

# 44 Eccles Street

Planning Rationale  
January 2022

Minor Variance and  
Site Plan Control Applications



Cornerstone Housing for Women Redevelopment



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January 2022

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Minor Variance and  
Site Plan Control Applications

**Prepared For:  
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Housing for Women**

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# Table of Contents

<b>1</b>	<b>INTRODUCTION .....</b>	<b>1</b>
<b>2</b>	<b>SITE LOCATION AND COMMUNITY CONTEXT .....</b>	<b>2</b>
2.1	Site Location .....	2
2.2	Community Context .....	3
2.3	Surrounding Development Activity .....	6
2.4	Transportation Network .....	7
<b>3</b>	<b>THE PROPOSED DEVELOPMENT .....</b>	<b>10</b>
<b>4</b>	<b>COMMUNITY ENGAGEMENT AND OUTREACH (PUBLIC CONSULTATION STRATEGY) .....</b>	<b>18</b>
<b>5</b>	<b>POLICY AND REGULATORY FRAMEWORK .....</b>	<b>18</b>
5.1	Provincial Policy Statement, 2020 .....	18
5.2	City of Ottawa Official Plan .....	20
5.2.1	Current City of Ottawa (2003, Website Consolidation) .....	20
5.2.2	New Official Plan (November 24, 2021) .....	26
5.2.3	Road Classification and Rights-of-Way .....	30
5.3	Design Brief .....	31
5.4	City of Ottawa Comprehensive Zoning By-law 2008- 250 (Consolidation September 8, 2021) .....	32
5.4.1	Zoning Provisions .....	32
5.4.2	Amenity Area Requirements .....	35
5.4.3	Permitted Projections Above the Height Limit and Permitted Projections into Required Yards Provisions .....	36
5.4.4	Parking Provisions .....	37
5.4.5	Summary of Minor Variances Required .....	40

**6 SUMMARY OF OPINION ..... 41**

**Figures**

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

Figure 2-2 Site, looking south.....3

Figure 2-3 Site, looking north .....3

Figure 2-4 Eastern site driveway, looking south..... 4

Figure 2-5 Western site driveway, looking south ..... 4

Figure 2-6 Surface parking lot, looking southeast..... 4

Figure 2-7 Surface parking lot, looking west..... 4

Figure 2-8 Residential use east of the site ..... 4

Figure 2-9 Residential use west of the site..... 4

Figure 2-10 Looking north of the site .....5

Figure 2-11 Somerset West Community Health Centre .....5

Figure 2-12 Amenities and Community Context .....5

Figure 2-13 Development Activity in Vicinity of the Site ..... 6

Figure 2-14: Schedule F Central Area / Inner City Road  
Network (Excerpt), Existing City of Ottawa Official  
Plan ..... 7

Figure 2-15 Schedule C5 Downtown Core Road Network  
(Excerpt), New Ottawa Official Plan..... 7

Figure 2-16: Schedule C Primary Urban Cycling Network  
Existing City of Ottawa Official Plan ..... 8

Figure 2-17: OC Transpo Network Map (August 2021)..... 9

Figure 3-1: 44 Eccles Street – Site Plan (Excerpt) (CSV  
Architects, January 19, 2022) ..... 12

Figure 3-2: Proposed Building Elevation – North Elevation  
(CSV Architects, January 12, 2022) ..... 13

Figure 3-3: Proposed Building Elevation – East Elevation (CSV  
Architects, January 12, 2022)..... 14

Figure 3-4: Proposed Building Elevation – South Elevation  
(CSV Architects, January 12, 2022) ..... 15

Figure 3-5: Proposed Building Elevation – West Elevation (CSV  
Architects, January 12, 2022).....16

Figure 3-6: 44 Eccles Street – Aerial Views (CSV Architects, August 24, 2021) .....	17
Figure 5-1 Schedule–B - Urban Policy Plan (Excerpt), Current City of Ottawa Official Plan.....	23
Figure 5-2 Schedule B-1 Downtown Core Transect (Excerpt), New Ottawa Official Plan.....	27
Figure 5-4: Site Zoning (GeoOttawa, 2021).....	32
Figure 5-5: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2021).....	37

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### Tables

Table 2-1 Development Activity in Vicinity of the Site .....	6
Table 5-1: Evaluation of Proposed Development .....	25
Table 5-2: Zoning Compliance for the General Mixed Use, Urban Exception 65, Floor Space Index 1.5, Maximum Height 13.5 m Zone.....	33
Table 5-3 Provisions for Required Amenity Areas .....	35
Table 5-4: Provisions for Permitted Projections Above Height Limit / into Required Yards.....	36
Table 5-6: Parking and Loading Space Provisions .....	37

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### Appendices

Appendix A	Site Plan
Appendix B	Design Brief
Appendix C	Letter in support of the requested bicycle parking reduction

# 1 Introduction

WSP was retained by Cahdco on behalf of Cornerstone Housing for Women to prepare a Planning Rationale (the “Report”) in support of Minor Variance and Site Plan Control applications of the lands municipally known as 44 Eccles Street (the “site”) in the City of Ottawa. The requested Minor Variance and Site Plan Control applications (the “Applications”) would permit the development of a mixed-use development by Cornerstone Housing for Women.

The proposed development consists of a 4-storey residential building at 44 Eccles Street containing the following uses:

- Residential dwelling units on the basement to third levels; and
- An accessory office on the basement level.

The existing 4-storey building was originally built as a school and is currently used as an office with multiple tenants. The existing building would be maintained with additional floor space being constructed on the southeast and southwest corners of the building to accommodate communal laundry facilities and a new elevator.

A total of 46 apartment units are proposed, which will consist of studio units. The office use would on the basement floor would have a gross floor area of approximately 132.7 m<sup>2</sup> would be for Cornerstone Housing for Women (“Cornerstone”), an organization that provides emergency shelter and housing services for women. A shared community room would also be provided for Cornerstone.

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 for the proposed development;
- **Section 5** summarizes the planning opinion regarding the Minor Variance;
- **Appendix A** contains the site plan (January 19, 2022) prepared by CSV Architects;
- **Appendix B** contains the Design Brief (January 18, 2022) prepared by CSV Architects; and
- **Appendix C** contains a letter in support of the requested bicycle parking reduction (January 19, 2022) prepared by Cornerstone Housing for Women.

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 Lots 14 and 15 and Part of Lots 5 and 6 on Plan No. 4908, City of Ottawa. It is municipally known as 44 Eccles Street and is located in Ward 14 (Somerset). The site is located on the south side of Eccles Street, between Booth Street and Lebreton Street. The site is rectangular in shape and has a frontage of approximately 43.6 m along Eccles Street and an area of approximately 2,583 m<sup>2</sup>. **Figure 2-1** illustrates the site's location and approximate boundaries.

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



The site is currently occupied by a four-storey office building and a surface parking lot in the rear yard. The existing building has an area of approximately 2,582 m<sup>2</sup> (27,790 ft<sup>2</sup>). The site has two vehicle accesses from Eccles Street. The site is fully serviced by municipal water and sewer.

A site visit was undertaken by WSP on October 29, 2021. All photos in this Planning Rationale were taken by WSP unless otherwise noted.



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## 2.2 Community Context

The site is located within the Chinatown neighbourhood, which is primarily comprised of a mix of low-rise residential, commercial and institutional uses. The site is located approximately 50 metres east of Cornerstone's existing residence at 314 Booth Street.

It is also located one block south of Somerset Street, where there are a range of commercial uses including grocery stores, restaurants and the Ottawa Medical Pharmacy. The neighbourhood is in close proximity to various community amenities, including the Somerset West Community Health Centre along Eccles Street northwest of the site and the Dalhousie Community Centre north of Somerset Street. **Figure 2-2** to **Figure 2-11** illustrate the site and community context. **Figure 2-12** illustrates nearby amenities and services.

Land uses adjacent to the site are as follows:

- **North:** The three-storey Somerset West Community Health Centre is located at 55 Eccles Street at the intersection of Eccles Street and Booth Street. There is also a two-storey office building at 43 Eccles Street and a two-storey salon at 39 Eccles Street. Commercial uses are located further north of the site towards Somerset Street.
- **South:** The rear yard of the site abuts a one-storey automobile service garage surface parking lot and the rear yard of a two-storey semi-detached dwelling. A mix of two- and three-storey detached, semi-detached and townhouse dwellings are located further south of the site.
- **East:** A two-storey semi-detached dwelling is located east of the site along Eccles Street. The rear yards of two-storey detached and semi-detached dwellings along Lebreton Street also abut the eastern property line of the site.
- **West:** A detached garage and a two-storey semi-detached dwelling is located west of the site along Eccles Street. The rear yards of two-storey detached and semi-detached dwellings along Booth Street also abut the western property line of the site.

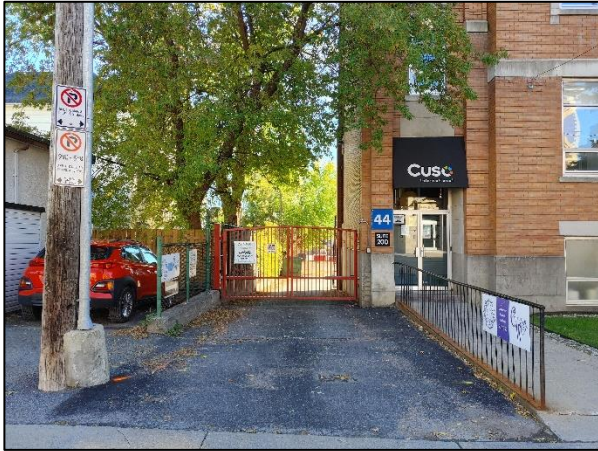
**Figure 2-2 Site, looking south**



**Figure 2-3 Site, looking north**



**Figure 2-4 Eastern site driveway, looking south**



**Figure 2-5 Western site driveway, looking south**



**Figure 2-6 Surface parking lot, looking southeast**



**Figure 2-7 Surface parking lot, looking west**



**Figure 2-8 Residential use east of the site**



**Figure 2-9 Residential use west of the site**



Figure 2-10 Looking north of the site



Figure 2-11 Somerset West Community Health Centre

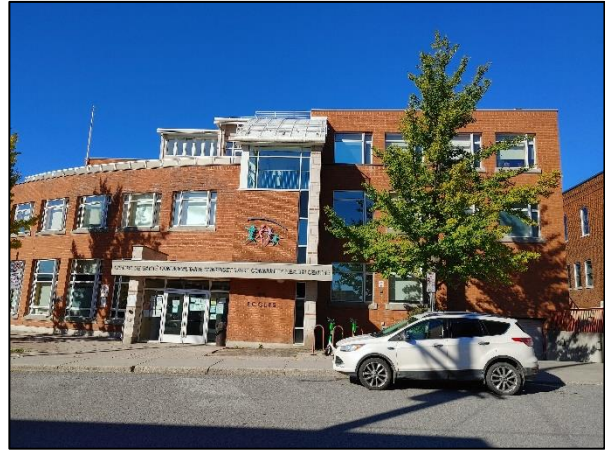


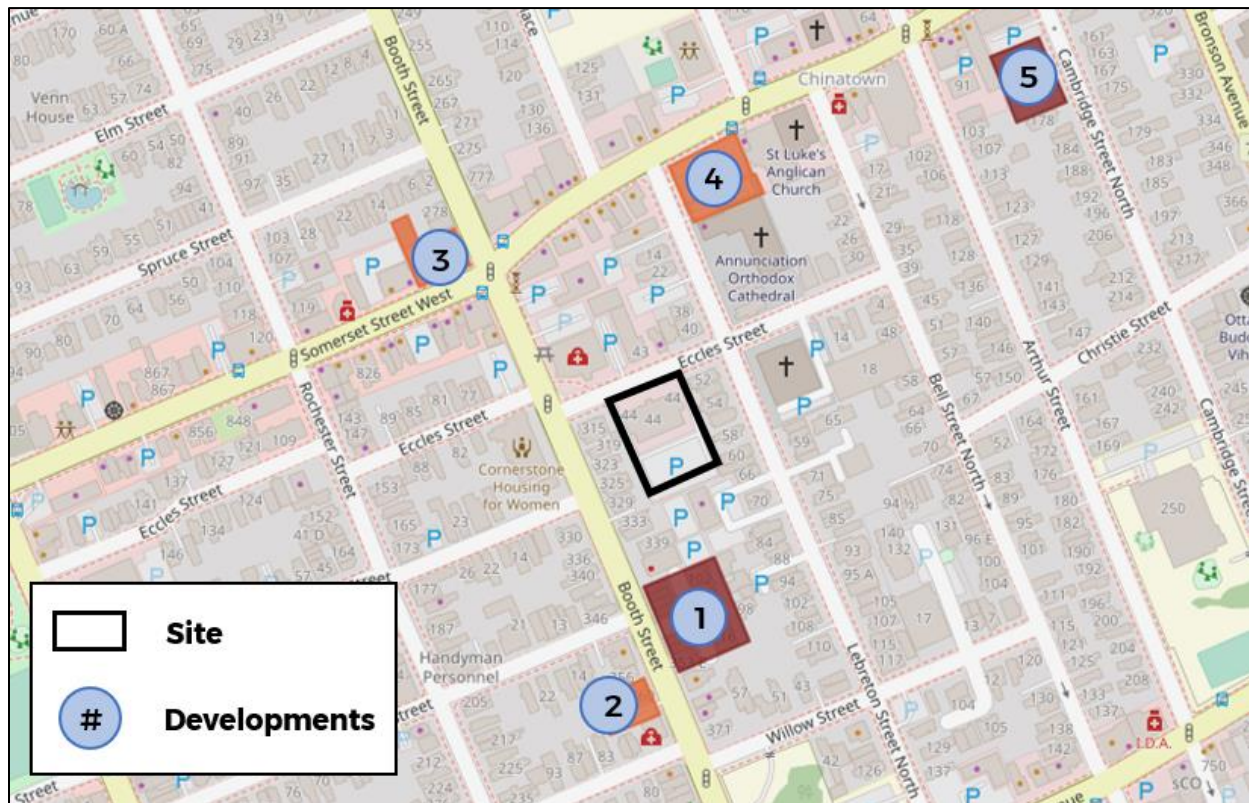
Figure 2-12 Amenities and Community Context



## 2.3 Surrounding Development Activity

**Figure 2-13** identifies active and recently completed development applications in the vicinity of the site, and **Table 2-1** provides a summary of these development applications.

**Figure 2-13 Development Activity in Vicinity of the Site**



**Table 2-1 Development Activity in Vicinity of the Site**

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
1	347, 349, 351, 353, 355, 357 Booth Street	Residential	3	20 units	Built and occupied
2	358 and 360 Booth Street	Residential	4	18 units	Under construction
3	288 Booth Street	Mixed Use	7	52 units / 219 m <sup>2</sup>	SPA** approval pending

No.	Address	Land Use	Max. Height (Storeys)	No. of Units or GFA	Development Application Status
4	770 Somerset Street and 13 Lebreton Street	Mixed-Use	9	106 units / 436 m <sup>2</sup>	ZBLA* approved in 2018; SPA** submission pending
5	160 to 170 Cambridge Street	Residential	3	24 units	Built and occupied

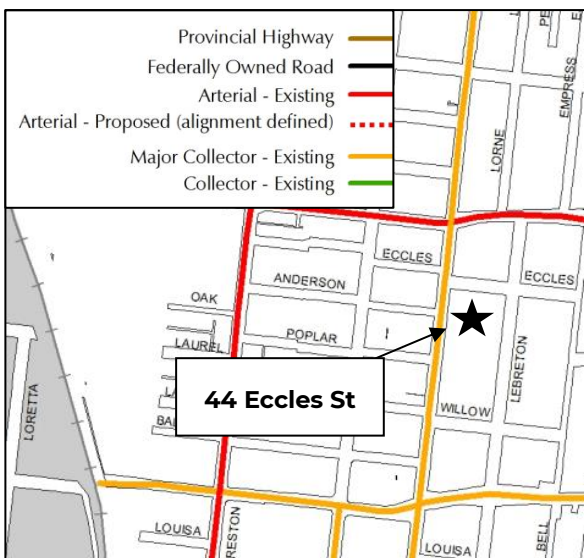
\*Zoning By-law Amendment Application (ZBLA)

\*\*Site Plan Control Application (SPA)

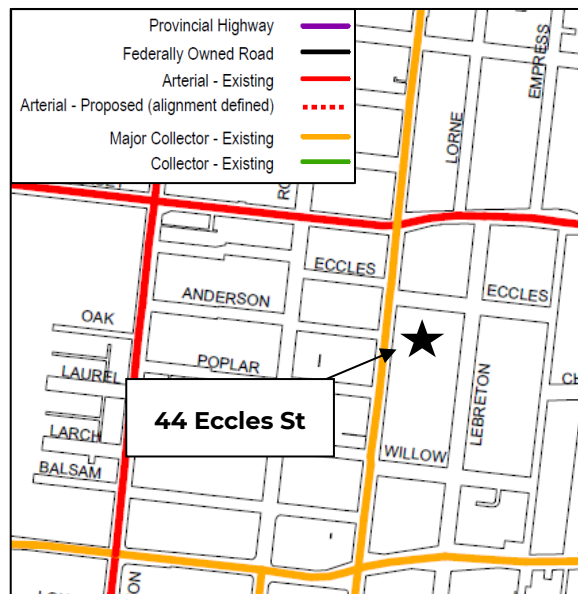
## 2.4 Transportation Network

The road network around the site as per Schedule F Central Area / Inner City Road Network of the City of Ottawa Official Plan (2003, Website Consolidation) is illustrated in **Figure 2-14**. Eccles Street is identified as a local road and provides the site with access to Booth Street and Lebreton Street. Booth Street is an existing Major Collector Road on Schedule F, which provides vehicular and transit access to the greater Ottawa area. The road network has not changed in the New Ottawa Official Plan (November 24, 2021), as illustrated in **Figure 2-15**.

**Figure 2-14: Schedule F Central Area / Inner City Road Network (Excerpt), Existing City of Ottawa Official Plan**

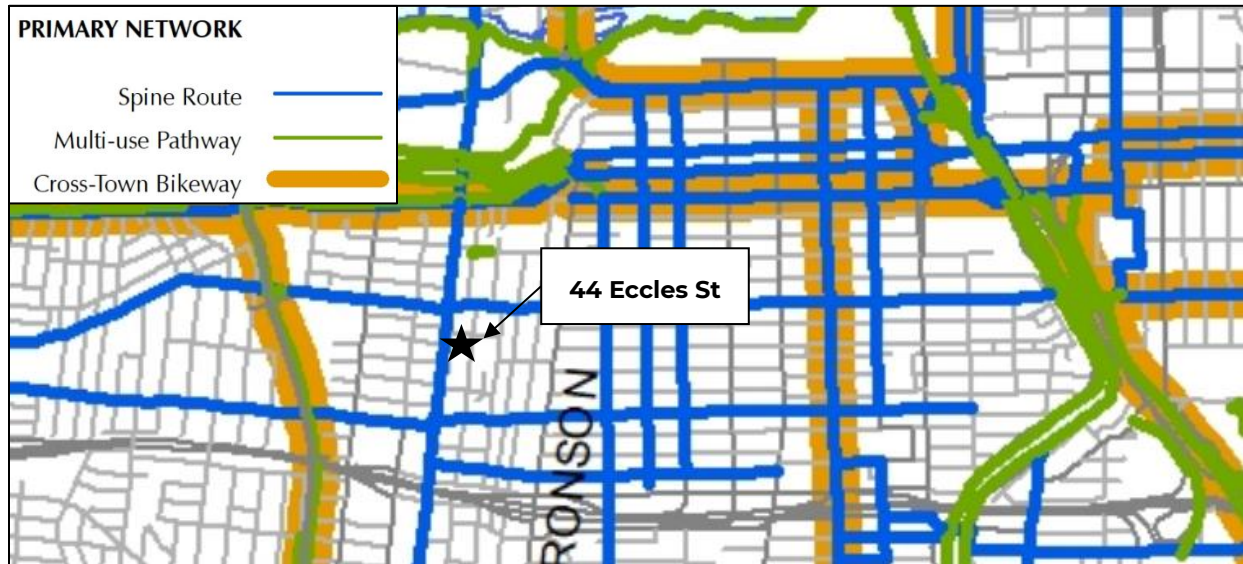


**Figure 2-15 Schedule C5 Downtown Core Road Network (Excerpt), New Ottawa Official Plan**



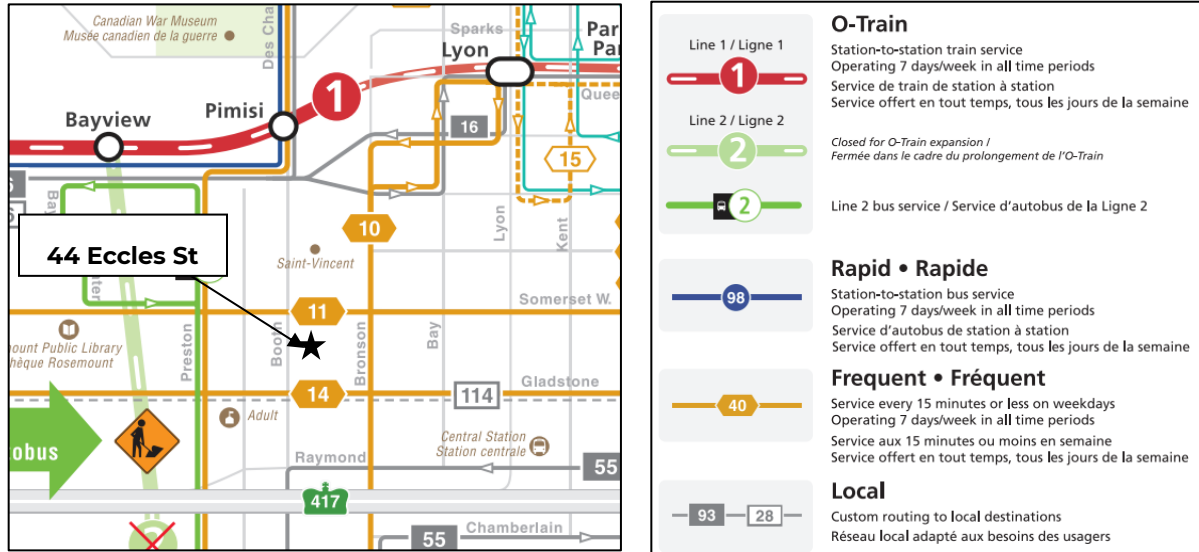
There are sidewalks on both sides of Eccles Street and adjacent streets, including Booth Street and Lebreton Street. Booth Street (running north-south) and Somerset Street north of the site (running east-west) are designated as cycling Spine Routes by Schedule C of the City of Ottawa Official Plan (2003, Website consolidation), as illustrated in **Figure 2-16**. Booth Street connects the site to Scott Street (running east-west), which serves as a Cross-Town Bikeway.

**Figure 2-16: Schedule C Primary Urban Cycling Network Existing City of Ottawa Official Plan**



The site is also serviced by existing public transit, as illustrated in **Figure 2-17**. The site is south of Somerset Street, which is served by Route 11: Bayshore / Parliament. Route 11 connects the site to other Frequent Routes that provide service to the Confederation LRT service (running east-west).

**Figure 2-17: OC Transpo Network Map (August 2021)**



## 3 The Proposed Development

The proposed development consists of a 4-storey mixed-use building, consisting of 46 apartment dwelling units and an accessory office space with a proposed gross floor area of approximately 132.7 m<sup>2</sup> (1,428.4 ft<sup>2</sup>). The office space would be located on the basement level and the residential dwellings would be located on all floors.

The proposed development would serve as permanent supportive housing and office operated by Cornerstone Housing for Women (“Cornerstone”). It is being funded by Canada Mortgage and Housing Corporation’s Rapid Housing Initiative. The proposed development is located approximately 45 metres from Cornerstone’s existing residence at 314 Booth Street, which has been operating in the community for the past eight years. The site’s proximity to the existing Cornerstone residence and the Somerset West Community Health Centre at 55 Eccles Street create an opportunity for functional, community hub with a complete range of services.

### Low-rise Mixed-Use Building

The proposed low-rise mixed-use building would provide 46 apartment dwellings units to serve as permanent supportive housing for women. The proposed development is being supported through the Government of Canada’s Rapid Housing Initiative. The initiative aims to create new affordable housing for people and populations who are vulnerable. In order to be eligible for the Rapid Housing Initiative, construction must be completed by the end of 2022. To achieve this ambitious timeline, the existing building on the site is being utilized. The existing 4-storey building on the site was built as a school but is currently used as office space for multiple tenants. To accommodate the proposed uses, the interior of the building will undergo interior renovations. Each unit will have its own bathroom and kitchen. As part of the proposed development, it is proposed that the southwest corner of the building be built out to accommodate a new elevator and the southeast corner with new balconies serving each of the upper floors.

### Cornerstone Offices and Resource Centre

The basement level of the proposed development will consist of Cornerstone office space, a 117.9 m<sup>2</sup> community room, and a portion of the dwelling units. The community room will provide space for Cornerstone to offer programming to residents while the office space will allow for support staff to provide on-site services.

### Amenity Area

The proposed development includes a total of 896.6 m<sup>2</sup> of amenity area. Interior amenity area will be provided by the 117.9 m<sup>2</sup> community room. External amenity area will be provided by a two-level paved patio and soft landscaped area in the rear yard that will be separated from the parking lot with barrier curbs.



### Parking and Vehicular Access

There are two existing driveways from the Eccles Street to the site. It is proposed that the western driveway be converted into a pathway that leads to a proposed new entrance on the west side of the building, which will provide a barrier-free path of travel and access to the building. The pathway will have a gentle 5% slope that allows for barrier-free access to the building. The barrier-free access is necessary because the existing entrances along the front façade have stairs. The eastern driveway will remain and provide access to the surface parking lot in the rear yard.

There is an existing surface parking lot in the rear yard with 46 vehicle parking spaces. The proposed development would reduce the number of parking spaces to 20 spaces, consisting of 17 resident spaces and 3 visitor. The purpose for the parking reduction is to accommodate a landscaped amenity area, a new soft landscaped area and pathways along the rear of the building.

Garbage pick-up trucks will access the site from Eccles Street and travel to the garbage enclosure on the south side of the building.

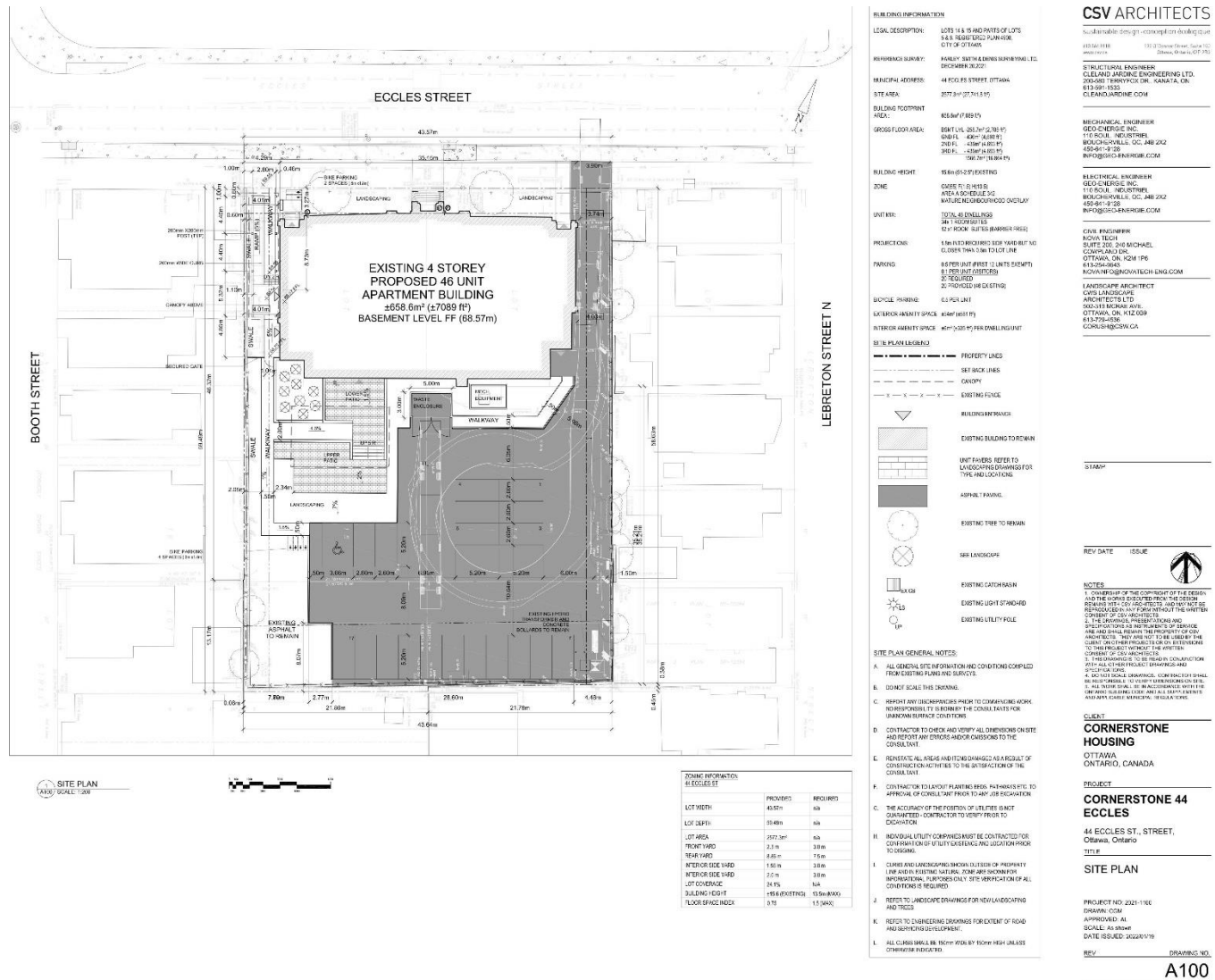
A 3-dimensional rendering of the proposed development is shown in

. An excerpt of the proposed combined site plan and landscape plan is shown in **Figure 3-1**; the full site plan is available in **Appendix A**. Elevations of the proposed development are shown in **Figure 3-2** to **Figure 3-5**. Aerial views of the site are shown in **Figure 3-6**.

### Municipal Services

The site is serviced by municipal sanitary sewer and water services. No issues related to on-site stormwater conveyance have been identified.

**Figure 3-1: 44 Eccles Street – Site Plan (Excerpt) (CSV Architects, January 19, 2022)**









44 Eccles Street | Planning Rationale  
 Minor Variance and Site Plan Control Applications  
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**Figure 3-2: Proposed Building Elevation – North Elevation (CSV Architects, January 12, 2022)**



Materials Legend:

- |  |  |
|--|--|
|  Existing Brick     |  New Glazing                |
|  Existing Masonry A |  New Infill Panel           |
|  Existing Masonry B |  New Prefin. Metal Cladding |

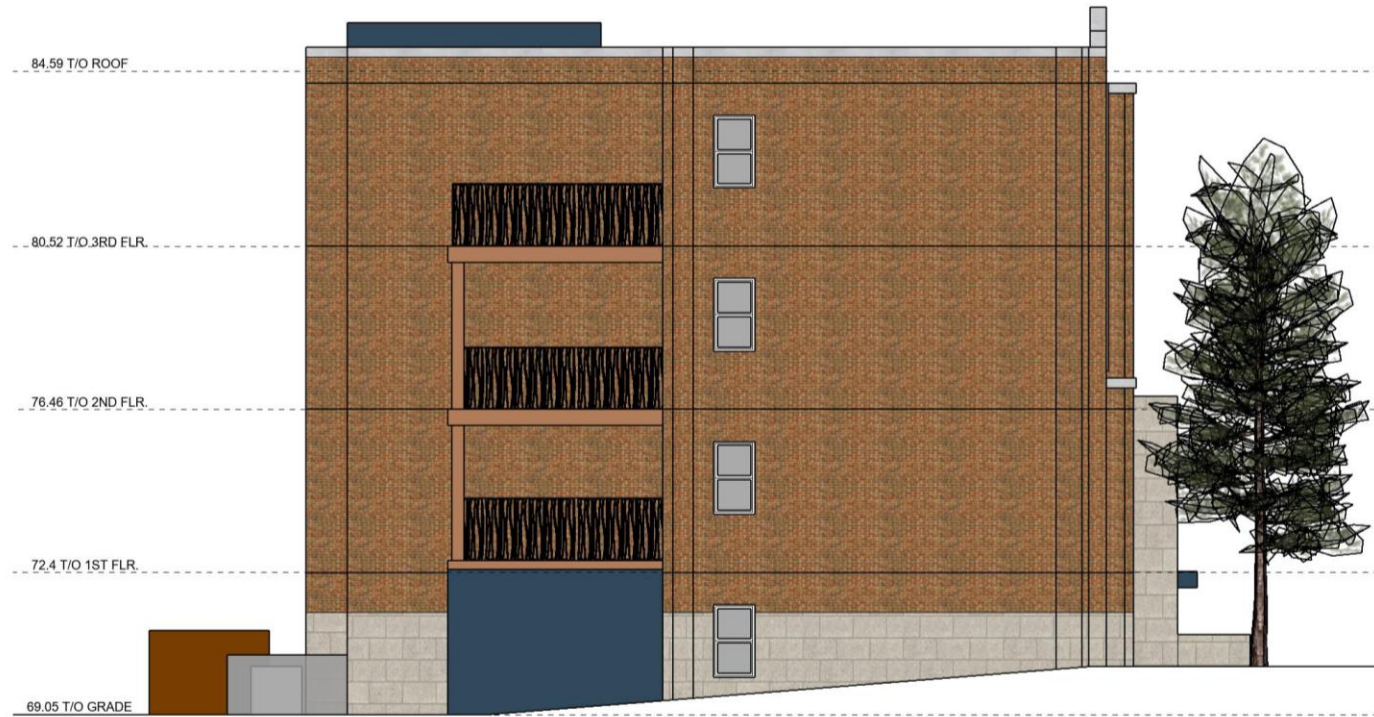
**A3** CORNERSTONE ECCLES | NORTH ELEVATION

1 : 100 | 12/01/2022







**CSV ARCHITECTS**

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**Figure 3-3: Proposed Building Elevation – East Elevation (CSV Architects, January 12, 2022)**



Materials Legend:

- |  |  |
|--|--|
|  Existing Brick     |  New Glazing                |
|  Existing Masonry A |  New Infill Panel           |
|  Existing Masonry B |  New Prefin. Metal Cladding |

**A5 CORNERSTONE ECCLES | EAST ELEVATION**

1 : 100 | 12/01/2022

**CSV ARCHITECTS**

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Figure 3-4: Proposed Building Elevation – South Elevation (CSV Architects, January 12, 2022)



- Materials Legend:
- Existing Brick
  - Existing Masonry A
  - Existing Masonry B
  - New Glazing
  - New Infill Panel
  - New Prefin. Metal Cladding

**A4** CORNERSTONE ECCLES | SOUTH ELEVATION  
 1 : 100 | 12/01/2022

**CSV ARCHITECTS**  
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**Figure 3-5: Proposed Building Elevation – West Elevation (CSV Architects, January 12, 2022)**



- Materials Legend:
- Existing Brick
  - Existing Masonry A
  - Existing Masonry B
  - New Glazing
  - New Infill Panel
  - New Prefin. Metal Cladding

**A6** CORNERSTONE ECCLES | WEST ELEVATION  
 1 : 100 | 12/01/2022

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Figure 3-6: 44 Eccles Street – Aerial Views (CSV Architects, August 24, 2021)



**A7** CORNERSTONE ECCLES | AERIAL VIEWS  
1 : 100 | 24/08/2021

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## 4 Community Engagement and Outreach (Public Consultation Strategy)

The public engagement for the Site Plan Control and Minor Variance applications will be designed to ensure an appropriate level of consultation is met while considering that the existing Cornerstone residence at 314 Booth Street has operated seamlessly in the neighbourhood for approximately eight years. Since the existing building will be utilized with minor exterior construction and proximity to existing services, we do not expect any potential conflicts of use between the proposed development and neighbouring sites.

Cahdco and Cornerstone Housing for Women have also undertaken necessary community engagement prior to submission of the applications. Meetings have been held with representatives from the Dalhousie Community Association and Local Councillor Catherine McKenney's office.

In addition to the Public Hearing that will be held when the Minor Variance application is brought before the Committee of Adjustment, an additional Public Open House is proposed. The Public Open House would be held jointly with Councillor McKenney's office to give members of the public the opportunity to comment on the proposed development. All materials submitted through this application will be made available to members of the public for review prior to the public meeting.

## 5 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.

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### 5.1 Provincial Policy Statement, 2020

Provincial Policy Statement, 2020 (PPS) 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.

Part IV: Vision for Ontario's Land Use Planning System identifies that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, while promoting efficient development patterns that promote a mix of housing, including affordable housing. Growth should also be focused within settlement areas and away from significant or sensitive resources and areas, which may pose a risk to public health and safety.

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.



Policy 1.1.1 (b) states that healthy, liveable and safe communities are sustained by accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing and affordable housing.

Policy 1.3.1 directs that planning authorities promote economic development by providing an appropriate range and mix of jobs to meet long-term needs.

Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

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.

Section 1.4 Housing includes policies on the provision of an appropriate range and mix of housing options and densities. Specifically, Policy 1.4.3 directs planning authorities to provide for an appropriate mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- b) permitting and facilitating:
  1. all forms of housing required to meet the social, health 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 forms of residential intensification, including second 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; and promoting densities for new housing which efficiently use land, resources, infrastructure and public facilities...”

Section 6.0 Definitions defines “housing options” as follows:

“a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life leasing housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes,

affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.”

Section 6.0 defines “Special needs” as follows:

“any housing, including dedicated facilities, in whole or in part, that is used by people who have specific needs beyond economic needs, including but not limited to, needs such as mobility requirements or **support functions required for daily living** [...].

**The proposed development is consistent with the PPS as it represents development within the settlement area, which efficiently uses existing infrastructure and facilities. The proposed development is transit supportive as it is a compact, mixed-use development in proximity to transit with no more parking being proposed than what is required. The low-rise supportive housing building contributes to the range of local housing options and provides housing for women and offering social, health and well-being services on-site.**

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## 5.2 City of Ottawa Official Plan

Ottawa City Council approved the New City of Ottawa Official Plan (the “New OP”) on October 27, 2021 and adopted it on November 24, 2021. In October 2021, the City published its transition policies for in-stream development applications, including for Zoning By-law Amendment applications.

Regarding Zoning By-law Amendment applications submitted after Council Adoption but before Ministry approval of the Official Plan, the transition policies dictate that City staff will apply whichever provision, as between the Current and New OP, is more restrictive. To address this requirement, an assessment of the current City of Ottawa Official Plan (the “Current OP”) and the New OP has been completed. As part of the analysis, WSP has provided its professional opinion on which provisions are more restrictive and therefore apply to the site.

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).

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### 5.2.1 Current City of Ottawa (2003, Website Consolidation)

The current City of Ottawa Official Plan (2003, Website Consolidation) (the “Current OP”) provides a comprehensive vision and policy framework for managing growth and development to the year 2036.

#### Building a Sustainable City

The Current OP seeks to achieve Council’s vision of a sustainable, resilient and livable City. As outlined in Section 1.4, this vision is also articulated in the City’s Strategic Plan, which identifies goals for the sustainability of Ottawa, including the provision of housing options

which 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 choice for transportation.

**The proposed development helps achieve the vision of the Current OP through intensification in built-up areas, and by providing housing options that meet the needs of the whole community. The proposed development supports sustainability in connectivity through the provision of housing in proximity to transit and reduced vehicle parking spaces to encourage the use of active transportation and transit.**

### Strategic Directions

Section 2 of the Current OP, Strategic Directions, outlines the broad policies that will govern growth and change in Ottawa over the next 20 years.

**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. The Current OP's definition of residential intensification includes the conversion or expansion of existing industrial, commercial and institutional buildings for residential uses (Section 2.2.2(1)(e)).

**Section 2.4.1 – Air Quality and Climate Change** states that the City will encourage energy efficient and sustainable site and building design through subdivision and site plan approvals.

**Section 2.5 Building Liveable Communities**, states that in the urban area, a liveable community has appropriate housing at a price people can afford. It is built around greenspaces and has places to shop, socialize and play nearby. Residents know where to find the local library, health services, schools and other community facilities. Many of these are within walking or cycling distance, and form a core for the community.”

**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 Section 4.2.4 Design and Compatibility of this Report.

**Section 2.5.2 – Affordable Housing** recognizes that accommodating social diversity is a cornerstone of a liveable community as well as the need to accommodate diversity in 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 policies of the Current OP ensure that all forms of housing are permitted wherever residential uses are generally permitted, subject to regulations contained in the zoning by-law. Residential land uses include shelter accommodation, rooming houses, secondary dwelling units, group homes, retirement homes and garden suites.

**The proposed development conforms to the strategic directions of the OP by accommodating growth and new residential uses within the urban area through mixed use development that utilizes existing building stock to provide housing. The proposed development contributes to intensification while providing quality in urban design that contributes to a complete community. Importantly, the proposed development contributes to providing supportive housing in proximity to community facilities.**

### Land Use Designation

The site is located within the City’s urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan of the Current OP, as illustrated in **Figure 5-1**.

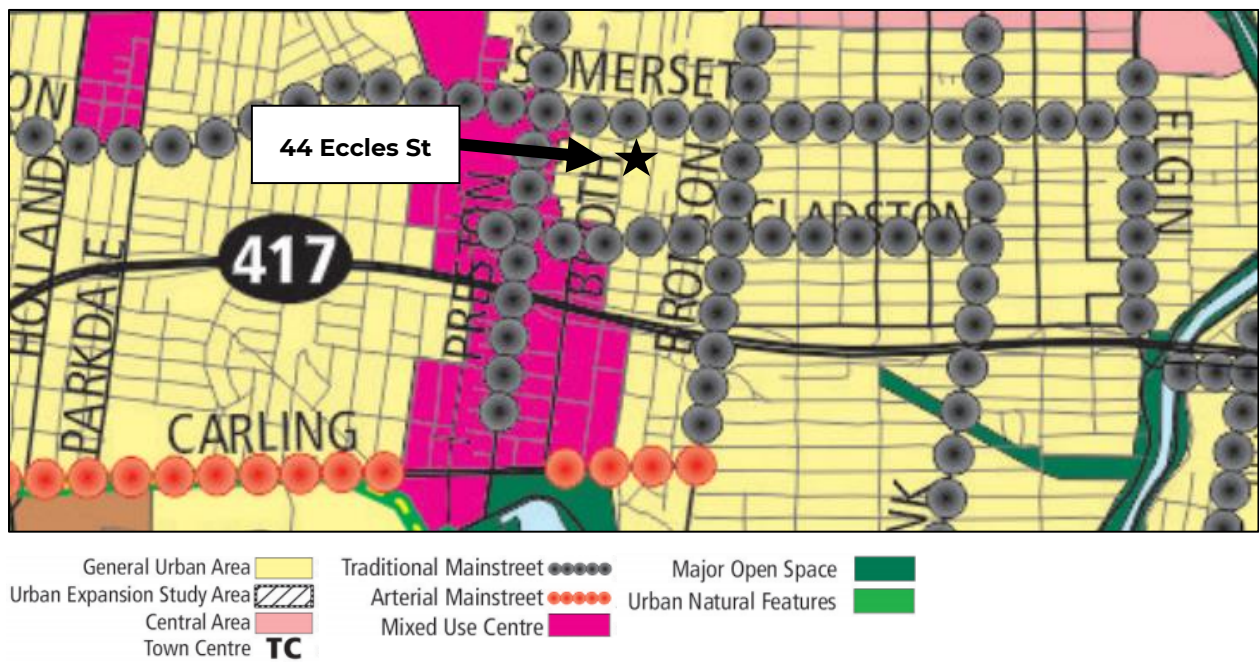
The General Urban Area designation permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. Policy 3.6.1.1 states, “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”.

Furthermore, “When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

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

**The proposed development conforms to the General Urban Area policies of the Official Plan as it will contribute to the residential intensification of the area, while contributing to the balance of housing types in the area by providing permanent supportive housing units as an option.**

**Figure 5-1 Schedule B - Urban Policy Plan (Excerpt), Current City of Ottawa Official Plan**



### 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 Current OP 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 Current 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 converting the office building into a residence with an accessory office. The new residence will positively contribute to the community by providing supportive housing for women in proximity to other complimentary services such as the Somerset West Community Health Centre and Cornerstone’s existing residence at 314 Booth Street. By converting the existing building, the site will be reinvigorated with new activity that positively contributes to the local community.
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 maintain the existing building façade along Eccles Street. The building façade creates an attractive and continuous street frontage. The two existing trees along Eccles Street will be retained.
  - With respect to private space, the proposed development will include a landscaped private outdoor amenity space.
3. To create places that are safe, accessible and are easy to get to, and move through.
  - The proposed development will be accessed from Eccles Street, an existing Local Road, that connects to Booth Street and Lebreton Street, two major thoroughfares for pedestrians, cyclists and motorists.
4. To ensure that new development respects the character of existing areas.
  - The site is located within the Chinatown neighbourhood, the character of which is primarily comprised of a mix of low-rise residential, commercial and institutional uses. The proposed development will contribute to the existing mix of residential and commercial uses. By making use of the existing building with minor increases in the building footprint, the proposed development will blend seamlessly into the neighbourhood.
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 46 permanent supportive housing units that will be operated by an on-site Cornerstone Housing for Women office. It will contribute to the inclusive residential options that already exist in the area, such as the Cornerstone residence west of the site.
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 coniferous trees in the front yard would be retained. Five new trees are proposed in the rear yard. Trees in the rear yard will be used to provide separation between the building and the paved amenity area adjacent to the parking lot.
  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 by utilizing an existing building and is 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.

Error! Reference source not found. provides an evaluation of the proposed development against the compatibility criteria relevant to the Site Plan Control and Minor Variance application for the proposed development, as set out in Policy 4.11.

**Table 5-1: Evaluation of Proposed Development**

Evaluation Criteria	Measure of Compatibility
Traffic	A Transportation Impact Assessment (TIA) 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 (46 units are proposed). No other TIA triggers were met.
Parking Requirements	Part 4 of the Zoning By-law directs the minimum parking requirements that the proposed development must comply with. The Zoning By-law requires 17 resident parking spaces and 3 visitor parking spaces, which will provided at-grade.
Vehicular Access	- Currently, there are two one-way vehicular accesses along Eccles Street. The eastern vehicle access will be maintained.

Evaluation Criteria	Measure of Compatibility
	<p>The western vehicular access will be converted into a barrier-free walkway that provides pedestrian access to the proposed new main entrance at the side of the building.</p> <ul style="list-style-type: none"> <li>- The location of access/egress to the site has considered traffic safety.</li> </ul>
Outdoor Amenity Area	Outdoor common amenity space would be provided in the rear yard as a paved amenity area. There are numerous parks in the vicinity with additional outdoor amenity nearby.
Supporting Neighbourhood Services	The use of the proposed development will contribute to the services within the neighbourhood and the City. The development provides permanent supportive housing units and community health and resource uses to better serve the neighbourhood.

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

**5.2.2 New Official Plan (November 24, 2021)**

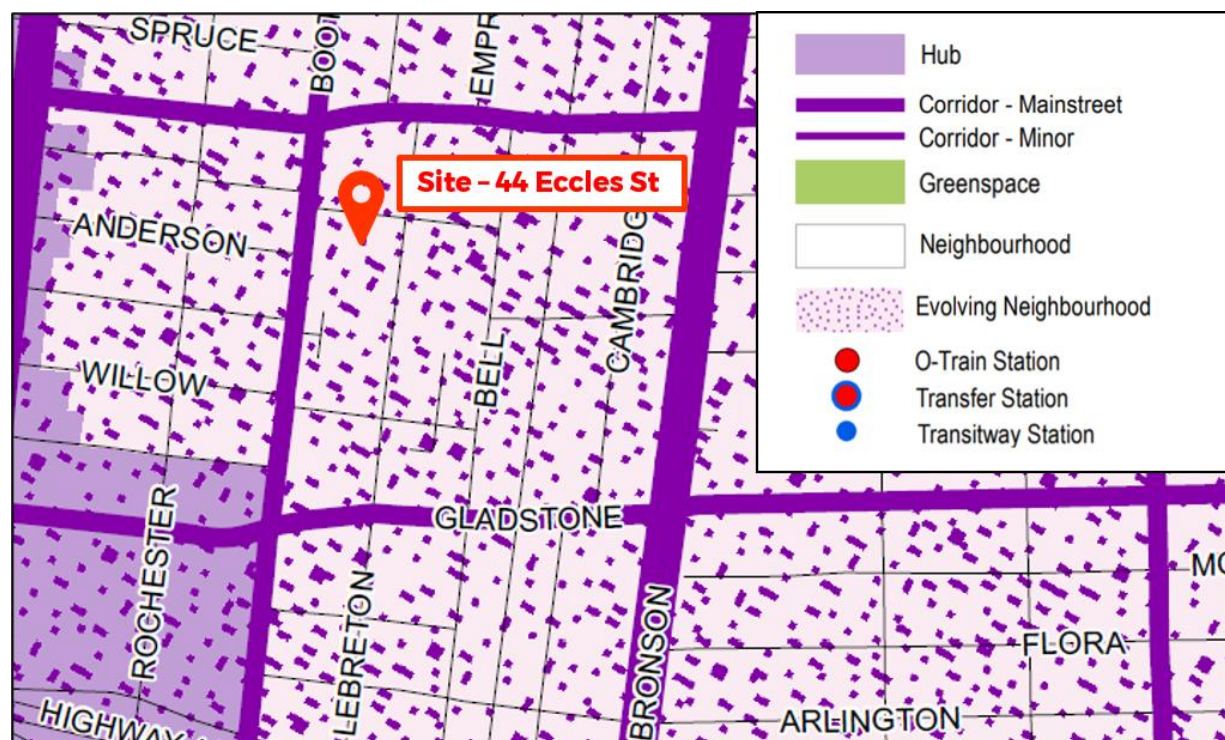
The New City of Ottawa Official Plan (“New OP”) was adopted by Ottawa City Council on November 24, 2021. The New OP sets the vision for how the city will grow and develop to 2046.

In the New OP, the site is located within the Downtown Core Transect as per Schedule A Transect Areas. It is designated as Neighbourhood and is subject to the Evolving Neighbourhood Overlay as per Schedule B1 Downtown Core Transect, as shown in **Figure 5-2**.

The Evolving Overlay policies in Section 5.6.1.1 of the New OP relate to development standards that may guide gradual change in character, allow for new building forms and provide direction for the evaluation of development. Development standards applicable to lands within the Evolving Overlay would be created through the Zoning By-law. The City of Ottawa is currently in the process of updating its Zoning By-law to create such development standards.



Figure 5-2 Schedule B-1 Downtown Core Transect (Excerpt), New Ottawa Official Plan



### Strategic Directions

Section 2 of the New OP, Strategic Directions, outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years.

**Section 2.1 – The Big Policy Moves** outlines five broad policy directions to shape Ottawa as a liveable, mid-sized city.

8. Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
9. Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
10. Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
11. Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.
12. Big Policy Move 5: Embed economic development into the framework of planning policies.

**Section 2.2 Cross Cutting Issues** identifies six policy direction categories that span a range of topics related to achieving the City of Ottawa’s goal of becoming a livable City. The relevant cross-cutting issues are described as follows.

**Section 2.2.1** directs residential growth within the built-up urban area towards 15-minute neighbourhoods. This direction supports the creation of 15-minute neighbourhoods by locating daily and weekly needs in proximity to Hubs, Corridors and surrounding Neighbourhoods. Promoting intensification is a key part of achieving this goal. The New OP's definition of intensification includes developing a property at a higher density than currently exists through the expansion or conversion of existing buildings. To support the City's intensification goal of 60 per cent by 2046, the City will direct residential intensification to Hubs, Corridors and residential neighbourhoods within a short walking distance of those Hubs and Corridors.

**Section 2.2.3** promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created. The City also supports sustainable site and building design as part of development. Sustainable and resilient design measures, such as supporting the adaptive reuse and retrofit of existing buildings, are to be applied.

**Section 2.2.4** is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support cultural expression and community identity as well as ensuring access to goods and services within peoples' communities using active transportation modes.

**The proposed development supports the Strategic Directions of the New OP by providing residential intensification within the urban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding housing options to the neighbourhood that are within walking distance of amenities such as community facilities, grocery stores and transit.**

### Growth Management Framework

Section 3 of the New OP contains the City's Growth Management Framework, which ensures that there are sufficient development opportunities and a range of choices of where to locate growth and how to design it. The Growth Management Framework supports growth that increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions.

Growth is to be concentrated within the urban area with a majority of residential growth to occur in the built-up area through intensification. The intent of the Growth Management Framework policies is:

- a) "To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- b) To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;

- c) To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- d) To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- e) To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

Table 3b in Section 3.2 contains a target residential density range for Neighbourhoods and Minor Corridors. The Downtown Core Transect has a residential density target of 80 to 120 dwellings per net hectare. The proposed development would have a residential density of approximately 176 dwelling units per net hectare (46 units / 0.26 hectare). It should be noted that the residential density for the proposed development is affected by the size of the dwelling units. Since the dwellings will serve as supportive housing units and not long-term housing, they range in size from 24.25 m<sup>2</sup> (261 ft<sup>2</sup>) to 33.72 m<sup>2</sup> (363 ft<sup>2</sup>). Therefore, the residential density is higher than if typical apartment dwelling units were proposed.

Table 3b also contains minimum requirements for large-household dwellings in the Neighbourhood designation, however, the intention of the proposed development is to serve as supportive housing space for individuals and not large households.

**The proposed development conforms with the Growth Management Framework policies by serving as residential intensification within the urban area where municipal services already exist. The target residential density target for the Downtown Core Transect will be met.**

### Transect Policy Area

In the New OP, the site is located within the “Downtown Core” Transect. The New OP states that the Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation are to be maintained and enhanced. The Downtown Transect is intended to develop as healthy 15-minute communities within a highly mixed-use environment with residential densities to support a full range of services.

The transportation network for the Downtown Core prioritizes walking, cycling and transit. New surface parking lots and expansions to existing parking lots are prohibited.

Lands designated as Neighbourhood in the Downtown Core have a required minimum building height of 2 storeys and a maximum building of 3 storeys. Up to 4 storeys is permitted where appropriate to permit higher-density low-rise residential development.

**The proposed development conforms to the Downtown Core Transect policies as its mixed-use composition positively contributes to the existing mature neighbourhood. The existing surface parking lot is proposed to be reduced in area and will therefore encourage the use of active transportation and transit to go to and from the site. The proposed building height conforms with the minimum and maximum building height**

**requirements because no changes are proposed to the existing building height of 3 storeys.**

### Land Designation

In the New OP, the site is designated as Neighbourhood. The Neighbourhood designation permits a range of residential and non-residential built forms. Where an Overlay applies, Neighbourhoods are envisioned as undergoing a gradual, well-planned transformation.

Low-rise building heights are permitted in the Neighbourhood designation. Section 13 of the New OP defines low-rise buildings as up to and including 4 storeys.

The New OP supports the creation of innovative building forms within Neighbourhoods to strengthen 15-minute neighbourhoods. Section 6.3.2 states “Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses...”

The Neighbourhood designation allows for the sites that are underutilized to convert from non-residential uses to residential uses provided that the following criteria are met:

13. “The proposed development includes the majority of its site as low-rise missing middle housing typologies;
14. The intent of the growth management requirements of Section 3 are met; and
15. The proposed development includes an affordable housing component meeting Subsection 4.2 and provides a non-residential component in order to contribute to 15-minute neighbourhoods, preferably an underserved non-residential component such as community infrastructure or local retail and commercial services.

**The proposed development conforms with the land use designation policies of the New OP. The low-rise built form of the existing building will be retained and not exceed the maximum permitted building height of 4 storeys. The proposed development is a form of adaptive reuse that includes a residential use and non-residential component through the combination of apartment dwellings and office uses on the ground floor.**

**The proposed development conforms to the policies of the New Official Plan.**

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### 5.2.3 Road Classification and Rights-of-Way

#### Current Official Plan (2003, Website Consolidation)

As per Section 2.0 of the Current 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 Current 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 Eccles Street.

### New Official Plan (November 24, 2021)

As per Section 4.1.7 of the New OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the New OP sets forth the ROW widths that the City may require. Table 1 does not contain general ROW protection requirements for local streets or a specific ROW protection requirement for Eccles Street.

Further, the City did not identify a specific ROW protection requirement as part of the Pre-consultation meeting held on October 12, 2021.

**There is no existing right-of-way protection on Eccles Street and the City does not have plans to widen the road as per the Current OP or the New OP.**

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## 5.3 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 that may be required in support of development applications, which includes a Design Brief. As a part of the Site Plan Control and Minor Variance application, the City has requested a Design Brief be included.

A Design Brief has been prepared by CSV Architects Inc. (January 18, 2022) and is included in **Appendix B** of this Report.

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## 5.4 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)

Figure 5-3: Site Zoning (GeoOttawa, 2021)



Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021) the site is currently zoned General Mixed Use, Urban Exception 65, Floor Space Index 1.5, Maximum Height 13.5 m (GM[65] F (1.5) H (13.5)), as illustrated in **Figure 5-3**. The surrounding properties are zoned for commercial, residential and institutional uses.

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### 5.4.1 Zoning Provisions

The general purpose of the GM Zone is to:

- allow residential, commercial and institutional uses, or mixed use development in the General Urban Area designation of the Official Plan;
- permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM Zone generally permits a range of residential building types, including low rise apartments.

Exception 65 prohibits the following commercial land uses on the site:

- bank
- personal service business
- restaurant, full service
- retail store
- retail food store

Based on the site plan prepared by CSV Architects, dated January 19, 2022, **Table 5-2** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the GM[65] F (1.5) H (13.5) Zone.

**Table 5-2: Zoning Compliance for the General Mixed Use, Urban Exception 65, Floor Space Index 1.5, Maximum Height 13.5 m Zone**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot area – Sec. 187, Table 187 (a)	No minimum	2,577.3 m <sup>2</sup>	Yes
Minimum lot width – Sec. 187, Table 187 (b)	No minimum	43.57 m	Yes
Minimum front yard setback – Sec. 187, Table 187 (c)	3.0 m	2.3 m	No – existing legal non-complying condition
Minimum interior side yard setback – Sec. 187, Table 187 (d)	(ii) for a residential use building 2. for a building higher than 11 metres in height: 3 m	1.55 m and 2.0 m	<b>No</b>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum rear yard setback – Sec. 187, Table 187 (e)	(iii) for a residential use building: 7.5 m	33.19 m	Yes
Maximum building height – H (13.5)	13.5 m	15.6 m	No – existing legal non-complying condition
Floor space index – F (1.5)	1.5	$1,942 \text{ m}^2 / 2,577.3 \text{ m}^2 = 0.75$	Yes
Minimum width of landscaped area – Sec. 187, Table 187 (h)	(i) abutting a street: 3 m	North - 3.27 m	Yes
	(ii) abutting a residential or institutional zone: 3 m	East/southeast – 0 m	<b>No</b>
	(iii) other cases: No minimum	West/southwest – 0 m	Yes
Location of storage, including waste storage – Sec. 187 (4)	Storage must be completely enclosed within a building	N/A	<b>No</b>



## 5.4.2 Amenity Area Requirements

The Zoning By-law contains provisions for the required amenity area, as set out in **Table 5-3**.

**Table 5-3 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 <sup>2</sup> per dwelling unit	Total Amenity Area Required and provided = 46 units x 6 m <sup>2</sup> per dwelling unit = 276 m <sup>2</sup>	Yes
	Communal Amenity Area: A minimum of 50% of the required total amenity area	Communal Amenity Area Required = 50% x 276 m <sup>2</sup> = 138 m <sup>2</sup>  Provided = 117.9 m <sup>2</sup> community room + 54m <sup>2</sup> outdoor amenity space = 171.9 m <sup>2</sup>	Yes
	Layout of Amenity Area: Aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup>		Yes

### 5.4.3 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 5-4**.

**Table 5-4: Provisions for Permitted Projections Above Height Limit / into Required Yards**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<b>Permitted projections above the height limit – Sec. 64</b>	<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"> <li>– Mechanical and service equipment penthouse, elevator or stairway penthouse</li> </ul>	14.5 m	Yes
<b>Canopies and awnings – Sec. 65 (4)</b>	<p>(b) All other buildings including a low-rise apartment dwelling and mid-high-rise apartment dwelling:</p> <p>ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line</p>	1.10 m	Yes

### 5.4.4 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 5-5**. The site is within Area X on Zoning By-law Schedule 1A, as illustrated in **Figure 5-4**. A letter in support of the requested bicycle parking reduction has been prepared by Cornerstone Housing for Women (January 19, 2022) and is included in **Appendix C** of this Report.

**Figure 5-4: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2021)**



**Table 5-5: Parking and Loading Space Provisions**

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum parking space rate for Area X – Sec. 101, Table 101, dwelling, low-rise apartment  Section 101(3)(a) does not require parking spaces for buildings containing residential uses within Area X for the first 12 dwelling units.	0.5 per dwelling unit	46 – 12 = 34 units  34 units x 0.5 = 17 parking spaces	Yes
Minimum visitor parking space rate for Area X, dwelling, low-rise apartment – Sec. 102, Table 102 (ii)	0.1 per dwelling unit	46 – 12 = 34 units	Yes

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
102 (2) <b>...no visitor parking spaces are required for the first twelve dwelling units on a lot</b>			34 units x 0.1 = 3.4 (3) 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
	(b) Length	Minimum length of 5.2 m	N/A	
Minimum number of bicycle parking spaces for apartment building, low-rise – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	46 units x 0.50 = 23 spaces  6 provided	<b>No</b>
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal	Width: 0.6 m Length: 1.8 m	0.6 m x 1.8 m	Yes
Minimum bicycle parking aisle width - Sec. 111 (9)		1.5 m	N/A	Yes
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 20-99 parking spaces	N/A	Yes
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)(ii)		6.0 m for a double traffic lane	3.9 m	<b>No</b>
Minimum aisle width – Sec. 107, (1) (c) (ii)		The following regulations apply to parking lots and parking garages, whether as principal or accessory uses:	6.00 m, 6.05 m, 6.90 m, 8.09 m	Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>An aisle providing access to parking spaces in a parking lot or parking garage:</p> <p>despite (i), in the case of a parking garage, or parking lot accessory to a residential use an aisle serving parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide</p>		
<p>Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110</p>	<p>Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of the following:</p> <p>(a) a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; and</p> <ul style="list-style-type: none"> <li>– For a parking lot containing more than 10 but fewer than 100 spaces not abutting a street: 1.5 m</li> </ul> <p>(b) in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians,</p>	<p>Parking area = 1,005 m<sup>2</sup></p> <p>125 m<sup>2</sup> soft landscaping</p> <p><math>(125 / 1,005 \text{ m}^2) \times 100\% = 12.4\%</math></p> <p>0 m landscaped buffers</p>	<p><b>No</b></p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	pedestrian pathways or public plazas to meet the minimum 15% requirement.		

### 5.4.5 Summary of Minor Variances Required

**The proposed development complies with the general intent of the Zoning By-law, and the proposed low-rise apartment dwelling is a permitted use. Seven (7) minor variances are anticipated to accommodate the proposed development, summarized below:**

Variance 1: A reduced interior side yard setback of 1.5 m, whereas the provisions in the Zoning By-law require a minimum interior side yard setback of 3 m.

Variance 2: A reduced minimum width of landscaped area abutting a residential zone of 0 m, whereas the provisions in the Zoning By-law require a minimum width of 3 m.

Variance 3: Permitting storage outside of a building, whereas the provisions in the Zoning By-law require storage to be completely enclosed within a building.

Variance 4: Providing six bicycle parking spaces for a 46-unit apartment building, low-rise within Area B (Inner City Area), whereas the provisions in the Zoning By-law require 0.5 spaces per dwelling unit (23).

Variance 5: A reduced minimum width of a double traffic driveway accessing a parking lot to 3.9 m, whereas the provisions in the Zoning By-law require a minimum width of 6.0 m.

Variance 6: A reduced minimum width of a landscaped buffer between the perimeter of the parking lot (containing more than 10 but fewer than 100 spaces) and a lot line (not abutting a street) to 0 m, whereas the provisions in the Zoning By-law require a minimum width of 1.5 m.

Variance 7: A reduced minimum 12.4% landscaped area within a parking lot, whereas the provisions in the Zoning By-law require a minimum 15% landscaped area.

## 6 Summary of Opinion

It is the professional opinion of WSP that the proposed four-storey low-rise apartment dwelling at 44 Eccles Street 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 both the Current and New 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 both the Current and New Official Plan.
- The proposed development complies with the general intent of the Zoning By-law.

In conclusion, the Minor Variance and Site Plan Control approval being sought to support the proposed development at 44 Eccles Street represent good planning and are in the public interest.

Please feel free to contact us at [Justyna.Garbos@wsp.com](mailto:Justyna.Garbos@wsp.com) or 613-690-7463 if you have any questions or require additional information.

Yours truly,

**WSP**



Justyna Garbos, MCIP, RPP  
Senior Planner

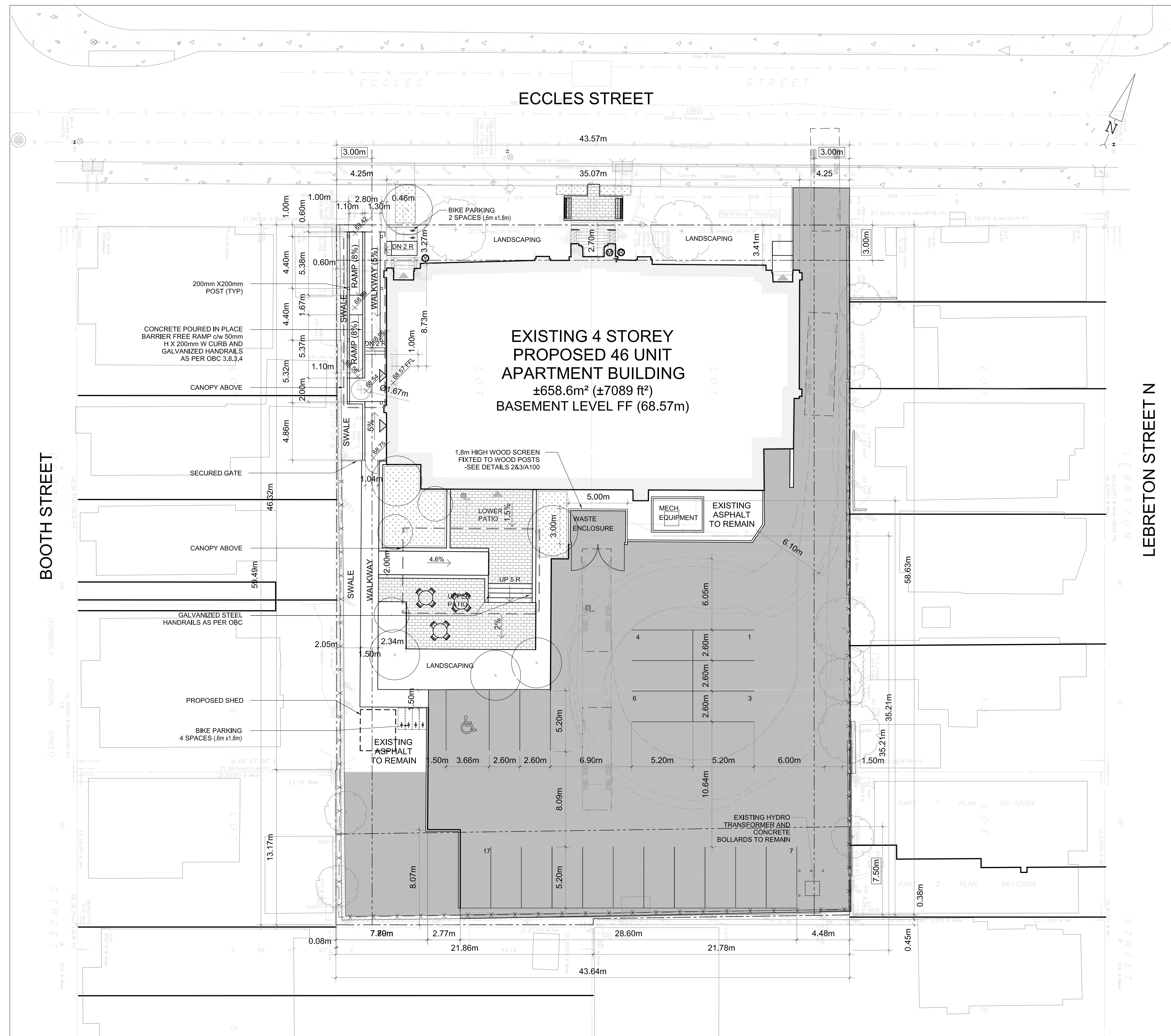




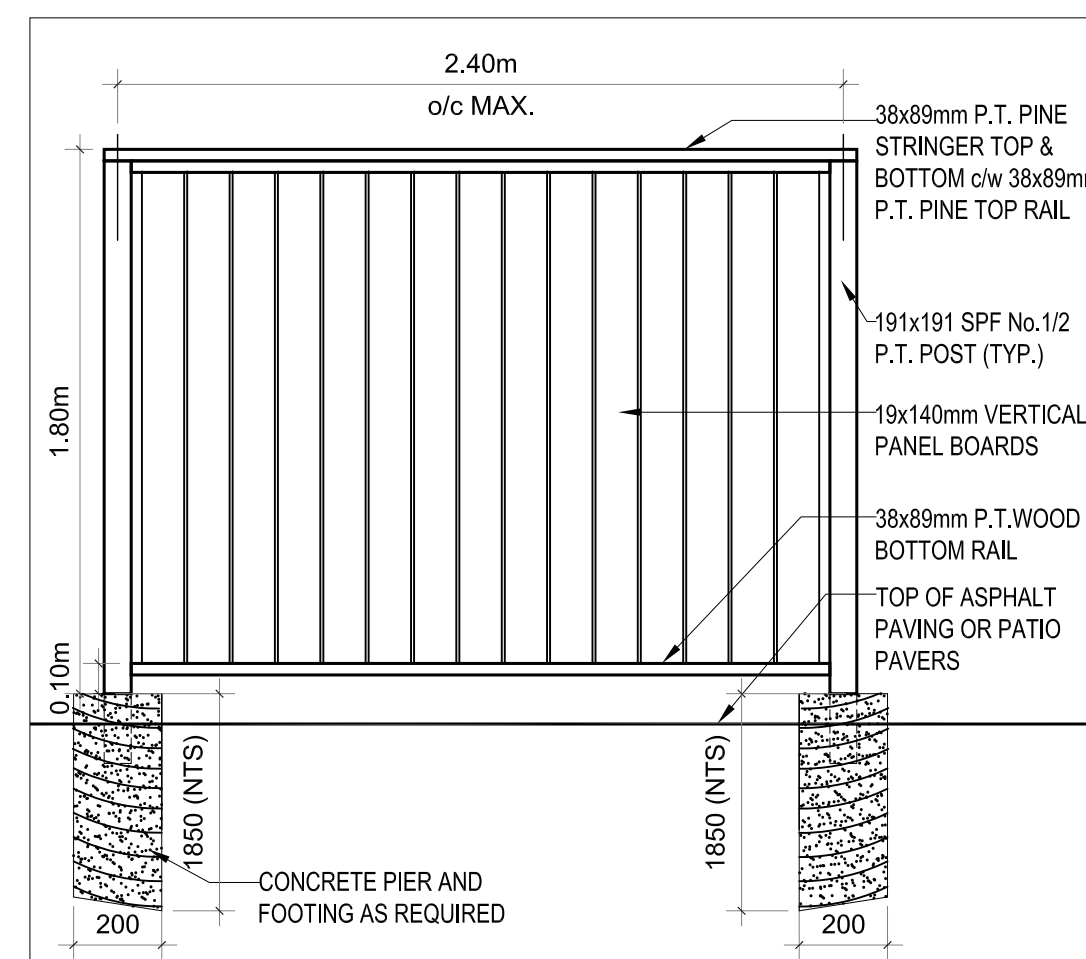
# APPENDIX

# A

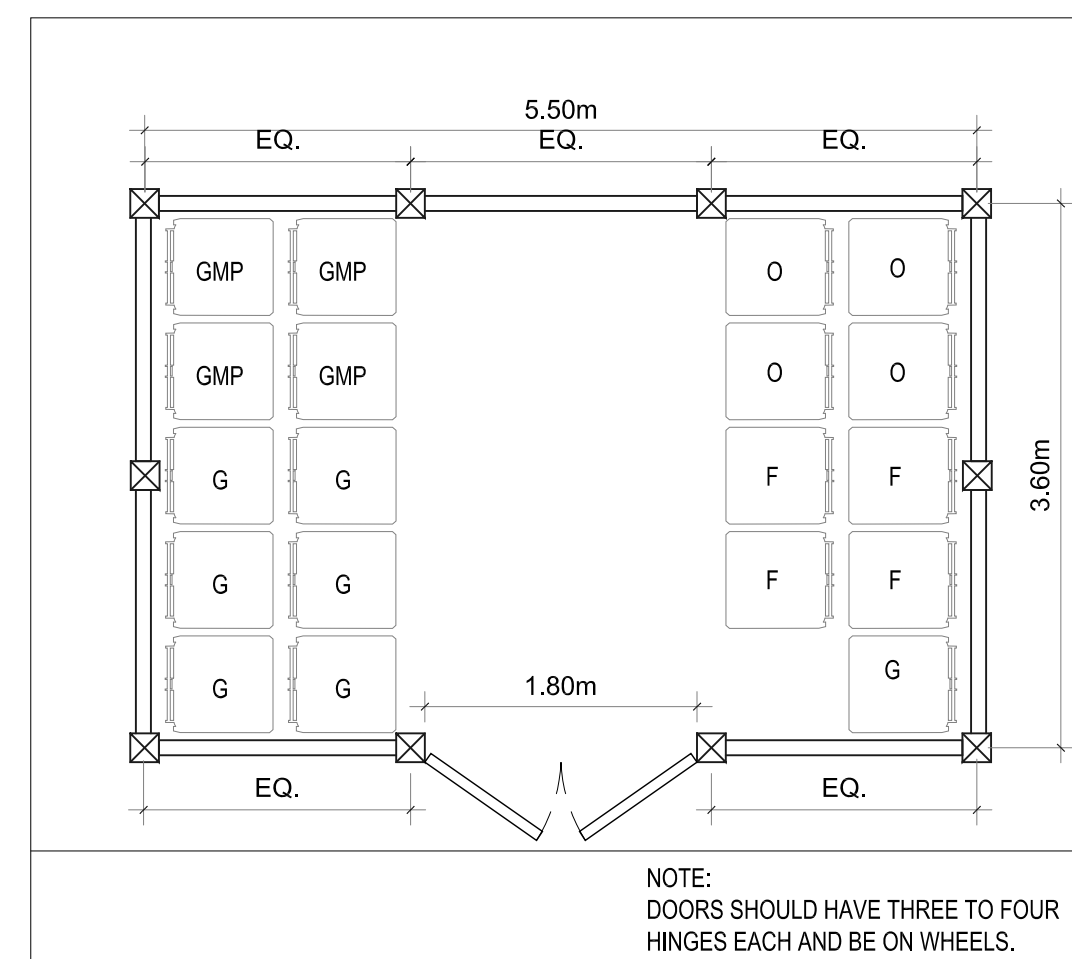
## Site Plan



1 SITE PLAN  
A100 SCALE: 1:200



3 GARBAGE ENCLOSURE SCREEN  
A100 SCALE: 1:25



2 GARBAGE ENCLOSURE PLAN  
A100 SCALE: 1:50

ZONING INFORMATION 44 ECCLES ST		
	PROVIDED	REQUIRED
LOT WIDTH	43.57m	n/a
LOT DEPTH	59.49m	n/a
LOT AREA	2577.3m <sup>2</sup>	n/a
FRONT YARD	2.37 m (ex.)	3.0 m
REAR YARD	35.21 m (ex.)	7.5 m
INTERIOR SIDE YARD	4.25 m (ex.)	3.0 m
INTERIOR SIDE YARD	4.25 m (ex.)	3.0 m
LOT COVERAGE	24.1%	N/A
BUILDING HEIGHT	±15.6 (ex.)	13.5m (MAX)
FLOOR SPACE INDEX	0.75	1.5 (MAX)

**BUILDING INFORMATION**

**LEGAL DESCRIPTION:** LOTS 14 & 15 AND PARTS OF LOTS 5 & 6, REGISTERED PLAN 4908, CITY OF OTTAWA

**REFERENCE SURVEY:** FARLEY, SMITH & DENIS SURVEYING LTD. DECEMBER 20, 2021

**MUNICIPAL ADDRESS:** 44 ECCLES STREET, OTTAWA

**SITE AREA:** 2577.3m<sup>2</sup> (27,741.8 ft<sup>2</sup>)

**BUILDING FOOTPRINT AREA:** 658.6m<sup>2</sup> (7,089 ft<sup>2</sup>)

**GROSS FLOOR AREA:**  
BSMT LVL -258.7m<sup>2</sup> (2,785 ft<sup>2</sup>)  
GND FL - 438m<sup>2</sup> (4,693 ft<sup>2</sup>)  
2ND FL - 438m<sup>2</sup> (4,693 ft<sup>2</sup>)  
3RD FL - 438m<sup>2</sup> (4,693 ft<sup>2</sup>)  
1566.7m<sup>2</sup> (16,864 ft<sup>2</sup>)

**BUILDING HEIGHT:** 15.6m (51-2.5') EXISTING

**ZONE:** GM[65] F(1.5) H(13.5) AREA A SCHEDULE 342 MATURE NEIGHBOURHOOD OVERLAY

**UNIT MIX:** TOTAL 46 DWELLINGS  
34x 1 ROOM SUITES  
12x 1 ROOM SUITES (BARRIER FREE)

**PROJECTIONS:** PROVIDED 0.6m AND REQUIRED MIN. 0.6m FROM LOT LINE.

**CANOPY PROJECTION:** PROVIDED 3.69m AND REQUIRED MAX. 1.8m INTO SIDEYARD.

**PARKING:** 0.5 PER UNIT (FIRST 12 UNITS EXEMPT) 0.1 PER UNIT (VISITORS) 20 REQUIRED 20 PROVIDED (46 EXISTING)

**BICYCLE PARKING:** 0.5 PER UNIT / PROVIDED 6 REQUIRED 23 SPACES

**EXTERIOR AMENITY SPACE** ±54m<sup>2</sup> (±581 ft<sup>2</sup>)

**INTERIOR AMENITY SPACE** ±6m<sup>2</sup> (±335 ft<sup>2</sup>) PER DWELLING UNIT

**SITE PLAN LEGEND**

- PROPERTY LINES
- SET BACK LINES
- CANOPY
- x - x - x - x - EXISTING FENCE
- ▽ BUILDING ENTRANCE
- EXISTING BUILDING TO REMAIN
- UNIT PAVERS, REFER TO LANDSCAPING DRAWINGS FOR TYPE AND LOCATIONS.
- ASPHALT PAVING.
- PRECAST CONCRETE RETAINING WALL/CURB
- EXISTING TREE TO REMAIN
- SEE LANDSCAPE
- EX CB EXISTING CATCH BASIN
- LS EXISTING LIGHT STANDARD
- UP EXISTING UTILITY POLE

**SITE PLAN GENERAL NOTES:**

- A. ALL GENERAL SITE INFORMATION AND CONDITIONS COMPILED FROM EXISTING PLANS AND SURVEYS.
- B. DO NOT SCALE THIS DRAWING.
- C. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORN BY THE CONSULTANTS FOR UNKNOWN SURFACE CONDITIONS.
- D. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY ERRORS AND/OR OMISSIONS TO THE CONSULTANT.
- E. REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE CONSULTANT.
- F. CONTRACTOR TO LAYOUT PLANTING BEDS, PATHWAYS ETC. TO APPROVAL OF CONSULTANT PRIOR TO ANY JOB EXCAVATION.
- G. THE ACCURACY OF THE POSITION OF UTILITIES IS NOT GUARANTEED - CONTRACTOR TO VERIFY PRIOR TO EXCAVATION.
- H. INDIVIDUAL UTILITY COMPANIES MUST BE CONTACTED FOR CONFIRMATION OF UTILITY EXISTENCE AND LOCATION PRIOR TO DIGGING.
- I. CURBS AND LANDSCAPING SHOWN OUTSIDE OF PROPERTY LINE AND IN EXISTING NATURAL ZONE ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY. SITE VERIFICATION OF ALL CONDITIONS IS REQUIRED.
- J. REFER TO LANDSCAPE DRAWINGS FOR NEW LANDSCAPING AND TREES.
- K. REFER TO ENGINEERING DRAWINGS FOR EXTENT OF ROAD AND SERVICING DEVELOPMENT.
- L. ALL CURBS SHALL BE 150mm WIDE BY 150mm HIGH UNLESS OTHERWISE INDICATED.

**CSV ARCHITECTS**

sustainable design - conception écologique  
613.564.8118 190 O'Connor Street, Suite 100  
www.csv.ca Ottawa, Ontario, K2P 2R3

**STRUCTURAL ENGINEER**  
CLELAND JARDINE ENGINEERING LTD.  
200-580 TERRYFOX DR., KANATA, ON  
613-591-1533  
CLEANDJARDINE.COM

**MECHANICAL ENGINEER**  
GEO-ENERGIE INC.  
110 BOUL. INDUSTRIEL  
BOUCHERVILLE, QC, J4B 2X2  
450-641-9128  
INFO@GEO-ENERGIE.COM

**ELECTRICAL ENGINEER**  
GEO-ENERGIE INC.  
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**CIVIL ENGINEER**  
NOVA TECH  
SUITE 200, 240 MICHAEL  
COWPLAND DR.  
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NOVAINFO@NOVATECH-ENG.COM

**LANDSCAPE ARCHITECT**  
CWS LANDSCAPE ARCHITECTS LTD  
502-319 MCRAE AVE.  
OTTAWA, ON, K1Z 0B9  
613-729-4536  
CORUSH@CSW.CA



STAMP

01 2022/02/08 ISSUED FOR SITE PLAN APPROVAL  
REV DATE ISSUE



**NOTES**

1. OWNERSHIP OF THE COPYRIGHT OF THE DESIGN AND THE WORKS EXECUTED FROM THE DESIGN REMAINS WITH CSV ARCHITECTS, AND MAY NOT BE REPRODUCED IN ANY FORM WITHOUT THE WRITTEN CONSENT OF CSV ARCHITECTS.
2. THE DRAWINGS, PRESENTATIONS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF CSV ARCHITECTS. THEY ARE NOT TO BE USED BY THE CLIENT ON OTHER PROJECTS OR ON EXTENSIONS TO THIS PROJECT WITHOUT THE WRITTEN CONSENT OF CSV ARCHITECTS.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DRAWINGS AND SPECIFICATIONS.
4. DO NOT SCALE DRAWINGS. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY DIMENSIONS ON SITE.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE AND ALL SUPPLEMENTS AND APPLICABLE MUNICIPAL REGULATIONS.

**CLIENT**

**CORNERSTONE HOUSING**  
OTTAWA  
ONTARIO, CANADA

**PROJECT**

**CORNERSTONE 44 ECCLES**

44 ECCLES ST., STREET,  
Ottawa, Ontario

**TITLE**

**SITE PLAN**

PROJECT NO: 2021-1100  
DRAWN: CGM  
APPROVED: AL  
SCALE: As shown  
DATE ISSUED: 2022/01/19

REV DRAWING NO.

**A100**

# APPENDIX

# B

## Design Brief

-

2022-01-18

## PRINCIPALS

Anthony Leaning  
B.Arch, OAA, FRAIC

Darryl Hood  
B.Arch, B.A., OAA, MRAIC,  
LEED® AP BD+C, GGP, CPHD

Jessie Smith  
M.Arch, B.A.S, OAA, MRAIC,  
LEED® AP BD+C, GGP

## ASSOCIATES

Richard Gurnham  
M.Arch, B.A.S, OAA, GGP

Rick Kellner  
M.Arch, B.A.S, OAA

Paolo Marinelli  
Dipl. Arch. Tech.

Re: Site Plan Application – Design Brief  
44 Eccles Street, Ottawa

This Design Brief is prepared as part of a Site Plan Control application for a renovation of an existing office building at 44 Eccles Street, Ottawa, in Ward 14, Somerset. The legal description of the land is: Lots 14 & 15 and Part of Lots 5 & 6, Registered Plan 4908, City of Ottawa.

The original building was constructed as a school with a large playground in the middle of the block, bounded on 3 sides by neighbouring residential properties that face adjacent streets and back onto the lot. The most recent use of the building was as an office building with the playground used for parking. The building is not listed with the City of Ottawa as a heritage building, but it has heritage value and contributes to the history and character of the surrounding neighbourhood. Respecting this heritage character has been a defining aspect in the design of the proposed renovation.

The proposal is to renovate the existing building to provide affordable housing funded under the national Rapid Housing Initiative and delivered through the City of Ottawa Housing Branch. The housing will be operated by Cornerstone Housing for Women that provides affordable shelter and housing for women who are homeless or otherwise at risk. Cornerstone Housing for Women has purchased the property for this project.

The proposed facility will be similar in operation to others run by Cornerstone across the City. The renovated building will have 46 small self-contained studio apartments that provide for independent living in a supportive and safe environment. Shared amenities will include on-site services and counselling, laundry, community space, outdoor amenity space. The former classrooms in the original school building were renovated into both open and closed offices. The work will remove the office partitions and divide the interior into individual apartments on each side of a central corridor.

The building has four levels. The lowest of these is below average grade. A sloped grade from Eccles down to the rear of the site results in the lowest floor being close to and slightly below grade level at the rear. The proposed renovation will include 14 individual apartments on the upper three floors, and four apartments on the lowest

level. Common amenity space, offices for Cornerstone program staff, and service spaces will occupy the balance of the lowest floor level.

The existing building has no barrier-free access. The original front door is 2/3 of a floor level above grade, and does not provide access to the lowest level. The proposed renovation will convert the existing driveway at the west side of the building to provide a new (barrier-free) accessible main entrance to the building at the lowest floor level. An elevator connecting all floors will be constructed in the south-west corner of the building in a location that does not encroach on the front or side yards, and is near to the proposed main entrance and interior amenity space. Also of consideration in the location of the elevator outside of the footprint of the existing building is the need to avoid significant alterations to the existing building structure that would adversely affect its seismic performance.

In addition to the elevator it is proposed to add balconies on the south-east corners of the building serving each floor so that residents can have access to an outdoor space close to their apartments, as an alternative to the main ground level amenity spaces. The only other changes to the exterior will be a reduction in the number and size of windows from the large banks of original classroom windows to windows that are appropriately sized for the apartments. Care has been taken in the design to respect the importance of the original windows in the overall appearance of the building front. Infill panels at closed window areas will be recessed and use materials and colours that maintain the sense of the former glazed openings.

Minimal changes are planned for the front yard with the exception that the area in front of the original entrance and stairs will be relandscaped as a small garden.

The existing driveway on the east side of the building will continue to provide vehicle access to the parking lot as well as continuation of truck access for waste removal. The City of Ottawa Waste Services has seen the site and concurs that using the driveway for continued service is acceptable.

The parking lot will be developed to reduce the number of parking spaces to 20 as required by the Bylaw. The balance of the rear yard will consist of a soft landscaped amenity space with vegetation and outdoor patios, leaving a portion of the former parking lot as a hard surface for sports and recreation.

A waste enclosure will be constructed at the rear of the building next to a mechanical enclosure for heat pumps for the new building. As the existing floor levels are not at grade, it is not feasible to provide an interior waste enclosure. The proposed location of the waste enclosure is remote from neighbours and the street, faces the parking area, is reasonably accessible to building staff who will transfer waste from staging spaces inside and will not create a nuisance for either neighbours or residents.

A range of energy efficiency upgrades will be used, including heat pump technology and heat recovery in the HVAC systems, low density lighting, significantly improved insulation on the inside of exterior walls and on the roof, and efficient windows. Selection of materials will be guided with consideration for occupant health and air quality, reduced resource use, lower embodied carbon. Bird safe glass is being considered as well as potential for a future photo voltaic energy upgrade.

## APPENDIX

C

Letter in support of the  
requested bicycle parking  
reduction



Ms. Sarah Davis  
Executive Director  
Cornerstone Housing for Women  
314 Booth Street  
Ottawa ON K1R 7K1

**Re: Letter in support of the requested bicycle parking reduction at 44 Eccles Street**

To Who It May Concern:

I am writing to express my support of the proposal to vary the required number of bicycle parking spaces at 44 Eccles Street. There are a few reasons why I believe this variance is appropriate and reasonable:

- Many of our residents do not have the ability to ride a bicycle;
- Many, if not most, of our residents do not own bicycles nor are likely to use them;
- The existing bicycle parking at other Cornerstone residences (e.g. Booth Street, Princeton Avenue) are sparingly used and never at capacity;
- The units at 44 Eccles are all single occupancy.

As such, I am in support of the proposal to reduce the minimum number of bicycle parking spaces provided at 44 Eccles Street.

Thank you,

A handwritten signature in blue ink, consisting of a large, stylized loop that crosses itself, followed by a horizontal line.

---

Sarah Davis  
Executive Director, Cornerstone Housing for Women