transportation Network

### 2.3.1 Road Network

As per Schedule E of the City of Ottawa Official Plan, the subject property is located in close proximity to three (3) arterial roads:

- / Merivale Road (approximately 300 metres to the west);
- / Kirkwood Avenue (approximately 285 metres to the northwest); and,
- / Fisher Avenue (approximately 675 metres to the east).

Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. In particular, the 417 Highway is located approximately one (1) kilometre to the north.

The subject property is also located in proximity to Shillington Avenue (an east-west collector road approximately 275 metres to the north). 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.

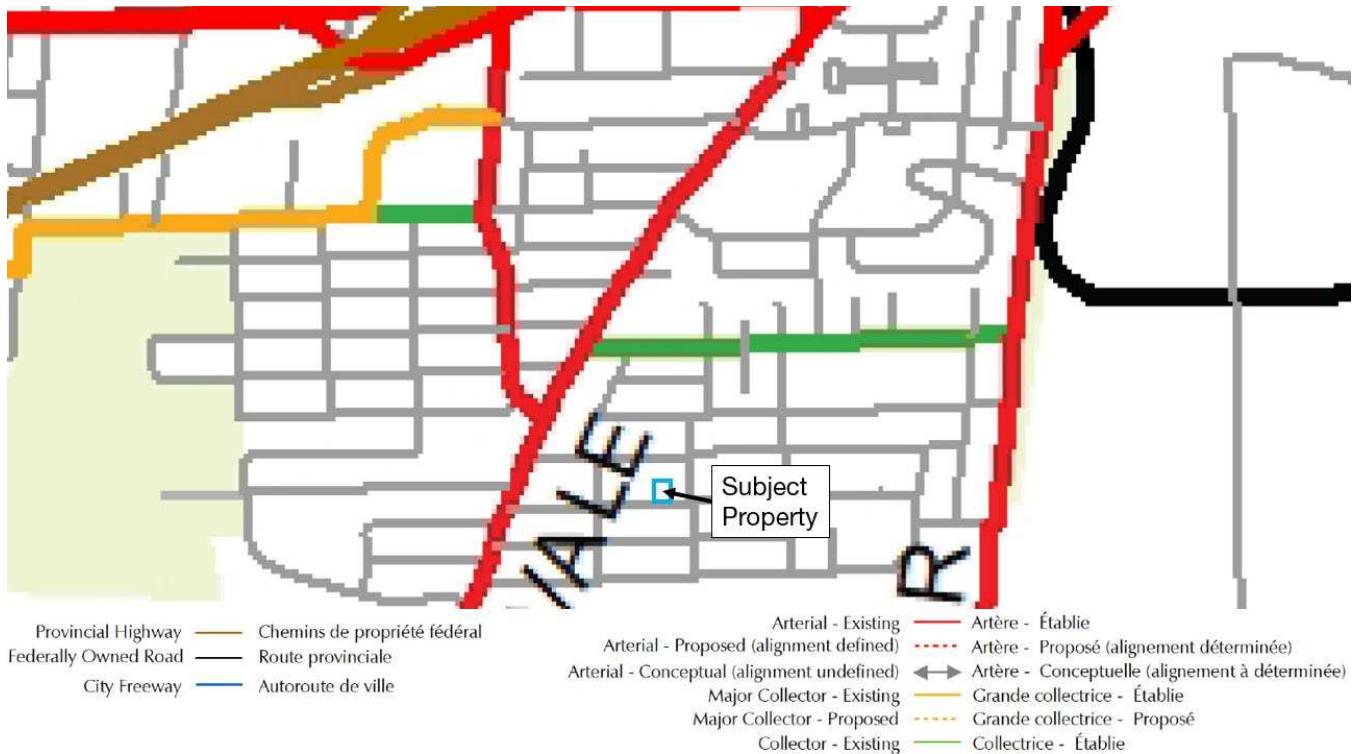


Figure 4: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan

### 2.3.2 Rapid Transit Network

As per Schedule D: Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan, the subject property is located in proximity to planned transit priority measures. As per the City's 2013 Transportation Master Plan, these include transit signal priority and queue jump lanes at select intersections along Merivale Road (approximately 315 metres to the west), and transit signal priority at select intersections along Fisher Avenue (less than 675 metres to the east).

The subject property is also located approximately one (1) kilometre away from planned at-grade rapid transit infrastructure along Baseline Road (to the south) and Carling Avenue (to the north).

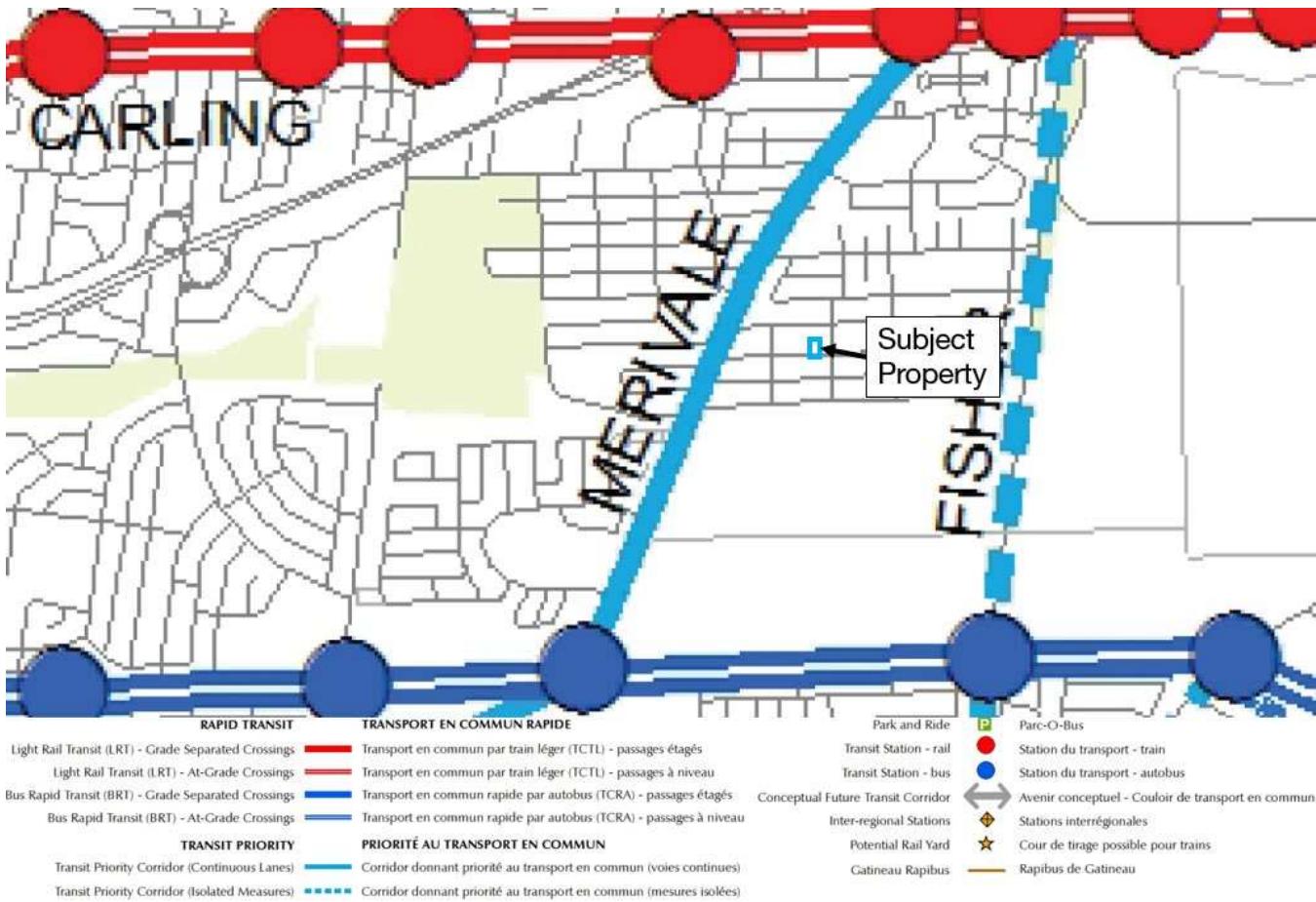


Figure 5: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

### 2.3.3 Cycling Network

As per Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 10), the subject property is located in close proximity to several on- and off-road cycling routes. In particular, the subject property is located near the Experimental Farm Pathway, an east-west multi-use pathway that goes as far west as Woodroffe Avenue (where it connects to other pathways).

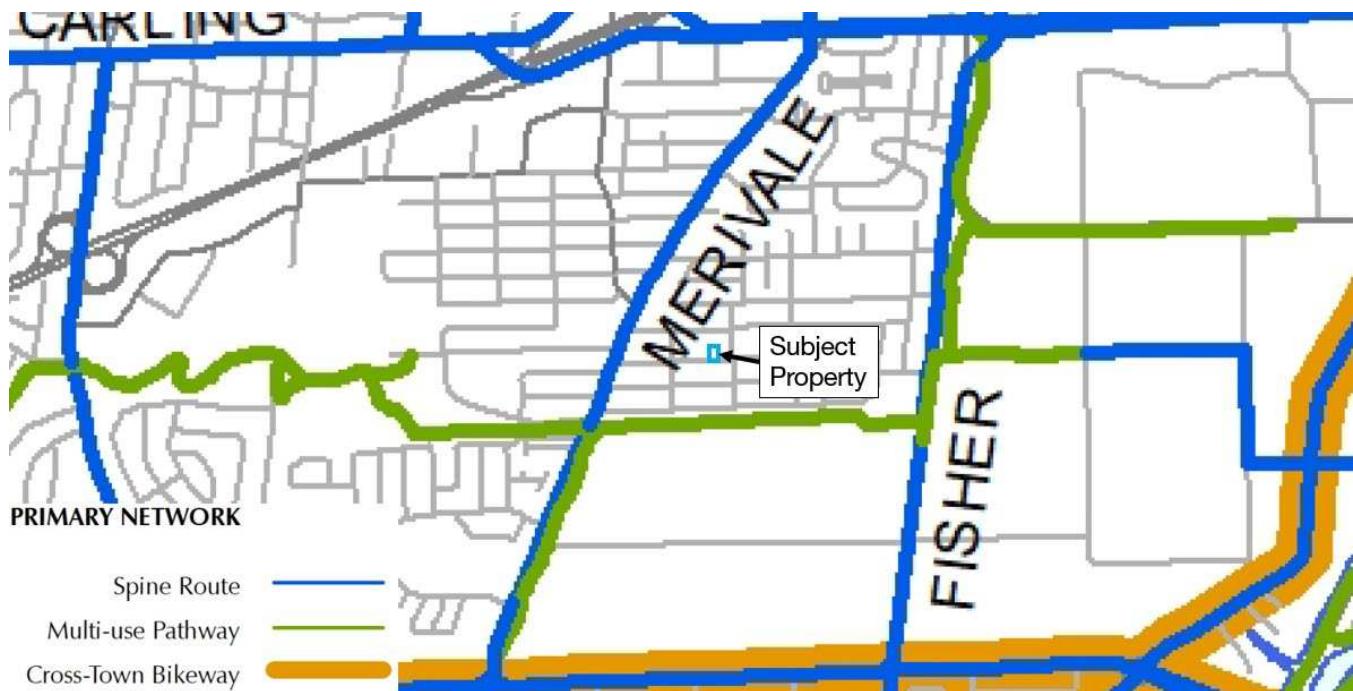


Figure 6: Excerpt from Schedule B – Primary Urban Cycling Network of the City of Ottawa Official Plan

## Proposed Development

The applicant intends to demolish the existing six (6) unit apartment building on the subject property and redevelop it with a four (4) storey, 10.95 metre high, apartment building with a mix of one (1) and two (2) bedroom units.

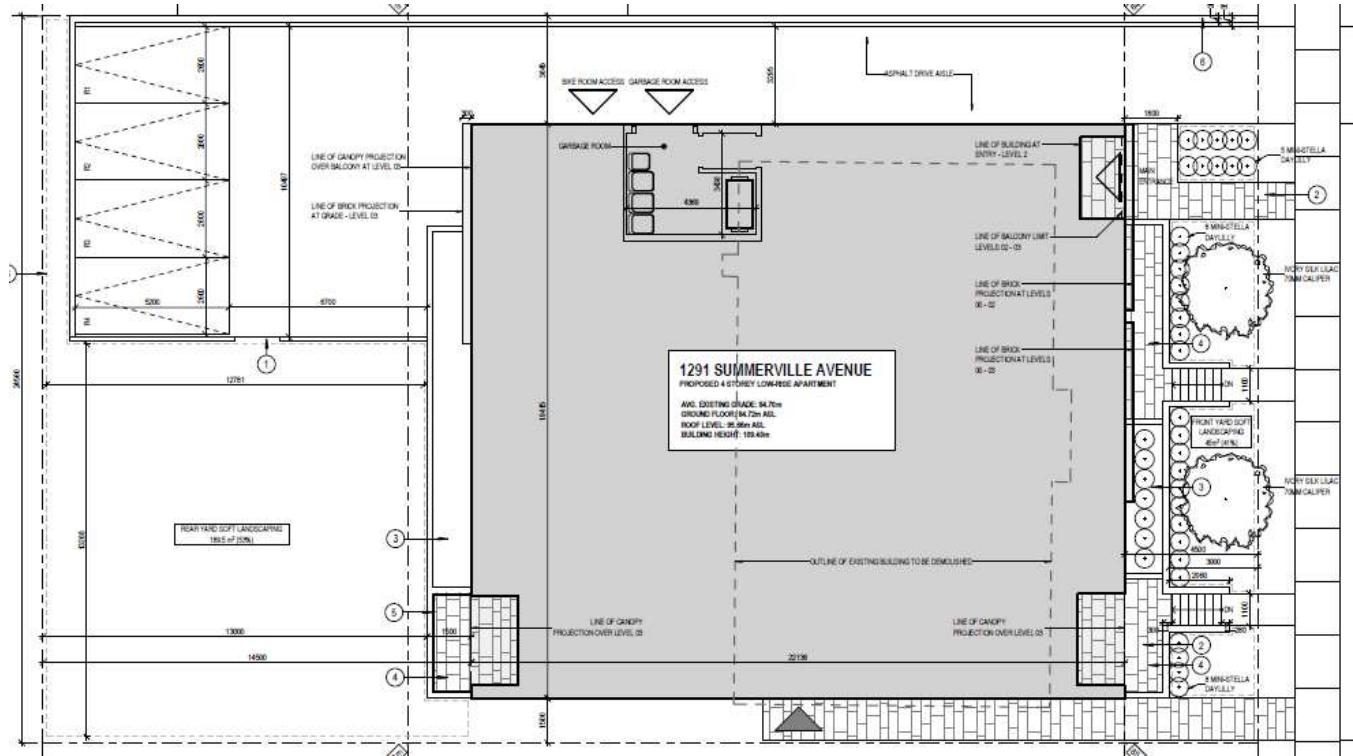


Figure 7: Excerpt from the Site Plan of the Proposed Development

The main entrance to the proposed development will be located along its front façade, near its eastern corner, facing Summerville Avenue. Sunken ground floor units facing the streetfront will be offered direct and independent access to sunken terrace areas.

Private amenity spaces will be provided in the form of terraces and inset balconies.

Four (4) vehicle parking spaces are proposed to be located at the rear of the building. Vehicular access to the parking spaces will be via a driveway along the subject property's eastern edge, connecting to Summerville Avenue to the south.

Access to garbage and bicycle storage area are designed to be accessed separately from the driveway.

Soft landscaping will be provided predominantly in the subject property's front yard and the western half of its rear yard.



Figure 8 – Development Perspectives

## Policy & Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy 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.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

Policy 1.1.3.1 of the PPS 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.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to Policy 1.1.3.3 of the PPS, planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.4.3 of the PPS states that 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:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**The proposed development is consistent with the policies of the PPS, as it is a compact intensification project that efficiently uses land and resources and available infrastructure and public service facilities in a built-up area of the City.**

## 4.2 City of Ottawa Official Plan

### 4.2.1 General Urban Area Designation (Section 3.6.1)

The subject property is designated General Urban Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan.



Figure 9: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

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. The building height in the General Urban Area is intended to be predominantly low-rise (under four (4) storeys).

Policy 2 of Section 3.6.1 states that development applications will be evaluated in accordance with Sections 2.5.1 and 4.11. These sections are discussed in greater detail below.

Policy 5 of Section 3.6.1 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

- / Assess the compatibility of the new development as it relates to the existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / 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.

**The proposed development conforms to the Official Plan policies for the General Urban Area designation by proposing an intensification of the subject property in a low-rise built form that is compatible with the existing community character and that contributes to a full range and choice of housing types in the neighbourhood. The four (4) storey low-rise apartment building is consistent with the character of the community, where several other low-rise apartment buildings presently exist. The proposed intensification of the subject property in proximity to a range of existing commercial uses along Merivale Road will contribute to the creation of a complete community.**

#### 4.2.2 Designing Ottawa (Section 2.5.1)

Section 2.5.1 of the Official Plan contains design objectives which are qualitative statements of how the City wishes to influence the built environment. The proposed development meets these objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity  
**The proposed development is similar in scale to that of other buildings in the area, and in materiality to that of the adjacent development to the west. The proposed development will also maintain a strong presence along the right-of-way, similar to that of the existing development and adjacent low-rise apartment buildings to the west.**
2. To define quality public and private spaces through development  
**The proposed development will include a large rear yard landscaped area for the residents' use and enjoyment.**
3. To create places that are safe, accessible and are easy to get to, and move through  
**The proposed development will maintain a safe environment at the street level by providing for "eyes on the street", in the form of several windows facing the subject property's frontage in proximity to the right-of-way along Summerville Avenue.**
4. To ensure that new development respects the character of existing areas  
**The proposed development's massing and scale are respectful of the low-rise character of the other buildings in the surrounding residential area. The proposed development's exterior materiality will be similar to that of the abutting new low-rise apartment building to the west.**
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 low-rise apartment building contributes to the supply and variety of housing choices within the Carlington community.**
6. To understand and respect natural processes and features in development design  
**The proposed development will have no negative impact on nearby natural processes or features.**
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

**The proposed development represents an intensification of the subject property in an existing urban area, in proximity to active transportation opportunities and transit priority corridors.**

#### 4.2.3 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. This Planning Rationale, particularly the following sections, addresses the requirement for a Design Brief. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy	Proposed Development
<b>Views</b>	
3 The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery.	The proposed development will have no impact on protected views identified in the City's Official Plan.
<b>Building Design</b>	
5 Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of: <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements, including windows, doors and projections;</li> <li>/ Pre- and post-construction grades on site; and</li> <li>/ Incorporating elements and details of common characteristics of the area.</li> </ul>	The proposed building is similar in scale and character to that of the surrounding low-rise, residential context, in particular that of the abutting building to the west.
6 The City will require that all applications for new development: <ul style="list-style-type: none"> <li>/ Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>/ Include windows on the building elevations that are adjacent to public spaces;</li> <li>/ Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	The building's principal façade and main entrances are proposed to face Summerville Avenue. Building elevations facing Summerville Avenue will incorporate windows. The main building entrance faces the street front and is accentuated with architectural elements and materials.
8 To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically damped where possible. The location and operation of these areas and	The proposed development will internalize mechanical equipment and garbage, incorporating these services in a floor between the building's basement and ground floor that is accessible from the side driveway.

Policy	Proposed Development
	equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.
<b>9</b> Rooftop mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	Mechanical equipment will be incorporated in the building basement.
<b>Massing and Scale</b>	
<b>10</b> Where there are no established criteria provided in an approved Secondary Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria: <ul style="list-style-type: none"> <li>/ Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</li> <li>/ Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</li> <li>/ The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</li> </ul>	<p>The proposed development will be in conformity with the maximum permitted building height and building envelope for the subject lands established in the Official Plan and Zoning By-law.</p> <p>The City's Urban Design Guidelines for Low-Rise Infill Housing are discussed further below.</p>
<b>Outdoor Amenity Areas</b>	
<b>19</b> Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	The proposed development will have no undue adverse impacts on existing private amenity spaces. In particular, the proposed development's low-rise height will minimize privacy and shadowing concerns.
<b>20</b> Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	The proposed development will include quality communal amenity areas, both indoors and outdoors, as well as private amenity spaces in the form of balconies and terraces for several of the dwelling units.

#### 4.3 New Official Plan

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon (from 2021 to

2046). In December 2019, a staff report outlining a detailed set of Preliminary Policy Directions for the new Official Plan was released. The proposed development meets the following Preliminary Policy Directions, among others:

#### **Growth Management**

- / By 2046, achieve a majority of new residential units by intensification in the urban area and serviced villages.

**The proposed development represents an intensification of the subject property in the City's urban area.**

#### **Housing**

- / Encourage denser, walkable 15-minute neighbourhoods to help reduce or eliminate car dependency and promote social and physical health and sustainable neighbourhoods.

**The proposed development will intensify the subject property, which is in close proximity to several services that are accessible by foot.**

### **4.4 Urban Design Guidelines for Low-rise Infill Housing (2012)**

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for infill housing to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended as a basic framework for the physical layout, massing, functioning and relationships of infill buildings to their neighbours.

The proposed developments meets several of the City's Urban Design Guidelines for Low-rise Infill Housing, including the following:

#### **4.4.1 Streetscapes (2.0)**

- / 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. (2.1)
- / 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. (2.2)
- / Design accessible walkways, from private entrances to public sidewalks. (2.6)

#### **4.4.2 Landscape (3.0)**

- / 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. (3.1)
- / For energy conservation, plant deciduous trees to shade south and south-west windows from the summer sun. (3.5)

#### **4.4.3 Building Design (Built Form) (4.0)**

##### **Siting (4.1)**

- / 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. (4.1.1)
- / 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. (4.1.2)

- / 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 roof top decks to respect the privacy of the surrounding homes. (4.1.4)
- / 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. (4.1.8)

#### **Mass/Height (4.2)**

- / 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. (4.2.1)

#### **Architectural Style and Façades (4.3)**

- / 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. (4.3.1)
- / 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 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 (4.3.2)
- / Provide primary building entrances that are inviting and visible from the street by:
  - Using quality and eye-catching materials and features at the entry
  - Adding architectural elements such as porches which promote street-oriented interaction
  - Keeping front doors prominent and close to the ground to match the pattern of the doors on the street, and to minimize exterior stairs for accessibility, as well as to ease year-round maintenance
  - Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. (4.3.3)
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies, to enhance the façade of the infill and contribute to the sociability of the street. (4.3.6)

#### **4.4.4 Parking and Garages (5.0)**

- / In order to maximize the area of green front yard and to emphasize the dwelling façade, provide driveways to detached rear garages or parking areas, when these parking solutions are in keeping with the neighbourhood character. (5.4)

#### **4.4.5 Service Elements (7.0)**

- / Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance. (7.1)
- / 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. (7.2)
- / Ensure screening does not interfere with the safe movement of pedestrians and vehicles. (7.3)

**Given the above, the proposed development is substantially consistent with the City's Urban Design Guidelines for Low-rise Infill Housing.**

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

The subject property is zoned “Residential Fourth Density, Subzone UC (R4-UC)” in the City of Ottawa Comprehensive Zoning By-law (2008-250)

The purpose of the R4 – Residential Fourth Density 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 (4) 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



Figure 10: Zoning Map of the Subject Property and Surrounding Area

The proposed low-rise apartment building is permitted in the R4-UC zoning. The following table summarizes the proposed development's compliance with the existing R4-UC zoning:

Zoning Mechanism	Required	Provided	Compliance
<b>Lot Width</b>	15 m	24.56	✓
<b>Lot Area</b>	450 m <sup>2</sup>	1,010.4 m <sup>2</sup>	✓
<b>Max. Building Height</b>	11 m	10.95	✓

Zoning Mechanism	Required	Provided	Compliance
<b>Min. Front Yard Setback</b>	4.5 m	4.5 m	✓
<b>Min. Rear Yard Setback</b>	30% of the lot depth, which must comprise at least 25% of the area of the lot: 12.3 m	14.5 m	✓
<b>Min. Interior Side Yard Setback</b>	1.5 m	1.5 m	✓
<b>Min. Landscaped Area</b>	30%	33%	✓
<b>Min. Area of Soft Landscaping in the Rear Yard</b>	Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped	Rear yard landscaped except for permitted elements	✓
<b>Min. Area of Soft Landscaping in the Rear Yard</b>	In the case of a lot 450 square metres or greater, at least 50% of the rear yard	53%	✓
<b>Min. Area of Soft Landscaping in the Rear Yard</b>	Must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	189.5 m <sup>2</sup> rear yard landscaped area	✓
<b>Min. Area of Soft Landscaping in the Front Yard</b>	With a front yard setback over 3 m: 40 % in the case of any lot with a width of 12 metres or more.	>40% (45 m <sup>2</sup> )	✓
<b>Front Yard Materials</b>	The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent illegal motor vehicle parking	Trees are placed to address this requirement	✓
<b>Front Entrances</b>	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street, and furthermore:  in the case of a lot of 24 metres width or greater, one principal entrance is required for every 12 metres of lot width or part thereof.	2 Ground floor unit entrances, plus the main entrance	✓
<b>Front Glazing</b>	The front façade must comprise at least 25 per cent windows: / windows located in doors may count towards the min. fenestration requirement; / Any window counted towards the min. fenestration requirement, other than	49% of front façade is glazing	✓

Zoning Mechanism	Required	Provided	Compliance
	windows in doors or at the basement level, must have a lower sill no higher than 100 cm above the floor level.		
<b>Front Articulation</b>	<p>At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.</p> <p>No additional recession of the front façade is required when balconies or porches are provided on the front façade. In the case of a lot 15m width or greater, one balcony or porch for every unit that faces a public street at or above the first storey. (with a horizontal area of at least two m<sup>2</sup>)</p>	Balconies and porches are provided on the front façade.	✓
<b>Two Bedroom Unit Count</b>	In the case of a lot of 450 square metres or greater, at least 25 per cent of dwelling units must have at least two bedrooms (the calculation may be rounded down to the nearest whole number).	14 of 16 units are to be 2 bedroom	✓
<b>Alternative Projections</b>	A parapet must not project more than 0.3 m about the maximum building height	Parapet <0.3 m	✓
<b>Parking – Area X</b>	Residential – 0.5 spaces per d/u after 12 = 2 spaces	4	✓
<b>Parking – Area X</b>	Visitor – 0.1 spaces per d/u after 12 = 0 spaces	0	✓
<b>Driveway Width</b>	Between 3.0 and 3.6m	3.295m	✓
<b>Driveway Buffer</b>	0.15 m	0.2 m	✓
<b>Drive Aisle Width</b>	6.0 m	6.7 m	✓
<b>Bike Parking</b>	0.5 per d/u = 8	8	✓
<b>Maximum Front Walkway Width</b>	1.8 m	1.8 m	✓
<b>Minimum Garbage Storage Path Width</b>	1.2 m	3.295	✓

As demonstrated above, the proposed development adheres to all relevant provisions of the Comprehensive Zoning By-law.

## Conclusion

It is our professional planning opinion that the proposed development represents good planning and is in the public interest, due to the following:

- / The development proposal is consistent with the policies of the Provincial Policy Statement. More specifically, the proposal achieves intensification through an infill development that will efficiently use land and infrastructure in a settlement area;
- / The proposed development conforms to the Official Plan policies for the General Urban Area designation, which supports infill development and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city;
- / The proposed development meets the intent and purpose of the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposed development is substantially consistent with the City's Urban Design Guidelines for Low-rise Infill Housing;
- / The proposed development meets the provisions of the Zoning By-law which are applicable to the subject property; and
- / The proposed development is supported by all the required plans and studies included with this submission.

Sincerely,



Nico Church, MCIP RPP  
Planner



Brian Casagrande, MCIP RPP  
Partner