



## **253-257 York Street and 78-80 Nelson Street**

Planning Rationale + Design Brief  
Zoning By-Law Amendment and Site Plan Control  
August 26, 2021



Prepared for 253 York Holdings Inc. and 80 Nelson Holding Inc.

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<b>1.0 Introduction</b>	<b>1</b>
<b>2.0 Site Context and Surrounding Area</b>	<b>1</b>
<b>2.1 Subject Site</b>	<b>1</b>
<b>2.2 Area Context</b>	<b>4</b>
<b>2.3 Road Network</b>	<b>7</b>
<b>2.4 Transit Network</b>	<b>8</b>
<b>2.5 Active Transportation Network</b>	<b>10</b>
<b>2.6 Neighbourhood Amenities</b>	<b>12</b>
<b>3.0 Proposed Development</b>	<b>13</b>
<b>3.1 Building Design</b>	<b>15</b>
3.1.1 Materiality	16
3.1.2 Building Massing and Transition	16
3.1.3 Views	17
3.1.4 Pedestrian Experience and Public Realm	19
<b>3.2 Responses to Pre-Consultation Comments</b>	<b>19</b>
<b>4.0 Policy &amp; Regulatory Framework</b>	<b>20</b>
<b>4.1 Provincial Policy Statement, 2020</b>	<b>20</b>
<b>4.2 Heritage Considerations</b>	<b>22</b>
<b>4.3 City of Ottawa Official Plan (2003, as amended)</b>	<b>23</b>
4.3.1 Strategic Directions	23
4.3.2 Managing Growth	23
4.3.3 Building Liveable Communities	24
4.3.4 Land Use Designation	26
4.3.5 Urban Design and Compatibility	28
<b>4.4 City of Ottawa Draft Official Plan (July 2021)</b>	<b>31</b>
<b>4.5 Urban Design Guidelines for Low-Rise Infill Housing (2012)</b>	<b>32</b>
<b>4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)</b>	<b>33</b>
4.6.1 Mature Neighbourhoods Overlay	34
4.6.2 Zone Provisions and Analysis	34
<b>5.0 Supporting Studies</b>	<b>38</b>
<b>5.1 Geotechnical Report</b>	<b>38</b>
<b>5.2 Phase One Environmental Site Assessment</b>	<b>38</b>
<b>5.3 Roadway Traffic Noise Assessment</b>	<b>38</b>
<b>5.4 Servicing and Stormwater Management Report</b>	<b>39</b>
<b>5.5 Transportation Impact Study (TIA screening form)</b>	<b>39</b>
<b>5.6 Tree Conservation Report and Landscape Plan</b>	<b>39</b>
<b>6.0 Public Consultation Strategy</b>	<b>41</b>
<b>7.0 Conclusion</b>	<b>42</b>

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 253 York Holdings Inc. and 80 Nelson Holding Inc. (“the owners”) to prepare a Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control applications for the properties legally known as Part 1 of Lots 11 and 12 (South Clarence Street), City of Ottawa and municipally known as 253, 255, and 257 York Street and 78-80 Nelson Street (the “subject site”). The purpose of the Zoning By-law Amendment is to request relief from certain provisions to enable redevelopment of the site. Relief is sought from the following provisions: minimum front yard; minimum corner yard; landscaped area; vehicle parking (resident and visitor); façade recession; and the prohibition of rooming units and dwelling units existing in the same building.

The owner is seeking to build two (2) additions to the two (2) existing buildings: one (1) four-storey low-rise addition including a total of 20 dwelling units to 253-257 York Street (“Eastern addition”) and one (1) three-storey low-rise addition including a total of 26 rooming units to 78-80 Nelson Street (“Northern addition”). The proposed development would result in the consolidation of two (2) lots into one (1) lot.

The development will include the construction of a new barrier-free lobby and elevator for the proposed Eastern addition as well as a total of three (3) barrier-free units distributed throughout the second, third and fourth floors.

The proposed development also includes the removal of the rear surface parking area and proposes to replace it with hard and soft landscaping. A walkway to access rear stairs behind the Northern addition is proposed.

The client participated in a total of three (3) pre-application consultation meetings with City Staff on July 30, 2020, January 14, 2021, and May 28, 2021, to discuss iterations of the proposal. Comments from the City included recommendations related to the location of the proposed additions, concerns regarding proposed tree removals, a preference for the provision of surface parking and landscaping elements, and comments related to views and overlook from new windows. These discussions resulted in the evolution of the design and have been addressed in the following ways:

- / Re-orientation of the proposed additions;
- / A proposed above-grade connection through the inclusion of a carriageway;
- / Maintenance of existing trees; and
- / A rear yard amenity space that includes soft landscaping.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in an area that is in close proximity to a transit station.



## Site Context and Surrounding Area

### 2.1 Subject Site

The subject site is located at the northwest corner of Nelson Street and York Street in the Lowertown East neighbourhood of Ottawa. Presently, the subject site includes two buildings:

- / 253, 255, and 257 York Street (3 storey apartment building)
- / 78-80 Nelson Street (2 storey rooming house)

There is a private laneway between the buildings, leading to a rear yard parking area. The two-way laneway is accessible from Nelson Street on the east site of the subject site.

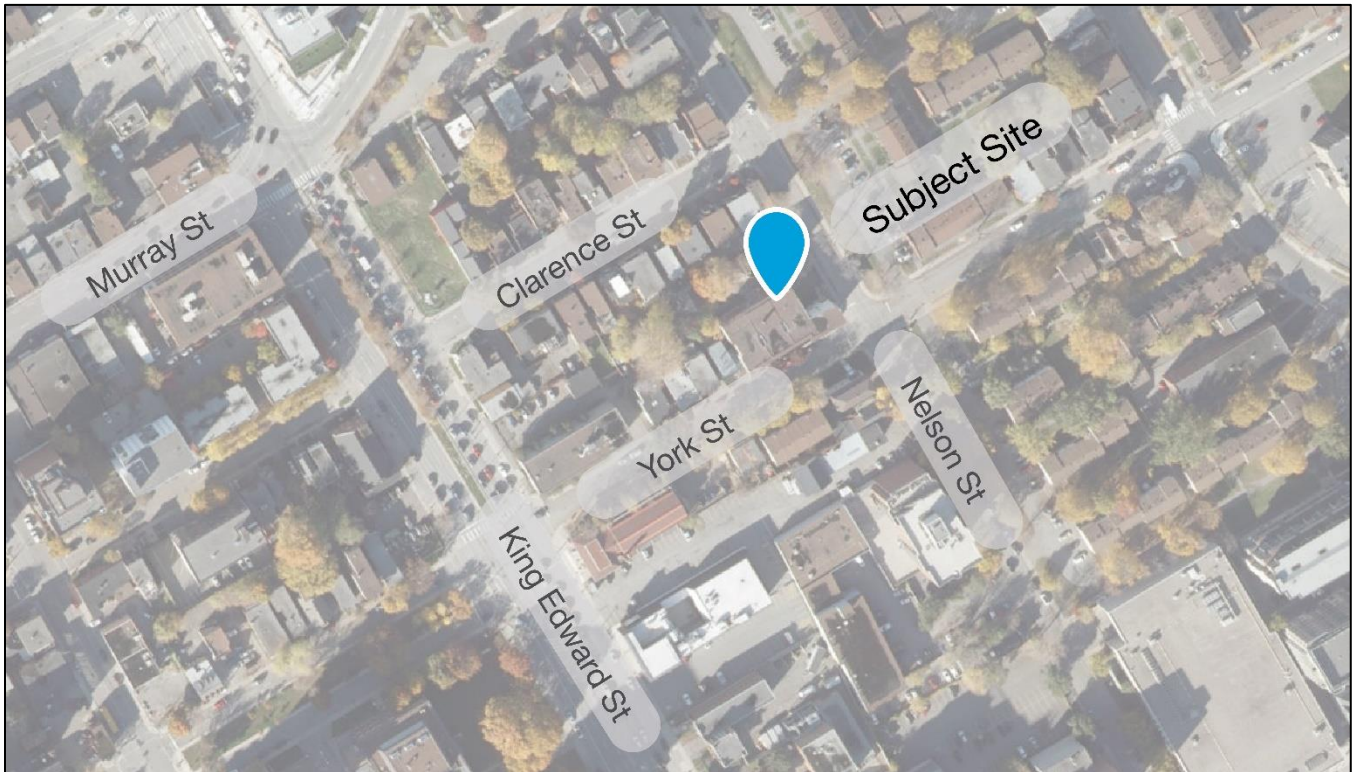


Figure 1: Subject site shown in context map.

The subject site has an area of 1535.95 square meters, with approximately 40.30 metres of frontage on York Street and 38.1 metres of frontage on Nelson Street. Sidewalks are provided along both frontages of the site.

There are currently two buildings on the subject site:

- / **253-257 York St (Figure 2)**: a three-storey low-rise apartment dwelling with a commercial space at the ground floor level. The building has recently been re-clad with metal board panel on the exterior and has been landscaped.
- / **78-80 Nelson St (Figure 3)**: a two-storey rooming house with seven dwelling units. The building has recently been re-clad with black and white corrugated metal exterior.

A site visit was conducted by Fotenn Planning + Design on July 1, 2021; all photos shown in the report are from this date.



Figure 2: Subject site with 253 York Street shown in the foreground



Figure 3: Subject site with 78-80 Nelson shown in the foreground



There are presently parking spaces for the vehicles in the rear yard, accessible via an entrance on Nelson Street between the York Street and Nelson Street buildings. This is visible in Figure 3, above: vehicular access is to the left of the temporary fencing surrounding the Nelson Street building.

The subject site has recently been landscaped with trees and shrubs on both the York Street and Nelson Street frontages. There are two mature trees in the front yard on York Street between the building and the sidewalk. In the rear yard, there are two mature trees in the rear yard adjacent to the north property line that are proposed to be retained. One tree in the rear yard is proposed to be removed to permit the construction of the Northern addition. Two new deciduous trees are proposed to be added in the rear yard as part of the future landscaping. The current landscaping is shown in Figure 4 and Figure 5, below.

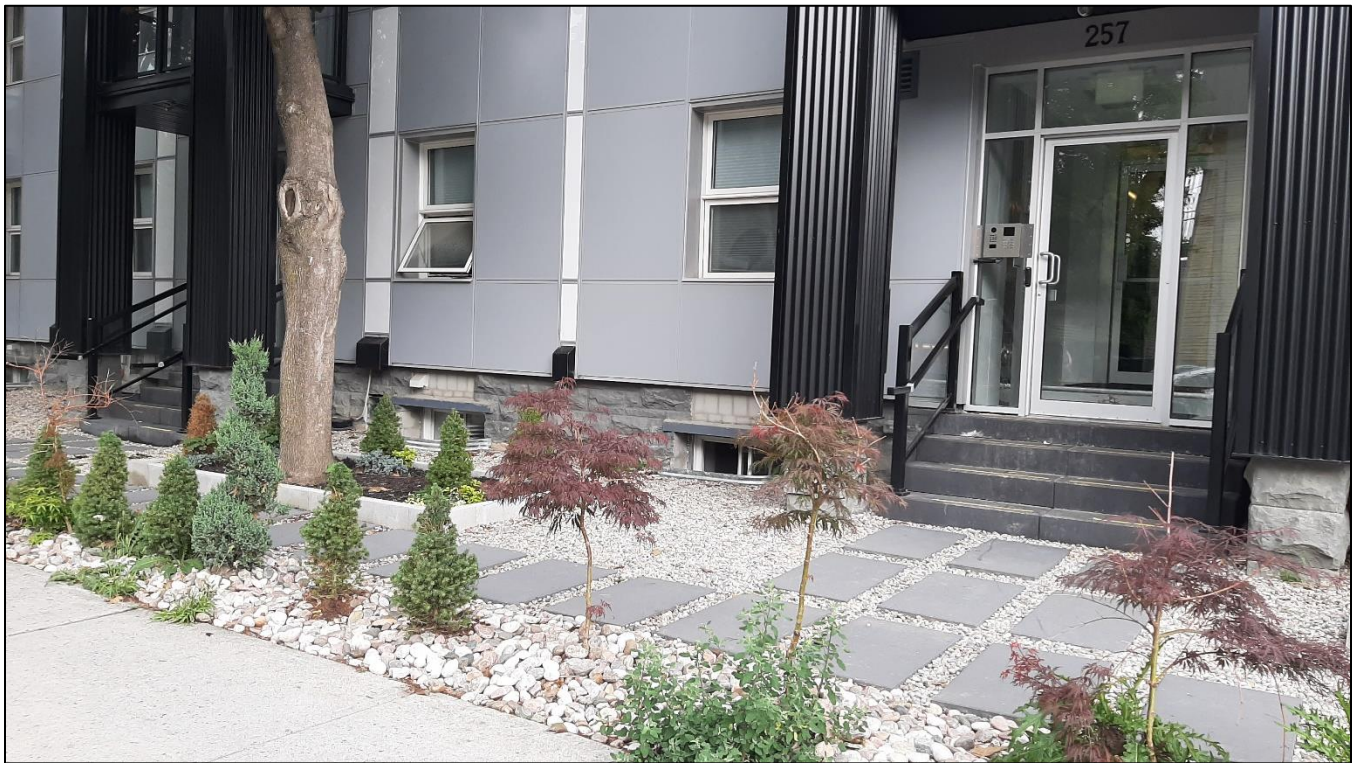


Figure 4: Landscaping of the York Street building at pedestrian-level



Figure 5: Subject site shown with two mature trees in the front boulevard

## 2.2 Area Context

As a corner lot, the site has frontage on Nelson Street and York Street in the established Lowertown East community. The site is also located approximately 91 metres east of King Edward Avenue, 240 metres north of Rideau Street and 158 metres south of St. Patrick Street, which are all identified as major arterial roads. The surrounding neighbourhood is diverse and includes a range of residential uses, such as two-storey semi-detached housing, townhouses, and multi-unit apartments with multiple exterior entrances and seven- to ten-storey apartment buildings; a mix of commercial uses, including restaurants, a bakery, a car repair business, and a grocery store; and a mix of institutional uses, including an elementary school; a hotel; as well as a place of worship.

King Edward Avenue, Rideau Street and St. Patrick Street are designated as Arterial Roads, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The site also benefits from close access (600 metres) to the existing Rideau LRT station as well as access to three (3) identified Transit Priority Corridors including approximately 91 metres east of King Edward Avenue, 240 metres north of Rideau Street and 158 metres south of St Patrick Street. The site is also located in close proximity to several cycling facilities, including cycle tracks, bike lanes, and multi-use trails.

The neighbourhood is subject to a Mature Neighbourhood Overlay, which is discussed further in Section 4.6.1, and is located in close proximity to multiple heritage listed properties and one heritage designated property, which is discussed further in section 4.2.



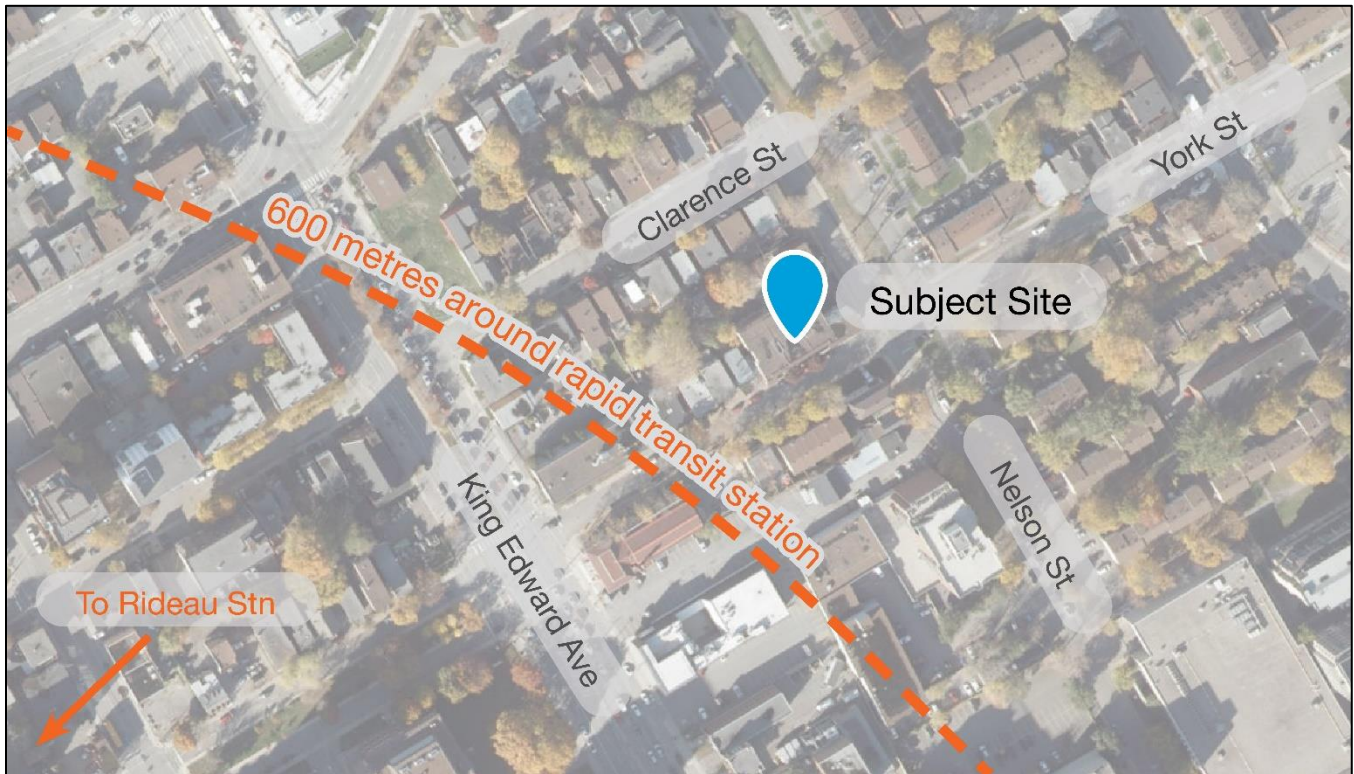


Figure 6: Subject site with proximity to rapid transit shown.

The following land uses are in the area surrounding the subject site:

#### North

Immediately north of the subject site are several two-storey low-rise duplexes with frontage on Clarence Street. Clarence Street features a collection of low-rise residential uses including duplexes, single-detached, row houses and apartment buildings. Further north, Murray Street features a row of three-storey rowhouses with parking underneath the patio, two-storey rowhouses, and a mix of two- and three-storey detached and duplex homes, with some evidence of recent infill development. Beyond Murray Street is St. Patrick Street, a four-lane Arterial Road that carries traffic across the Rideau River to the Vanier neighbourhood.

#### East

The eastern edge of the property is Nelson Street, beyond which is a planned-unit development consisting of two-storey townhouses, which are generally bound by St. Patrick Street to the north and York Street to the south. Further east is York Street Public Elementary School, as well as École élémentaire catholique Sainte-Anne, a French-language Catholic elementary school. Several neighbourhood amenities including two (2) neighbourhood parks, Lowertown Pool as well as local community gardens are also located east of the site.

#### South

Directly south of the site, along the south side of York Street is a mix of residential building typologies including low-rise apartment buildings, semi-detached homes and rowhouses. Further south a mix of uses, including residential, light industrial, institutional and commercial with frontage along Nelson Street and King Edward Avenue. These include an automotive repair business, a fitness facility, and place of worship. Rideau Street is also located south of the site. As a designated Traditional Mainstreet, it features a variety of uses including a grocery store, retail stores, office buildings with

at-grade commercial uses, restaurants, a hotel, Rideau Station – an LRT Station – and the major Rideau Centre shopping mall.

### West

Directly west of the subject site are a collection of two-storey semi-detached units with frontage along York Street as well as a low-rise apartment building. The Phoenix Boxing Center is also located west of the site and has frontage along King Edward Avenue. King Edward Avenue is a two-way, six-lane Arterial Road that features a mix of uses, building typologies and heights. Beyond King Edward Avenue is the ByWard Market neighbourhood which is characterized by its restaurant culture, nightlife, and Farmer's Market.

The figures below highlight the surrounding neighbourhood character, demonstrating the variety of residential and commercial uses and built form near the subject site.



Figure 7: Neighbourhood Photo Key





Figure 8: Nearby commercial uses: Spark Auto (left) and a Portuguese Bakery between residential properties (right)



Figure 9: Nearby residential properties



Figure 10: Nearby apartment buildings

## 2.3 Road Network

The subject site is approximately 91 metres east of King Edward Avenue, 158 metres south of St. Patrick Street, and 240 metres north of Rideau Street which are all designated as Arterial Roads (Figure 11) pursuant to Schedule F (Inner City Road Network) in the City of Ottawa's Official Plan. In addition, Beausoleil Drive is located 140 metres to the east of the site and is designated as a Collector Road.



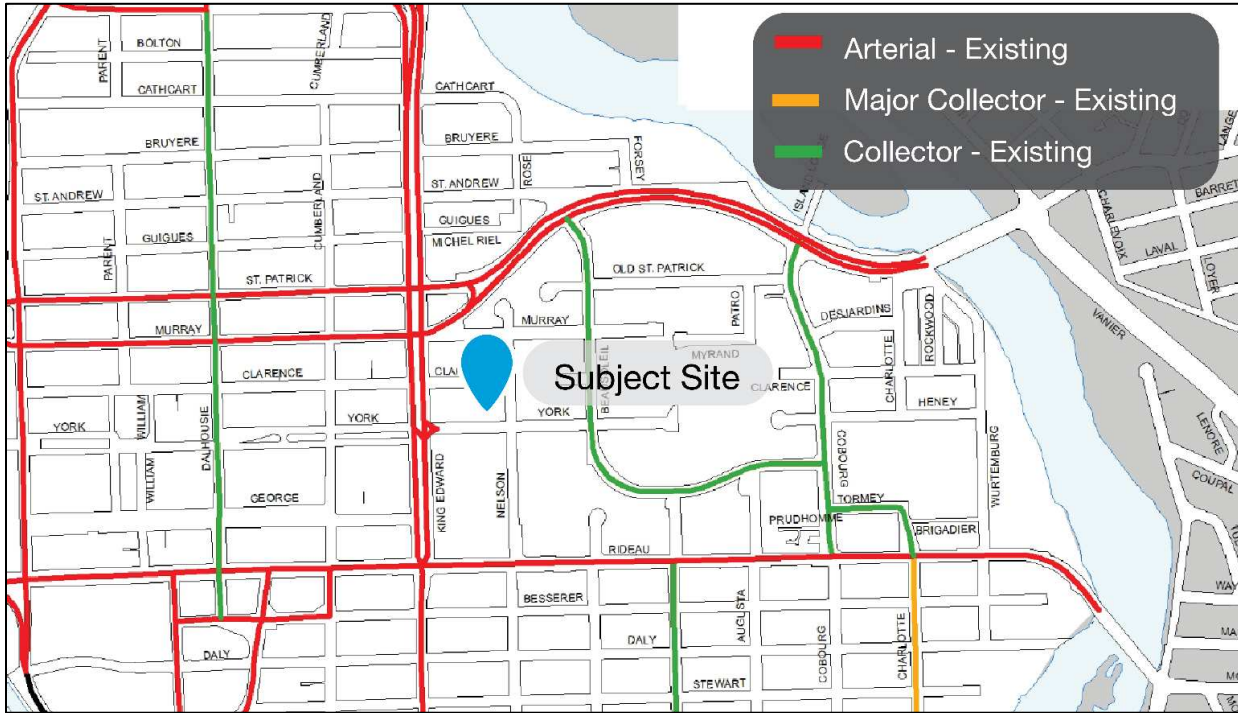


Figure 11: Central Area/ Inner City Road Network (Official Plan Schedule F)

Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists, and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

Collector Roads are roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. Beausoleil Drive provides a connection between St. Patrick Street at its north to Cobourg Street at its eastern terminus.

## 2.4 Transit Network

The subject site benefits from close access to excellent transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, the site is located approximately 670 metres away from the existing Rideau LRT station. The existing Rideau Transit Station is part of the Phase 1 Confederation Line which provides efficient connections between Tunney's Pasture Station at its west and Blair Station at its east. Further, Schedule D of the Official Plan also identifies Rideau Street, St. Patrick Street and King Edward Avenue as Transit Priority Corridors (Figure 12). In addition, the subject site is served by OC Transpo buses. Table 1 and Figure 13 show the nearby transit routes that serve the subject site. The nearest bus stop is located approximately 140 m away from the subject site at the intersection of York Street and King Edward Street for the northbound 56 King Edward bus.

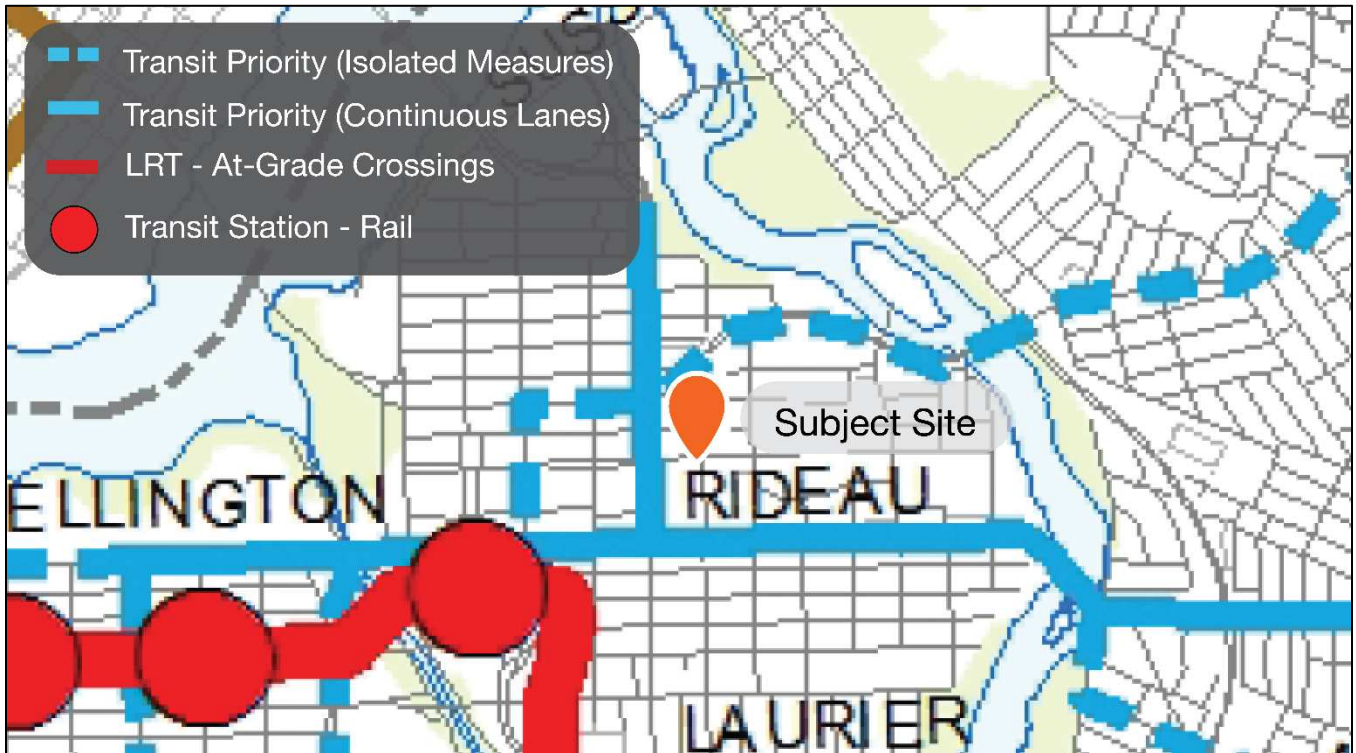


Figure 12: Rapid Transit and Transit Priority Network (Official Plan Schedule D)

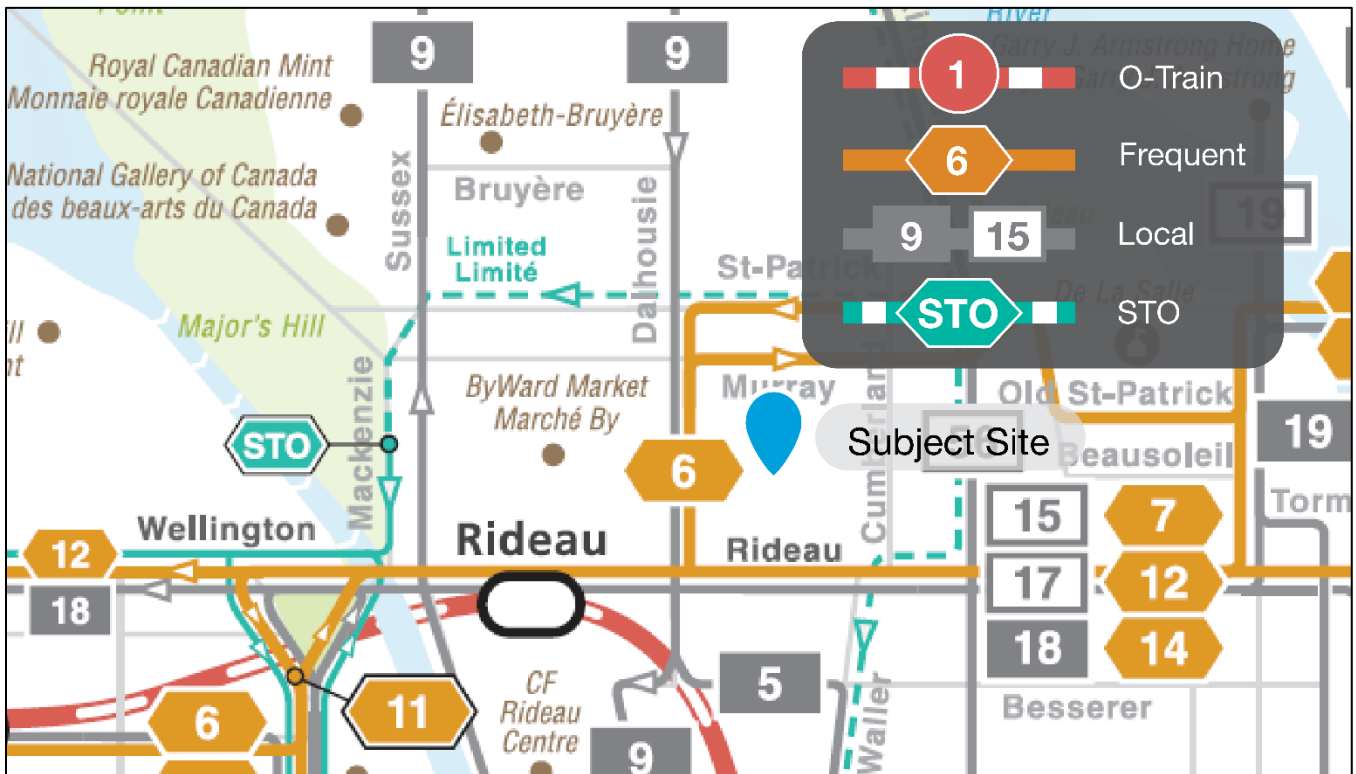


Figure 13: Nearby OC Transpo Routes (as of July 2021).

Table 1: Nearby bus stops, intersection, and distance from subject site

Route	Nearest Bus Stop	Distance when walking	Service type	Frequency
<b>1 O-Train Tunney's Pasture ↔ Blair</b>	Rideau Street and William St	850 metres	O-Train	7 days a week All time periods
<b>6 Greenboro ↔ Rockliffe</b>	Murray Street and King Edward St	270 metres	Frequent	Every 15 minutes or less on weekdays 7 days a week
<b>7 Carleton ↔ St. Laurent</b>	Rideau Street and Nelson St	300 metres	Frequent	
<b>9 Rideau ↔ Hurdman</b>		300 metres	Local	7 days a week All time periods
<b>14 St. Laurent ↔ Tunney's Pasture</b>		300 metres	Frequent	Every 15 minutes or less on weekdays 7 days a week
<b>15 Blair ↔ Parliament</b>		300 metres	Frequent	
<b>17 Gatineau ↔ Wateridge</b>		300 metres	Local	7 days a week All time periods
<b>18 St. Laurent ↔ Parliament</b>		300 metres	Local	
<b>56 King Edward ↔ Tunney's Pasture</b>		York Street and King Edward St	140 metres	Local

The subject site is well served by transit providing a variety of routes and service levels. The O-train provides station-to-station train service; Frequent routes provide reliable, high frequency bus service along major roads; and Local routes provide custom routing to local destinations and/ or serve destinations that are not on a Rapid or Frequent routes.

## 2.5 Active Transportation Network

Per Schedule C (Primary Urban Cycling Network) of the Official Plan, cycling routes are planned to be constructed in close proximity to the site, as shown in Figure 14, below. As per the Official Plan, spine routes are planned on St. Patrick Street and Murray Street between Sussex Drive and King Edward Avenue, Cobourg Street, Montreal Road, and Sussex Street. Additionally, multi-use pathways are planned on Montreal Road and along the southern periphery of the Rideau River running in a north-south direction. Lastly, cross-town bikeways are planned on Cobourg Street, Stewart Street, and Wilbrod Street.



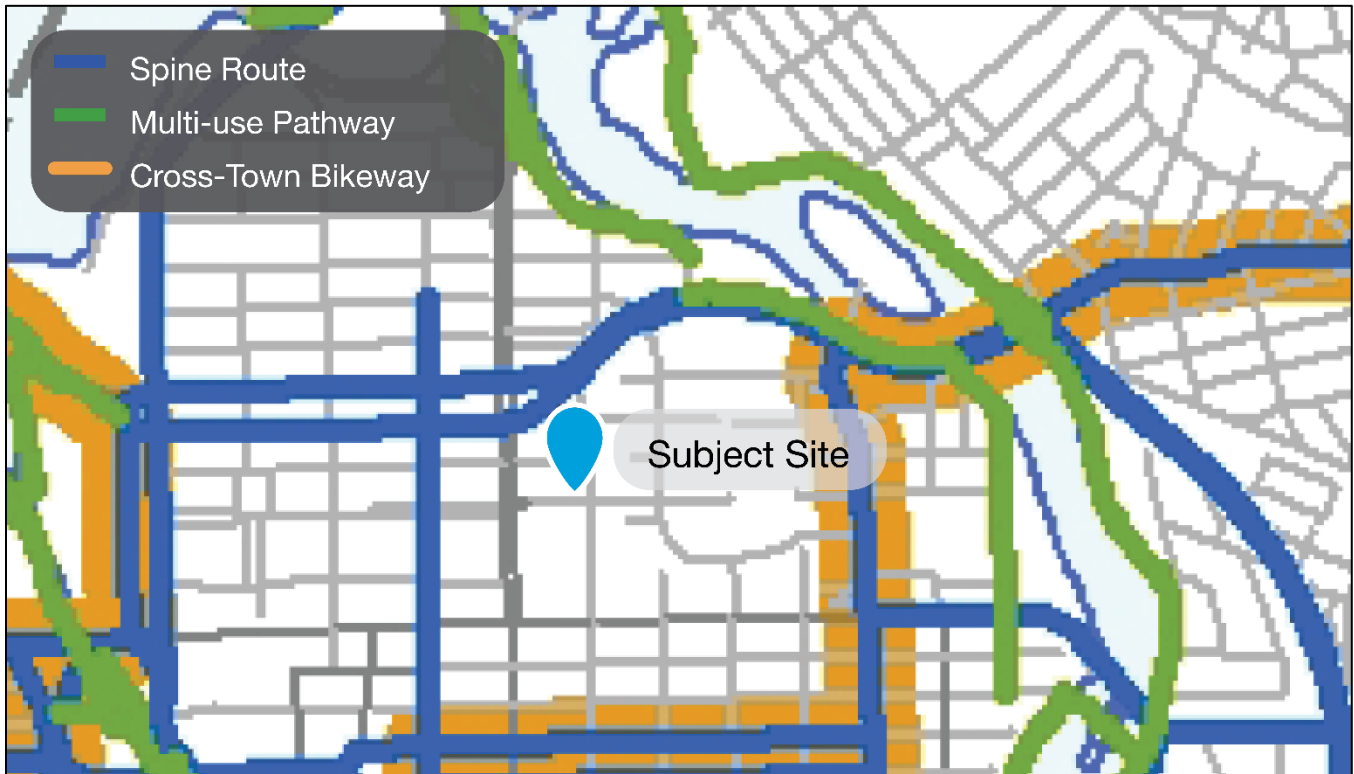


Figure 14: Primary Urban Cycling Network (Official Plan Schedule C).

The subject site is located near multiple existing cycling routes, which are shown in Figure 15. There are bicycle lanes on St. Patrick Street, Sussex Drive, and Cobourg Drive, as well as a cycle track on Mackenzie Avenue. Beausoleil Drive and Chapel Street do not have cycling infrastructure but are suggested routes that provide connections to other cycling routes. North of the subject site, Sussex Drive, Union Street, and Patrick Street all provide river crossings for active transportation users.

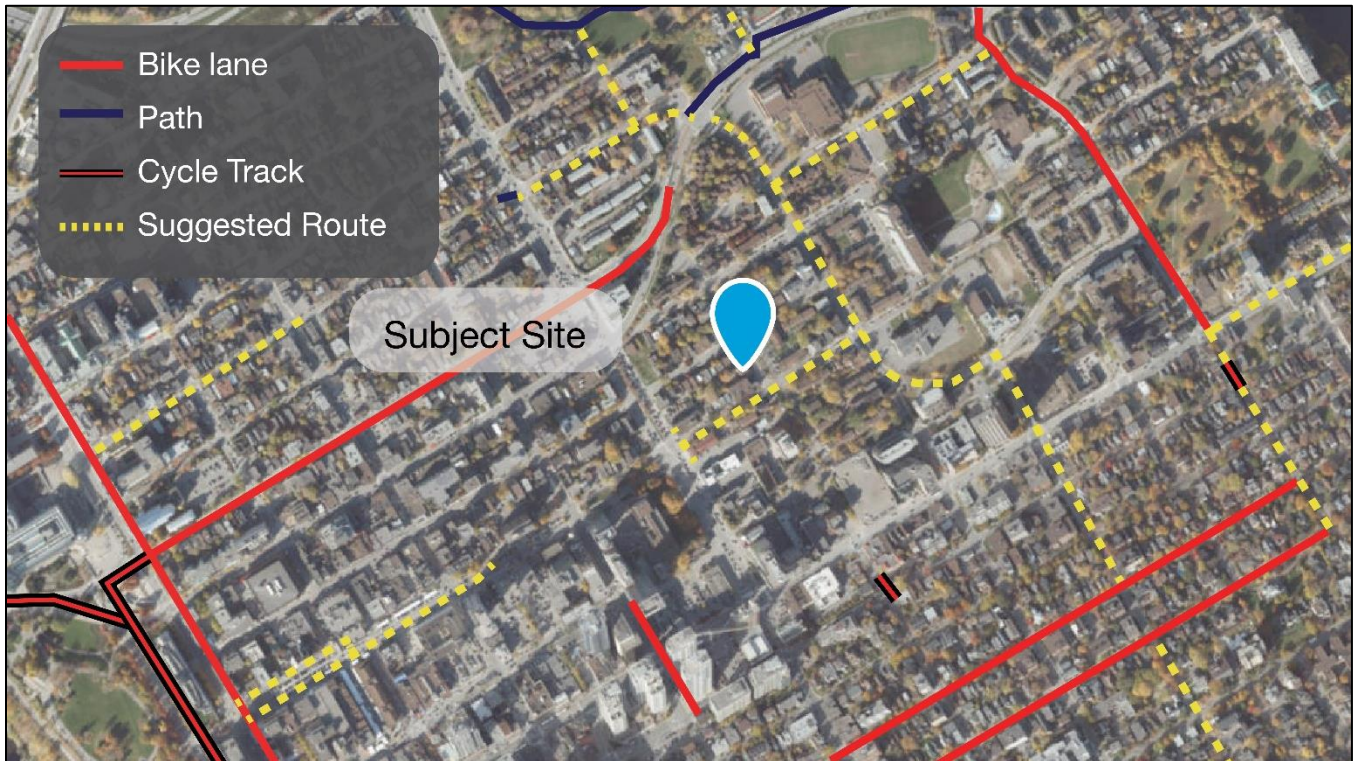


Figure 15: Existing cycling network.

## 2.6 Neighbourhood Amenities

The subject site is located in Lowertown which is an established neighbourhood in the Downtown core and enjoys close proximity to many neighbourhood amenities, including retailers, services, employment opportunities, transportation, parks, and open space.

A detailed list of neighbourhood amenities including a wide range of uses is listed below:

### Retailers and groceries:

- / Mall – Rideau Centre (800 m)
- / Grocery store – Loblaws (260 m)
- / Farmer’s Market and small-scale independent grocers – Byward Market (700 metres)

### Religious Institutions:

- / Saint Clement Parish (650 m)
- / Missionary Christian Church of Ottawa (550 m)
- / Ottawa Baptist Evangelical Church (230 m)
- / Notre-Dame Cathedral Basilica (1.1 km)

### Parks, community facilities, and natural features:

- / Champagne Fitness Centre (130 m)
- / Jules Morin Park (250 m)
- / Routhier Community Centre (650 m)
- / MacDonald Gardens Park (700 m)
- / Bordeleau Park (700 m)
- / Lowertown Pool and Community Resource Centre (750 m)
- / Rideau River (800 m)
- / Ottawa River (1.5 km)

### Schools:

- / York Street Public School, Ottawa-Carleton District School Board (OCDSB) (260 m)
- / École élémentaire catholique Sainte-Anne, Conseil des écoles catholiques du Centre-Est (CECCE) (450 m)
- / École secondaire publique De La Salle, Conseil des écoles publiques de l'Est de l'Ontario (CEPEO) (500 m)
- / École élémentaire publique Francojeunesse, CEPEO (1 km)

## 3.0 Proposed Development

The owners have retained Ottawa Carleton Construction to prepare development concepts which propose the construction of two (2) additions, one of which would ultimately connect the two buildings together. The lands will be consolidated into one (1) lot resulting in the establishment of Nelson Street as the front lot line and York Street as the corner lot line.

The development proposes to maintain the existing buildings on the site. More specifically, the proposal connects the two (2) existing buildings that are currently on the site through the introduction of two (2) additions resulting in a generally u-shaped building. The first addition is proposed on the eastern periphery of the site (Eastern addition) along the Nelson Street frontage and includes the introduction of one (1) four-storey low-rise apartment building with a maximum building height of 12.34 metres, and a total of 26 units. A building connection is proposed along the southeastern corner of the existing building located at 253 York Street. The second addition is proposed on the northern periphery of the site (Northern addition) and includes the introduction of one (1) three-storey building with 20 rooming units and a maximum building height below that required for zoning.

A building connection is proposed along the northwestern corner of the existing building located at 78-80 Nelson Street. This proposed addition and new rear yard landscaping will replace the existing surface parking lot. As a result, the proposed development does not include any vehicular parking spaces. A total of 24 bicycle parking spaces are proposed, which exceeds the requirement per the zoning by-law. Bicycle parking is proposed to be located in the rear yard and located in a sheltered structure and accessed via the carriageway from Nelson Street.

Future residents of the Eastern addition will access their units through a common lobby facing Nelson Street, which provides access to an elevator, or via a rear entrance facing the interior of the site, which provides access to a staircase. Future tenants of the Northern addition will access their units through the existing entrance on the Nelson building facing Nelson Street or via a rear stairwell that will be constructed as part of the Northern addition on its west side.

A 194 square meters common outdoor amenity area is proposed through an outdoor courtyard space located at the northeastern corner of the subject site. This space can be accessed from the carriageway underneath the Eastern addition. Through the introduction of soft and hard landscaping, the courtyard provides the opportunity for more intimate outdoor space for all users. The amenity space will be created by removing the existing parking lot in the rear yard.

A rendering demonstrates a view of the proposed development from Nelson Street (Figure 16), while the site plan below demonstrates the consolidation of lots (Figure 17).



Figure 16: Proposed development looking west



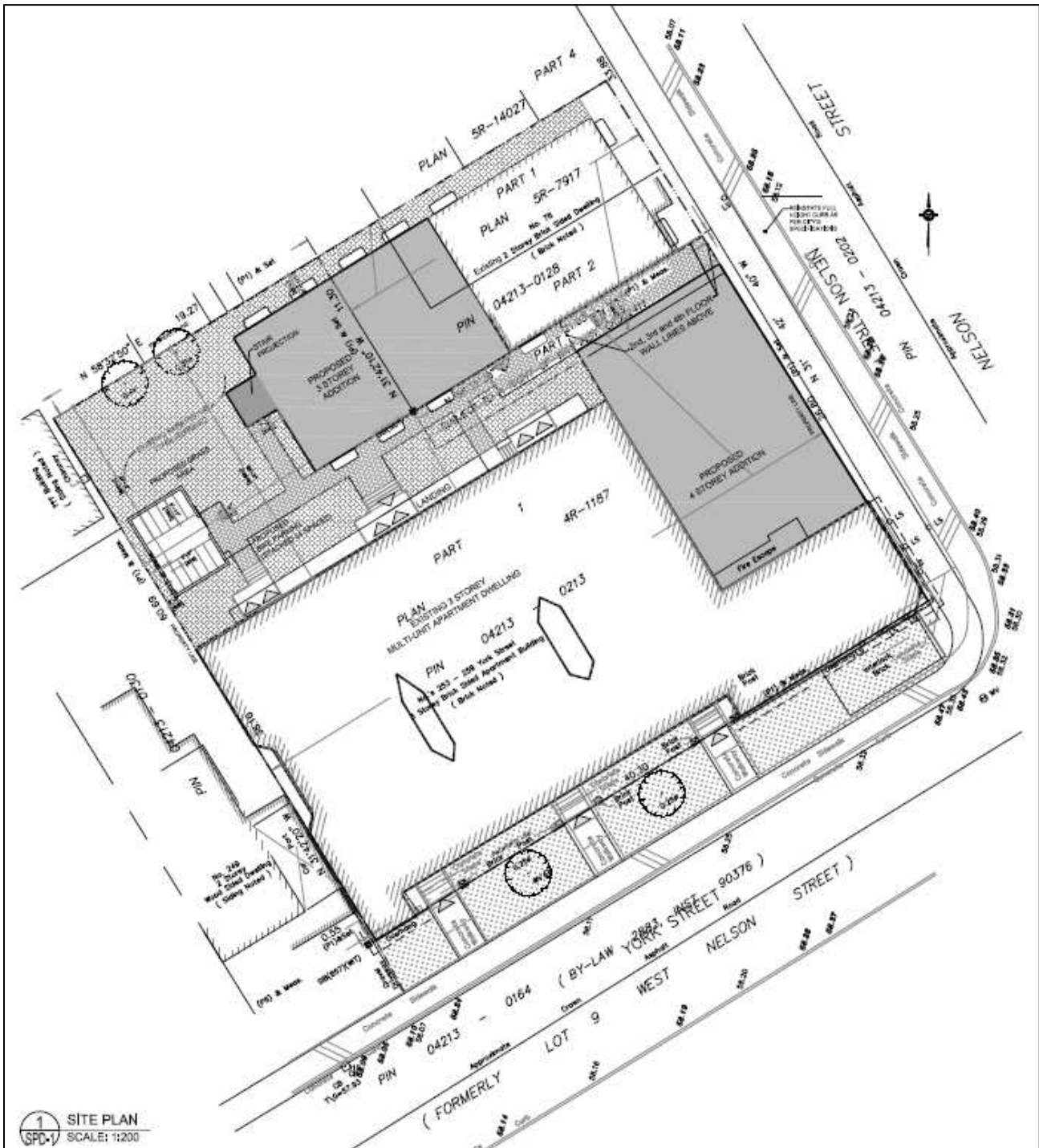


Figure 17: Site Plan for the proposed development showing the lot consolidation

### 3.1 Building Design

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

The building design has been developed to complement the existing York Street and Nelson Street buildings with consideration to height, massing, materiality, and interaction with the streetscape. The proposed development also includes a new lobby and entrance facing Nelson Street, which will help reinforce Nelson Street as the new front lot line. Locating the four-storey addition along Nelson Street helps to reduce overlook into adjacent neighbouring properties to the north and west. The proposed development introduces new windows facing Nelson Street but minimizes the number of windows facing north adjacent to neighbouring properties.

A red brick veneer is proposed as the main material along the first three storeys of the proposed Eastern addition and reflects many of the red brick buildings in the wider neighbourhood. Many of the heritage listed buildings in the neighbourhood have red brick exteriors and the proposed brick veneer reflects that colour palette and material.

The proposed Eastern addition includes provisions to improve the accessibility of the building and units. A barrier-free entrance is proposed along the Eastern addition, shown in Figure 18 below, and includes a barrier-free lobby and elevator. The addition will include three barrier-free units, of which two are bachelors and one is a one-bedroom apartment.

The proposed Eastern addition includes a carriageway, through which access to the rear yard and bicycle parking is possible. Although the buildings will seem visually connected and create a consistent street wall, the rooming units and the dwelling units will be physically distinct with their own entrances and internal circulation. The carriageway is proposed for the first storey between the proposed Eastern addition and the existing Nelson Street building.



Figure 18: The new entrance and lobby of the Eastern addition will be at-grade and barrier-free.



### 3.1.1 Materiality

As shown in Figure 19 and Figure 20, below, the existing buildings have a greyscale colour palette: the York Street building's primary colour is a light grey cement board panel with white accents and the Nelson Street building's primary colour is black with dark grey accents.



Figure 19: Looking northwest toward the subject site with the York Street building prominent in the foreground and the Nelson Street building visible in the background



Figure 20: Looking west toward the existing Nelson Street building

The façade, colours, and materiality of the proposed additions have been selected to unite the two existing buildings and reintroduce red brick to the colour palette. The existing buildings were previously predominantly made up of red brick exteriors; the York Street building has since been renovated and the Nelson Street building is continuing to undergo renovations. Both buildings have had their exterior façades replaced; the red brick veneer of the proposed Eastern addition therefore reintroduces the red brick colour palette and materials.

The proposed Eastern addition has a red brick veneer for the first three storeys and white corrugated metal cladding for the fourth storey. This helps transition the existing grey three-storey York Street building to the existing black two-storey York Street building while also softening the fourth storey with the lighter colour choice.

The space above the carriageway is part of the proposed Eastern addition and will be clad in black corrugated metal. Tall windows will dominate the width of the space and provide sunlight for the units in the carriageway portion of the addition.

The Northern addition continues the black and white colours, using white corrugated metal as the dominant material and punctuating it with black corrugated metal surrounding the windows and the staircase. A green wall is also proposed to be mounted on the white corrugated metal northern façade.

The roofline articulation is flat for both additions, thereby ensuring that they are compatible with the existing buildings on the site.

### 3.1.2 Building Massing and Transition

The new design joins the two buildings at the easternmost portion of the site and creates a carriageway at the first storey. The two buildings share a wall at the second, third, and fourth storeys, but do not share any internal circulation, stairwells, or airflow. This ensures that there is no internal circulation between the dwelling units in the York Street building and the rooming house units in the Nelson Street building. Additionally, the carriageway is an innovative solution that will provide exterior access to the rear yard, shared amenity space from Nelson Street.

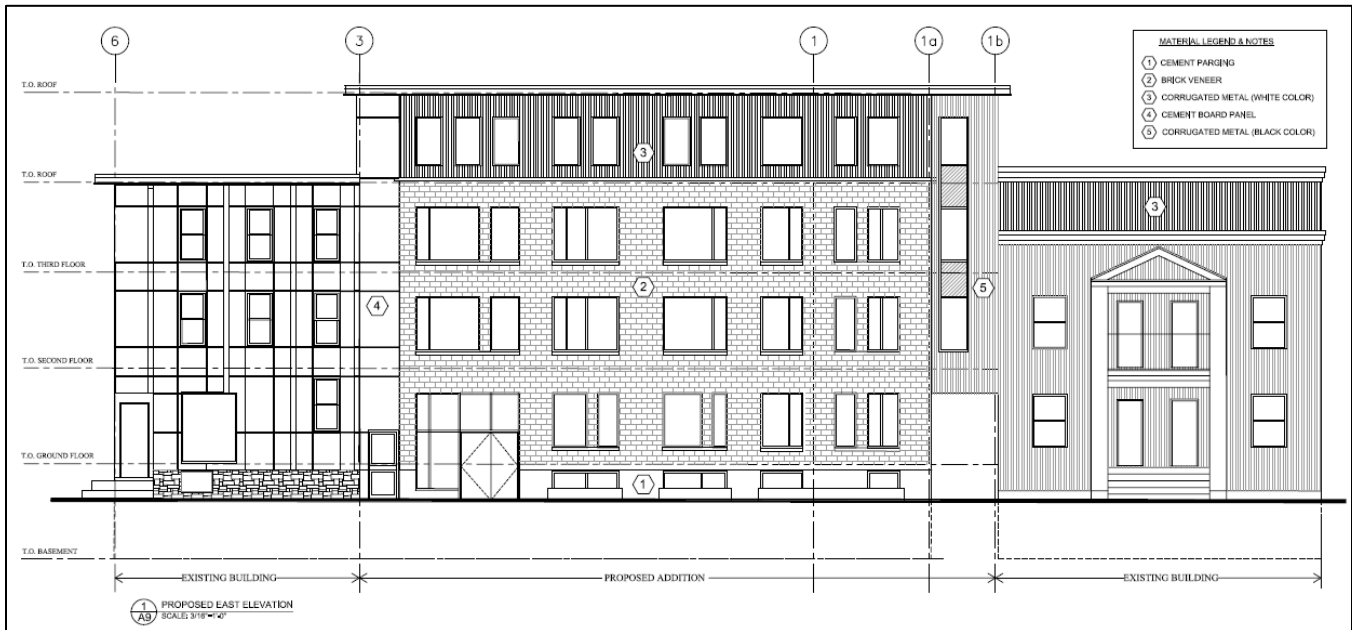


Figure 21: East elevation of the proposed building

As shown in Figure 21, above, the four-storey addition is oriented toward the eastern frontage, placing the density adjacent to a public road to minimize impacts to neighbouring properties. The Eastern addition provides a transition between the lands to the east, which are zoned for taller heights, and lands to the west, which are predominantly two (2) and three (3) storeys in height and residential in nature.

Interior side yards are overprovided based on the zoning by-law requirements for lands zoned as R4UD: a 1.5 metre interior side yard is proposed, in excess of the 1.2 metres required. This will ensure that the Northern addition provides adequate spacing to the adjacent properties directly to the north: 288, 290, 292, 296, 298, and 300 Clarence Street. The outdoor amenity space in the rear yard provides an additional buffer between the proposed development and the neighbouring properties to the north. The soft landscaping provides opportunities for landscaping to transform the rear yard from being dominated by parking and garbage storage to a usable and welcoming rear yard.

### 3.1.3 Views

The unit enlargement and relocation of the proposed development is designed to minimize the loss of windows and sunlight to existing units. Due to the proposed Eastern addition on the east portion of the site, three units in the 257 York Street address will have a reduction in the number of windows: unit 2, unit 5, and unit 10. Unit 10 will have two new sunlights installed: one in the kitchen and one in the living room/ dining room. Figure 23 shows the existing east frontage of the site, which is compared to the proposed east frontage of the Eastern addition in Figure 22, below.

The proposed addition to the Nelson Street building will introduce six new windows, as shown in Figure 22, below. These windows are placed on the easternmost portion of the addition to minimize overlook into the adjacent property owner's backyard. As well, a green wall is proposed on the westernmost wall of the addition to add greenery for the neighbouring property owner.

The six north-facing windows on the Northern addition are oriented above eye level to mitigate overlook into neighbouring properties' yards, as shown in Figure 22, below.



Views from Nelson Street will be improved by the creation of a continuous street wall with the proposed Eastern addition. The Eastern addition has been designed and oriented so as not to overpower the existing buildings, but to complement their form, massing, and colour palette. The end goal is for the two existing buildings and the two proposed additions to read as one cohesive unit with multiple entry points, thereby contributing to a more active streetscape.



Figure 22: Proposed north (rear) elevation



Figure 23: Existing east frontage of the subject site

### 3.1.4 Pedestrian Experience and Public Realm

The improved landscaping in front of the York Street building has improved the pedestrian experience and public realm and will be continued throughout the entirety of the existing Nelson Street building and the proposed Eastern addition facing Nelson Street. This will establish a consistent landscaping theme and add more trees and shrubs to the public realm in the private space. Both hard and soft landscaping will be utilized.

The addition of a main entrance on Nelson Street for the Eastern addition will improve the pedestrian experience: due to the long, skinny blocks, few buildings have their entrances facing Nelson Street on the west side of the street and on the east side of Nelson Street, entrances to the townhouses are set back approximately 30 metres from the sidewalk.

## 3.2 Responses to Pre-Consultation Comments

The client participated in pre- application consultations with the city on July 30, 2020, January 14, 2021, and May 28, 2021. It resulted in changes to the design and is reflected in the design proposed. Comments included:

- / Recommendations related to the location of the proposed additions, with a focus on the massing and relationship to neighbouring properties
- / Concerns regarding proposed mature tree removals
- / A preference for the provision of surface parking and landscaping elements
- / Comments related to views and overlook from new windows and concerns related to the proposed additions' impacts on the existing resident's views, windows, and sunlight

These comments have been addressed with:

- / A new re-orientation of the proposed additions, which redesigned the addition to be two, rather than one new addition;
- / The proposed addition's above-grade connection and new carriageway;
- / Maintenance of existing mature trees and proposed landscaping elements to be shown in the landscaping plan; and
- / New proposed rear yard soft landscaping and amenity space with parking proposed to be removed to develop a rear yard amenity space, as shown in the Tree Conservation Report and Landscape Plan.



## 4.0 Policy & Regulatory Framework

### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The relevant policy interests to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) accommodating an appropriate 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;
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; 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;
  - 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;
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 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;
- 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.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 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:
    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;
- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 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.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

**The proposed development is consistent with the policies of the PPS as it provides new opportunities and choices for housing to a designated growth area that is serviced by infrastructure, schools, roads, public transit, active transportation routes, open space, and commercial retail and services. The subject site's proximity, 670 metres, to light rail transit and the infill development of an existing site advances the provincial goals of healthy, livable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. The proposed development will take place in an existing community and add infill development to an existing neighbourhood.**



## 4.2 Heritage Considerations



Figure 24: Heritage listed and heritage designated properties

The subject site is listed on the Heritage Register. Multiple properties near the subject site are likewise listed on the Heritage Register, as shown in Figure 24, above. Nearby heritage listed addresses include 257, 261-263, 250, 280-282, 284-286, 281, 285, and 300 Clarence Street to the north, 285-289-291, 293-295, and 297-299 York Street to the east; and 237-239 York Street and 241 York Street to the west. One nearby property, a low-rise building located to the southwest at 321 King Edward Avenue that is currently used as a recreation facility, is designated per Part IV of the Ontario Heritage Act. The immediate neighbour to the north, 300 Clarence Street, is listed.

The subject site is listed on the Heritage Register, indicating that the City of Ottawa has adopted a recommendation to include the property on the Inventory of Heritage Properties. According to Section 27 of the Ontario Heritage Act, municipalities may add properties of cultural heritage value or interest to the heritage Register. Properties listed on the Heritage Register do have restrictions regarding alterations. The proposed additions will not negatively impact the heritage elements of the listed building on the site.

**The proposed development has been developed to respond to the neighbouring context. The proposed infill development will respond to the existing building's exterior materials and introduces a new brick veneer that responds to many of the neighbouring properties' brick facades. The subject site was previously re-clad in new materials and the proposed development will reintroduce brick into the material palette. The height and massing of the proposed development complements the existing neighbourhood, which is a mix of residential typologies and heights, while also refraining from overpowering the adjacent neighbouring properties. The proposed development will not negatively impact the surrounding Heritage-listed properties.**

### 4.3 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2036. All development applications must conform to the policies of the Official Plan. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The city plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the city is striving to create 'complete' communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation, and social activities lie within walking or cycling distance.

#### 4.3.1 Strategic Directions

The Official Plan outlines existing and planned growth patterns for the entire City of Ottawa and contemplates that areas inside the greenbelt will increase in population from 562,000 in 2021 to 591,000 by 2031 and that the number of households in the urban area will increase from 258,000 in 2021 to 278,000. The city will seek to "meet the challenge of growth by managing it in ways that support liveable communities and healthy environments", including (s. 2.1):

- 1) pursuing a mix of land uses and a compact form of development to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities;
- 2) support liveable, sustainable communities based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary;
- 3) manage growth to ensure that Ottawa's communities are eminently liveable through a focus on community design and a concern for people and the quality of the spaces they occupy;
- 4) manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- 5) direct growth to existing designated urban areas where it can be accommodated with compact and mixed-use development, and served with quality transit, walking, and cycling facilities; and
- 6) ensure that infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

**The proposed development contributes to the Official Plan goals of encouraging development within the urban area. The subject site is in close proximity to multiple transit routes and is served, walking, and cycling facilities; as well, the additional population will support transit service. Adding density to an existing site also achieves the goals of preserving the natural environment and supports a liveable, sustainable community. The subject site is presently serviced. The proposed design is compatible with the existing context of the area, which is a predominantly low- to mid-rise residential neighbourhood with strong commercial and employment land uses throughout.**

#### 4.3.2 Managing Growth

To ensure that new development can be provided with urban facilities and services in the most efficient manner possible 90% of the City's growth in population, jobs, and housing is proposed to be accommodated within the urban boundary to best utilize existing facilities and services. The Official Plan states that "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" (s. 2.2). The Plan outlines the following policies with respect to intensification within the urban area (s. 2.2.2):

1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
  - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area.
11. The distribution of appropriate building heights will be determined by:
  - a) The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
  - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.
22. The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 [...]
23. The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties.

**The proposed development is consistent with the Official Plan policies as the proposed design represents intensification and infill that is proportional in scale and massing to the surrounding environment. The subject site's proximity to rapid transit and major roads makes it an ideal candidate for infill development. The consolidation of the two existing buildings onto one lot presents an opportunity to develop underutilized lands and add density to an existing neighbourhood. The proposed development is a form of compatible intensification within the urban boundary and will assist in achieving the Official Plan goal of locating 90% of growth in population, jobs, and housing within the urban boundary. Further, retaining the grandfathered commercial land use at the ground level of the Nelson Street building adds employment opportunities within the urban boundary. The proposed development is located within an established low- and mid-rise neighbourhood that is predominantly residential in character thereby enhancing and complementing its surrounding environs. The design is consistent with the pattern of surrounding built form, which is predominantly two to four storeys in height, with additional height noted throughout the neighbourhood. The building massing of the proposed development is consistent with the existing buildings located on the site. The setbacks follow the existing pattern on the subject site and the proposed development provides an opportunity to provide new amenity area as a landscaped rear yard, which is a more sustainable use than the existing parking lot.**

### 4.3.3 Building Liveable Communities

The Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate.



**The proposed development is of a compatible form and typology. The proposed development includes two additions, which are three and four storeys in height complementing existing building height. The proposed development also provides a diversity of housing typologies, including both dwelling units (including a total of three accessible units) and rooming house units. Importantly, feedback from the pre-application consultation process led to significant considerations and an evolution in design elements mitigates impacts on the neighbouring properties.**

The design objectives and principles in Section 2.5.1 require that development:

1. Enhances the sense of community by creating and maintaining places with their own distinct identity;
2. Defines quality public and private spaces through development;
3. Creates places that are safe, accessible and easy to get to, and move through;
4. Ensures that new development respects the character of existing areas;
5. Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice; and
6. Understands and respects natural processes and features in development design
7. Maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development meets the objectives as follows:

### **1. Enhances the sense of community by creating and maintaining places with their own distinct identity**

- / The proposed development will maintain the character of Lowertown and contribute new housing opportunities.
- / The architectural design creates a consistent setback and façade that unites two existing buildings introducing one continuous street wall along Nelson Street. The design incorporates materiality and colour to create complementary designs that reflect and utilize existing colour palettes and cladding materials to create a distinct identity.
- / The proposed development will enhance the sense of community by locating a new building façade along a public road, Nelson Street.

### **2. Defines quality public and private spaces through development**

- / The development proposal orients the four-storey height along Nelson Street while continuing an existing setback along Nelson Street, which establishes a uniform pattern and helps to frame the public realm.
- / The proposed development continues the existing landscaping on York Street along Nelson Street to define the private realm with vegetation and greenery. These elements enhance the pedestrian experience at grade.
- / The proposed development provides occupants with quality amenity space in the rear yard.
- / The introduction of hardscape and softscape materials through the carriageway and in the rear yard creates a quality private outdoor space that can be shared and enjoyed by all users of the proposed development.
- / Undesirable overlook impacts on existing properties are minimized by locating the new windows on the north façade above eye level in each rooming unit.

### **3. Creates places that are safe, accessible and easy to get to, and move through**

- / The proposed development has been designed to include an accessible lobby and entrance along the Eastern addition and also includes a total of three new barrier-free units.
- / The proposed development has been designed with an active space – a lobby – and new large windows along the façade of the Eastern addition, maximizing overlook into the surrounding public spaces supporting the notion of ‘eyes on the street’.
- / The proposal includes the introduction of 24 bicycle parking spaces and is near existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.

#### **4. Ensures that new development respects the character of existing areas**

- / The development proposal creates a sense of human scale through architectural massing, with a maximum built height of four storeys
- / The base and fourth storey of the building have been designed to match the existing colour palette of the Nelson Street building, which is a light grey cement board panel. The majority of the façade of the Eastern extension is a red brick veneer, which respects and adds to the character of the heritage buildings in the surrounding neighbourhood and complements the red brick exterior of the Nelson Street building's north façade.
- / The setbacks of the proposed additions follow the setbacks of the existing buildings along both the Nelson Street and York Street frontages, creating a cohesive and continuous building design.
- / The proposed development continues landscaping along the Nelson Street frontage building upon the recently landscaped space creating a uniform and improved streetscape.

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

- / As a result of the proposed lot consolidation, the proposed development will introduce compact infill development on a site that presents a unique development opportunity
- / The development accommodates the needs of people within a broad range of income brackets and life stages.
- / The proposal intends to maintain the existing commercial uses within the retained portion of the building thereby representing a development that embodies the notions of evolution and variety within this policy.

#### **6. Understands and respects natural processes and features in development design**

- / Proposed landscape features, including soft landscaping in the rear yard and front yard, allows for natural water absorption into the ground, reducing stormwater runoff and the heat island effect.
- / The proposal incorporates soft landscaping elements, such as trees, sod, which can assist with stormwater management infrastructure by collecting surface water runoff.

#### **7. Maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**

- / The subject site is well-located in a neighbourhood that is highly supportive of transportation via public transit, cycling, walking, and other forms of active and e-mobility. Residents can complete their daily errands without requiring an automobile.
- / 24 bicycle parking spaces are proposed, in excess of the 18 required by the zoning by-law, to encourage a reduction in automobile trips and promote active transportation. The development proposes an accessory bicycle parking structure to improve the security of bicycle storage thereby facilitating bicycle use for the residents.
- / Landscape elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.

#### **4.3.4 Land Use Designation**

The site is designated as General Urban Area on Schedule B Urban Policy Plan of the Official Plan, as shown in Figure 25, below. The General Urban Area designation is a broad category that permits “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” (s. 3.6.1). The intent is to permit sustainable communities through a “broad scale of uses”, with further delineation of permitted uses articulated in the zoning by-law (s. 3.6.1).

The Official Plan supports infill development and intensification subject to policies regarding building height, compatibility with the existing context and function of the area, proximity to arterial roads and near transit priority corridors, location in areas already characterized by taller buildings, and ability to “complement existing patterns and scale of development” (s. 3.6.1.5). The City will give consideration to the following factors when evaluating a proposal for residential intensification in the General Urban Area (s. 3.6.1.5(a-b)):

1. 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;
2. 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 scale of intensification in the General Urban Area will depend on factors such as existing built context and proximity to major roads and transit, although much of the major intensification will happen along Mainstreets, and within Mixed-Use Centres and Town Centres. Within the General Urban Area, building height is intended to be “predominantly low-rise” (s. 3.6.1.3), which is defined as 4 storeys or less (s. 2.2.2.12, Figure 2.4), the maximum height of the proposed development.

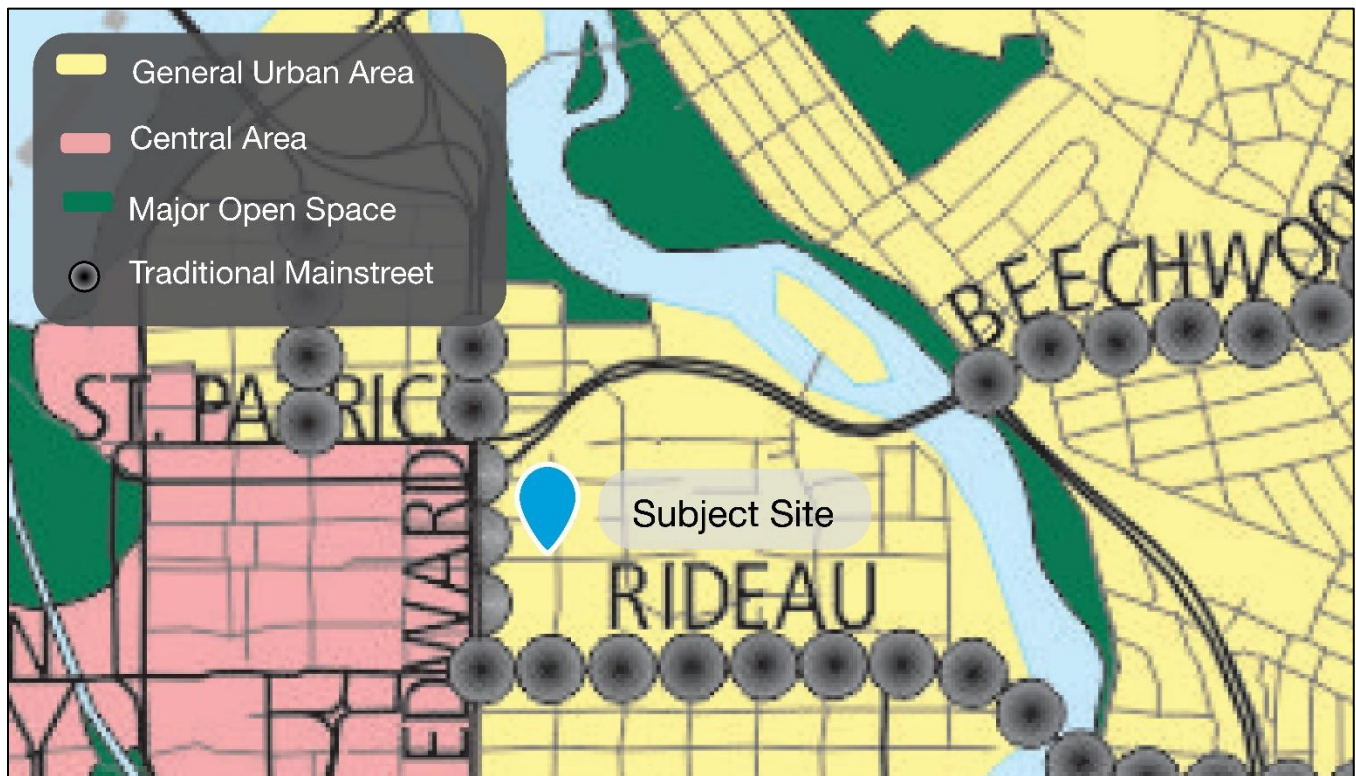


Figure 25: Land use designation in the City of Ottawa Official Plan – Schedule B Urban Policy Plan.

**The proposed development conforms to the above-noted Official Plan policies regarding development and managing growth within the General Urban Area land use designation. The proposed development includes the introduction of residential intensification and infill development within the inner urban area in a location that is well-served by amenities and transportation options. The proposal is within the specified maximum low-rise built height of four (4) storeys. The proposal relates well to the existing community character and is responsive to the neighbourhood context while also contributing to a balance of housing types and tenures. Overall, the proposed development is consistent with the existing and planned scale and character of development in the area.**



### 4.3.5 Urban Design and Compatibility

Section 4.11 of the Official Plan outlines the importance of compatibility and scale when mitigating design impacts of intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. Table 2, below, provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Table 2: Proposed development design responses to Official Plan Policies related to Urban Design and Compatibility (Section 4.11)

Policy	Proposed Development
<b>Building Design</b>	
<p>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:</p> <ol style="list-style-type: none"> <li>1. Setbacks, heights and transition;</li> <li>2. Façade and roofline articulation;</li> <li>3. Colours and materials;</li> <li>4. Architectural elements, including windows, doors and projections;</li> <li>5. Pre- and post-construction grades on site; and</li> <li>6. Incorporating elements and details of common characteristics of the area.</li> </ol>	<p>The proposed development provides a consistent street wall along Nelson Street, establishing Nelson Street as the new front lot line for the consolidated lot. The maximum height of the proposed development is four storeys, which is compatible with the built form of the surrounding context. The proposed development locates the four-storey addition on the east side of the property along the Nelson Street frontage, whereas the three-storey addition is located further from the public road thereby mitigating any potential impacts related to overlook.</p> <p>The façade, colours, and materiality of the proposed development will visually unite the two existing buildings. The Eastern addition incorporates a brick veneer which will create cohesion with the brick on the north wall of the existing Nelson Street building, as well as white corrugated metal along the fourth storey drawing from a similar colour palette of the existing grey cement panels on the existing York Street building.</p> <p>The Northern addition carries over the black cladding materials from the existing Nelson building and the white cladding materials from the existing York building. The white corrugated metal is the dominant cladding and is punctuated with black corrugated metal surrounding the windows and the staircase.</p> <p>The space above the carriageway will be outfitted with black corrugated metal to match the existing Nelson Street building. The roofline articulation is flat thereby ensuring that it is compatible with the existing buildings on the site.</p> <p>Regarding architectural elements, a particular focus has been given to the incorporation of fenestration facing Nelson Street to add visual interest along the façade. Fenestration along the Northern addition has been purposely raised to mitigate overlook and privacy. One new entrance leading to a lobby is proposed on Nelson Street to maximize the buildable area of the Eastern</p>

Policy	Proposed Development
	addition. The Northern addition is accessible via 78-80 Nelson Street and therefore does not require a new public entrance.
<p>6. The City will require that all applications for new development:</p> <ol style="list-style-type: none"> <li>1. Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>2. Include windows on the building elevations that are adjacent to public spaces;</li> <li>3. Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ol>	<p>The principal entrance for the Eastern addition is proposed along Nelson Street, improving interaction with the public realm. The Eastern addition incorporates a pattern of fenestration that is consistent with the existing units. These elements work together to enhance the interface with the street and improve safety through passive surveillance.</p>
<p>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 dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>To maximize the available rear yard amenity space, servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>Rooftop mechanical, telecommunications equipment, signage, and amenity spaces are not proposed.</p>
<p><b>Massing and Scale</b></p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ol style="list-style-type: none"> <li>1. 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>2. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces</li> </ol>	<p>The building height, massing, and scale are appropriate given the immediate property to the north, 300 Clarence Street, a two-storey, multi-unit building, as well as the townhouses to the east, which are set back significantly to from the public street. Additional heights on the subject site will have no undue adverse impacts on the townhouses facing Nelson Street due to their significant distance from the public road.</p> <p>The Northern addition respects the prevailing pattern of low-rise development of the abutting property: two two-storey multi-unit buildings immediately to the north at the corner of Clarence Street and Nelson Street, by proposing a maximum building height of three storeys, with a continuous interior side yard setback of 1.5 metres, and continuous north façade. Finally, outdoor amenity space is</p>

Policy	Proposed Development
<p>and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</p> <p>3. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p>	<p>proposed west of the proposed Northern addition, thereby mitigating impacts related to overlook.</p> <p>Across the street, on the east side of Nelson Street, the lands are zoned R5B[1046] H(18). This proposal acknowledges that the lands to the east are significantly setback approximately 29 metres from the property line and feature a landscape buffer along their western periphery thereby mitigating any impacts related to the development. Moreover, this proposal acknowledges that the planned context to the east could result in maximum building heights of 18 metres. At four storeys in height, the proposed Northern addition provides an appropriate transition between the planned high- and mid-rise built-form to the east and the established low-rise built-form to the west.</p> <p>The proposed development continues the existing interior side yard setback. Removal of parking in the rear yard permits for the creation of a landscaped outdoor amenity space.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development appropriately locates the four-storey building height along a public road. As mentioned, the proposed four-storey height provides a transition between the planned context to the east and the existing low-rise context directly to the west. The proposed three-storey Northern addition is located along the northern portion of the property and continues the existing building's interior side yard setback resulting in a consistent wall. As mentioned, the surrounding neighbourhood includes a mix of heights ranging from two-storey rowhouses and duplexes, to three- and four-storey low-rise apartment buildings, as well as a mid-rise, eight-storey apartment building to the south. Therefore, the proposal is reflective and compatible with the mixed and diverse residential character of the surrounding neighbourhood.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ol style="list-style-type: none"> <li>1. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>2. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>3. Building setbacks and step-backs.</li> </ol>	<p>The proposed development is generally complementary to the existing low-rise heights in the surrounding neighbourhood. The proposed four-storey massing addresses the planned context to the east.</p>



Policy	Proposed Development
<b>Outdoor Amenity Area</b>	
<p>19. 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.</p>	<p>35 new windows and glass door entrance have been included in the design of the Eastern addition, whereas only six new windows have been included in the design of the Northern addition to minimize undesirable impacts, such as overlook, onto neighbouring properties. In comparison, the majority of the new windows have been introduced where it is appropriate: overlooking a public street. In addition, the Northern addition will have high windows facing the north side of the property to reduce overlook and preserve the privacy of neighbouring properties to the north.</p>
<p>20. 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.</p>	<p>The proposed development includes the creation of a new rear yard outdoor amenity space. Replacing the existing surface parking lot on the property, this amenity space provides a usable and green space for residents. The space will be at-grade. This space will promote community gathering and interaction among the residents of the buildings.</p>

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established Lowertown neighbourhood's urban fabric and the surrounding neighbourhood by complementing the existing residential character of the neighbourhood. The proposed development has been designed to orient the majority of the height and density on the east side of the property, adjacent to a public street. The proposed height is complementary to the existing building heights and consistent with the neighbourhood's height patterns. The massing and setbacks continue the patterns on the site and the materiality creates a cohesive building form thereby reinforcing the proposed lot consolidation.**

#### 4.4 City of Ottawa Draft Official Plan (July 2021)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- / Most of the draft Plan was released on November 20<sup>th</sup>, 2020.
- / A second draft of the OP has recently been released before it is considered by the Joint Committee in October 2021.
- / The new Official Plan is scheduled to go to Council for endorsement in October 27<sup>th</sup>, 2021, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

**The subject site is proposed to be within the Downtown Core Transect and designated Neighbourhood with an Evolving Overlay. These are areas the City wishes to direct intensification due to their location close to rapid transit and transit**

**priority corridors. The intensification at this location contributes to a land use pattern that is consistent with a 15-minute neighbourhood. The Evolving Overlay highlights the subject site ability to adapt to the policies of the new Official Plan sooner than other Neighbourhood areas**

#### 4.5 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. Since the Guidelines were passed in 2012, the City of Ottawa has clarified further details in the Zoning By-Law with Mature Neighbourhoods Overlay and in s. 144 Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt of the Zoning By-law.

The objectives of these Infill guidelines are to help create infill development that will:

- / Enhance streetscapes;
- / Support and extend established landscaping;
- / Be a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front yards;
- / Create at grade living spaces that promote interaction with the street; and
- / Incorporate environmental innovation and sustainability.

The Design Guidelines implement these objectives through a series of guidelines. The proposed development satisfies the following guidelines:

- / Reflects the desirable aspects of the established streetscape character by proposing a low-rise built form, shallow front yard setbacks reflective of the neighbouring lots and a pedestrian-oriented scale (Guideline 2.2);
- / Designs accessible walkways, from private entrances to public sidewalks by proposing a new accessible entrance and lobby for the Eastern addition (Guideline 2.6);
- / Landscapes the front yard and right-of-way to blend with the landscape pattern and material of surrounding homes by proposing front yard landscaping to match the recently landscaped front yard on the Nelson Street building (Guideline 3.1);
- / Faces and animates the public streets by proposing new infill development facing Nelson Street with the Eastern addition (Guideline 4.1.1);
- / Located 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 by proposing a three- and four-storey addition (Guideline 4.1.2). Three and four storeys are consistent with the heights in the surrounding neighbourhood. The proposed development also introduces a new entrance for the Eastern addition, which adds to the active street wall and integrates well to the multiple entrances on York Street and Nelson Street;
- / Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized by locating the proposed amenity space in the rear yard, where noise impacts will be minimized (Guideline 4.1.4);
- / Matches the setback of the existing street to create a continuous, legible edge to the public street by continuing the setback pattern along Nelson Street, thereby creating a uniform street wall (Guideline 4.1.5).
- / Provides appropriate side and rear separation distances between existing homes and new infill homes/infill housing blocks to ensure appropriate light, view, and privacy. (Guideline 4.1.8). The proposed development

orients the windows of the new housing blocks predominantly to face the public street, rear yard, and with a minimal number of windows facing the interior side yard. The windows facing the interior side yard have been located high to reduce overlook into neighbouring properties;

- / Maintains rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Does not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks (Guideline 4.1.9). The proposed development is within the bounds of the zoning requirements of rear yard setbacks and maintains a consistent interior side yard setback with the existing building. The proposed development overprovides the minimum rear yard/ interior side yard area;
- / Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades: all grades in the proposed development remain unaltered (Guideline 4.1.11);
- / Designed in a manner that contributes to the quality of the streetscape, and that considers the impacts of scale and mass on the adjacent surrounding homes: The proposed development is generally consistent with the scale and mass of surrounding homes (s. 4.2.1);
- / Where the new development is higher than the existing buildings, creates a transition in building heights through the harmonization and manipulation of mass. Adds architectural features such as porches and bays, and uses materials, colours, and textures, to visually reduce the height and mass of the new building (Guideline 4.2.3). The proposed development distinguishes the fourth storey with a change in material and colour to visually reduce the height and mass of the new addition;
- / Provides similar level of quality and detail on all sides of the building: the proposed development provides a similar level of quality and detail on all sides of the building and reintroduces a brick veneer to unite the existing Nelson Street building's northern brick façade (Guideline 4.3.1);
- / Designs 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 [...] The proposed development reintroduces a brick veneer, which is reflective of the neighbourhood's materials (Guideline 4.3.2); and
- / Ensures that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street. At the same time, designs the infill units with distinguishing characteristics (e.g., different materials, colours, rooflines, windows and door treatments) so that they have distinct identities. The proposed development complements the existing buildings on the site with a similar colour palette and materials and adds uniformity to the design to establish it as one lot with multiple entrances and units, but also adds a variety of colours and textures so that the various entrances are distinct and not identical (Guideline 4.3.4).

**The proposed development is consistent with the Urban Design Guidelines for Low-Rise Infill Housing.**

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

The subject site is zoned Residential Fourth Density Zone Subzone UD (R4UD). The purpose of the R4 zone is to:

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



The zoning of the subject site is shown on Figure 26, along with the surrounding zoning.

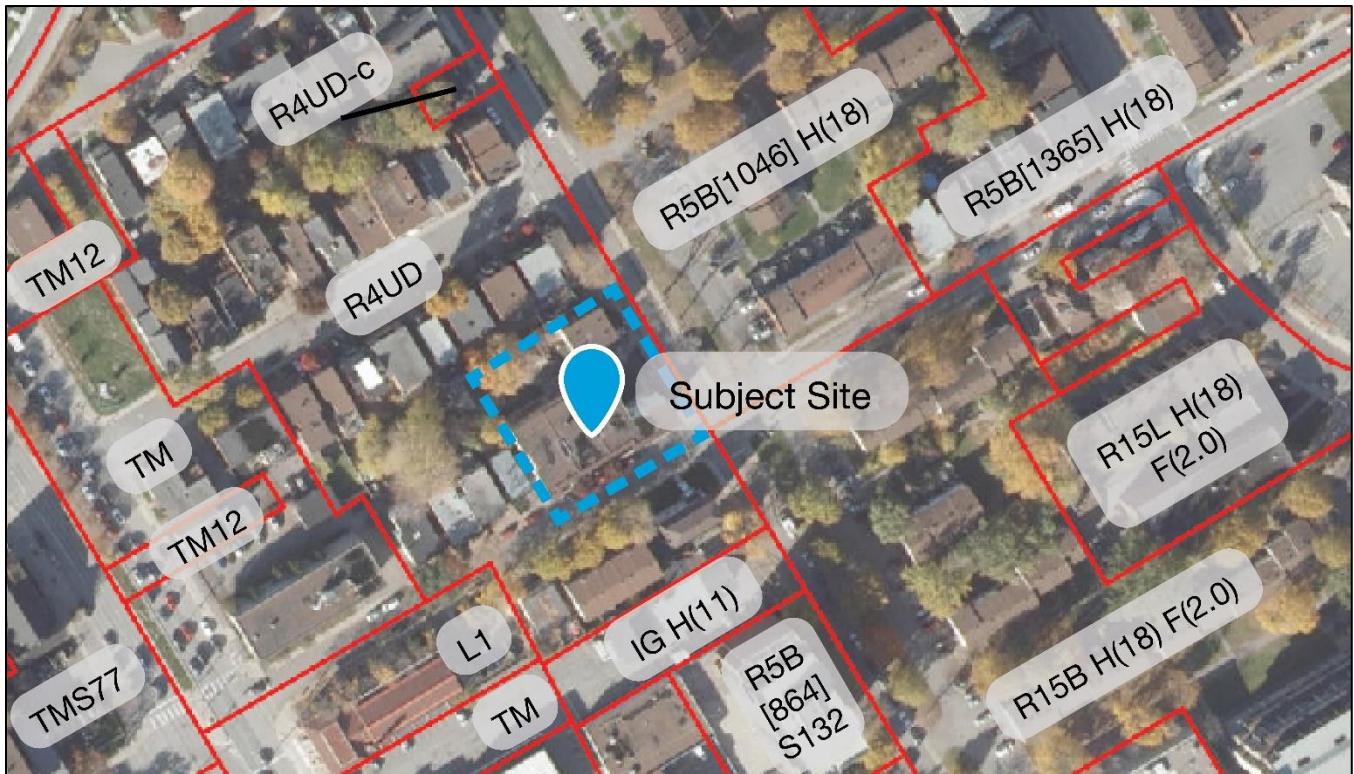


Figure 26: Zoning of subject site and surrounding lands.

The R4UD zone permits **low-rise apartment dwellings and rooming houses**. A 62.25 square metre commercial space is located at the ground floor of the York Street building facing the intersection. The commercial land use is a grandfathered established use and will be retained throughout the redevelopment of the property.

#### 4.6.1 Mature Neighbourhoods Overlay

The site is located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking through the completion of a Streetscape Character Analysis. The Mature Neighbourhoods Overlay generally applies to low rise-built form, and provides guidance on elements of the built form, such as walkway and driveway width, garage permissibility, location, and orientation, and parking space location and size. However, as per policy 8(d) under Section 140 of the Zoning By-law, the subject site is absolved from the completion of a Streetscape Character Analysis as it does not result in the addition or expansion of a driveway or carport.

#### 4.6.2 Zone Provisions and Analysis

Table 3, below, provides a summary of the Residential Forth Density, Subzone UD as detailed in Zoning By-law 2008-250. Note that for the evaluation the lots have been combined and Nelson Street has been identified as the front street. The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 3: Zoning Evaluation

Zoning Mechanism	Requirement	Provided	Compliance
<b>Min. Lot Area (m<sup>2</sup>)</b>	450	1,535	✓
<b>Min. Lot width (m)</b>	15	38.10	✓
<b>Min. Front Yard (m)*</b> Extension of non-compliance	4.5	0	✗
<b>Min. Interior Side Yard (m)</b>	1.5	1.5	✓
<b>Min. Corner Yard</b> Existing	4.5	0	✗
<b>Min. Rear Yard (m)</b>	1.2	12.13	✓
<b>Interior Yard Area</b>	A minimum interior yard area is required that abuts the rear yard and interior side yard, by extending a parallel line from the minimum required rear yard setback affecting the abutting lot, across the longest shared common lot line into the affected site for a distance equal to 30% of the affected lot's actual width.  210 m <sup>2</sup>	238 m <sup>2</sup>	✓
<b>Min. Rear Yard / Interior Side Yard Area (m<sup>2</sup>)</b>	138.19	238	✓
<b>Min. Front Yard Soft Landscape Area (m<sup>2</sup>)</b>	20%	33% of front yard area	✓
<b>Min. Rear Yard Soft Landscaping</b>	50% of the rear yard	80%	✓
<b>Landscaped Area</b>	30% of the lot area	22% of the lot area	✗
<b>Max. Building Height (m)</b>	14.5	12.34	✓
<b>Amenity Area</b>	7.5 m <sup>2</sup> for first 8 rooming units, 3 m <sup>2</sup> for any rooms in excess of 8 rooming units  12 existing units = 72 m <sup>2</sup> 26 new units = 78 m <sup>2</sup> Total: 150 m <sup>2</sup>	195 m <sup>2</sup>	✓
	Must be located at grade, in rear yard	Located at grade in rear yard	✓
	Must have 80% soft landscaping	282 m <sup>2</sup> soft landscaping 54.5 m <sup>2</sup> hard landscaping	✓

Zoning Mechanism	Requirement	Provided	Compliance
		83% soft landscaping	
<b>Vehicle Parking (res)</b> Area X of Schedule 1A	0.5 for units above 12  53 existing and proposed units: 20.5 parking spaces required	0	✘
<b>Vehicle Parking (vis)</b> Area X of Schedule 1A	0.1 for units above 12  53 existing and proposed units: 4 parking spaces required	0	✘
<b>Bike Parking</b>	0.5 per dwelling unit 0.25 per rooming unit  0.5 * 20 du = 10 0.25 * 25 ru = 6.5  Total: 17	24	✓
<b>Principle Entrances</b>	1 for every 12 m of lot width  3 principal entrances required	York = 3 Nelson = 2 5 principal entrances	✓
<b>Unit sizes</b>	25% of dwelling units at least 2 bedroom	40% of existing and proposed units	✓
<b>Front façade fenestration</b>	Front facade (Northern addition) must comprise at least 25% windows	33.36%	✓
<b>Side façade fenestration</b>	Corner side facade must comprise at least 15% windows (sill no higher than 100 centimetres above the floor level to count)	Yes – existing building	✓
<b>Façade recession, balconies, and porches</b>	/ At least 20% of the area of the front facade must be recessed an additional 0.6 metres from the front setback line or  / One balcony or porch for every unit that faces a public street at or above the first storey (2m <sup>2</sup> to count)		✘
<b>Rooming Units and Dwelling Units</b>	Rooming units and dwelling units not permitted in the same building	Rooming units proposed in Northern addition and dwelling units proposed in Eastern addition. There is no internal circulation proposed between the two additions.	✘

\* Nelson is to be treated as the front facade (as confirmed by City Staff)



Relief will be required from the zoning provisions as marked with an 'x' and indicated below:

- / **Min. front yard:** extension of legal non-conforming rights.
- / **Min. corner yard:** extension of legal non-conforming rights.
- / **Landscaped Area:** The zoning by-law includes a series of requirements with regard to landscaped area. Although the proposed development provides the appropriate amount of front and rear yard landscaping, the overall landscaping is deficient, providing 22% rather than the desired 30%.
- / **Vehicle parking (resident and visitor):** eliminated to create a usable rear amenity space. The subject site is well-located in the downtown core and is within walking distance to transit and well-connected to the cycling network. The proposed development overprovides bicycle parking facilities for the residents. The proposed change is desirable for the appropriate development of the land, in keeping with the general intent and purpose of the zoning by-law, and in keeping with the general intent and purpose of the Official Plan.
  - Bicycle parking is provided at a rate of 0.5 bicycle parking spaces per unit for both dwelling units and rooming units, adhering to a higher standard for calculation of bicycle parking for rooming unit residents, rather than the minimum 0.25 bicycle parking spaces per rooming unit.
- / **Façade recession, balconies, and porches:** the existing Nelson Street building is set further from the front lot line, creating some visual interest and some façade recession with its varied setback compared to proposed Eastern addition. Balconies and porches were not possible due to pulling the Eastern addition up to the lot line, these features would encroach on to the City ROW.
- / **Rooming units and dwelling units not permitted in the same building:** rooming units proposed in Northern addition and dwelling units proposed in Eastern addition. There is no internal circulation proposed between the two additions.

## 5.0 Supporting Studies

### 5.1 Geotechnical Report

EXP Services Inc. prepared a Geotechnical Report dated June 25, 2021 for the subject site and identified the subsurface soil conditions and groundwater conditions. Based on the report, the subsurface conditions consist of fill at a range of 1.7 to 2.6 m below grade, underneath which is silty clay extending to a depth of 8.1 m. Groundwater was identified at depths of 5.5 to 5.6 m. The report assumes that since the subject site is located in a well-established area of Ottawa, that raising the grades of the site is not anticipated as part of the proposed development. The report makes several recommendations for the construction of any redevelopment on the lands related to factors including supports for the proposed building additions, options for the basement floor of the proposed building additions, types of engineered fill to use, among other recommendations.

### 5.2 Phase One Environmental Site Assessment

Pinchin prepared a Phase One Environmental site Assessment (ESA) dated November 3, 2020 for the subject site, researching the past and current use of the site and study area to identify any environmental concerns.

Based on a review of available historical information, the subject site undeveloped until the construction of a residential dwelling on the west portion of the subject site in approximately the early 1910s. This residential dwelling was inferred to have been demolished prior to the construction of the Site Building in approximately 1919, which has since been primarily occupied by various residential tenants. However, Pinchin noted that a commercial space was observed to be present in the southeast portion of the Site Building in the 1958 FIP, and according to the city directories, this space was occupied by various retail tenants (i.e., confectionaries and grocery stores) from approximately 1934 up until the mid-2000s. Since the mid-2000s, the Site Building has been occupied solely by various residential tenants.

It is Pinchin's opinion that the date of the first developed use of the subject site is approximately the early 1910s, with the construction of a residential dwelling on the west portion of the subject site. The date of the first developed use of the subject site was determined through a review of a previous report and a city directory search. No other historical records were available to Pinchin that provided information for determining the date of first developed use of the subject site.

Through the review process, one on-site potentially contaminating activities (PCAs) was identified, but it was not considered to result in any Areas of Potential Environmental Concern (APECs). Nine off-site PCAs were identified, but due to their distance, they were not considered to result in APECs at the subject site. The report concludes that the subject site is suitable for the filing of a Site Plan Approval application with the City of Ottawa based only on the completion of this Phase One ESA report.

### 5.3 Roadway Traffic Noise Assessment

Gradient Wind Engineers & Scientists completed a Roadway Traffic Noise Assessment dated June 23, 2021 for the subject site. The report identified King Edward Avenue as the major source of roadway traffic noise, located approximately 100 m west of the subject site. The report found that noise levels range between 51 and 57 dBA during the daytime period (07:00-23:00) and between 46 and 49 dBA during the nighttime period (23:00-07:00). The highest noise level (57 dBA) occurs at the west façades, which are nearest and most exposed to King Edward Avenue. Noise levels are not expected to exceed 65 dBA, therefore standard building components in conformance with the Ontario Building Code (OBC) will provide sufficient noise attenuation when windows and doors are closed.

Noise levels at the ground level outdoor amenity on the west side of the development are expected to approach 51 dBA during the daytime period, which falls within the ENCG criteria for outdoor living areas. Therefore, noise control measures are not required. The report concludes that there are no significant existing sources of stationary noise impacting the development.

## 5.4 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by McIntosh Perry dated August 24, 2021. The report presents a servicing and stormwater management design for the development in accordance with the recommendations and guidelines provided by the City of Ottawa (City), the Rideau Valley Conservation Authority (RVCA), and the Ministry of the Environment, Conservation and Parks (MECP).

The report proposes a 150-millimetre diameter PVC water lateral to the existing 203-millimetre watermain within 312 Murray Street to service the existing Nelson Street building and its proposed addition. The Eastern addition can be serviced by the existing watermain in the building.

For both the Eastern and Northern additions, sanitary and drainage can be serviced through the existing buildings.

The report confirmed that there is capacity in the Nelson Street and York Street sanitary sewers to accommodate development.

A new 250-millimetre diameter storm service will be extended from the existing 300-millimetre diameter storm sewer within Nelson Street to provide flow attenuation for the building additions and at-grade common areas within the site. Foundation drainage is proposed to be connected to the existing building drainage systems

Stormwater management for the proposed site will be maintained through two methods. The first will store and control runoff collected on the roof of the proposed buildings. The second will control stormwater via a subdrain system and will collect runoff from the at-grade common areas within the site. The flow will be directed to the existing 300 mm storm sewer located within Nelson Street.

The report recommends that temporary erosion and sediment control measures are to be provided throughout the duration of construction.

It is recommended that the proposed site servicing and stormwater management design be approved for implementation.

## 5.5 Transportation Impact Study (TIA screening form)

A Transportation Impact Study (TIA) Screening Form was prepared by Fotenn Planning + Design on August 1, 2021. The TIA screening form did not trigger any of the evaluation criteria to warrant a Traffic Impact Study.

## 5.6 Tree Conservation Report and Landscape Plan

A Tree Conservation Report (TCR) and Landscape Plan was prepared by McIntosh Perry and dated August 2021. The report identifies the condition of any existing trees on site, the impact of the proposed development, and measures recommended to preserve and minimize impact. The report makes several recommendations for the construction of any redevelopment on the lands.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. Tree condition was assessed based on visual defects only. The report identified that there was a total of five (5) identified species, that are generally in good to fair-good condition. Existing species of trees included Black Maple, Crimson King Norway Maple, Silver Maple, White Birch, and Columnar Norway Spruce. One (1) Silver Maple tree is proposed to be removed.

The report recommends the retention of eight (8) of the total nine (9) total trees. The removal will require a permit, in accordance with the City of Ottawa tree By-law No. 2020-340.



In accordance with the Tree Protection By-law No. 2020-340, a protection fence is to be erected at vegetation that is to be preserved. The protection fence shall be maintained throughout all phases of the development. No work is to be done within the tree protection fence.

The report recommends that two new trees be planted: one Spring Flurry Serviceberry and one Serviceberry. These are seen on the submitted Landscape Plan and are both proposed to be planted in the rear yard.

## Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
  - Three (3) pre-application consultation meetings were held with city staff and the applicant team on July 30, 2020, January 14, 2021, and May 28, 2021.
- / Notification of Ward Councillor, Councillor Matthieu Fleury
  - The Ward Councillor will be notified following submission concurrent Zoning By-law Amendment and Site Plan Control applications to discuss the proposed development.
- / Community “Heads Up” to local registered Community Associations
  - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process
- / Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

## 7.0 Conclusion

The proposed Zoning By-law Amendment application meets the policies of the Provincial Policy Statement and the Official Plan. The proposed zoning for the property will maintain the character of the surrounding development and enable integration with the established residential community.

It is Fotenn's professional opinion that the application represents good land use planning, is appropriate for the site, and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement, which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built-up area where services are readily available, promotes intensification and new housing in an area that is close to public transit and active transportation routes, and promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types ;
- / The proposed development conforms to the City of Ottawa Official Plan policies for the General Urban Area designation by proposing an intensification of the subject property through a permitted use and contributes to a full range and choice of housing types in the Lowertown neighbourhood;
- / The proposed development conforms with the urban design objectives and compatibility criteria outlined in 2.5.1 and Section 4.11 of the Official Plan;
- / The proposed development meets the intent and purpose of the City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing;
- / The proposed development generally complies with the R4 zone and has been designed to minimize the relief required; and
- / The proposed development is supported by technical studies submitted as part of this application .

Sincerely,



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Senior Planner



Ghada Zaki, MCIP RPP  
Planner



Tamara Nahal, MPI  
Planner