

817 Roseview Avenue Planning Rationale and Design Brief

Minor Zoning By-law Amendment and
Site Plan Control Applications



October 2021





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13, 2021)

1 Introduction

WSP was retained by 817 Roseview Inc. to prepare a Planning Rationale and Design Brief (the “Report”) in support of a Minor Zoning By-law Amendment application and a Site Plan Control application for the property municipally known as 817 Roseview Avenue (“the site”), in the City of Ottawa.

The proposed development consists of a four-storey, low-rise apartment dwelling with a proposed gross floor area of approximately 1,374 m² (14,790 ft²), to be located on the east side of Roseview Avenue, between Carling Avenue and Michele Drive. The low-rise apartment dwelling is proposed to have 20 units, ranging in size from studio units to 2-bedroom units. The proposed development would have a mix of affordable and market rental units (6 will be affordable units and the remaining 14 will be market units). The affordable housing component will be operated in partnership with Operation Come Home, a local charity that supports homeless adults and at-risk youth.

The proposed Minor Zoning By-law Amendment (ZBLA) would seek to add a new site-specific Exception to permit modifications to the zoning performance standards. The Minor ZBLA does not seek to add additional permitted uses to the site. Instead, it is proposed that the additional permitted uses in Urban Exception 2181, which currently applies to the site, be referenced in the new site-specific exception. This approach complies with the City of Ottawa definition of a Minor ZBLA, which excludes the addition of new uses to a site.

Therefore, the Minor ZBLA proposes to modify the performance standards only with a site-specific exception to permit:

1. An increase in the permitted maximum building height of 14.32 m whereas the provisions of the Zoning By-law require a maximum building height of 11.0 m;
2. A reduction in the minimum required resident vehicle parking spaces to permit 16 resident spaces, whereas the provisions of the Zoning By-law require a minimum of 24 resident parking spaces be provided;
3. A reduction in the minimum required visitor vehicle parking spaces to permit 2 visitor spaces, whereas the provisions of the Zoning By-law require a minimum of 4 visitor parking spaces be provided;
4. A reduction in the minimum distance required between a permitted projection and a side lot line to permit a permitted projection that is 0.15 m from the side lot line whereas the provision of the Zoning By-law require a minimum distance of 0.60 m be provided from any permitted projection and a side lot line; and
5. A reduction in the minimum required width of a parking lot landscape buffer to permit a parking lot landscape buffer width of 0.78 m whereas the provisions of the Zoning By-law require a minimum parking lot landscape buffer width of 1.5 m.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale and design brief for the proposed development;
- **Section 5** summarizes the planning opinion regarding the Zoning By-law Amendment;
- **Appendix A** contains the site plan;
- **Appendix B** contains the Draft Zoning By-law Amendment and Draft Zoning Schedule; and
- **Appendix C** contains the Supplemental Design Brief and Streetscape Character Analysis of Roseview Avenue (October 13, 2021) prepared by Unpoised Architecture Inc that provides the design rationale and an analysis of the street appearance, landscaping and setbacks, massing and façade, and scale and materiality.

A number of technical studies have been prepared in support of the applications and submitted to the City; the supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

The site is legally described as Part 1 Part of Lot 1 Registered Plan 523 City of Ottawa. It is municipally known as 817 Roseview Avenue and is located in Ward 7 (Bay), on the east side of Roseview Avenue as illustrated in **Figure 2-1**. A stormwater pipe easement in favour of the City of Ottawa is registered against the site as described by Instrument CR462929.

Figure 2-1: Site Location (GeoOttawa, 2021)



The site has frontage of approximately 20 m along Roseview Avenue (a Local road running north-south), with a total lot area of approximately 1,100 m² (11,840 ft²), or 0.110 hectares (0.272 acres). It is generally rectangular in shape.

The site is currently occupied by a one-storey single-detached house, shown in

A site visit was conducted on June 9, 2021. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2, and by a free-standing shed located in the rear yard. The existing house and shed are proposed to be demolished. There is a City of Ottawa stormwater pipe easement that runs along the southern property line. The site is fully serviced by municipal water and sewer.

A site visit was conducted on June 9, 2021. Photos contained herein are from WSP, unless otherwise stated.

Figure 2-2: Existing one-storey single-detached dwelling



2.2 Community Context

The site is located within the Michele Heights neighbourhood, which is primarily comprised of a mix of low, medium, and high-density residential uses. A variety of commercial uses exist in the vicinity of the site, and immediately abutting the north property line, due to its location south of Carling Avenue. Along Carling Avenue there are a range of retailers, restaurants and entertainment options, including Cineplex Ottawa to the west of the site. A range of neighbourhood parks exist in proximity to the site, including Michele Park, which includes the Michele Heights Community Centre, Judge Park and Bayshore Park.

Land uses adjacent to the site are as follows:

- **North:** A one-storey fast-food restaurant (Tim Hortons) and the associated parking lot are located to the north of the site.
- **South:** A one-storey single-detached house is located south of the site.

- **East:** Michele Park is located east of the site. The site directly backs onto Michele Park.
- **West:** A surface parking lot is located immediately west of the site across Roseview Avenue. The parking lot is accessory to the Carling Family Shelter, which fronts onto Carling Avenue.

Figure 2-3: View from site looking west from 817 Roseview



Figure 2-4: Nearby residential use along Roseview Avenue west of the site



Figure 2-5: View looking east of site location relative to the adjacent Tim Horton's commercial property



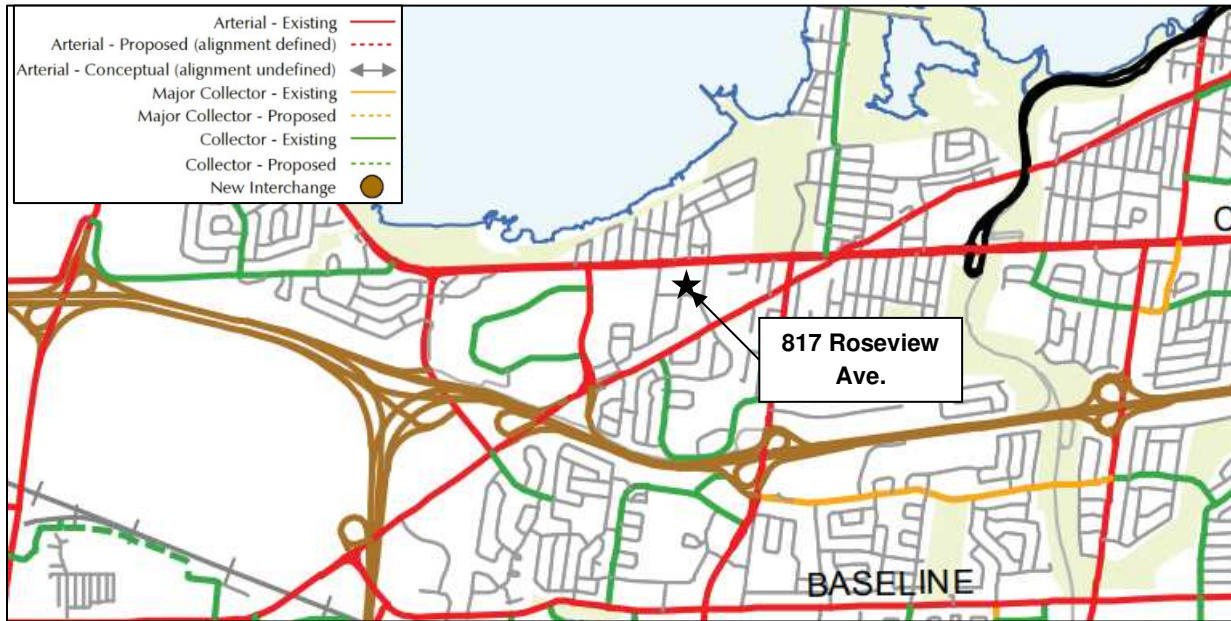
Figure 2-6: Property line between 817 Roseview and the Tim Horton's commercial property to the north



2.3 Transportation Network

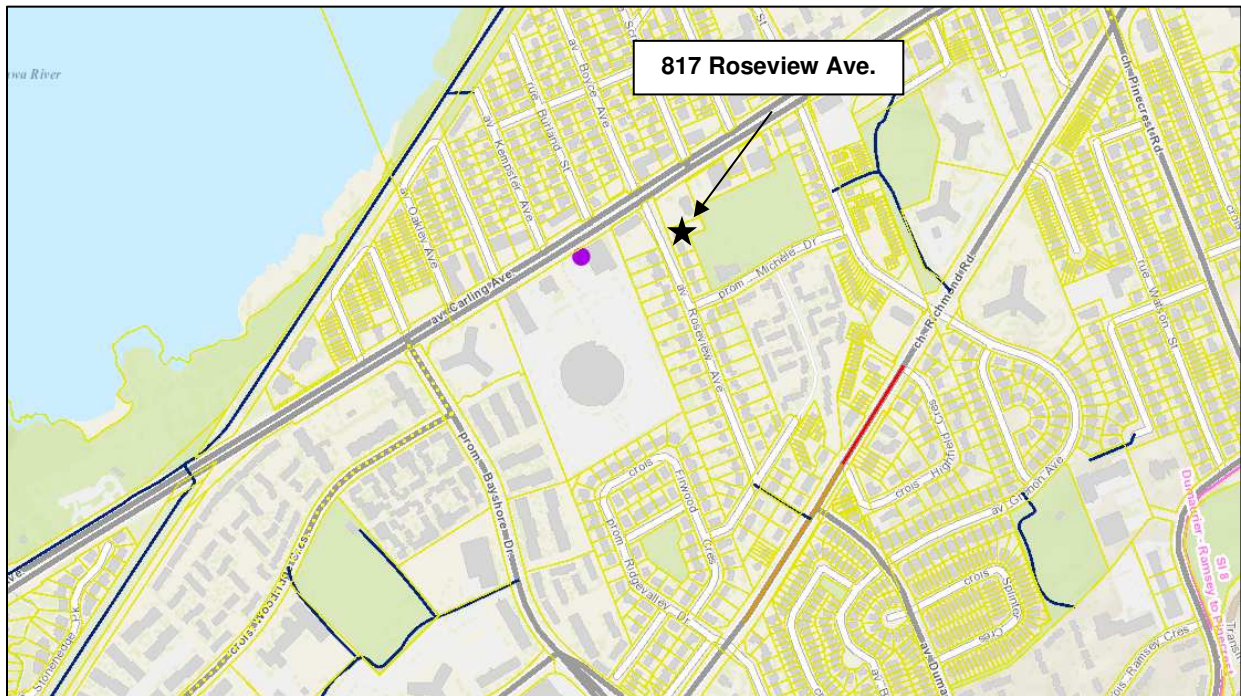
The road network around the site as per Schedule E Urban Road Network of the City of Ottawa Official Plan (2003, Website Consolidation) is illustrated in **Figure 2-7**. Roseview Avenue provides the site with access to Carling Avenue. Carling Avenue is an existing Arterial Road on Schedule E, which provides vehicular and transit access to the greater Ottawa area.

Figure 2-7: Schedule E - Urban Road Network (Excerpt), City of Ottawa Official Plan



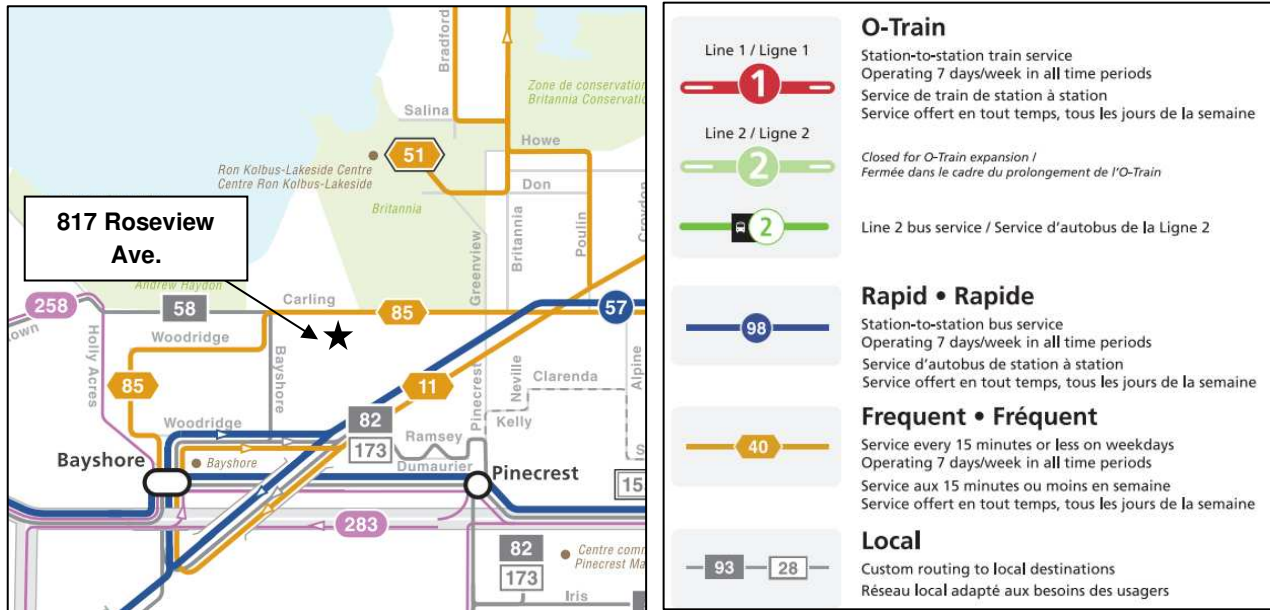
Sidewalks do not currently exist along Roseview Avenue but are provided on both sides of Carling Avenue. Boyce Avenue (running north-south) is located north of the site and provides access to the Ottawa River Pathway which runs parallel to the Ottawa River. Further east of the site, a network of bicycle paths is provided at Judge Park as illustrated in **Figure 2-8**.

Figure 2-8: Pathway and Cycling Network Surrounding the Site (GeoOttawa, 2021)



The site is also well serviced by existing public transit, as illustrated in **Figure 2-9**. The site is south of Carling Avenue, which is served by Route 85: Bayshore. There are also numerous rapid transit routes, frequent service routes, and local routes further south of the site along Richmond Road.

Figure 2-9: OC Transpo Network Map (August 2021)



3 The Proposed Development

The proposed development consists of a four-storey low-rise apartment dwelling, consisting of 20 units and a proposed gross floor area of approximately 1,430 m² (15,982 ft²), to be located on the east side of Roseview Avenue, between Carling Avenue and Michele Drive. A 3-dimensional rendering of the proposed development is shown in **Figure 3-1**. An excerpt of the proposed site plan is shown in **Figure 3-2** and the full site plan is available in **Appendix A**. The dwelling units would be rental in nature. Elevations of the proposed low-rise apartment building is shown in **Figure 3-3** to **Figure 3-6**.

An existing one-storey single-detached house exists on the site, along with a standalone shed in the southeast corner of the site. The existing house and shed are proposed to be demolished to enable the construction of the proposed development.

The low-rise apartment dwelling is proposed to have 20 units, ranging from studio units to 2-bedroom units. The proposed development would have a mix of affordable and market rental units (6 will be affordable units and the remaining 14 will be market units). The affordable units

will be priced according to the current “affordable rate” set by the Canadian Mortgage and Housing Corporation (CMHC) based on the size of the unit.

The proposed development will feature private balconies and walk-out porches for a portion of the dwelling units. A communal rooftop patio is proposed with a gross floor area of approximately 138 m² (1,484 ft²). The rooftop patio will be accessible via a staircase that projects from the roof. Together, the private balconies, walk-out porches and rooftop patio will serve as outdoor amenity area for residents as well as contribute to the overall design of the building by adding interest to its exterior.

The site will feature landscaping along the site’s perimeter to create a buffer between the development and the adjacent properties, as shown in the conceptual landscape plan in **Figure 3-7**. A mix of shrubs and plants will be located along the south, west, and east property lines. Two trees are proposed in the front yard, which will replace the existing that will be removed to allow for the building footprint.

The low-rise apartment building would front onto Roseview Avenue. One vehicle access is proposed from Roseview Avenue. A total of 18 parking spaces would be provided, consisting of 16 parking spaces for residents and 2 parking spaces for visitors. A total of 16 bicycle parking spaces are proposed, which will be located inside a designated bicycle storage room in the basement.

**Figure 3-1: 3-D rendering of a proposed low-rise apartment, looking northeast
(Prepared by unpoised Architecture, September 23, 2021)**



Figure 3-2: 817 Roseview Avenue – Site Plan (Excerpt) (Azul Designs, October 13, 2021)

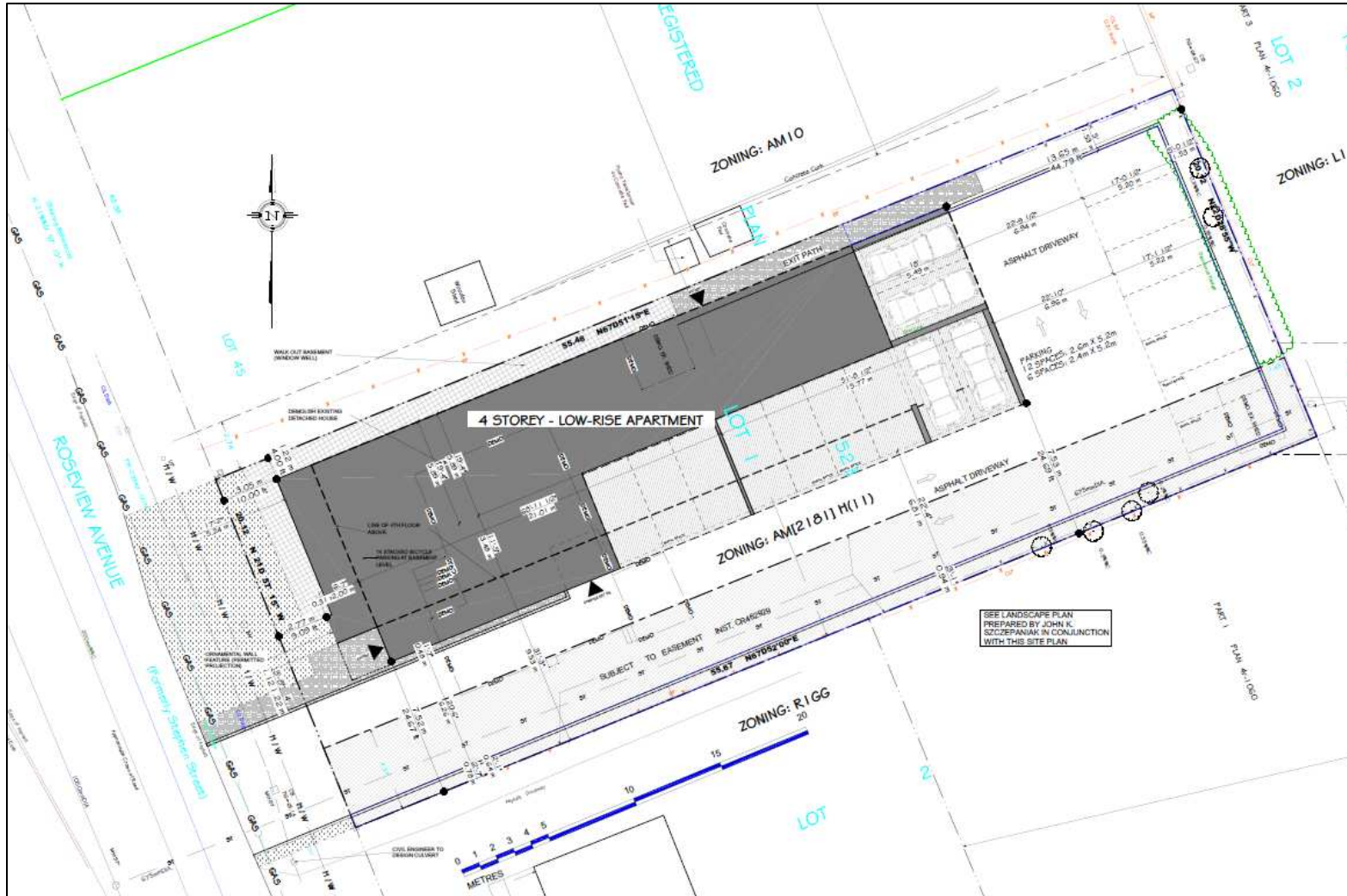


Figure 3-3: Proposed Building Elevation – East Elevation (unPoised Architecture Inc., October 13, 2021)

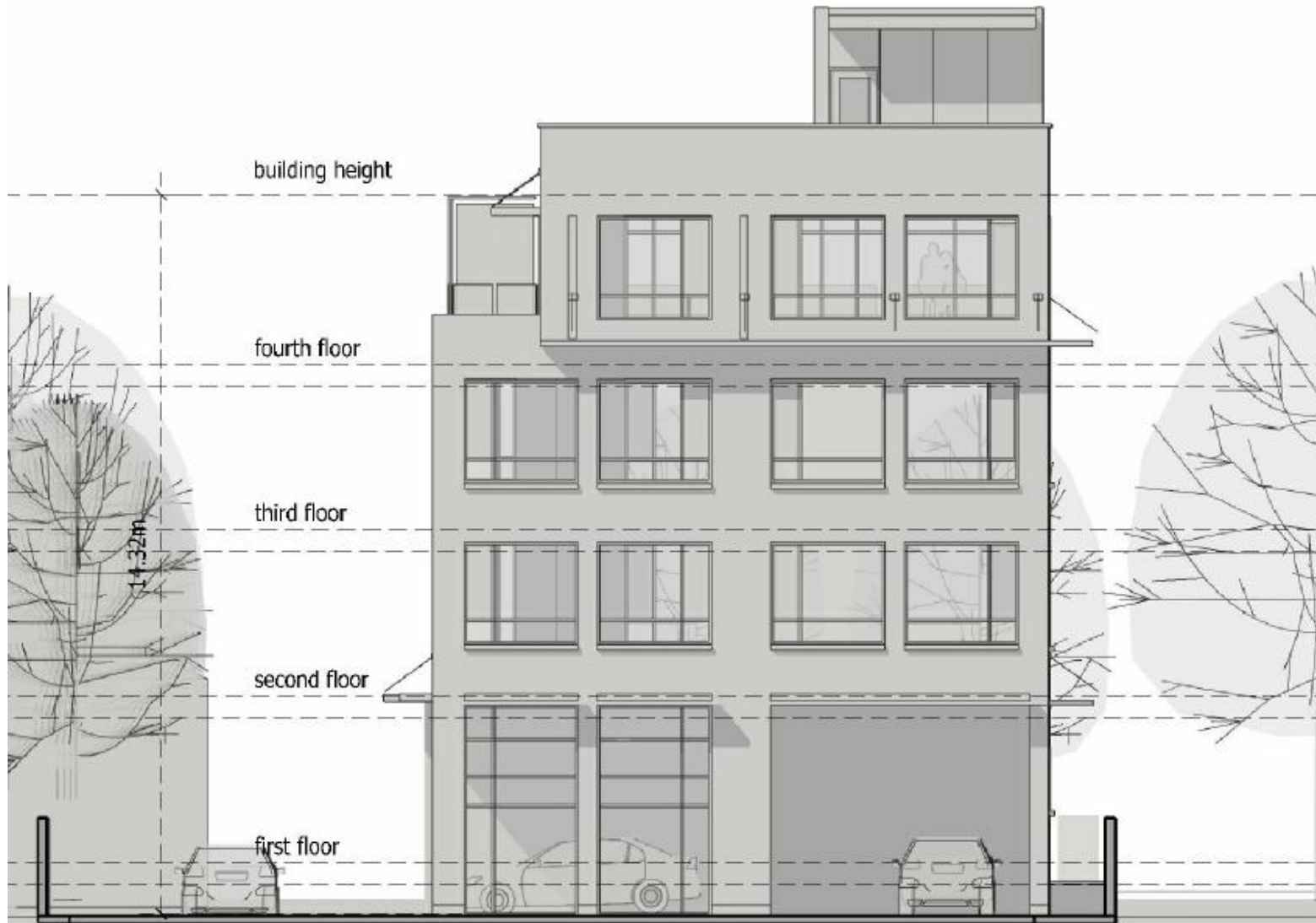


Figure 3-4: Proposed Building Elevation – West Elevation (unPoised Architecture Inc., October 13, 2021)

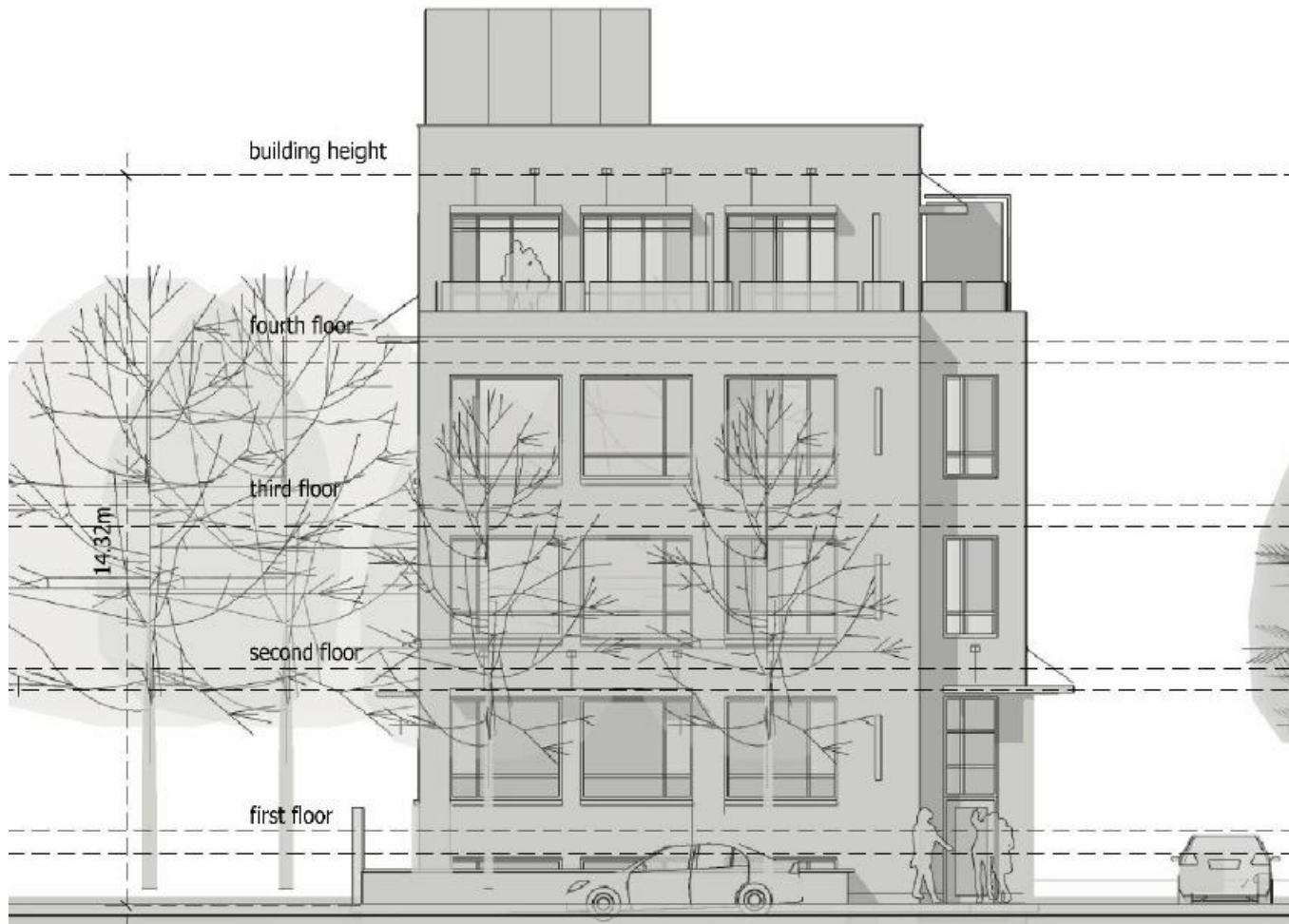


Figure 3-5: Proposed Building Elevation – North Elevation (unPoised Architecture Inc., October 13, 2021)

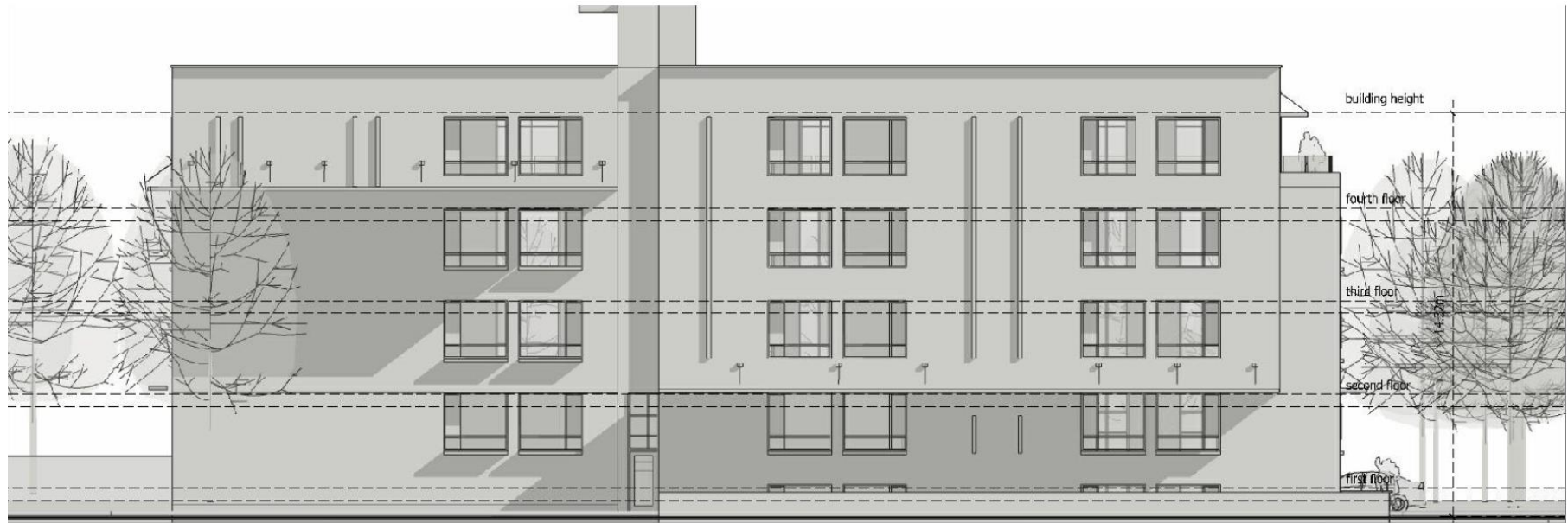


Figure 3-6: Proposed Building Elevation – South Elevation (unPoised Architecture Inc., October 13, 2021)

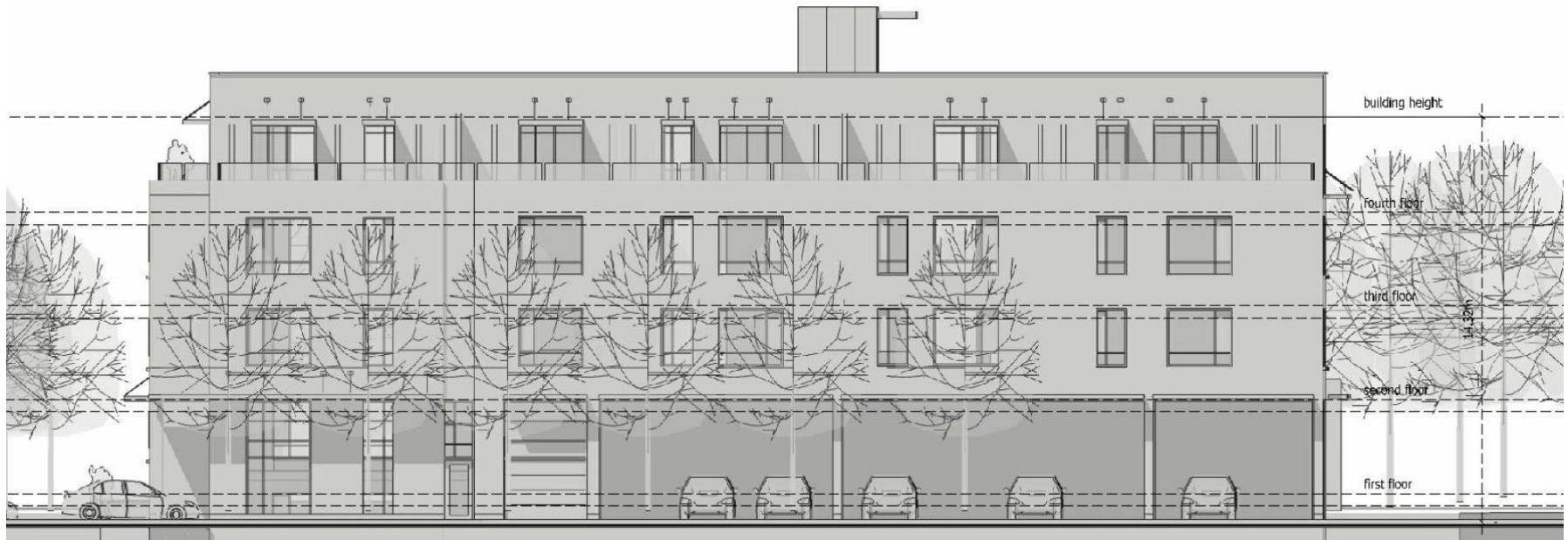
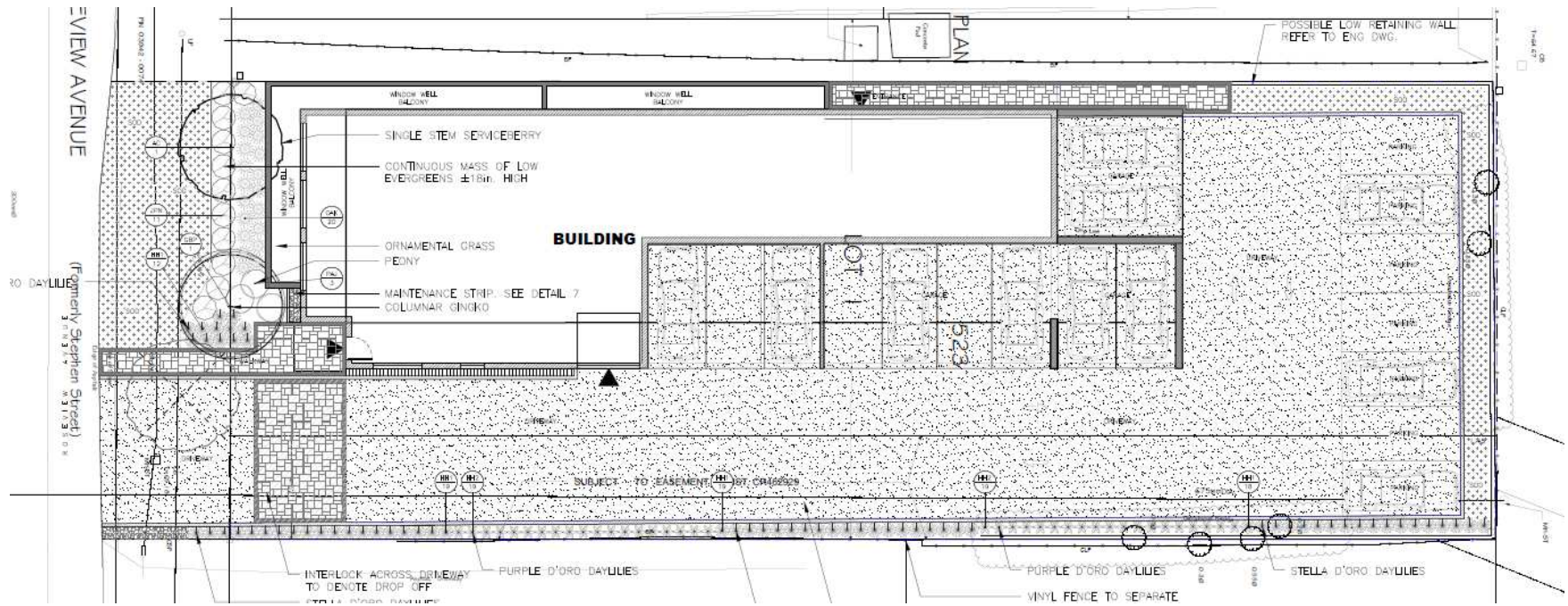


Figure 3-7: 817 Roseview Avenue – Landscape Plan (John K. Szczepaniak Landscape Architect, September 24, 2021)



4 Policy and Regulatory Framework

This section describes the provincial, and local policy framework that is relevant or applicable to the proposed development of the site.

4.1 Provincial Policy Statement, 2020

The Ministry of Municipal Affairs and Housing has released a new Provincial Policy Statement, 2020 (PPS), which came into effect on May 1, 2020. The 2020 PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the Province's economic, social, and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; [...]
- c) support active transportation;
- d) are transit-supportive, where transit is planned, exists or may be developed; [...]

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall 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.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to 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:
 - 2. all forms 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 location 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; [...] and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The proposed development is consistent with the 2020 PPS, as it represents residential intensification and redevelopment within a settlement area, utilizing land and existing infrastructure efficiently. It provides for multi-unit housing which contributes to City’s affordable housing supply to provide a mix of affordable and market-based housing options. The proposed development is transit-supportive and promotes active transportation within Ottawa’s urban area as less parking is proposed than what is required.

4.2 City of Ottawa Official Plan (2003, Website Consolidation)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not

a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 Building a Sustainable City

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of housing options that are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choices for transportation.

4.2.2 Strategic Directions

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop. Opportunities will be provided to increase the supply of affordable housing throughout the City.

Growth is to be directed to urban areas where services already exist or where they can be provided efficiently. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, 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.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking. Growth is to be distributed throughout the urban area to strengthen the city’s liveable communities through intensification and infill.

Section 2.2.2 – Managing Intensification Within the Urban Area indicates that intensification is supported throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. The City supports compatible intensification in the General Urban Area, and states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings.

Section 2.5.1 – Design Ottawa encourages good urban design and quality and innovative architecture, to stimulate the creation of lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but can enhance an established community and coexist with

existing development without causing undue adverse impact on the surrounding properties. The design objectives of the proposed development are addressed in detail in **Appendix C in the Design Brief and Streetscape Character Analysis of Roseview Avenue prepared by Azul Designs** of this Report.

Section 2.5.2 – Affordable Housing recognizes the shortage of affordable rental housing as one of Ottawa’s most compelling problems, as well as the need to accommodate social diversity and diversity in the housing supply. This can be achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs. The City will give priority to the processing of development applications from non-profit housing corporations and housing cooperatives, for housing intended for persons of low- or moderate-incomes.

The proposed development supports the strategic directions of the OP by accommodating growth and new residential uses within the urban area, through redevelopment that is compatible with the surrounding established neighbourhood. The proposed development contributes to low-rise intensification within the City’s urban boundary and along an Arterial Mainstreet. that is transit-supportive and promotes active transportation. It provides a high quality of urban design that is compatible with the existing and evolving character of the immediate neighbourhood. Importantly, the proposed development contributes to the City’s affordable rental housing stock.

4.2.3 Land Use Designation

The site is located within the City’s urban boundary and is designated as Arterial Mainstreet on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**.

The site does directly front onto an Arterial Mainstreet (Carling Avenue), however, Policy 3.6.3(3) which states that the Arterial Mainstreet designation applies “to a depth of 400 metres from an Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor.” The site is approximately 70 metres from an Arterial Mainstreet (Carling Avenue) and is located along Roseview Avenue, which abuts Carling Avenue. Therefore, the Arterial Mainstreet designation applies to the site.

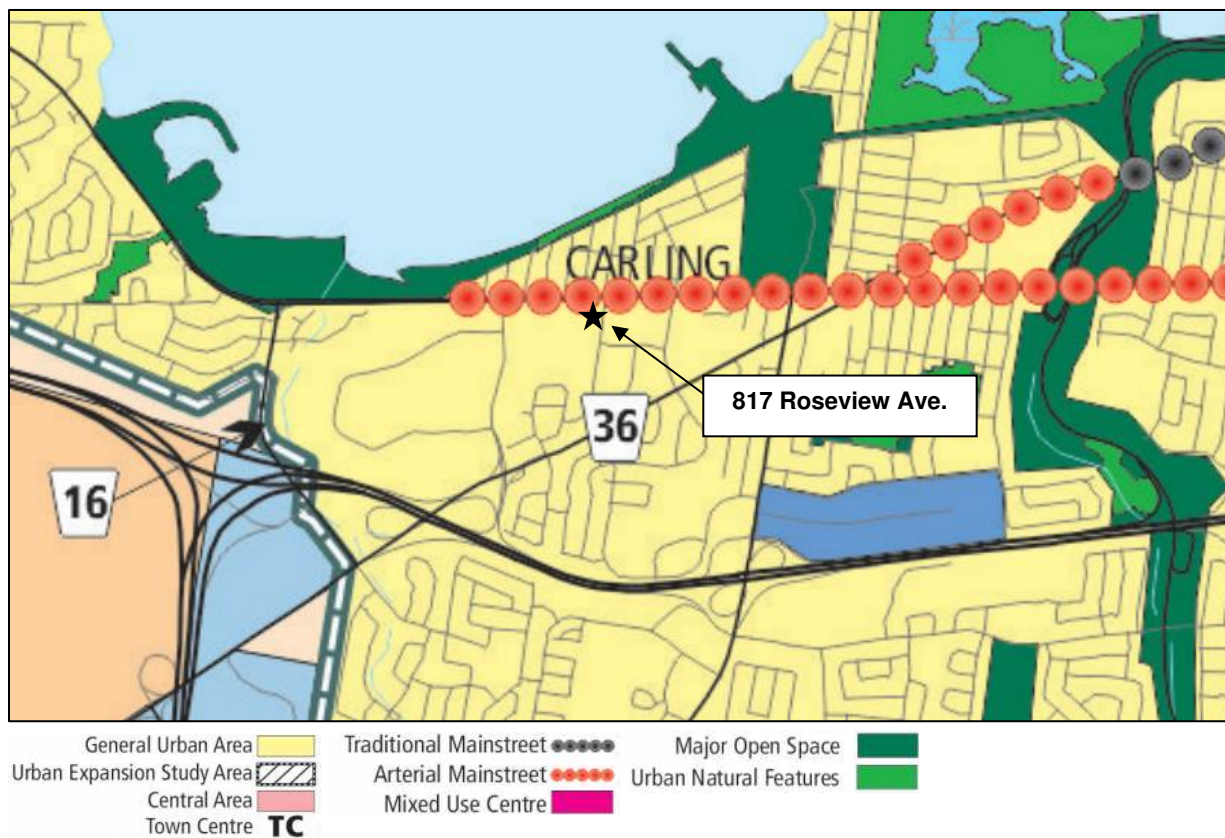
Policy 3.6.3(1) states that Arterial Mainstreets “are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places.”

Policy 3.6.3 (5) states that within the designation “a broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses.”

Furthermore, Policy 3.6.3 (10) states that “Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.”

The proposed development conforms to the Arterial Mainstreet policies of the OP. It represents residential intensification along an Arterial Mainstreet (Carling Avenue) in a building format that contributes to the streetscape along Roseview Avenue. The proposed development will improve the overall appearance of Roseview Avenue by constructing a new building to replace the dated vacant detached dwelling that is currently located on the site. The proposed development will contribute to the creation of compact, pedestrian-oriented and transit friendly housing off of an Arterial Mainstreet. Further, the proposed development adds a new dwelling type to the immediate neighbourhood that will compliment the nearby retail, service commercial and recreational uses.

Figure 4-1: Schedule B - Urban Policy Plan (Excerpt), City of Ottawa Official Plan



4.2.4 Annex 1 – Road Classification and Rights-of-Way

As per Section 2.0 of the OP, the City may acquire land for rights-of-way or the widening of rights-of-way through conditions of approval for a subdivision, severance, site plan, condominium or minor variance.

Section 7, Annex 1, Table 1 of the OP sets forth the right-of-way (ROW) widths that the City may acquire for roads. Table 1 does not include a specific ROW protection requirement for Roseview Avenue. Further, the City did not identify a specific ROW protection requirement as part of the Pre-consultation meeting held on April 1, 2021.

There is no existing right-of-way protection on Roseview Avenue and the City does not have plans to widen the road.

4.3 Design Brief

The Planning Act gives municipalities the authority to require that a Design Brief be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the OP sets out the information and/or reports which may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan application, the City has requested a Design Brief be included. The City has also requested that Streetscape Character Analysis (SCA) of Roseview Avenue be prepared. A Supplemental Design Brief and Streetscape Character Analysis of Roseview Avenue (October 13, 2021) has been prepared by unPoised Architecture Inc. and has been included in **Appendix C**. The Supplemental Design Brief provides a design rationale and an analysis of the street appearance, landscaping and setbacks, massing and façade, and scale and materiality. The Streetscape Character Analysis provides an analysis of the existing condition of Roseview Avenue, including the front yard setbacks, building elevations, fenestration pattern and tree canopies.

Policy 4.11.1 of the OP establishes the content to be considered in the Design Brief, including:

- “The provisions of this Plan that affect the design of a site or building;
- Design Guideline(s) approved by Council that apply to the area or type of development; and
- The design provisions of a community design plan or secondary plan.”

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.3.1 Designing Ottawa

Policy 3.6.1.2 of the OP states that development proposals within the General Urban Area will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

Section 2.5.1 – Urban Design Objectives

Urban Design and Compatibility speaks to ensuring that the design of a new development contributes and enhances an area’s sense of community and identity. Section 2.5.1 of the Official Plan includes Design Objectives and Principles that are to be applied within all land use designations. It is noted that the Design Principles describe how the City hopes to achieve the Design Objectives, but may not be achievable in all cases.

Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives and principles set out in Section 2.5.1, as demonstrated herein. It should be noted that, “Proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations” (Section 2.5.1).

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

- The proposed development will enhance the sense of community by replacing the existing detached dwelling at 817 Roseview Avenue with a vibrant multi-unit residential use that includes a mix of unit sizes and affordable units to accommodate the needs of a diverse population. The design of the apartment building encourages a sense of community within the development itself by adding a new dwelling type to the neighbourhood that comprised of affordable and market-rate rental units.

2. To define quality public and private spaces through development.

- The proposed development will contribute to the overall coherency of the urban fabric and to the vitality of the surrounding area through redevelopment of the site.
- With respect to public space, the proposed development will enhance the existing public realm along Roseview Avenue through improved streetscaping features, including enhanced landscaping and architectural articulation to form an attractive and continuous street frontage.
- With respect to private space, the proposed development will include private outdoor amenity space in the form of private balconies and walk-out porches for each unit.

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

- The proposed development will be accessed from Roseview Avenue, an existing Local Road, that connects to Carling Avenue, a major thoroughfare for pedestrians, cyclists and motorists. The proposed development will provide ample bicycle parking to encourage the use of active transportation to and from the site.

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

- The site is located within the Michele Heights neighbourhood, the character of which is primarily comprised of a mix of low- and medium-density residential uses. The proposed development will contribute to the existing mix of residential uses and, will provide a buffer between the commercial uses along Carling Avenue to the north and the residential uses to the south.

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

- The proposed development would provide 6 affordable rental units that will be priced according to the current “affordable rate” set by the Canadian Mortgage and Housing Corporation (CMHC) based on the size of the unit. The introduction of affordable housing demonstrates consideration for the need to provide inclusive residential uses that add to the diversity of housing options in the area.

6. To understand and respect natural process and features in development design.

- The proposed development respects the natural processes and features in development design by using the existing available infrastructure on the site (i.e. stormwater). The site will include landscaping in the front and rear yards, to minimize the impact of the building area. The number of trees of the site is proposed to increase. The existing deciduous tree in the front yard would be removed and replaced with two new deciduous trees in order to accommodate the proposed building footprint.

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

- The proposed development will represent a compact form of residential development that reduces land consumption and are in proximity to public transit services.

Section 4.11 – Urban Design and Compatibility

In addition to the Design Objectives described herein, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria, with the measures of compatibility varying depending on the use proposed and the planning context.

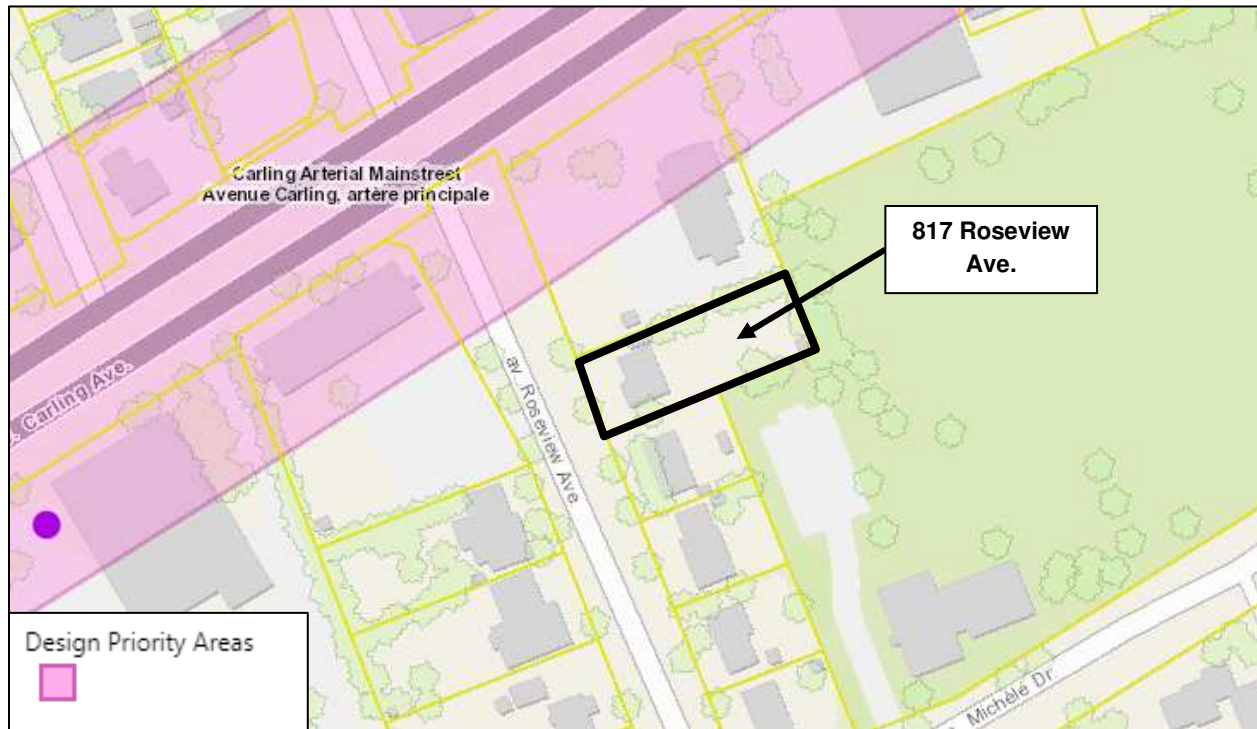
Table 4-1 provides an evaluation of the proposed development against the compatibility criteria relevant to the Minor Zoning By-law Amendment application for the proposed development, as set out in Policy 4.11.

Table 4-1: Evaluation of Proposed Development

Evaluation Criteria	Measure of Compatibility
Traffic	<ul style="list-style-type: none"> - A Transportation Impact Assessment (TIA) and Screening form was prepared for the proposed development. It was determined that a TIA was not required because the minimum unit threshold of 90 apartment units was not met (20 units are proposed).
Parking Requirements	<ul style="list-style-type: none"> - Part 4 of the Zoning By-law directs the minimum parking requirements that the proposed development must comply with. The Zoning By-law requires 20 resident parking spaces and 4 visitor parking spaces. A total of 18 at-grade vehicle parking spaces will be provided for the development (16 for residents and 2 for visitors). Reduced parking is proposed for the development due to the proximity of the site to public transit, commercial and recreational amenities within the immediate area.
Building Design	<ul style="list-style-type: none"> - Balconies for the units are proposed on the northern and southern building faces. The zoning for the site requires that permitted projections, including balcony canopies, that project into the required side yard may not be closer than 0.60 m to the side lot line. The balcony canopies of the proposed development are proposed to be 0.15 m to the northern side lot line and would not meet the minimum requirement. However, the balcony canopies would not interfere with the function of abutting use, which is the parking lot for the Tim Horton's commercial building. Further, the balcony canopies would project 0.74 m from the building which complies with the Zoning By-law's maximum permitted projection of 1.8 m. - The southern balcony canopies would project 1.07 m which complies with the Zoning By-law's maximum permitted projection of 1.8 m. The southern balcony canopies are proposed to be 6.45 m from the southern side lot line, which complies with the minimum 0.60 m requirement required by the Zoning By-law.
Massing and Scale	<ul style="list-style-type: none"> - The zoning for the site directs building design and massing that the proposed development must comply with. The maximum height permitted on site in the Zoning By-law is 11.0 m. The proposed development would have a building height of approximately 14.32 metres, which is above the maximum permitted. The proposed development exceeds the maximum height, however, the building has been designed to minimize the impacts on the adjacent development through its orientation and

Evaluation Criteria	Measure of Compatibility
	<p>massing. The proposed development is located in the northwest corner of the site to maximize the distance between the proposed building and the R1 zoned properties to the south. The R1 zoned properties vary in height from one to two-storeys. By locating the building in the northwest corner of the site, the proposed development serves as a transition in height between the residential uses along Roseview Avenue south of the site and the AM10 Zone commercial uses along Carling Avenue to the north.</p> <ul style="list-style-type: none"> - The scale of the proposed development has similar massing to this adjacent institutional use Avenue (the Carling Family Shelter) across from the site at the corner of Roseview Avenue and Carling Avenue, which is four-storeys in height. - The façade of the building has a narrow profile and a modern design that does not take away from the overall design of the Roseview Avenue.
Lighting	<ul style="list-style-type: none"> - Light standards are proposed to be sited in a manner that avoids the potential for light spill over or glare.
High-Rise Buildings	N/A
Public Art	N/A
Design Priority Areas	<ul style="list-style-type: none"> - Section 2.5.1 recognizes Design Priority Areas. Development applications for lands within Design Priority Areas are required to participate in the Urban Design Review Panel (UDRP) where they are subject to enhanced urban design review. The site is not within a Design Priority Area and it is exempted from review by the UDRP, as shown in Figure 4-2.

Figure 4-2: Carling Arterial Mainstreet Design Priority Area Boundaries (GeoOttawa, 2021)



The proposed development supports the relevant strategic directions of the Official Plan. It respects the local character and context while presenting an intensification opportunity compatible with the existing neighbourhood and adjacent uses. The site has been designed to provide transition between the commercial uses along Carling Avenue to the north and the residential neighbourhood to the south. The site is located in an urban settlement area with full municipal services. It is serviced by public transit, takes advantage of the existing infrastructure in the area. It is also in close proximity to Carling Avenue, an Arterial Mainstreet with a diversity of retail and services.

The proposed development conforms to the City's Official Plan goals, policies, and meets the urban design objectives and compatibility criteria as established in Sections 2.5.1 and 4.11.

4.4 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation July 7, 2021)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation July 7, 2021) the site is currently zoned Arterial Mainstreet, Urban Exception 2181, Maximum Height Limit of 11.0 metres (AM[2181] H(11)), as illustrated in **Figure 4-3**. The surrounding properties are zoned for commercial, residential and leisure uses.

Figure 4-3: Site Zoning (GeoOttawa, 2021)



4.4.1 Zoning Provisions

The general purpose of the AM Zone is to:

- accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM Zone generally permits a range of residential building types, including low-rise apartment dwellings.

Exception 2181 permits the following additional residential land uses on the site:

- detached dwelling;

- duplex dwelling;
- linked-detached dwelling;
- semi-detached dwelling;
- stacked dwelling;
- three-unit dwelling; and
- townhouse dwelling.

Based on the site plan prepared by Azul Designs, dated October 13, 2021, **Table 4-2** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the AM [2181] H(11) Zone.

Table 4-2: Zoning Compliance for Arterial Mainstreet, Urban Exception 2181, Maximum Height Limit of 11.0 metres Zone

Zoning Provision	Requirement		Calculation (if applicable)	Compliance (Yes or No)
Minimum lot width – Sec. 185, Table 185 (II)	No minimum		N/A	N/A
Minimum lot area – Sec. 185, Table 185 (II)	No minimum		N/A	N/A
Maximum building height – Sec.185, Table 185 (II)	(i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone (By-law 2011-124)	11.0 m	N/A	No - 14.32 m
	(iv) in all other cases This includes the L1 Zone that abuts the east property line and the AM10 Zone that abuts the north and west property line.	30 metres but in no case greater than nine storeys, or as shown on the zoning map (By-law 2015-45) (By-law 2020-299)	N/A	Yes - 14.32 m
Minimum front yard setback – Sec. 185, Table 185 (II)	2.77 m		N/A	Yes - 3.05 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum interior side yard setback – Sec. 185, Table 185 (II)	(i) Abutting a residential zone: 3.0 m	N/A	Yes - 7.52 m
	(ii) All other cases: No minimum	N/A	Yes - 1.22 m
Minimum rear yard setback – Sec. 185, Table 185 (II)	No minimum	N/A	Yes - 13.65 m

4.4.2 Amenity Area Requirements

The Zoning By-law contains provisions for the required amenity area, as set out in **Table 4-3**.

Table 4-3 Provisions for Required Amenity Areas

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum required amenity area Low-rise Apartment Dwelling of more than 4 units in any zone other than a Residential Zone. – Sec. 136, Table 137 (3)	Total Amenity Area: 6 m ² per dwelling unit	Total Amenity Area Required = 20 units x 6 m ² per dwelling unit = 120 m ²	Yes – 115 m ² (Private Amenity) + 138 m ² (Communal) = 253 m ² - Yes
	Communal Amenity Area: A minimum of 50% of the required total amenity area	Communal Amenity Area Required = 50% x 120 m ² = 60 m ²	Yes - 138 m ² (Communal Rooftop Patio) Balcony)
	Layout of Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²		Yes – 138 m ²

4.4.3 Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions

The Zoning By-law contains provisions for permitted projections above the height limit and permitted projections into required yards, as set out in **Table 4-4**.

Table 4-4: Provisions for Permitted Projections Above Height Limit / into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted projections above the height limit – Sec. 64	<p>Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:</p> <ul style="list-style-type: none"> – Mechanical and service equipment penthouse, elevator or stairway penthouse 	N/A	<p>A mechanical penthouse is provided and is permitted to exceed the maximum building height of 11.0.</p> <p>The mechanical penthouse is 3.05 m in height.</p>
Canopies and awnings – Sec. 65, Table 65(4)	b) All other buildings including a low-rise apartment dwelling and mid-high-rise apartment dwelling:		
	i) a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and	<p>Maximum front yard projection = 3.05 m (front yard setback) x 0.5 = 1.53 m</p> <p>Distance to front property line = 3.05 m (front yard setback) – 0.76 m (canopy projection) = 2.29 m</p>	Yes- Front yard canopy projection = 0.76 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line	Distance to side lot line: 1.22 m (provided side yard width) – 1.18 m (canopy projection = 0.15 m)	Yes - North side yard projection = 1.18 m No -Side canopy distance to northern side lot line = 0.15 m

4.4.4 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 4-5**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 4-4**.

Figure 4-4: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2021)

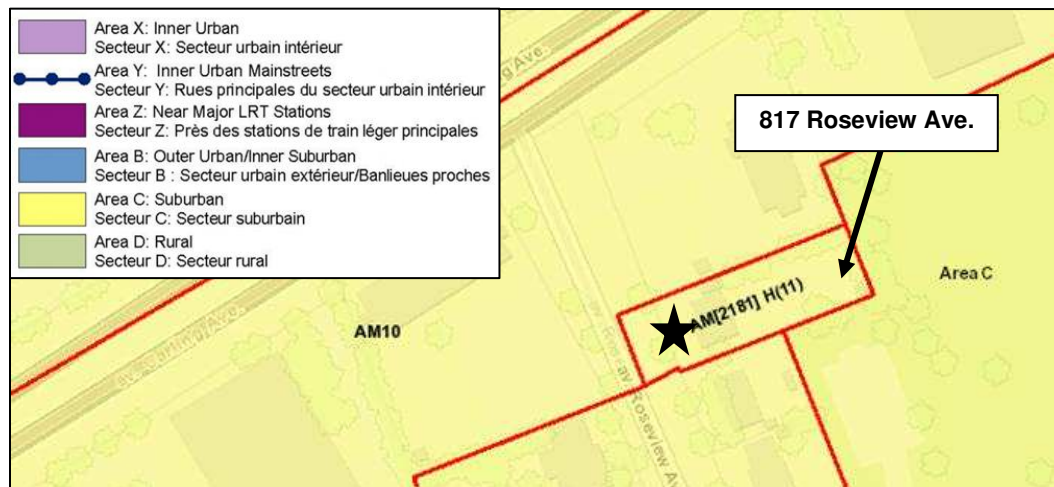


Table 4-5: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area C – Sec. 101, Table 101, dwelling, low-rise apartment	1.2 per dwelling unit	20 units x 1.2 = 24 parking spaces	No - 16 parking spaces – No

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum visitor parking space rate for Area C, dwelling, low-rise apartment – Sec. 102, Table 102 (iii)		0.2 per dwelling unit	20 units x 0.2 = 4 parking spaces	No - 2 parking spaces
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes - 2.6 m Yes - 5.2 m
	(b) Length	Minimum length of 5.2 m	N/A	
Maximum number of reduced size motor vehicle parking spaces – Sec. 106(3)	(a) up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres		20 parking spaces x 0.4 = 8 parking spaces	Yes - 6 parking spaces
Minimum number of bicycle parking spaces for apartment building, low-rise – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	20 units x 0.50 = 10 spaces	Yes - 16 bicycle parking spaces
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m Length: 1.8 m	N/A	Yes - Width: 0.61 m Yes - Length: 1.83 m
Minimum bicycle parking aisle width - Sec. 111 (9)		1.5 m	N/A	Yes - 1.95 m
Minimum number of barrier-free parking spaces - Sec. 111, Table 112, Ottawa Traffic and Parking By-law 2017-301		0 spaces for public parking areas with 1-19 parking spaces	N/A	Yes - 0 parking spaces
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)(ii)		6.0 m for a double traffic lane	N/A	Yes - 6.0 m
Minimum aisle width – Sec. 107, Table 107		6.7 m for angle of parking that is 90 degrees	N/A	Yes - 6.94 m
Minimum width of a private way, Sec. 131, Table 131(1)		6 m	N/A	6.26 m - Yes
		Minimum 15% of the parking lot area must be	Total Landscaped	Yes – 16.9%

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110	provided as perimeter or interior landscaped area comprised of: (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer	Area Ratio = 16.9% Parking Lot Landscaped Area (104.1 m ²) / Total Parking Area (614.3 m ²)	
	Minimum Landscape Buffer		Yes - Northern Landscaped Area – 1.53 m
	<ul style="list-style-type: none"> - For a parking lot containing more than 10 but fewer than 100 spaces: - Not abutting a street: 1.5 m 		Yes - Rear Landscaped Area – 1.53 m
			No - Southern Landscaped Area – 0.78 m

4.4.5 Summary of Minor Zoning By-law Amendment

The proposed development complies with the general intent of the Zoning By-law, and the proposed low-rise apartment dwelling. However, the proposed development does not meet all of the requirements of the Zoning By-law.

The proposed Minor Zoning By-law Amendment (ZBLA) would seek to add a new site-specific Exception to permit modifications to the zoning performance standards. The Minor ZBLA does not seek to add additional permitted uses to the site. Instead, it is proposed that the additional permitted uses in Urban Exception 2181, which currently applies to the site, be referenced in the new site-specific exception. This approach complies with the City of Ottawa definition of a Minor ZBLA, which excludes the addition of new uses to a site.

Therefore, the proposed Minor Zoning By-law Amendment (ZBLA) would seek to add a new site-specific Exception to permit:

1. An increase in the permitted maximum building height of 14.32 m whereas the provisions of the Zoning By-law require a maximum building height of 11.0 m;
2. A reduction in the minimum required resident vehicle parking spaces to permit 16 resident spaces, whereas the provisions of the Zoning By-law require a minimum of 24 resident parking spaces be provided;
3. A reduction in the minimum required visitor vehicle parking spaces to permit 2 visitor spaces, whereas the provisions of the Zoning By-law require a minimum of 4 visitor parking spaces be provided;
4. A reduction in the minimum distance required between a permitted projection and a side lot line to permit a permitted projection that is 0.15 m from the side lot line whereas the provisions of the Zoning By-law require a minimum distance of 0.60 m be provided from any permitted projection and a side lot line; and
5. A reduction in the minimum required width of a parking lot landscape buffer to permit a parking lot landscape buffer width of 0.78 m whereas the provisions of the Zoning By-law require a minimum parking lot landscape buffer width of 1.5 m.

The proposed Draft Zoning By-law Amendment and Draft Zoning Schedule have been provided in **Appendix B**.

5 Summary of Opinion

It is the professional opinion of WSP that the proposed four-storey low-rise apartment dwelling at 817 Roseview Avenue represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development supports and is consistent with the Provincial Policy Statement.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the Official Plan.
- The proposed development is compatible with adjacent development and meets many of the principles under the Design Objectives, as well as the Compatibility criteria of the Official Plan.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the Minor Zoning By-law Amendment and Site Plan Control approval being sought to support the proposed development at 817 Roseview Avenue represents good planning and is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114, or Samantha.Gatchene@wsp.com or 613-690-3901, if you have any questions or require additional information.

Yours truly,

WSP



Nadia De Santi, MCIP, RPP
Practice Lead



Samantha Gatchene, BES
Planner

APPENDIX

A

Site Plan

SITE PLAN OF SURVEY PLAN, PART 1 PLAN OF PART OF LOT 1 REGISTERED PLAN 523, CITY OF OTTAWA

ZONING: AM2181(H1) ARTERIAL MAIN STREET ZONE (SECTIONS 185 AND 186) CITY OF OTTAWA; URBAN EXCEPTION 2181, MAXIMUM HEIGHT 11.0 m

PROPOSED BUILDING TYPE: 4 STOREY LOW RISE RENTAL BUILDING (20 RESIDENTIAL RENTAL UNITS)

LOT DEPTH: 55.67m (182.64')

ADJACENT ZONING: NORTH: AM10 SOUTH: R1GG WEST SIDE: AM10 EAST SIDE: L1

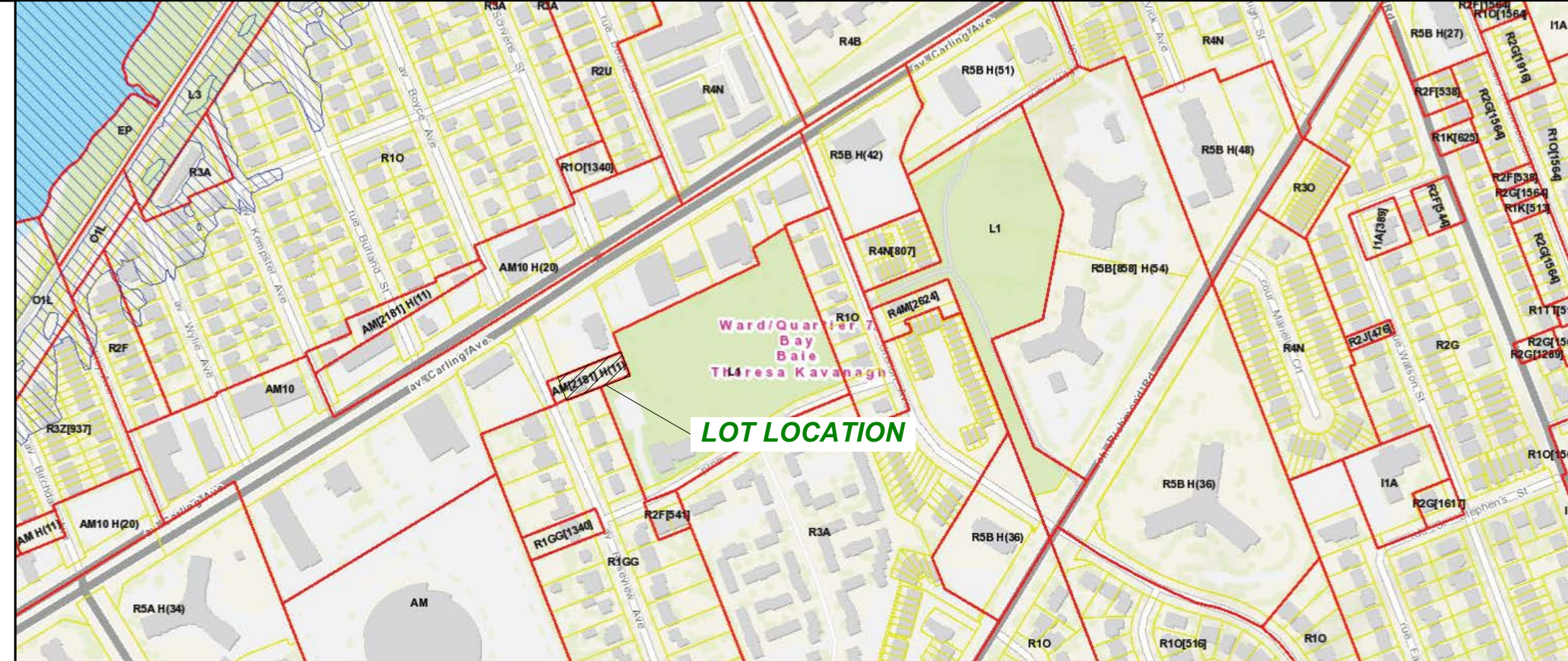
SCHEDULE 1 AREA: AREA 'C'
SCHEDULE 1A AREA: AREA 'C'

LOT INFO

BUILDING AREAS	817 ROSEVIEW	817 ROSEVIEW	EXISTING	NOTES
S.E. STANDARD:	REQUIRED	PROPOSED	SINGLE	
LOT AREA:	n/a	1100m ²	1100m ²	Minor ZBLA
LOT WIDTH:	11.0m	14.22m	~40.0m	
FRONT YARD:	3.0m	3.05m	n/a	
CORNER YARD:	n/a	n/a	n/a	
REAR YARD:	7.5m	13.65m	37.3m	
INTERIOR YARD:	0.0m com. zones	1.22m	4.0m	
AMENITY AREA:	114m ²	253.7m ²	n/a	Minor ZBLA
PARKING SPACES:	24 req.	16	0	Minor ZBLA
BIKE SPACES:	4 req.	16	0	
M.L.C.:	NO MAX.			

SITE LEGEND

- EX. TREE TO BE REMOVED
- NEW CONIFEROUS TREE
- DENOTES SOFT LANDSCAPING
- DENOTES HARD LANDSCAPING
- EXISTING BUILDING FOOTPRINT
- PROPOSED HONEYCOMB HARD LANDSCAPING
- PROPOSED ASPHALT DRIVEWAY
- PROPOSED WOOD DECKS/BALCONIES
- CAR PARKING SPACE (ASPHALT)
- BYCYCLE PARKING (ASPHALT)
- WASTE COLLECTION AREA
- SNOW STORAGE AREA
- PROPOSED/EXISTING ENTRY/EXIT
- PF - TEMPORARY PROTECTION FENCE
- EX. UTILITY POLE
- EX. CHAINED LINK/BOARD FENCE
- PROPERTY LINE



3 KEY PLAN & CONTEXT

A1 SCALE NO SCALE

PROPOSED SITE DEVELOPMENT INFO:

NEW GROSS FLOOR AREA: 1374.1m²

EX. GROSS FLOOR AREA: 144m² EX DEMOD

NUMBER OF UNITS: 20

PROPOSED STOREYS: 4

BUILDING COVERAGE: 40.7%

SOFT LANDSCAPING COV.: 13.1%

HARD LANDSCAPING COV.: 1.3%

DECKSPORCHES/STEPS: 0.0%

ASPHALT COV.: 42.5%

OTHER: 2.4%

TOTAL ALL AREAS: 1742.5m² - NOT INCL CARPORTS

PROPOSED SITE DEVELOPMENT INFO:

NEW GROSS FLOOR AREA: 1374.1m²

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DECKSPORCHES/STEPS: 0.0%

ASPHALT COV.: 42.5%

OTHER: 2.4%

TOTAL ALL AREAS: 1742.5m² - NOT INCL CARPORTS

SITE NOTES

- NEW ROOF DOWN SPOUTS SHALL NOT BE DIRECTED TOWARDS THE ADJACENT PROPERTIES
- EXCAVATED MATERIAL TO BE REMOVED FROM PROPERTY
- ALL GRADE TO SLOPE 2% AWAY FROM FOUNDATION WALL
- ALL MEASUREMENTS ARE METRIC (ACCOMPANYING IMPERIAL MEAS. MAY APPEAR)
- EXISTING GRADING AND DRAINAGE PATTERNS NOT TO BE ALTERED UNLESS OTHERWISE NOTED BY THE CIVIL ENGINEER

EXISTING PLANTING MATERIAL

CODE	COMMON NAME	QTY.	SIZE (DIA.)	CONDITION/NOTES
DECIDUOUS TREES				
CONIFEROUS TREES				
SHRUBS				

NEW PLANTING MATERIAL

CODE	COMMON NAME	QTY.	SIZE (DIA.)	CONDITION/NOTES
DECIDUOUS TREES				
CONIFEROUS TREES				
SHRUBS				

TREE CONSERVATION NOTES

- ERECT A FENCE AT THE CRITICAL ROOT ZONE (CRZ) OF TREES;
- DO NOT PLACE ANY MATERIAL OR EQUIPMENT WITHIN THE CRZ OF THE TREE;
- DO NOT ATTACH ANY SIGNS, NOTICES OR POSTERS TO ANY TREE;
- DO NOT RAISE OR LOWER THE EXISTING GRADE WITHIN THE CRZ WITHOUT APPROVAL;
- TUNNEL OR BORE WHEN DIGGING WITHIN THE CRZ OF A TREE;
- DO NOT DAMAGE THE ROOT SYSTEM, TRUNK OR BRANCHES OF ANY TREE;
- ENSURE THAT EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARDS ANY TREE'S CANOPY;

* THE CRITICAL ROOT ZONE (CRZ) IS ESTABLISHED AS BEING 10 CENTIMETRES FROM THE TRUNK OF A TREE FOR EVERY CENTIMETRE OF TRUNK DIAMETER AT BREAST HEIGHT (DBH). THE CRZ IS CALCULATED AS DBH X 10 CM.

* TREE PROTECTION FENCE (PF) TO BE ERRECTED BEFORE AND REMAIN UNTIL BUILDING CONSTRUCTION HAS COMPLETED AND TO CONSIST OF 1.5m HIGH PLYWOOD HOARDINGS (SEE DIAGRAM BELOW).

GENERAL CONSTRUCTION NOTES

ALL DESIGN AND CONSTRUCTION SHALL CONFORM TO O.B.C. 2012 REQUIREMENTS.

INTERIOR SPACES DESIGN & MATERIALS

- ALL CLOSETS TO RECEIVE 1 ROD AND 2 SHELVES, UNLESS OTHERWISE INDICATED.
- INSTALL GALVANIZED METAL PAN & DRAIN AT ALL CLOTHES WASHING MACHINE LOCATIONS.

WINDOWS AND DOORS

- DOORS, INCLUDING SLIDING DOORS THAT OPEN MORE THAN (800MM) 24" ABOVE GROUND OR A LANDING SHALL HAVE A RESTRICTED OPENING TO BE PROVIDED WITH GUARDS (9.8.7.3).
- PROVISIONS FOR RESISTANCE TO FORCED ENTRY SHALL BE PROVIDED IN CONFORMANCE TO 9.7.5.2 AND 9.7.5.3 OF THE O.B.C.
- EXCEPT WHERE A DOOR ON THE SAME FLOOR LEVEL AS THE BEDROOM PROVIDES DIRECT ACCESS TO THE EXTERIOR, EVERY FLOOR LEVEL CONTAINING A BEDROOM IN A SUITE SHALL BE PROVIDED WITH AT LEAST ONE OUTSIDE WINDOW THAT CAN BE OPENED FROM THE INTERIOR WITH USE OF TOOLS AND SUCH WINDOW SHALL PROVIDE AN INDIVIDUAL UNRESTRICTED PORTION HAVING A MINIMUM AREA OF 0.35 M² WITH DIMENSION LESS THAN (300MM) 12" AND BE ABLE TO MAINTAIN THE RIGID OPENING UNLESS OTHERWISE SPECIFIED (9.8.10).

STAIRS, RAMPS, HANDRAILS & GUARDS

INTERIOR PRIVATE STAIR: RISERS: 7" MIN. - 4" 10" MAX. RUN: 11" MIN. - 14" MAX. ABOVE 12" MIN. - 14" MAX. NOSING: 1/2" MIN. HEADROOM CLEARANCE OF (1.00M) 33" STAIRS.

INTERIOR PUBLIC STAIR: RISERS: 7" MAX. - 4" 10" MIN. RUN: 11" MIN. - 14" MAX. ABOVE 12" MIN. - 14" MAX. NOSING: 1/2" MIN. HEADROOM CLEARANCE OF (1.00M) 33" STAIRS.

EXTERIOR PRIVATE STAIR: RISERS: 7" MIN. RUN: 12" MIN. TREAD: 12" MIN. NOSING: 1/2" MIN. HEADROOM CLEARANCE TO BE 6'-8" ABOVE NOSING.

HANDRAILS: AT LEAST ONE HANDRAIL SHALL BE CONTINUOUS (9.8.7.3).

GUARDS: AT LEAST ONE GUARD SHALL BE CONTINUOUS (9.8.7.3).

EXTERIOR GUARD: AT LEAST ONE GUARD SHALL BE CONTINUOUS (9.8.7.3).

GUARD HEIGHT: AT LEAST ONE GUARD SHALL BE CONTINUOUS (9.8.7.3).

GUARD MATERIAL: GUARDS SHALL BE MADE OF METAL, WOOD OR OTHER MATERIALS THAT ARE DURABLE AND WEATHER RESISTANT.

GUARD FINISH: GUARDS SHALL BE FINISHED TO MATCH THE ADJACENT FINISHES.

GUARD ANCHORING: GUARDS SHALL BE ANCHORED TO THE STRUCTURE AT REGULAR INTERVALS.

GUARD OPENING: GUARD OPENING SHALL NOT EXCEED 400MM (16").

GUARD CLEARANCE: GUARD CLEARANCE SHALL BE 80MM (3") ABOVE FINISHED FLOOR.

GUARD PROJECTION: GUARD PROJECTION SHALL NOT EXCEED 50MM (2").

GUARD SPACING: GUARD SPACING SHALL NOT EXCEED 100MM (4").

GUARD FINISH: GUARD FINISH SHALL BE FINISHED TO MATCH THE ADJACENT FINISHES.

GUARD ANCHORING: GUARDS SHALL BE ANCHORED TO THE STRUCTURE AT REGULAR INTERVALS.

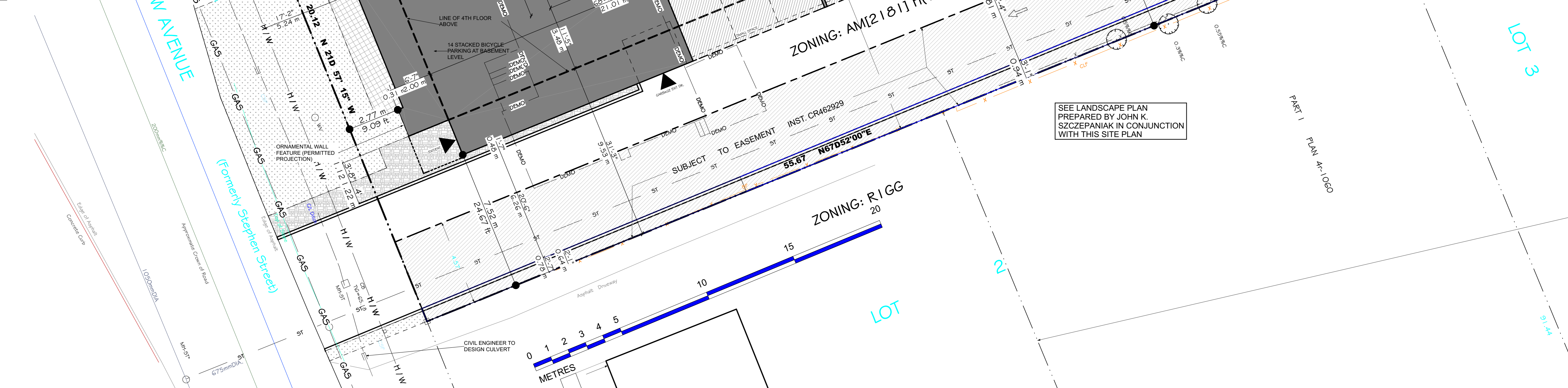
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unpoised Architecture INC

azul designs

UNPOISED ARCHITECTURE INC.
5-16 SIRETSLAND AVE.
OTTAWA, ON K1N 7K2

AZUL DESIGNS
OTTAWA, ON K1H 7Q2

The undersigned has reviewed and takes responsibility for this design, and has the qualifications to meet the requirements set out in the Ontario Building Code to be a designer.

RESPONSIBILITIES:

DO NOT SCALE DRAWINGS

ALL DESIGN AND CONSTRUCTION TO BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE 2006

ALL CONTRACTORS MUST WORK IN ACCORDANCE WITH ALL LAWS, REGULATIONS AND BYLAWS HAVING JURISDICTION

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS, MATERIALS AND REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT/DRAWING OFFICE

COPYRIGHT RESERVED

GENERAL NOTES

ALL APPLIANCES TO BE U.L.C LISTED, AND INSTALLED AS PER MANUFACTURER'S SPECIFICATIONS.

1 SITE PLAN

A1 SCALE 3/32" = 1'-0"

SITE PLAN

DRAWN BY	F.M.	SHEET
DATE	FEB. 10, 2021	A1
SCALE	AS NOTED	

APPENDIX

B

Draft Zoning By-Law
Amendment and Draft Zoning
Schedule

Appendix B

DRAFT BY-LAW NO. 2021-XX

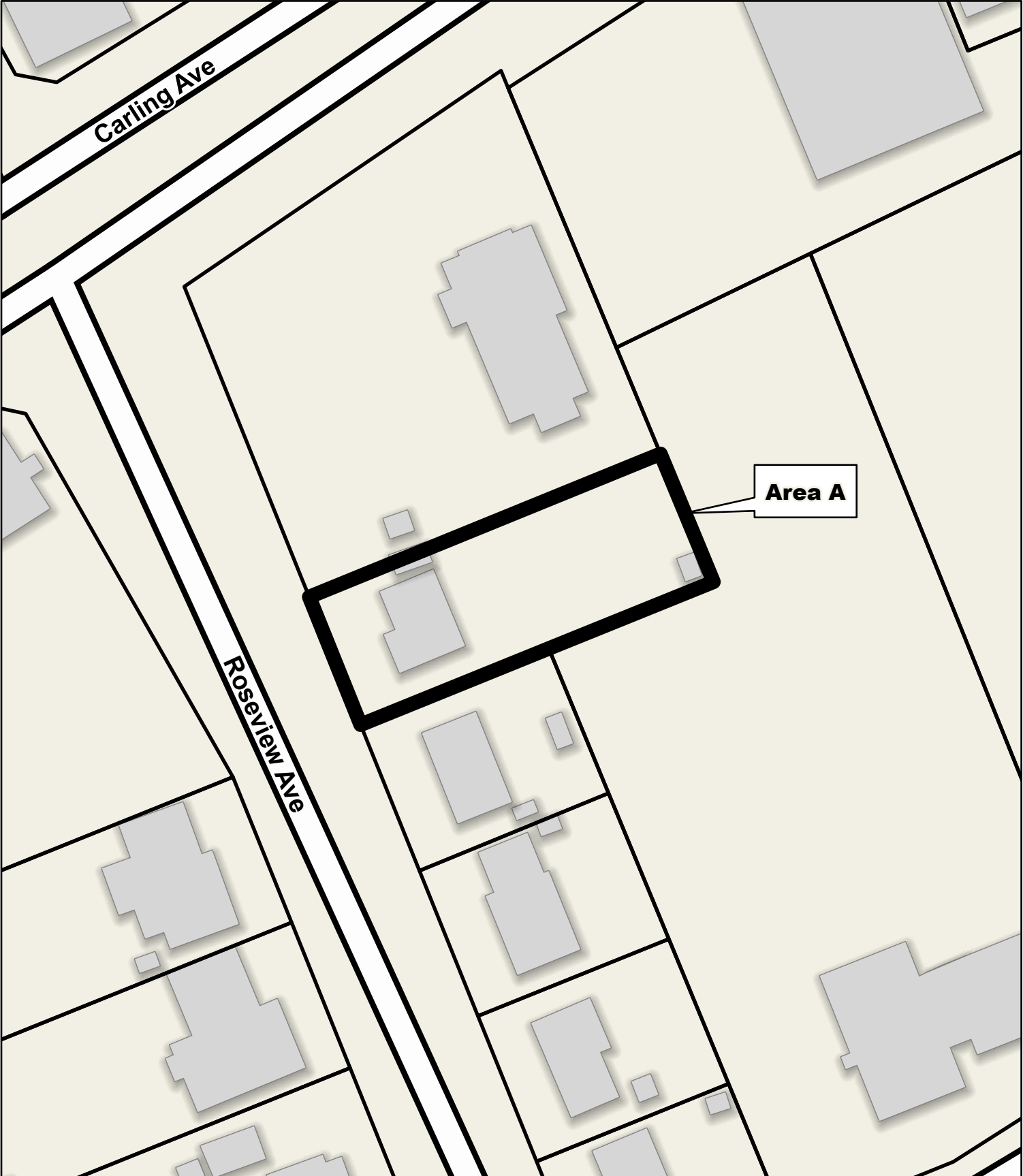
A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands legally described as Part 1 of Part of Lot 1 Registered Plan 523 City of Ottawa. The Council of the City of Ottawa, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

The Zoning Map of By-law No. 2008-250, entitled "City of Ottawa Zoning By-law" is amended by amending the lands on Attachment 1 to this by-law as follows:

1. To rezone the lands identified as Area from Arterial Mainstreet, Urban Exception [2181], Maximum Building Height 11.0 metres (AM[2181] H(11)) to Arterial Mainstreet, Urban Exception [XXXX], Maximum Building Height 14.32 metres (AM[XXXX] H(14.32)) with the following provisions shown in **bold**.

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XXXX [By-law No. 2021-XX]		<ul style="list-style-type: none">• As per existing Urban Exception [2181]		<ul style="list-style-type: none">• Maximum building height: 14.32 m• Minimum resident vehicle parking spaces: 16 spaces• Minimum visitor parking spaces: 2 spaces• Minimum distance from permitted projection to a side lot line: 0.15 m• Minimum landscape buffer width: 0.78 m

ENACTED AND PASSED this _____ day of _____, 2021



Area A



This is "Attachment 1" to
Zoning By-law 2021-XXX

Prepared by WSP
October 2021

- Area A to be rezoned from AM[2181] H(11) to AM[XXXX] H(14.32)

Source: GeoOttawa; Open Ottawa

DRAFT



1:750

APPENDIX

C

Supplemental Design Brief and Streetscape Character Analysis of Roseview Avenue

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

817 Roseview Avenue

2021-10-13

Proposed 4 Storey Residential Building

client

Azul Designs | 2277 Prospect Avenue, Ottawa ON

architect

unPoised Architecture INC | 5-16 Sweetland Avenue | Ottawa ON

SECTION 1

01 - application type and vision

02 - context analysis - area

03 - context analysis - street

04 - context analysis - street

SECTION 2

05 - design rationale

06 - street appearance

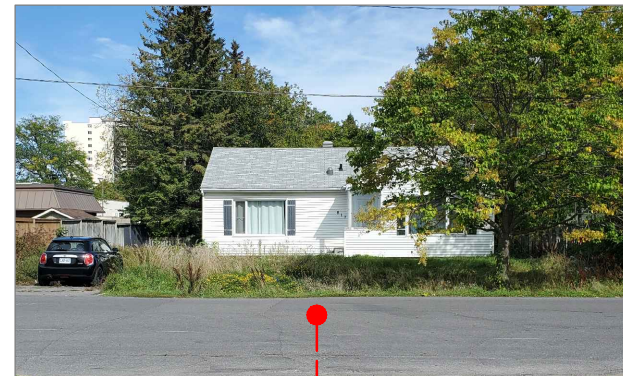
07 - landscaping and setbacks

08 - massing and facade

09 - scale and materiality

10 - contributing details

11 - contributing details



PROPERTY

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 1 - APPLICATION TYPE and VISION

Application Submission

The submission of this Supplemental Design Brief and Streetscape Character Analysis is for a Minor Zoning By-law Amendment (ZBLA) and a Site Plan Control Submission requesting amendments to building height, side yard projections, number of parking spaces and landscape buffer. The proposal is for demolition of an existing 1 storey house and construction of a 4 storey, 20 unit residential building in its place at 817 Roseview Avenue. The lot is described as Lot 1, Registered plan 523.

Vision

This project will be the second multi-tenant residential use building along this block of Roseview Avenue currently comprised of 1 and 2 storey single detached homes. The property is an anchor near the intersection of Roseview and Carling Avenues where the land use zone changes from Arterial Mainstreet (AM) along Carling Avenue to Residential First Density (R1) along Roseview Avenue. The vision of the project is to better define this separation of zones while providing density and a building volume that responds to their differing characteristics.



street view from Carling Avenue



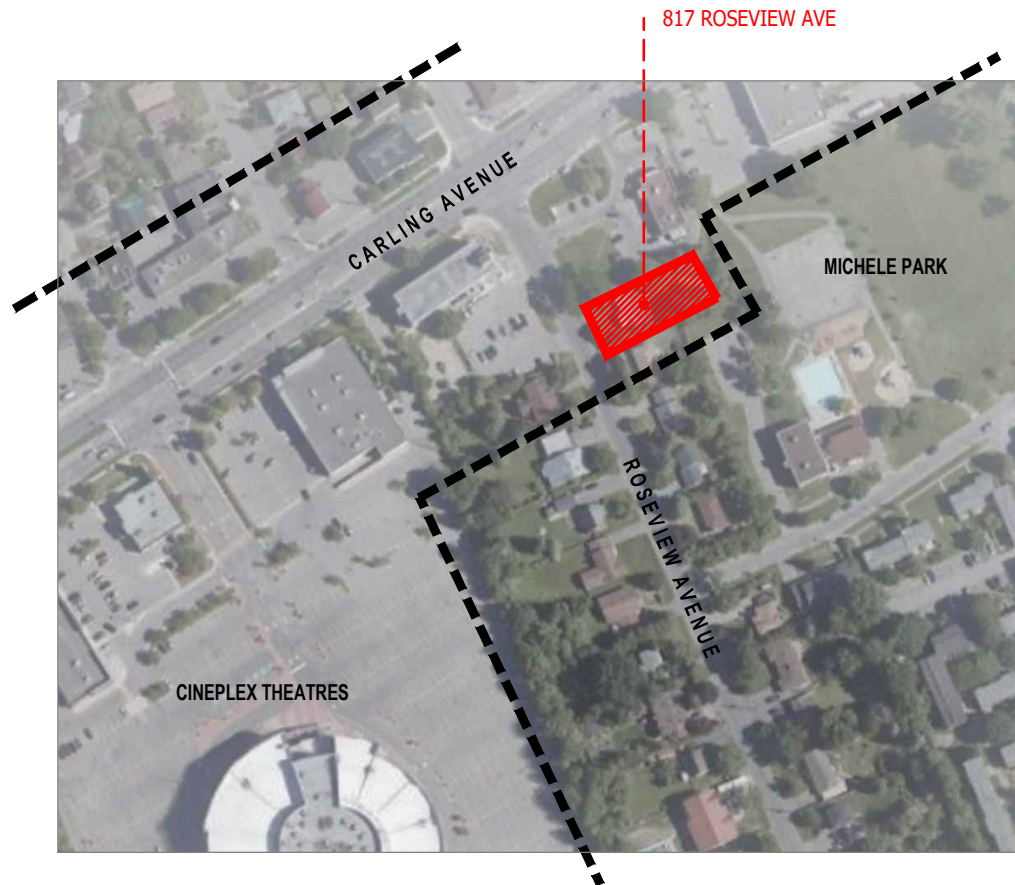
satellite view (google maps)

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS SECTION 1 - CONTEXT ANALYSIS - AREA CHARACTER

SURROUNDING CONTEXT

817 Roseview Avenue borders the edge of an AM zone, an R1 zone and an L1 zone. Consequently the property is adjacent to a variety of different spaces of different characteristics including commercial buildings along Carling to the north, low rise residential to the south, a public park to the east and part south and surface parking to the west.

The property is uniquely positioned to act as a transition between all these zones while visually separating and responding to the character of each zone.



SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 1 - CONTEXT ANALYSIS - STREETScape CHARACTER

Street

The R1 portion of Roseview Avenue to the south does not have an underground storm water system. It manages its storm water through grassed open ditches where the street edge is defined by a narrow gravel strip without curbs or sidewalks. The street is densely tree lined with irregularly placed trees of different species and sizes and overgrowth in some areas. The west side of the street tends to have newer and renovated homes while the houses on east side of the street, appear more modest and older. Both the R1 and AM sections of Roseview Avenue provide low density single use buildings.



SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 1 - CONTEXT ANALYSIS - STREETScape CHARACTER

- irregular sloped roof lines
- asymetric massing
- dominate fascia lines at first floor
- brick veneer as dominate material with wood/aluminum siding secondary planes
- simple, minimal window fenestration, irregular pattern, sized and placed to meet function of interior arrangement

DOMINATE FASCIA LINE



house sampling - west side of Roseview



house sampling - east side of Roseview

- simple uncovered porches
- hip, dutch and open gable roof styles
- non-directional building massing - with some horizontal patterning
- front facing garages with single and double width driveways in side yard
- dominately asymmetrical facades with off-set front entrance doors and porches

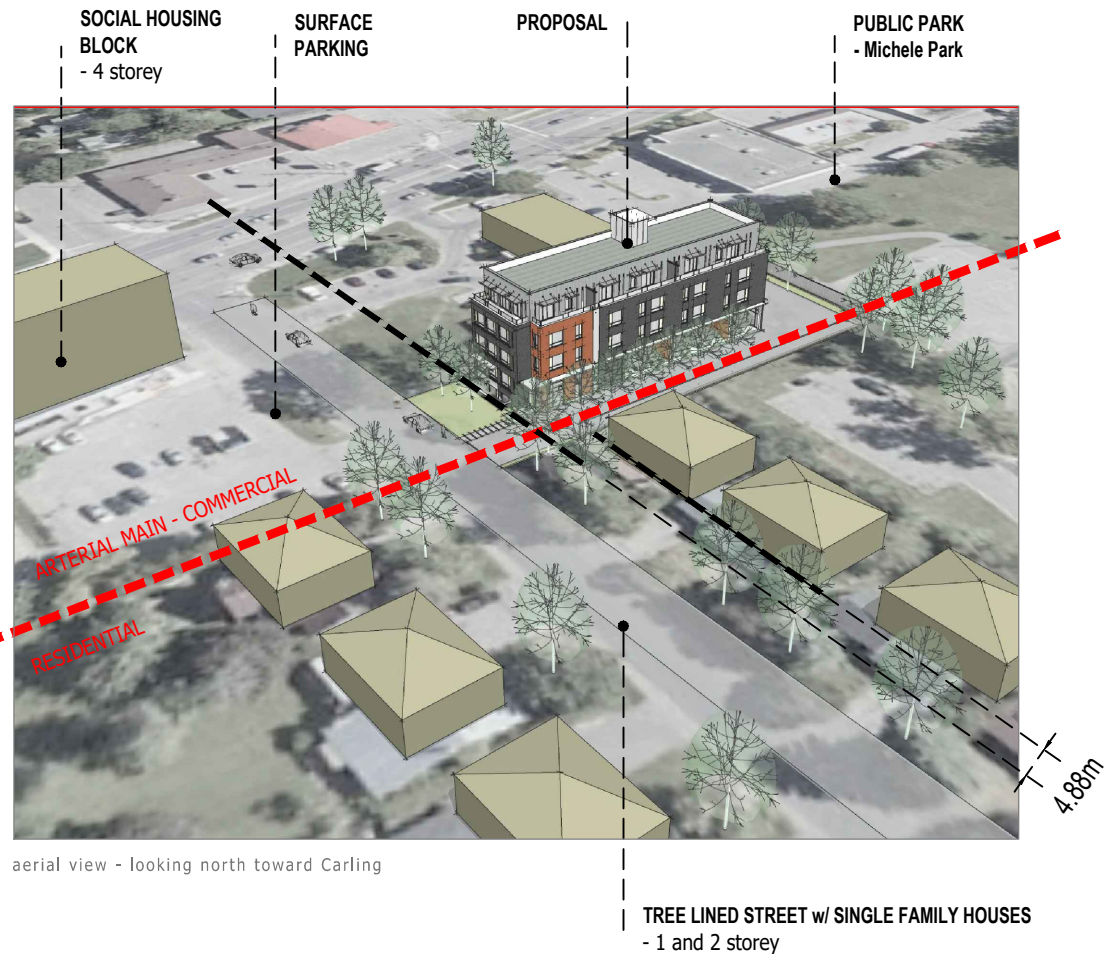
SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 2 - DESIGN RATIONALE - 3D VIEWS

PROPOSAL RATIONALE

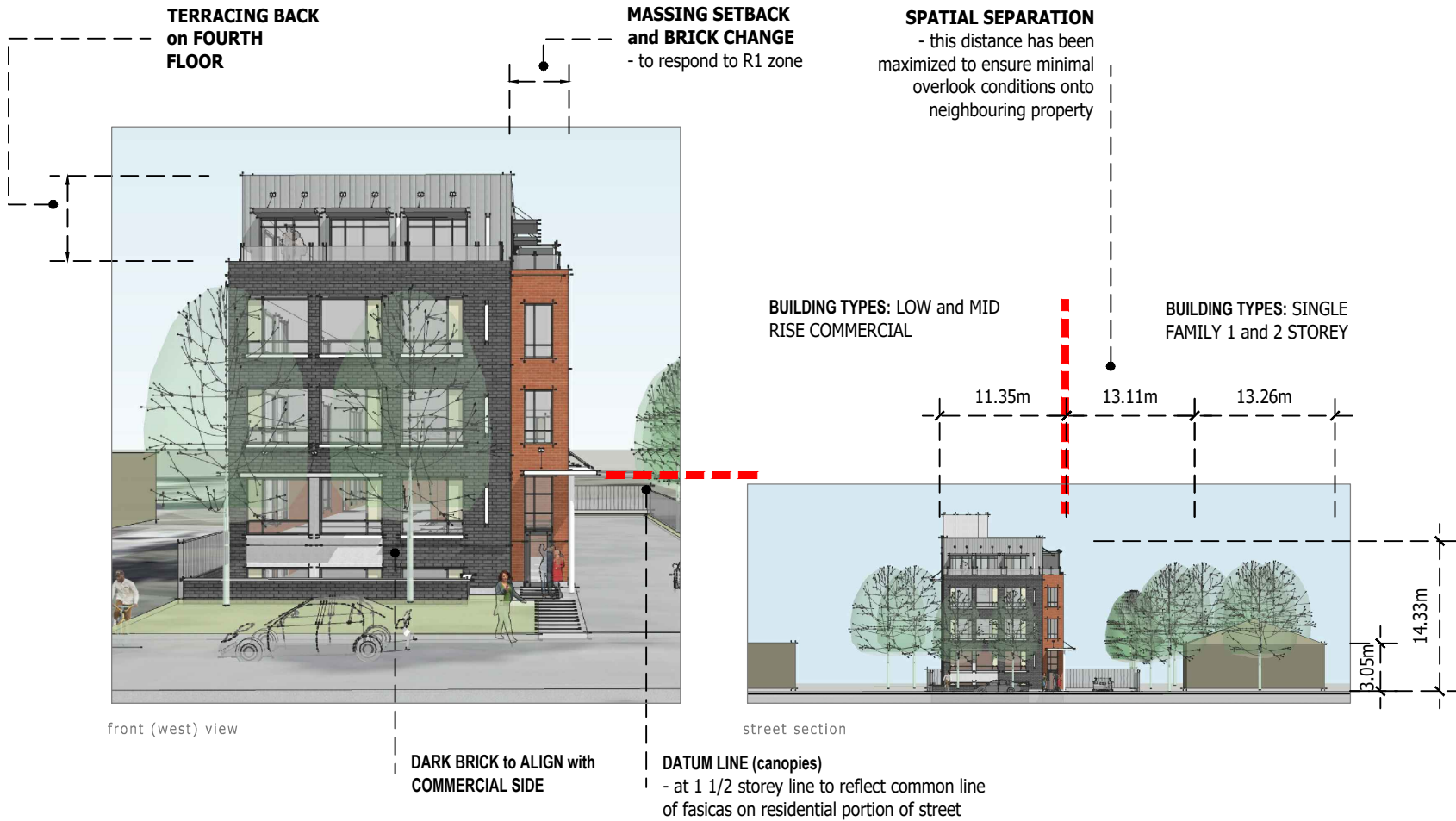
The proposed 4-storey, 20 unit residential building plans to be a visible transition between the commercial uses along Carling and the private residential houses further down the street. It makes efforts to speak to both sides in that the volume aligns itself with the larger scale properties and buildings on the commercial side while employing materials, massing and detailing to address the residential portion of the street.

The building is positioned with a front yard setback of 4.88m less than the single detached houses to the south. While commonly this is not an acceptable approach in other conditions, in this context, it's suitable for providing a visual separation between the busy vehicular activity of the AM zone and the quiet private areas of the R1 residential properties.



SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 2 - STREET APPEARANCE - 3D VIEWS



SUPPLEMENTAL DESIGN BRIEF and STREETSCAPE CHARACTER ANALYSIS

SECTION 2 - LANDSCAPING and SETBACKS - 3D VIEWS

FRONT YARD SETBACK DIFFERENCE

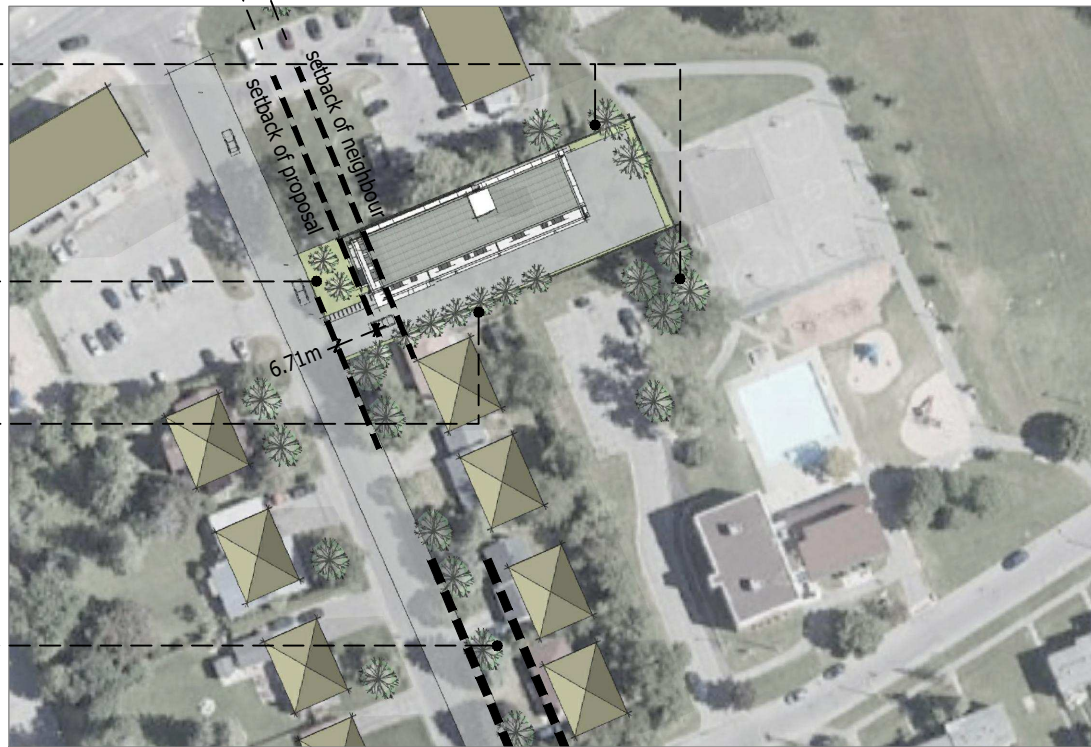
4.88m

EXISTING NEIGHBOURING TREES
- to be retained

FRONT YARD LANDSCAPE
- 6.71m from road to sunken terrace to permit tree planting on city property

MASKING VEGETATION
- proposed small root base so as not to interfere with existing easement

AVERAGE ROW of TREES
- on or close to city property



site plan

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 2 - MASSING and FACADE TREATMENT - 3D VIEWS

THE 'commercial' FACE
- composite board and brick with
inset detailing to reduce scale



side (north) view

OVERHANG DETAIL
- at fourth floor material change



rear (east / park) view

MATERIAL BREAK
- at side exit door

SUPPLEMENTAL DESIGN BRIEF and STREETSCAPE CHARACTER ANALYSIS

SECTION 2 - SCALE and MATERIALITY - 3D VIEWS

MATERIAL BLOCKING
- use of different brick and composite materials to reduce scale



side (south) view

LANDSCAPE WALL
- at sunken terrace

MASKING of TREES
- between new building and neighbouring single family house



perspective: entrance and south side

PRIVATE REAR YARD
- south neighbour

PUBLIC PARK

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 2 - CONTRIBUTING DETAILS - 3D VIEWS



detailing aspects

INSET DETAILING

- to provide patterning and scale

GUARDS

- 18" parapet with 18" glass to permit viewing from seated position

CANOPIES

- to limit heat gain on south and west elevations
- supported on steel cables

BRICK

- colour to align with dominate brick colour found on street

SLIGHT WINDOW TINT

- on vertical panels of glass to provide patterning on facade

PRE-CAST CONC SILLS

- to enforce residential scale

CANOPIES AT DATUM LINE

SUPPLEMENTAL DESIGN BRIEF and STREETScape CHARACTER ANALYSIS

SECTION 2 - CONTRIBUTING DETAILS - 3D VIEWS



BRICK REVEALS

DATUM LINE
- overhang at 1 1/2 storey

EIFS (EXTERIOR INSULATING FINISHING SYSTEM)
- detailing to break volume and reduce scale of front facade

SUSPENDED OVERHANG
- to define separation of materials and reduce visual scale of facade

