



## **360 Friel Street**

Planning Rationale + Design Brief  
Zoning By-law Amendment + Site Plan Control  
October 20, 2021



Prepared for Smart Living Properties

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# 1.0 Introduction

Fotenn Planning + Design has been retained by 360 Friel Holdings Inc. to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control Applications to facilitate the proposed additions on the lands municipally known as 360 Friel Street in the City of Ottawa.

## 1.1 Application Overview

360 Friel Holdings Inc. intends to develop a three (3) storey rear addition to the existing 2 ½ storey residential use building located on the property. The existing property located at 360 Friel Street is a Category 3 property within the boundaries of the Sandy Hill Cultural Heritage Area. Although the property is not designated, it is identified under the Heritage Register.

The proposed development includes a three (3) storey rear addition along the north face of the existing low-rise residential building located on the subject property as well as renovations within the inside of the existing building. A total of 17 dwelling units are proposed with a main entrance along the south face accessed from Friel Street. The development also provides for a total of 12 enclosed bicycle parking spaces within the proposed outdoor bicycle storage shed and a total of four (4) outdoor bicycle parking spaces along the western face of the building.

To facilitate the development of the proposed addition, as well as the interior renovations within the existing building concurrent Zoning By-law Amendment and Site Plan Control Applications are being submitted. The property is currently zoned Residential Fourth Density, Subzone UD, site-specific exception 480 (R4UD[480]). The Zoning By-law Amendment proposes to amend the zoning of the subject property with site-specific zoning provisions to permit the built form of the development as proposed.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development at 280 Laurier Avenue 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 building form within the established Sandy Hill neighbourhood and in close proximity to higher-order transit.

## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property, municipally known as 360 Friel Street, is an interior lot located on the block that is bound by Friel Street to the east, Wilbrod Street to the north, Laurier Avenue East to the south and Nelson Street to the west in the Rideau-Vanier (Ward 12). The subject property has a frontage of approximately 16.5 metres along Friel Street, with a lot depth of approximately 30.4 metres and a total site area of approximately 498.74 square metres (Figure 1).



Figure 1: Subject Property

A shared private right-of-way is located at the southern periphery of the building and the northern periphery of the building at 362 Friel Street providing access to the paved surface parking area located along the rear of the property. Access and egress are provided from Friel Street. Waste storage is currently located outdoors along the southern boundary of the building as well.



Figure 2: Subject Property and Surrounding Context

The frontage is landscaped with both hardscape and softscape materials including a paved walkway, shrubbery, mature trees, and grass.

## 2.2 Surrounding Area

As an interior lot, the property has frontage Friel Street, in the established community of Sandy Hill. The property is located approximately 70 metres north of Laurier Avenue which is identified as a major collector road. Further, the property is also located approximately 300 metres east of King Edward Avenue and 350 metres south of Rideau Street which are both identified as major arterial roads. The area surrounding the property is characterized by a broad mix of uses and building typologies including low-, mid- and high-rise residential and mixed-use buildings, commercial buildings, and institutional uses including the University of Ottawa. Laurier Avenue, King Edward Avenue and Rideau Street all feature 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 property is located approximately 800 metres from the existing uOttawa LRT station and is located approximately 350 metres south of the identified Transit Priority Corridor along Rideau Street.

The adjacent land uses can be described as follows:

**North:** Immediately north of the property is a low-rise, mixed-use two-storey corner lot with frontage along Friel Street and Wilbrod Street. Wilbrod Street features mixed-uses including a pet store, daycare, coffee shop and laundromat that are between two (2) storeys and four (4) storeys in height. Rideau Street is also located north of the property featuring a wide range of mainstreet uses including grocery stores, retail, restaurants, personal services and other uses typically found in a downtown core.

**East:** Directly east of the subject property on the west side of Friel Street are several low-rise residential use buildings. The Sir Wilfred Laurier neighbourhood park is also located east of the property with frontage along Chapel Street. Further east is Strathcona Park which provides frontage along the Rideau River. The Adawe Crossing bridge provides a pedestrian and bicycle crossing across the river and into the established Vanier neighbourhood.

**South:** Immediately south of the subject property is a low-rise residential-use building with frontage along Friel Street. The corner lot with frontage along Friel Street and Laurier Avenue East features a nine-storey mixed-use building with commercial and office uses at grade. A local bus stop servicing Route #19 is also located directly south of the property along the north and south sides of Laurier Avenue. Laurier Avenue features a collection of building typologies and uses that contribute to the Sandy Hill Cultural Heritage Character Area. Several institutional uses along Laurier Avenue include Amnesty International, the Laurier House National Historic Site and several embassies. Further south is the Sandy Hill Community Centre, Sandy Hill Arena, as well as the Minto Sports Complex Fitness Centre. The 417 Provincial Highway is approximately 1 kilometre south of the site and can be accessed directly from Nicholas Street.

**West:** Immediately west of the property along the east side of Nelson Street are several low-rise residential uses. Further west is King Edward Avenue which features a wide range of mainstreet uses including retail, restaurants, personal services and other uses typically found in a Downtown core. The University of Ottawa campus is also located further west of the property. Lastly, the existing uOttawa LRT station is located approximately 800 metres southwest of the subject property.

### 2.3 Road Network

The property is located in a block that is bound by Laurier Avenue, which is designated as a Major Collector road pursuant to Schedule F (Central Area/Inner City Road Network) in the City of Ottawa's Official Plan. Major Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than arterial roads. The design and construction of collector roads ensure that safe and efficient transit services are accommodated. As a Major Collector road, Laurier Avenue provides efficient vehicular and pedestrian connections to the Downtown core and to surrounding Arterial Roads. The site is also located approximately 300 metres east of King Edward Avenue, and 350 metres south of Rideau Street which are both designated as Arterial roads pursuant to Schedule F in the City of Ottawa's Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As Arterial Roads, King Edward Avenue and Rideau Street provide efficient vehicular connections to the Downtown Core, the Provincial Highway and to surrounding neighbourhoods.



Figure 3: Excerpt from Schedule F of the Official Plan - Central Area/Inner City Road Network

### 2.4 Transit Network

The nearest bus stop is located along Laurier Avenue directly north of the property and services OTranspo Bus Routes #19. Moreover, there are bus stops located 300 metres west of the property along the east and west side of King Edward Avenue servicing OTranspo Bus Route #56.



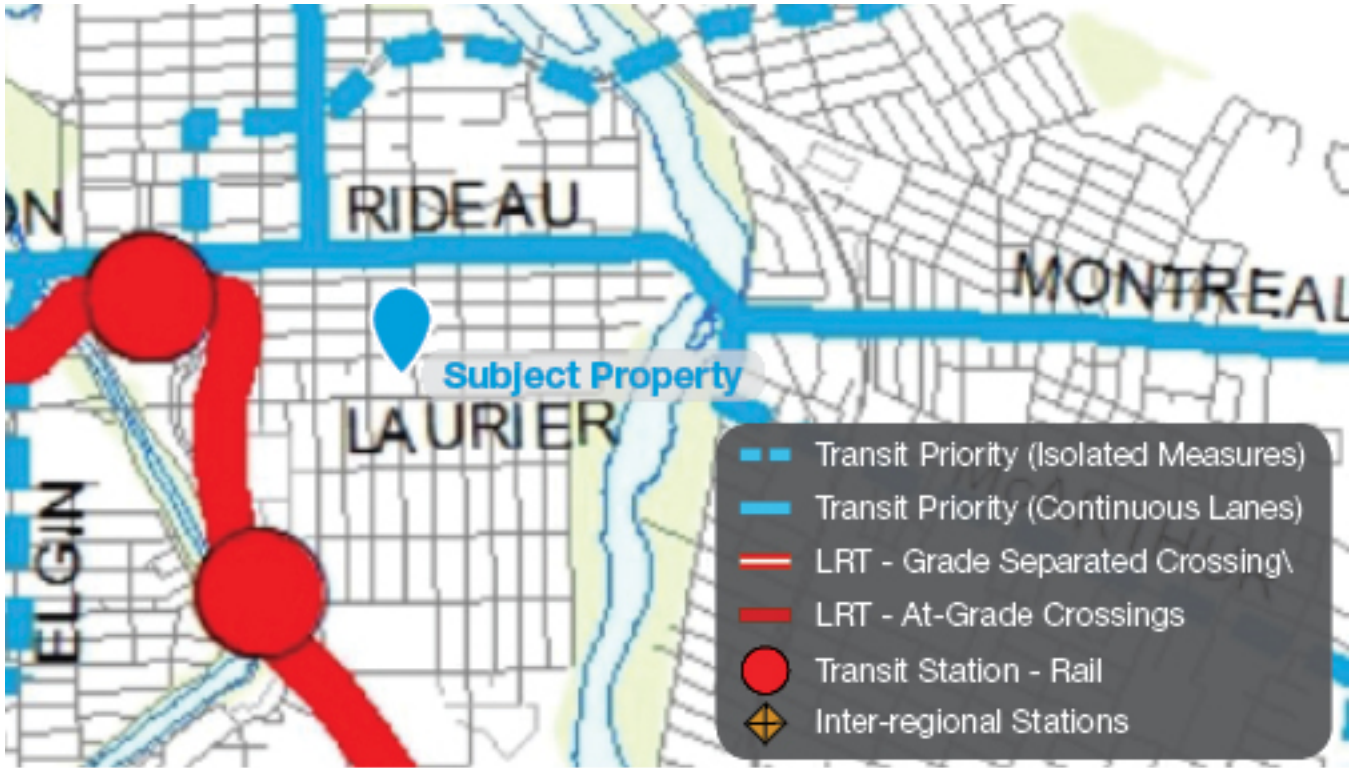


Figure 4: Excerpt from Schedule D of the Official Plan - Rapid Transit Network

The subject property is served by the greater cycling network. Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, Laurier Avenue is identified as a cross-town bikeway and cycling spine route. Somerset Street is located approximately 500 metres south of the property and is also identified as a cross-town bikeway and cycling spine route. Cycling infrastructure exists along Somerset Street providing increased access and connections to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Cycling infrastructure does not currently exist along Laurier Avenue at this location, however further west on-road cycle lanes are present. Planned networks will provide increased access and connections to the greater cycling network.

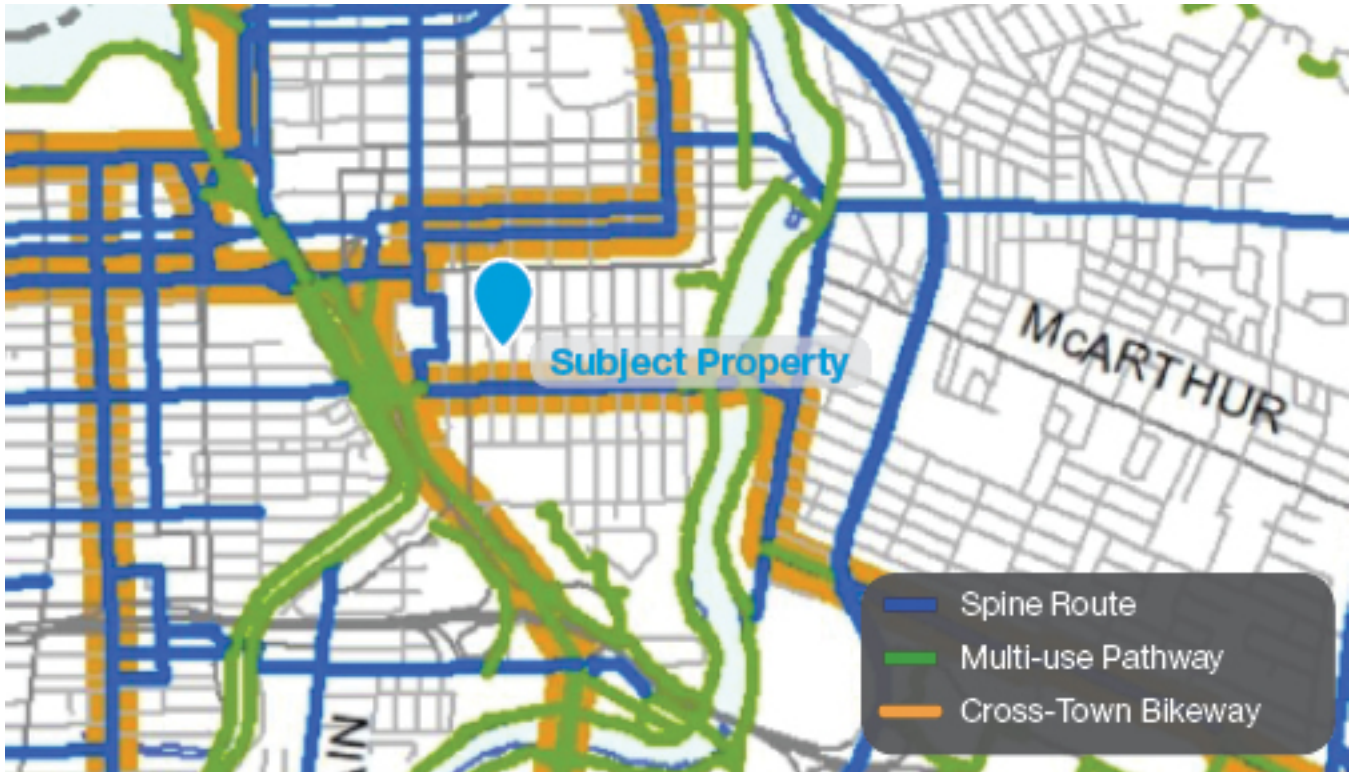


Figure 5: Excerpt from Schedule C of the Official Plan - Primary Urban Cycling Network

As a site located in the established Sandy Hill neighbourhood and near the Downtown Core, the subject property enjoys close proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to one (1) large grocery stores within a 10-minute walk – Loblaw’s at 363 Rideau Street. The neighbourhood also benefits from a 15-minute walk to the Rideau Centre. The site is well-served with respect to parks and community facilities being within walking distance of Sir Wilfred Laurier Park, Strathcona Park and the Rideau River to the east, as well as Saint Germain Park to the south.

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

- / Recreational facilities including the Sandy Hill Arena and the Minto Sports Complex Fitness Centre;
- / Parks including Saint-Germain Park, Sir Wilfred Laurier Park, Strathcona Park, as well as greenspace along the Rideau River on both the east and west side of the River;
- / Institutional uses such as the University of Ottawa, Amnesty International, the Laurier House National Historic Site; and
- / Schools including Francojeunesse School and Culturass Spanish School.

## Proposed Development

360 Friel Holdings Inc. is proposing to construct a three (3) storey low-rise residential addition with a total of 17 residential units including bachelor units, one- and two- bedroom units as well as a total of 16 bicycle parking spaces. The rear addition follows the rectangular shape of the property and has a total height of 10.2 metres (Figure 6).

The development proposes to maintain the existing building located on the property and construct a three (3) storey residential use rear addition along the western portion of the property. A building connection is proposed along the west face of the existing 2 1/2 storey building. The existing building is proposed to be renovated to contain a total of five (5) bachelor units, three (3) one-bedroom units and two (2) two-bedroom units in 2 1/2 storeys over a total GFA of 511.3 square metres, while the proposed addition will contain a total of six (6) bachelor units, and one (1) two-bedroom unit over a total GFA of 224.4 square meters for a total building GFA of 735.9 square meters. The proposed addition will replace the existing surface parking lot. As a result, the proposed development does not include any vehicular parking spaces. A total of 16 bicycle parking spaces are proposed including a total of 12 spaces enclosed outdoors and a total of four (4) outdoor spaces proposed on a bicycle rack. Enclosed bicycle parking is proposed to be located in the rear yard along the western property line, while the bicycle rack is proposed in the laneway abutting the southern periphery of the existing building.



Figure 6: View of the addition from Friel Street

The main entrance to the residential units within the existing building from Friel Street will be maintained, while a second and separate entrance providing residential access to the addition is proposed from the shared private laneway along the southern periphery. To access the secondary entrance, the development proposes to introduce a separate walkway leading to both an enclosed staircase as well as a ramp. The proposal includes the provision of one (1) barrier-free unit on the first floor of the addition. The proposal also includes the introduction of an enclosed accessory waste structure in the rear yard. This enclosed space ensures that impacts to neighbouring properties are minimized.

A common outdoor amenity area is proposed through an outdoor courtyard space within the rear yard which can be accessed from Friel Street and exit stairs that are proposed on the north face of the addition as well as the west face. This will provide the opportunity for a more intimate outdoor space for all users. A total of 151.4

square metres (equivalent to 25% of the lot area) of rear yard amenity space is provided which conforms to the Zoning By-law.

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.



Figure 7: Proposed rear yard space

## 3.1 Building Design

### 3.1.1 Building Massing and Scale

In response to neighbourhood context the proposed addition maintains a three-storey low-rise building height complimenting the existing low-rise building on the subject property and the low-rise buildings directly to the north and south of the property with frontage along Friel Street. The built form of the proposed development complements the existing building as well as the surrounding neighbourhood.

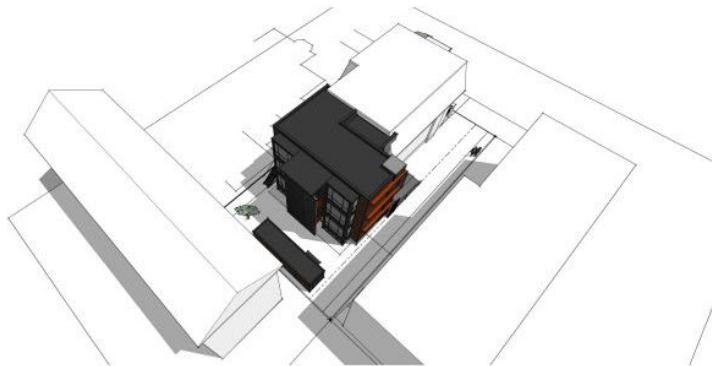


Figure 8: Aerial view of the addition looking east

northern and western interface of the addition to mitigate overlook impacts on existing properties. It is also important to note that the rear yard of the neighbouring property to the west does not have a direct interface with the rear yard of the subject property, thereby mitigating overlook impacts.



Figure 9: North Elevation of the proposed addition

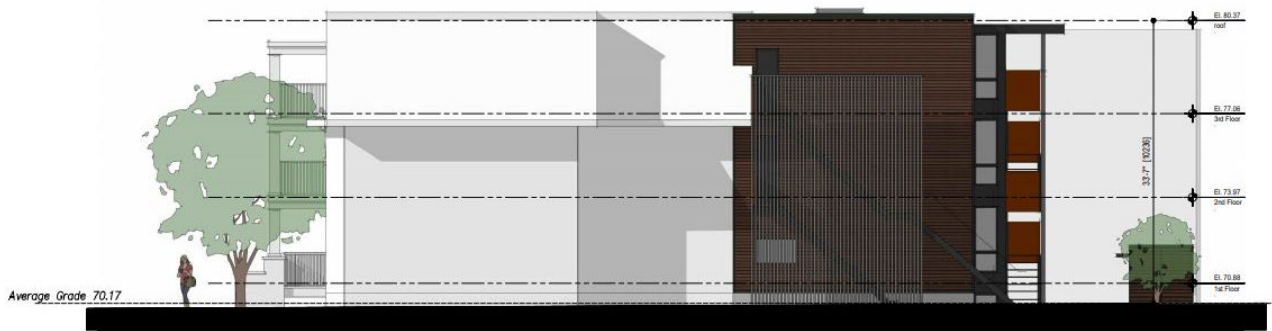


Figure 10: South Elevation of the proposed addition



Figure 11: East Elevation of the proposed addition



Figure 12: West Elevation of the proposed addition

### 3.1.2 Views

Views along Friel Street demonstrate how the building's architectural elements compliment those of the existing building, while creating a contrast. The residential nature of the building allows for windows and outdoor staircases, creating visual interest and architectural articulation. The waste storage is enclosed in the rear thereby mitigating impacts and ensuring visual interest of the building.

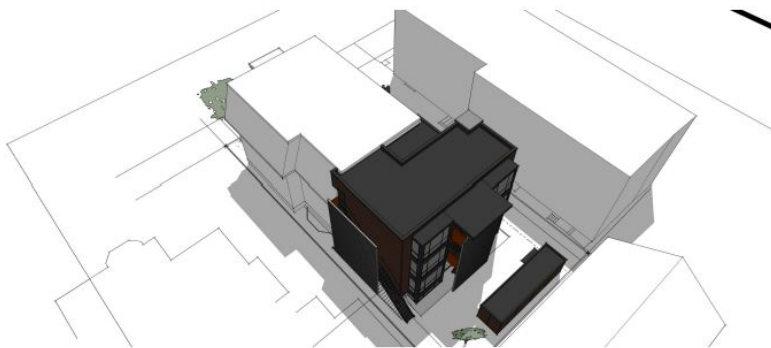


Figure 13: Aerial view of the addition looking south

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building. Facades are generally fenestrated to create a positive relationship and interface between the building, the public realm and the proposed rear yard space while increasing natural light for its residents.

### 3.1.3 Pedestrian Experience and Public Realm

The proposed development includes improvements along the public right-of-way, including Friel Street. While the rear addition does not directly interact with the front property line, it can still be seen from Friel Street.

Therefore, the inclusion of the rear addition as well as the introduction of an additional entrance advance the animation and pedestrian friendliness along the Friel Street frontage. Hardscape elements are proposed along this frontage to reconstitute the public realm and create a more pleasant environment for pedestrians. The treatment of the facade, with generous fenestration provides visual transparency and improved safety for pedestrians in the area. The waste storage has been located away from Friel Street to the rear of the property, avoiding any interruptions in the active frontage along the street.



## Policy and Regulatory Framework

### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

#### 4.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - (a) promoting efficient development and land use patterns...;
  - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
  - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
  - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 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...;
  - (e) support active transportation; and
  - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / 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;
  - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 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;
- / 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;
  - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
  - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
  - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
  - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development is consistent with the Provincial Policy Statement. As a property located in an established neighbourhood and within proximity of one (1) rapid transit station as well as one (1) identified Transit Priority Corridor, the redevelopment of the subject property 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. This property possesses development potential in an area where infrastructure and public service facilities are available and abundant.**

## 4.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

**Policy 1 of Section 2.2.2** defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / 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;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,

- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

**Policy 10 of Section 2.2.2** states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

While the Official Plan identifies specific land use designations as target areas for intensification, **Policy 22 of Section 2.2.2** states that the City also supports compatible intensification in other locations 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, discussed in further detail below.

**Policy 23 of Section 2.2.2** states that the interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings. 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 proposed development comprises of residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below. The subject property is located within a community characterized by a wide variety of land uses and building heights in the General Urban Area.**

Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property can support the proposed addition due to the unique context, configuration and size of the property. The site is located within 800 metres of the existing uOttawa LRT station and is located 350 metres south of Rideau Street which is identified as a Transit Priority Corridor, per Schedule D, providing an opportunity for higher-density, transit-oriented development directly west of Ottawa's urban core. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein. The area is characterized by a low-rise apartment dwelling located on the property, and the proposed development is compatible with surrounding low- and mid-rise uses. As an interior lot that is also occupied by a surface parking area in the rear, the property provides the opportunity to sensitively intensify a significant portion of a deep lot that is largely underutilized. This presents a unique opportunity to successfully integrate a rear addition, while minimizing impacts on neighbouring properties. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

**The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development provides barrier-free units ensuring accessibility while also contributing to the evolving housing market through the provision of two-bedroom units.**

#### 4.2.1 Building Liveable Communities

Section 2.5 of 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 Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

**The proposed development has been purposely designed to be of a size, scale and type that is compatible with and complementary to surrounding land uses. Consideration has been taken to design elements of the building to be compatible with the adjacent low-rise neighbourhoods as described in greater detail below. Given that the proposal is located in the heart of Sandy Hill and the surrounding built context includes low-, mid- and high-rise heights as well as a range of services and amenities, the site represents an appropriate location for intensification. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.**

**The proposed development is consistent with the existing and planned scale and character of development in the area.**

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

##### **1. It enhances the sense of community and creates a sense of identity:**

- / The architectural design of the proposed low-rise residential addition exhibits high quality materials and interesting architecture within the established Sandy Hill neighbourhood.
- / The proposed materiality ensures that the unique identity of the Sandy Hill Cultural Heritage Area is maintained, protected and celebrated.

##### **2. It defines quality public and private spaces through development**

- / The development proposes an addition to the existing building with a well-designed and architecturally interesting low-rise residential building.
- / The development proposal uses architectural elements such as building massing, the introduction of a new and secondary walkway, as well as interesting materials to frame outdoor staircases.
- / The proposed development provides occupants with quality amenity space in the shared rear outdoor amenity space. Additionally, the waste storage as well as bicycle parking have been enclosed in order to enhance the outdoor rear yard space.
- / Undesirable overlook impacts on existing properties are minimized by the proposed setbacks and framed outdoor staircases.

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

- / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal is in proximity to existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.

##### **4. It respects the character of existing areas**

- / The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.

- / The proposal maintains a low-profile built form consistent with the immediate surrounding streetscape.
- / The proposal respects the character of the Sandy Hill Cultural Heritage Character Area by proposing an addition that is distinguishable and secondary to the existing building on the property.

**5. The proposal considers 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 helps to achieve a more compact urban form by developing within the built-up Sandy Hill neighbourhood.
- / The proposed development contributes to the variety of housing types and tenures available within the community by providing a collection of one- and two-bedroom units.

**6. The proposal understands and respects natural processes and features in development design**

- / Proposed landscape features, including soft landscaping in the rear allows for natural water percolation while reducing the heat island effect.

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

- / An active land use in proximity to rapid transit is proposed, creating opportunities to meet daily needs by alternative modes of transportation.
- / Landscape elements are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
- / The development provides a supply of bicycle parking spaces, to facilitate bicycle use by residents and visitors.

**4.2.2 Land Use Designation**

The property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

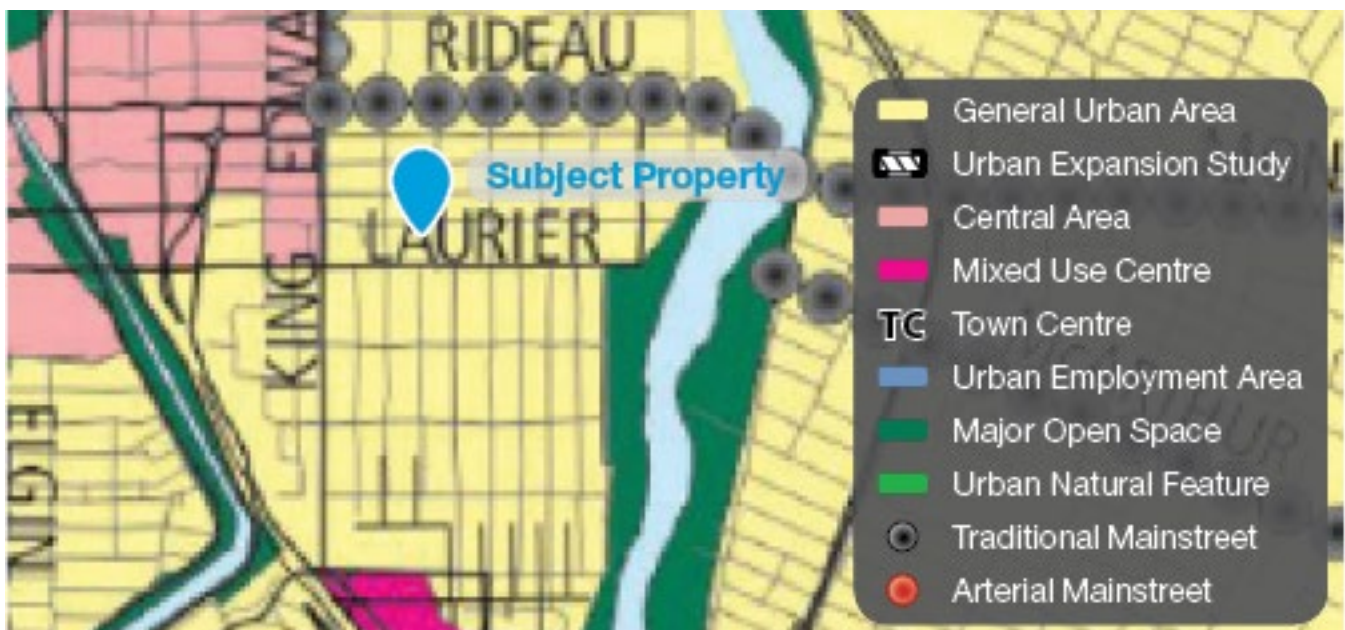


Figure 15: Excerpt of Schedule B of the Official Plan - Urban Policy Plan

**Policy 1 of Section 3.6.1** notes the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

**Policy 2** states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

**Policy 3** states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).

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

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

**The proposed addition conforms to the policies of City of Ottawa Official Plan by encouraging development which takes advantage of existing infrastructure and is situated in an area that promotes a complete community with a good balance of facilities and services. Building upon desirable established patterns and built form, the proposal contributes to the variety of housing options available in the established Sandy Hill neighbourhood.**

The proposed addition contributes to the existing built form and provides a low-rise building that is compatible with the surrounding neighbourhood. The design is sensitive to the low-rise uses adjacent to the property and provides a sufficient rear yard setback as prescribed in the City of Ottawa Zoning By-law. The proposal recognizes that the northern interior lot line directly interacts with the rear lot line of the low-rise property located at 302 Wilbrod Street. To address this, the interior side yard setback to the north is maintained at 1.6 metres. Further, the proposal also recognizes that the rear lot line of the subject property directly interacts with the interior lot line of the low-rise property to the west located at 300 Wilbrod Street. Given the depth and location of the property to the north, the rear yard of the proposal only faces onto the interior yard of the neighbouring low-rise development thereby significantly reducing any impacts related to overlook. Lastly, the proposal recognizes that the southern interior lot line is directly adjacent to the shared private laneway thereby increasing the distance between the subject property and the existing low-rise property to the south.

The proposed residential addition provides for additional rental units to the community increasing the range and mix of housing supply to the area. Further, due to the property's proximity to the identified Rideau Street Transit Priority Corridor and existing uOttawa LRT station, the proposed development assists in promoting transit uses and has the ability to contribute to a greater supply of transit users. Given its proximity to the Central Area, the proposed development provides an ideal location for sensitive and site-specific intensification that will support existing and future services in the neighbourhood.

#### **4.2.3 Urban Design and Compatibility**

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, **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 noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship

between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
<b>Building Design</b>	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Facade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul>	<p>The architectural articulation proposes a maximum built height of three (3) storeys creating an appropriate building height to surrounding development in the neighbourhood. Intentional setbacks along the north and west interface of the addition ensures sufficient separation from the existing neighbouring low-rise building. The shared private laneway along the south property line ensure appropriate separation is maintained between the low-rise addition and the neighbouring low-rise building to the south.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area while complimenting the heritage character of Sandy Hill.</p>
<p>6. Orient the principal facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>A secondary entrance to the proposed addition is oriented towards Friel Street, improving interaction with the public realm. Facades are intentionally designed with additional fenestration. 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. 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>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm. The proposed waste storage for the building is enclosed and located at the rear ensuring that the pedestrian environment is maintained.</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>The rooftop service equipment is incorporated within the building.</p>
<b>Massing and Scale</b>	
<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</p>	<p>The Sandy Hill Secondary Plan provides general policies that encourage low-rise residential use development within the Residential land use designation, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan is discussed in greater detail below.</p>

<p>development using the criteria for massing and scale established in that Plan.</p>	
<p><b>Outdoor Amenity Areas</b></p>	
<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>Exit staircases are sensitively located and framed to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of an outdoor rear yard space. A fence along the rear lot line as well as the shared private laneway along the south interior lot line significantly mitigates any impacts related to overlook and privacy.</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>Amenity space is provided via the outdoor rear yard space. By replacing the existing surface parking space on the subject property, the proposed rear yard space provides amenity space for residents of the existing building as well as the proposed addition. A portion of the rear addition can also be seen from the streetscape and provide visual interest along Friel Street.</p>

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established surrounding neighbourhood through sensitive intensification and high-quality design. The addition has been designed in a manner that will minimize impacts to surrounding properties by providing an appropriate low-rise height, internalizing traffic and waste and sufficient setbacks from neighbouring buildings.**

**4.3 Sandy Hill Secondary Plan**

The subject property is located within the Sandy Hill Secondary Plan study area. This document, approved by Council in 2016, is intended to guide future growth and change in Sandy Hill.

The Secondary Plan includes policies for land use, transportation, heritage, physical and social services, site development and public participation.

**4.3.1 Land Use Designation**

Per the Secondary Plan, the subject property is located within the **Residential Land Use – Low Profile** designation. The Residential land use aims to provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs. Generally, within the low-profile designation, buildings up to four (4) storeys are permitted.

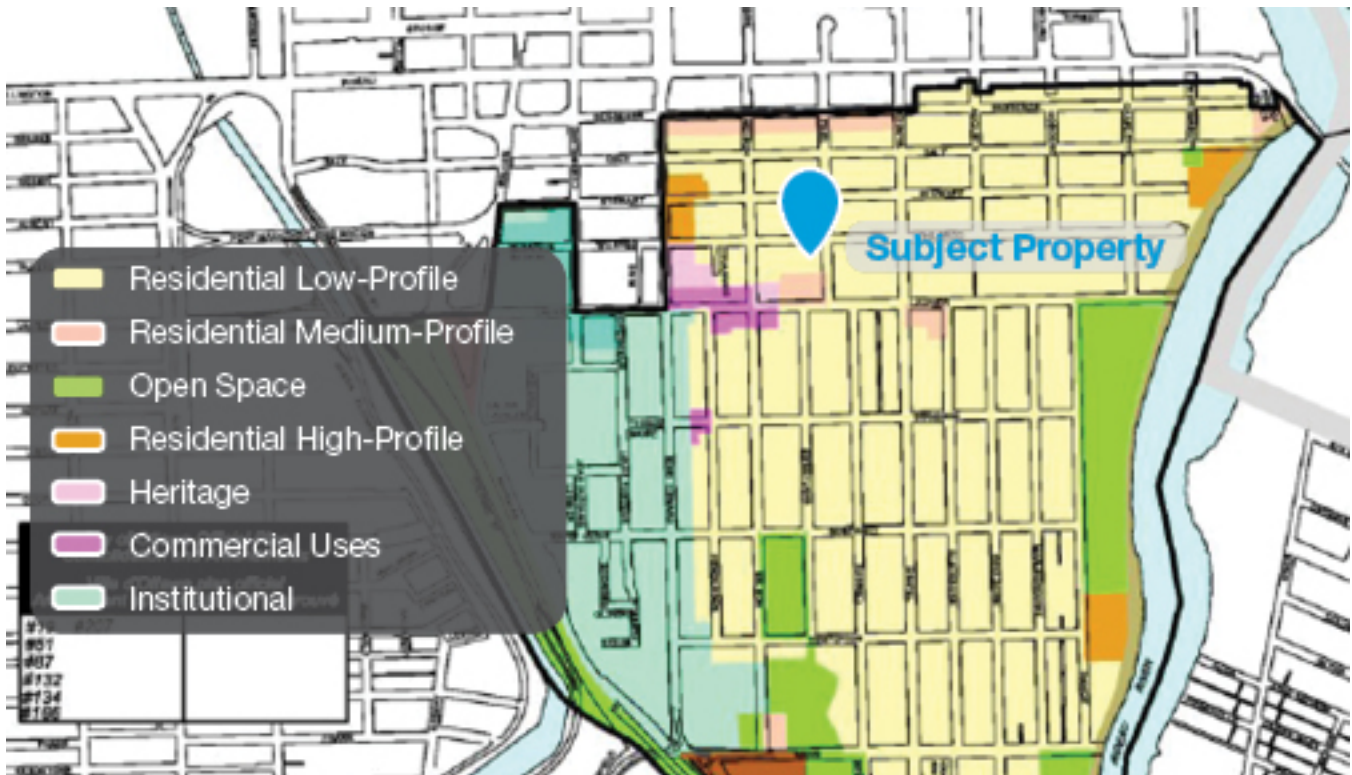


Figure 16: Excerpt from Sandy Hill Secondary Plan - Schedule J – Land Use Designations

#### 4.3.2 Transportation

**Policy 5.3.3** of the Secondary Plan notes that the Sandy Hill neighbourhood should provide a transportation system that combines good access with minimal adverse effects on the physical and social environment. An emphasis should be placed on public transportation and bicycle and pedestrian networks over the private automobile.

**The proposed addition includes uses that are permitted within the specified land use designation. The proposal is also well within the maximum built height limit that is specified in the Secondary Plan. The proposed rear amenity space will replace the existing surface parking lot, eliminating private automobiles and encouraging residents to travel via alternative modes of transportation.**

#### 4.4 New Ottawa Official Plan (Anticipated 2021-2046)

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. The City received many comments in regards to this draft.
- / A second draft of the OP has recently been released for review before it is considered by the Joint Committee in October 2021.



- / The new Official Plan is scheduled to go to Council for endorsement on October 27<sup>th</sup>, 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.

**While this proposed development will be evaluated under the current Official Plan it is important to note that it supports the intensification target put forward for the new Official Plan in proximity to rapid transit, and transit priority corridors. The intensification at this location, contributes to a land use pattern that is consistent with the 15-minute neighbourhood which is a key goal of the future Official Plan.**

#### 4.5 Sandy Hill Cultural Heritage Character Area (updated 2018)

The Sandy Hill Cultural Heritage Character Area (Heritage Character Area) is an important historic urban landscape in Ottawa associated with the early development of the city in the 19th and 20th centuries and the growth of Ottawa as the national capital. The goal of the Heritage Character Area is to celebrate the rich history of Sandy Hill, encourage the retention of historic fabric and to guide new development in a way that is appropriate to the character of the neighbourhood. Properties located in the Sandy Hill Heritage Character area are not automatically designated under Part V of the Ontario Heritage Act.

The subject property is identified as a Category 3 property within the Sandy Hill Cultural Heritage Character Area. Category 3 buildings are considered contributing buildings in the heritage character area. These historic buildings contribute to the overall sense of place in Sandy Hill and define its character. The Character Area specifies the following guidelines for alterations and additions to Category 3 buildings:

- / Additions to historic buildings should be sympathetic to the existing building, subordinate to, and distinguishable from the original. Falsifying a past architectural style in a new addition is strongly discouraged.
- / Additions should generally be located in the rear yard.
- / Where not located in the rear yard, additions should be consistent with the streetscape with respect to setback, height, scale, and massing.

New additions should respect the existing wall to window ratio and proportion of the existing building.

The Character Area specifies the following guidelines for Streetscape and Public Realm:

- / Existing block and street patterns should be retained in any new development;
- / Existing street trees should be preserved and new street trees of appropriate species should be planted to ensure the continuity of the streetscape;
- / Boulevards should be planted with grass and trees but other low shrubs or flowers that are subordinate to the adjacent street trees may be appropriate; and
- / The removal of existing front yard parking spaces is encouraged.

**The proposed rear yard addition provides an architecture and material that is complimentary to what currently exists on the subject property while not overpowering or mimicking. This ensures that the proposal does not detract from the heritage character of the area and is compatible with surrounding contributing buildings. Moreover, the proposed addition protects many of the existing landscape characteristics of the property and also provides additional landscape features including a walkway, enclosed staircase, and an enclosed waste collection space. The proposed addition also enhances the public realm and streetscape by providing a visual interest along the street and replacing an existing surface parking area. These characteristics work together to protect, maintain and advance the Sandy Hill Heritage Character Area.**

## 4.6 Urban Design Guidelines for Low-Rise Infill Housing (2012)

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

The objectives of these Infill guidelines are to:

- / 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;
- / Incorporate environmental innovation and sustainability.

These objectives are achieved by meeting the various guidelines, including the following that are applicable to the proposed development:

- / Reflects the desirable aspects of the established streetscape character [**Guideline 2.2**];
- / 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 [**Guideline 4.1.2**];
- / Oriented so that amenity spaces do not require sound attenuation walls and so that noise impacts are minimized. [**Guideline 4.1.4**];
- / Respects the grades and characteristic first floor heights of the neighbourhood by not artificially raising or lowering grades [**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 [**Guideline 4.2.1**];
- / Provides similar level of quality and detail on all sides of the building [**Guideline 4.3.1**];
- / Provides rich detail that enhances public streets and spaces, while also responding to the established patterns of the street and neighbourhood [**Guideline 4.3.2**];
- / Provides primary building entrances that are inviting and visible from the street [**Guideline 4.3.3**]; and
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard [**Guideline 5.1**].

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

## 4.7 Zoning By-law 2008-250

The subject property is currently zoned "Residential Fourth Density, Subzone UD, Exception 480 (R4UD [480])" in the City of Ottawa's Comprehensive Zoning By-law 2008-250. The R4 zone permits a wide range of residential uses including low-rise apartment dwellings, townhouses, three-unit dwellings and stacked dwellings. Subzone UD identifies specific subzone provisions for development in this zone. Exception 480 stipulates that dwelling units are an additional permitted use on the subject property.



Figure 17: Zoning Map

The R4UD zone permits **low-rise, apartment buildings**.

In 2012, the City of Ottawa approved the “Infill 1” By-law (2012-147) which introduced Section 139 and 140 to the Zoning By-law containing provisions related to the character of infill developments. The original by-law was approved, but subsequently appealed to the OMB. Through the resolution of the appeal in 2014, low-rise apartment buildings were included in these provisions as “buildings of four or fewer storeys”. The appeals were resolved in May 2015. The new provisions included transition provisions, which have been incorporated within the below zoning table.

A subsequent by-law, “Infill 2” was approved in 2015 (By-law 2015-228) but a site-specific exception excludes these provisions from applying to the subject property.

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140, Policy 4a., the proposed development is not subject to a Streetscape Character Analysis as it does not include the introduction of a driveway, attached garage or carport and involves a rear addition within the rear and interior side yards.

The following table provides a summary of the Residential Fourth Density, Subzone UD as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions.

Table 1: Zoning Summary

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	450m <sup>2</sup>	498.74m <sup>2</sup>	✓

Zoning Mechanism	Requirement	Provided	Compliance
<b>Minimum Lot Width</b>	15m	16.5m	✓
<b>Minimum Front Yard Setback</b>	4.5m	3.4m (existing and non-complying)	✓
<b>Minimum Interior Side Yard Setback</b>	1.5m	3.1m (south) 0.5m–1.6m (north) – existing and non-complying	✓
<b>Minimum Rear Yard Setback</b>	9.2m, 151.4m <sup>2</sup> (Minimum rear yard setback is 30% of the lot depth which must comprise at least 25% of the area of the lot)	9.2m, 151.4m <sup>2</sup>	✓
<b>Maximum Building Height</b>	14.5m	10.2m	✓
<b>Minimum Landscaped Area</b>	30%	>30%	✓
<b>Minimum Area of Soft Landscaping in the Rear Yard</b>	50% of the rear yard (must comprise of at least one aggregated rectangular area of at least 25m <sup>2</sup> and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting).	>50%	✓
<b>Minimum Area of Soft Landscaping in the Front Yard</b>	40%	>40%	✓
<b>Principal Entrance</b>	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street	A principal entrance along Friel Street is provided within the existing building and one is being proposed as part of the addition.	✓
<b>Front Façade</b>	25% windows	>25%	✓
<b>Number of Bedrooms</b>	At least 25% of dwelling units must have at least two bedrooms (may be rounded down to the nearest whole number) = 4 units	3 units	✗

Zoning Mechanism	Requirement	Provided	Compliance
Exit stairs	Project a maximum of 2.2 metres into required rear yard	2 metres	✓
Distance of exit stairs from interior lot line	1m	.75m	✗

The proposed relocated garbage enclosure in the rear yard would be considered as an Accessory structure and subject to the following provisions:

Zoning Mechanism	Requirement	Provided	Compliance
Setback from the Rear Lot Line	0.6m	0.6m	✓
Minimum Distance from any other building on the same lot	1.2m	>1.2m	✓
Maximum Height	3.6m	2.45m	✓
Maximum Permitted Size	Maximum of 50% of the rear yard, with a maximum cumulative floor area of 55 m <sup>2</sup>	<55m <sup>2</sup>	✓

The property is considered as within **Area X** as shown in Schedule 1A in the City of Ottawa Zoning By-law.

Zoning Mechanism	Requirement	Provided	Compliance
<b>Vehicle Parking Spaces</b> Area X Residential: 0.5/unit after the first 12 units Visitor: 0.1/unit after the first 12 units	Residential: 3 spaces Visitor: 1 spaces Total: 4 spaces	0 spaces	✗
<b>Bicycle Parking Spaces</b>	0.5 spaces per unit = 9 spaces	16 spaces	✓
<b>Dimension of Bicycle Parking Spaces</b>	Min: 0.6m wide/1.8m long (horizontal) Min: 0.5m wide/1.5m long (vertical)	0.6m wide/1.8m long (horizontal) 0.5m wide/1.5m long (vertical)	✓

The proposed development generally complies with the provisions of the R4UD[480] zone.

#### 4.7.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fourth Density, Subzone UD (R4UD) zoning of the site and to introduce new site-specific provisions to address the number of two-bedroom units, proposed number of vehicle parking spaces and the distance of the exit stairs from the interior lot line. The following is appropriate for the proposed development:

- / **Minimum Number of Two-Bedroom Units:** The zoning provisions requires that a minimum of four (4) two-bedroom units be provided, however the proposed development requires relief as there are three (3) two-bedroom units being provided. It is important to note that as a low-rise addition, the proposal provides a unique development with limited space, but still managed to include a barrier-free unit. The requested reduction is therefore appropriate.
- / **Minimum Number of Vehicle Parking Spaces:** The developer is seeking a reduction of the minimum resident parking from the required minimum of 4 spaces to 0 spaces. Considering the subject property's proximity to amenities on Laurier Avenue, King Edward Avenue, Rideau Street, its location within the heart of Sandy Hill, its location within 800 metres of the existing uOttawa LRT station and its proximity to one (1) identified Transit Priority Corridor, this amendment is minor in nature. Efforts have also been taken to encourage active transportation by proposing a total 16 bicycle parking spaces, which far exceeds the Zoning By-law requirement.
- / **Distance of Exit Stairs from Interior Lot Line:** The zoning provisions requires that a minimum of 1 metres setback be provided between the interior lot line and the exit stairs, however the proposed development requires relief as the stairs are setback 0.75 metres from the northern interior lot line. It is important to note the exit stairs are framed thereby mitigating any impacts as a result of the relief requested. Further the existing building has a setback of 0.5 m already limiting the ability to access Friel from this side yard. The main egress from the rear is along the right of way on the west property line.

## 5.0 Supporting Studies

### 5.1 Site Servicing Report and Erosion and Control Plan

McIntosh Perry prepared the Site Servicing Report and Erosion Control Plan report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property.

The report identifies that the existing watermain service lateral can provide an adequate domestic water supply and the existing municipal hydrants can satisfy the fire flow requirement of 11,000 L/min for the subject site.

Based on the wastewater servicing details, it is anticipated that the existing sanitary service is sufficient to provide sanitary servicing for the existing building as well as the proposed addition. The detailed storm and stormwater servicing as well as the proposed grading will meet the allowable release rates of 4.74 L/s for the Friel Street outlet. Excess runoff will be contained by means of rooftop storage and surface storage which will be controlled by roof drains and an inlet control device within the catchbasin.

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

### 5.2 Tree Conservation Report

J.L. Richards and Associates Ltd. prepared a Tree Conservation Report for the proposed development by highlighting 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. The report recommends the retention of one (1) tree on the subject property. A total of one (1) tree is proposed to be removed along the Friel Street frontage, while a total of three (3) trees (one in the front yard and two in the rear yard) are proposed to be planted. All removals 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.

### 5.3 Geotechnical Study

Golder Associates Ltd. prepared a Geotechnical Study for the subject property as part of the current application. The study concludes that the subsurface conditions present below the surficial fill at this site generally consist of sensitive clay, underlain by glacial till over limestone bedrock. Based on our understanding of the proposed building (i.e., a low-rise, relatively light residential structure, it is expected that conventional spread footing foundations can be used. In the event more heavily loaded foundations are required a raft or piled foundation could also be considered, however they would not typically be required for this type of development.

### 5.4 Phase One Environmental Site Assessment

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, 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 was first developed with industrial uses, circa 1940.

Based on the findings of this Phase One ESA, Pinchin identified one PCA at the Phase One Property (i.e., on-Site); however, this PCA is not considered to result in an APEC at the Phase One Property given observations made during Pinchin's Site reconnaissance.

As such, the assessment concluded that the site is suitable for the intended Zoning By-law Amendment and Site Plan Approval application.



## 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
  - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on June 18, 2021. A member of the local community association was present and provided comments.
- / Notification of Ward Councillor, Councillor Matthieu Fleury

The Ward Councillor will be notified of the proposed development for the subject site.
- / Community “Heads Up” to local registered Community Associations
  - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process
- / Community Information Session
  - o If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - o 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
  - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - o The statutory public meeting will take place at the City of Ottawa Planning Committee.

## 7.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control Applications to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit.
- / The proposed development confirms to the Official Plan's vision for managing growth in the urban area and meets the policies for infill and intensification in the General Urban Area. The proposal responds to its context by proposing a low-rise addition in the Sandy Hill neighbourhood which is characterised by an eclectic mix of uses and heights. The proposal also responds to its context by proposing a low-rise addition to ensure the compatibility with the low-rise existing building located on the property.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development responds strongly to the Sandy Hill Secondary Plan by proposing a low-rise addition that compliments, preserves and enhances the existing and planned context.
- / The proposed development responds strongly to the Sandy Hill Cultural Heritage Character Area by proposing an addition that compliments and preserves the heritage character of the surrounding Sandy Hill neighbourhood.
- / The proposed development responds strongly to the Urban Design Guidelines for Infill Housing by proposing sensitive infill in close proximity to the existing Rideau LRT station as well as the Rideau transit priority corridor and in the heart of Sandy Hill.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



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Ghada Zaki, RPP, MCIP  
Planner

Lisa Dalla Rosa, RPP, MCIP  
Associate