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Public Amenities

Open Space, Parks &  
Recreation

Community &  
Residential

Commercial &  
Institutional

Environmental  
Restoration



## 15 Larch Street

### Planning Rationale and Design Brief

**15 Larch Street  
Ottawa, Ontario**

**Planning Rationale and Design Brief  
in support of  
Minor Zoning By-law Amendment  
and Site Plan Control Applications**

Prepared By:

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February / 22 / 2022

Novatech File: 120251  
Ref: R-2022-018

February 22, 2022

City of Ottawa  
Planning Infrastructure and Economic Development Department  
110 Laurier Avenue West, 4th Floor  
Ottawa, ON, K1P 1J1

**Attention: Kimberley Baldwin, Planner II, Development Review (Central Services)**

Dear Ms. Baldwin:

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications  
15 Larch Street  
Our File No.: 120251**

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The following Planning Rationale and Design Brief have been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications for the lands located at 15 Larch Street (the "Subject Property").

The Subject Property is designated Mixed Use Centre on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated Mixed-Use Neighbourhood on Schedule A of the in-force Corso Italia Station District Secondary Plan. The Subject Property is designated Hub and Evolving Neighbourhood Overlay in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is designated Mixed-Use Neighbourhood in the Corso Italia Station District on Schedule L of the adopted West Downtown Core Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to develop a three-storey low-rise apartment building containing 26 dwelling units on the Subject Property. A minor rezoning application is required to provide relief from zoning provisions on the Subject Property to increase the maximum permitted number of dwelling units and to decrease the minimum required front yard setback, minimum required rear yard setback, minimum required rear yard area and the minimum required interior side yard setback along the west property line. A single driveway is proposed to facilitate vehicular access off Larch Street to visitor parking located in the rear yard. No significant impacts to traffic or existing land uses surrounding the Subject Property are anticipated as a result of the proposed development. A concurrent site plan control application is being filed as part of the submission package to facilitate development on the Subject Property.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the Minor Zoning By-law Amendment and Site Plan Control applications required to facilitate the proposed development on the Subject Property.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Jeffrey Kelly, MCIP RPP  
Project Planner

# Table of Contents

<b>1.0 INTRODUCTION.....</b>	<b>1</b>
1.1 Description of Subject Property .....	2
1.2 Site Location and Community Context .....	3
1.3 Linkages and Transportation Framework .....	6
<b>2.0 PROPOSED DEVELOPMENT .....</b>	<b>9</b>
<b>3.0 PLANNING POLICY AND REGULATORY FRAMEWORK.....</b>	<b>10</b>
3.1 Provincial Policy Statement .....	10
3.2 City of Ottawa Official Plan .....	13
3.3 In-force City of Ottawa Official Plan.....	13
3.3.1 Land Use Designation .....	13
3.3.2 Managing Growth .....	15
3.3.3 Urban Design and Compatibility.....	16
3.3.4 Designing Ottawa .....	17
3.3.5 Review of Development Applications .....	18
3.4 Corso Italia Station District Secondary Plan .....	21
3.5 Adopted City of Ottawa Official Plan .....	25
3.5.1 Land Use Designation .....	26
3.5.2 Growth Management Framework.....	30
3.6 West Downtown Core Secondary Plan .....	34
<b>4.0 DESIGN BRIEF.....</b>	<b>38</b>
4.1.1 Building Design .....	38
4.1.2 Massing and Scale .....	40
4.1.3 Outdoor Amenity Areas .....	41
<b>5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250.....</b>	<b>43</b>
<b>6.0 PROPOSED ZONING BY-LAW AMENDMENT .....</b>	<b>45</b>
<b>7.0 PUBLIC CONSULTATION STRATEGY.....</b>	<b>47</b>
<b>8.0 CONCLUSION .....</b>	<b>48</b>

## Appendices

Appendix A. Site Plan. ....	
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## Figures

Figure 1. Aerial Photo of Subject Property.....	2
Figure 2. Surrounding Context.....	3
Figure 3. Land uses north of Subject Property .....	4
Figure 4. Land uses south of Subject Property .....	4

Figure 5. Land uses east of Subject Property ..... 5  
Figure 6. View from Subject Property looking west ..... 5  
Figure 7. Official Plan Schedule F Excerpt ..... 6  
Figure 8. Official Plan Schedule D Excerpt ..... 7  
Figure 9. Walking Distance to Rapid Transit Network ..... 8  
Figure 10. Official Plan Schedule C Excerpt ..... 9  
Figure 11. Proposed Site Plan ..... 10  
Figure 12. Official Plan Schedule B Excerpt ..... 13  
Figure 13. Proposed Massing from East Looking West ..... 16  
Figure 14. Corso Italia Station District Secondary Plan – Schedule A ..... 21  
Figure 15. Corso Italia Station District Secondary Plan – Schedule D ..... 22  
Figure 16. Adopted Official Plan Schedule B1 Excerpt ..... 25  
Figure 17. Adopted Official Plan Schedule C1 Excerpt ..... 29  
Figure 18. View from Donald Street looking south ..... 31  
Figure 19. Landscape Plan ..... 32  
Figure 20. Corso Italia Station District – Schedule L ..... 34  
Figure 21. Corso Italia Station District – Schedule N Excerpt ..... 35  
Figure 22. View from Larch Street looking north ..... 39  
Figure 23. Zoning Review Table ..... 45

## **1.0 INTRODUCTION**

Novatech has prepared this Planning Rationale in support of Minor Zoning By-law Amendment and Site Plan Control applications to permit development of a low-rise apartment building on the property municipally known as 15 Larch Street (the “Subject Property”). The proposed development comprises a three-storey residential apartment building with 26 dwelling units on the Subject Property. Driveway access is proposed off Larch Street to surface parking located at the rear of the Subject Property. The proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping on the property.

The Subject Property is designated Mixed Use Centre on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated Mixed-Use Neighbourhood on Schedule A of the in-force Corso Italia Station District Secondary Plan. The Subject Property is designated Hub and Evolving Neighbourhood Overlay in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is designated Mixed-Use Neighbourhood in the Corso Italia Station District on Schedule L of the adopted West Downtown Core Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa’s Zoning By-law 2008-250.

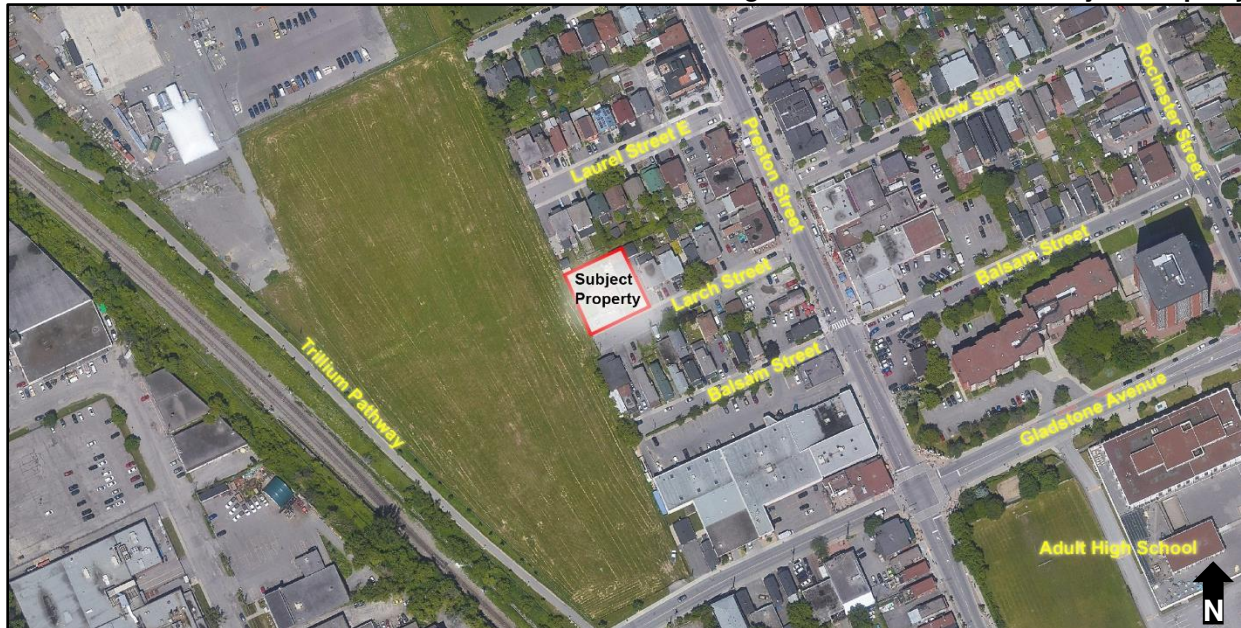
This Planning Rationale will demonstrate that the Minor Zoning By-law Amendment and Site Plan Control applications will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies of the in-force City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Conform to the policies of the in-force Corso Italia Station District Secondary Plan;
- Conform to the policies of the adopted City of Ottawa Official Plan (November 2021);
- Conform to the policies of the adopted West Downtown Core Secondary Plan (November 2021);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with surrounding development and community characteristics

### 1.1 Description of Subject Property

The Subject Property is located in Ward 14 (Somerset) of the City of Ottawa. The Subject Property is located in an area bounded by Laurel Street East to the north, Balsam Street to the south, vacant lands and the Trillium Pathway to the west, and Preston Street to the east (See Figure 1). The Subject Property is a large lot for the area and is currently occupied by a low-rise residential building and a small-scale commercial use. The Subject Property has approximately 30 metres of frontage along Larch Street and an approximate area of 915 square metres.

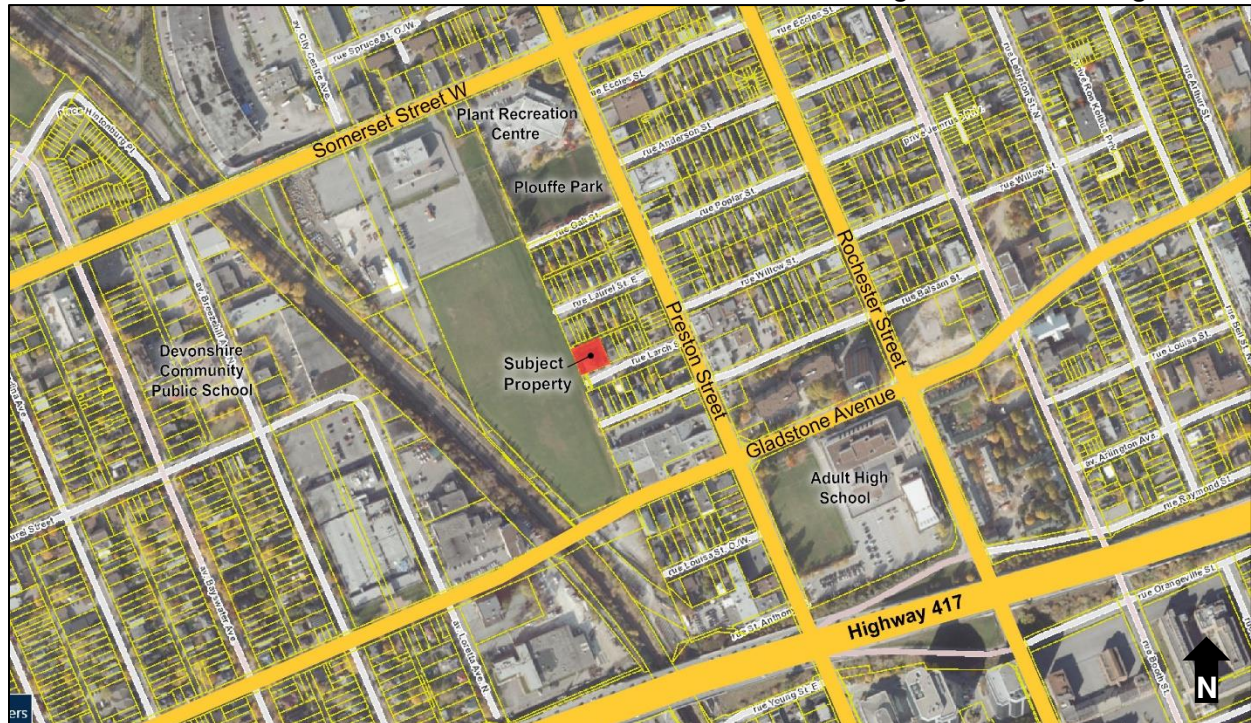
Figure 1. Aerial Photo of Subject Property





## 1.2 Site Location and Community Context

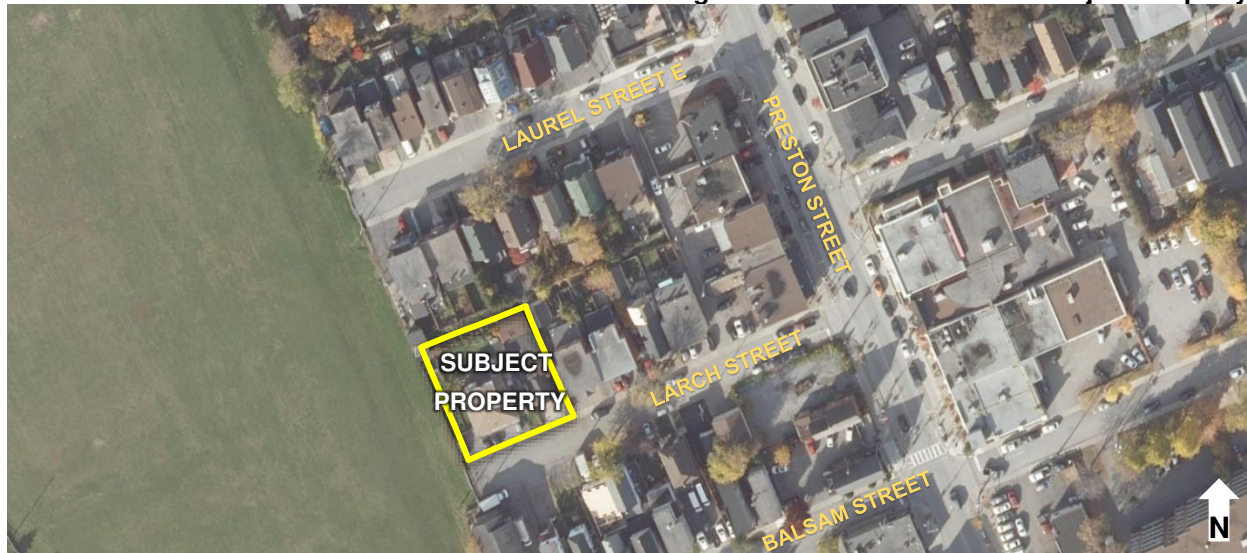
Figure 2. Surrounding Context



The surrounding context of the Subject Property to the east and south side along Larch Street is predominantly characterized by a mix of low-rise residential uses, garages and surface parking areas. Further to the east along Preston Street are a mix of low-rise retail and commercial uses, restaurants and residential uses. Further to the south of the Subject Property is Gladstone Avenue, residential uses and the Adult High School. West of the Subject Property is the planned Corso Italia O-Train station and future high density, transit-oriented mixed use community. The Trillium Pathway is located further to the west. To the north of the Subject Property are a range of low-rise residential uses. Further to the north of the Subject Property is Plouffe Park, the Plant Recreation Centre and Somerset Street West (see Figure 2).

Additional details are provided in Figures 3 to 6 and in the descriptions below

Figure 3. Land uses north of Subject Property



**North:** Immediately north of the Subject Property are low rise residential uses. Further to the north is Laurel Street.

Figure 4. Land uses south of Subject Property



**South:** Immediately south of the Subject Property are a mix of low rise residential and commercial uses, garages and surface parking areas. Further to the south is Balsam Street.

Figure 5. Land uses east of Subject Property



**East:** Immediately east of the Subject Property is a low-rise residential building. Further to the east along Larch Street are low-rise residential uses and commercial uses.

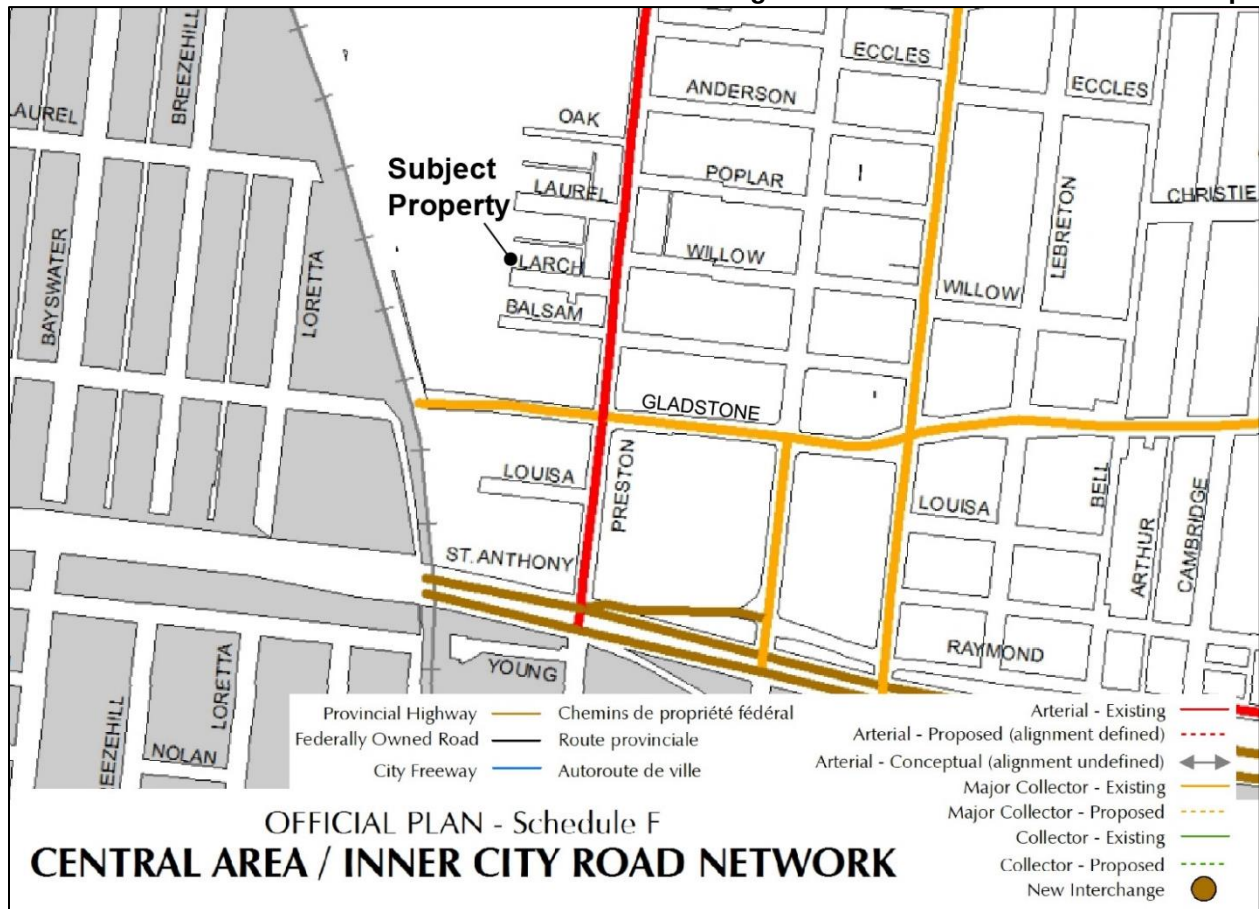
Figure 6. View from Subject Property looking west



**West:** Immediately west of the Subject Property are vacant lands planned for the Corso Italia O-Train station and future development of a high density, transit-oriented mixed-use community.

### 1.3 Linkages and Transportation Framework

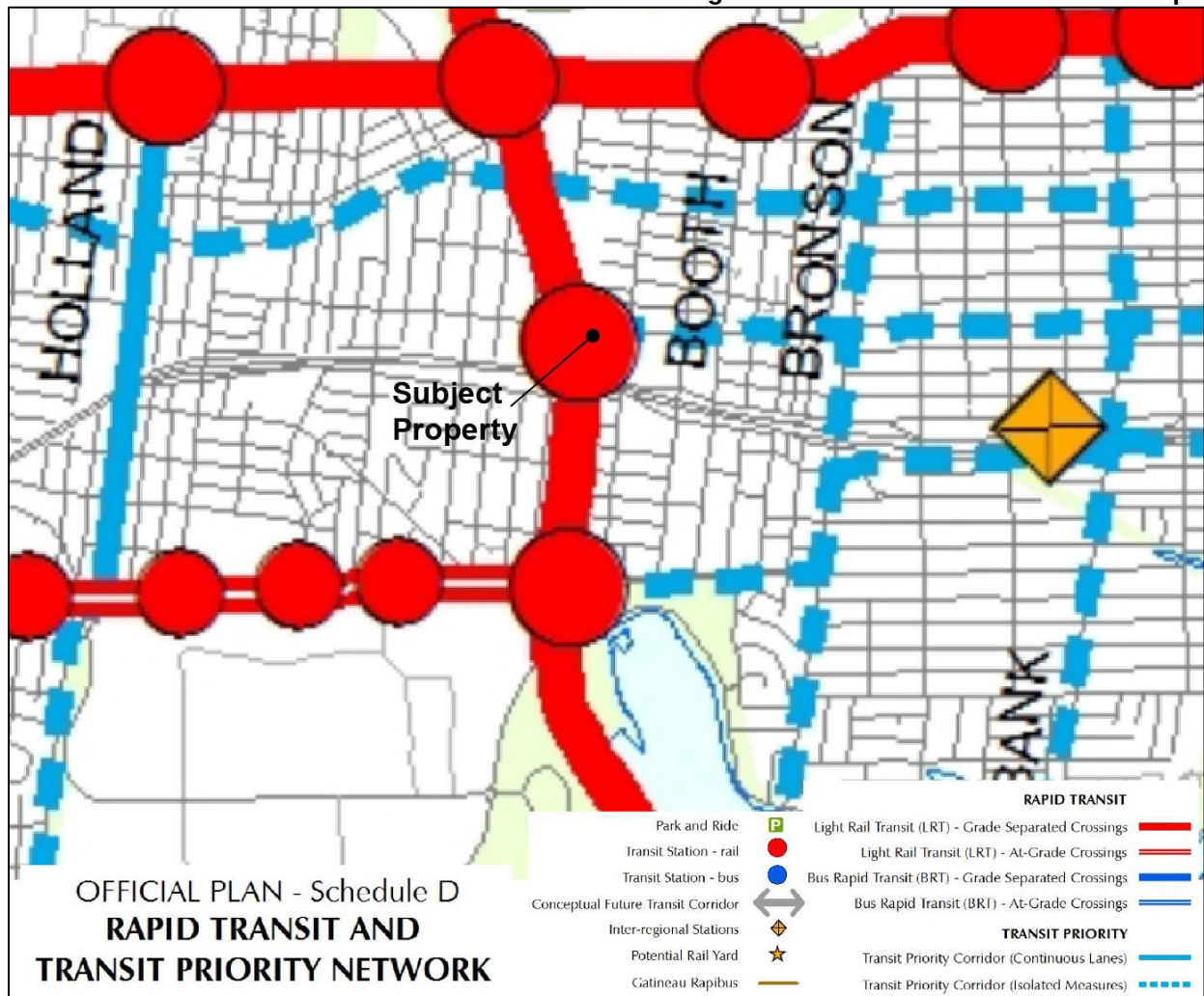
Figure 7. Official Plan Schedule F Excerpt



The Subject Property has frontage on Larch Street. The Subject Property is located west of the intersection of Preston Street and Larch Street and north of Gladstone Avenue. Preston Street is designated as an arterial road and Gladstone Avenue is designated as a major collector on Schedule F of the in-force Official Plan (see Figure 7).

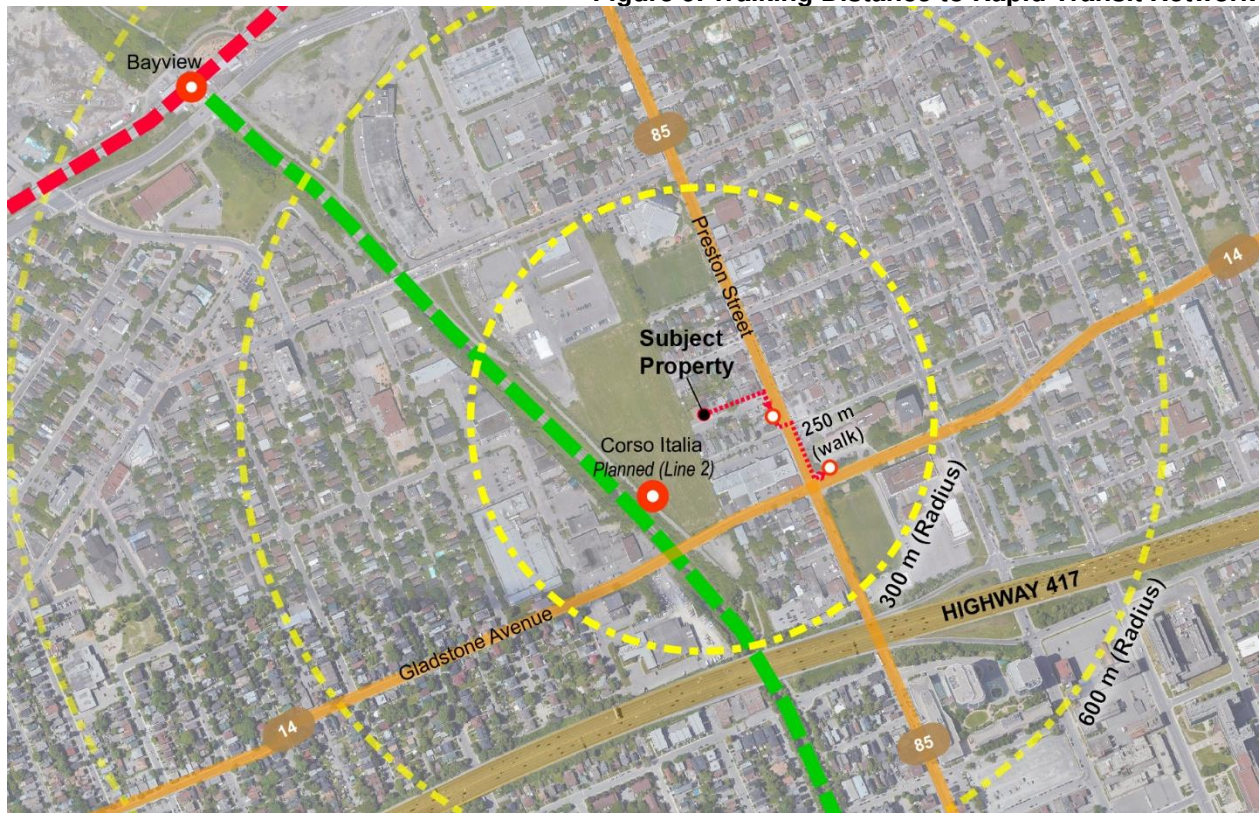
A new driveway off Larch Street will provide vehicular access to the Subject Property. There is a public sidewalk along the north side of Larch Street.

Figure 8. Official Plan Schedule D Excerpt



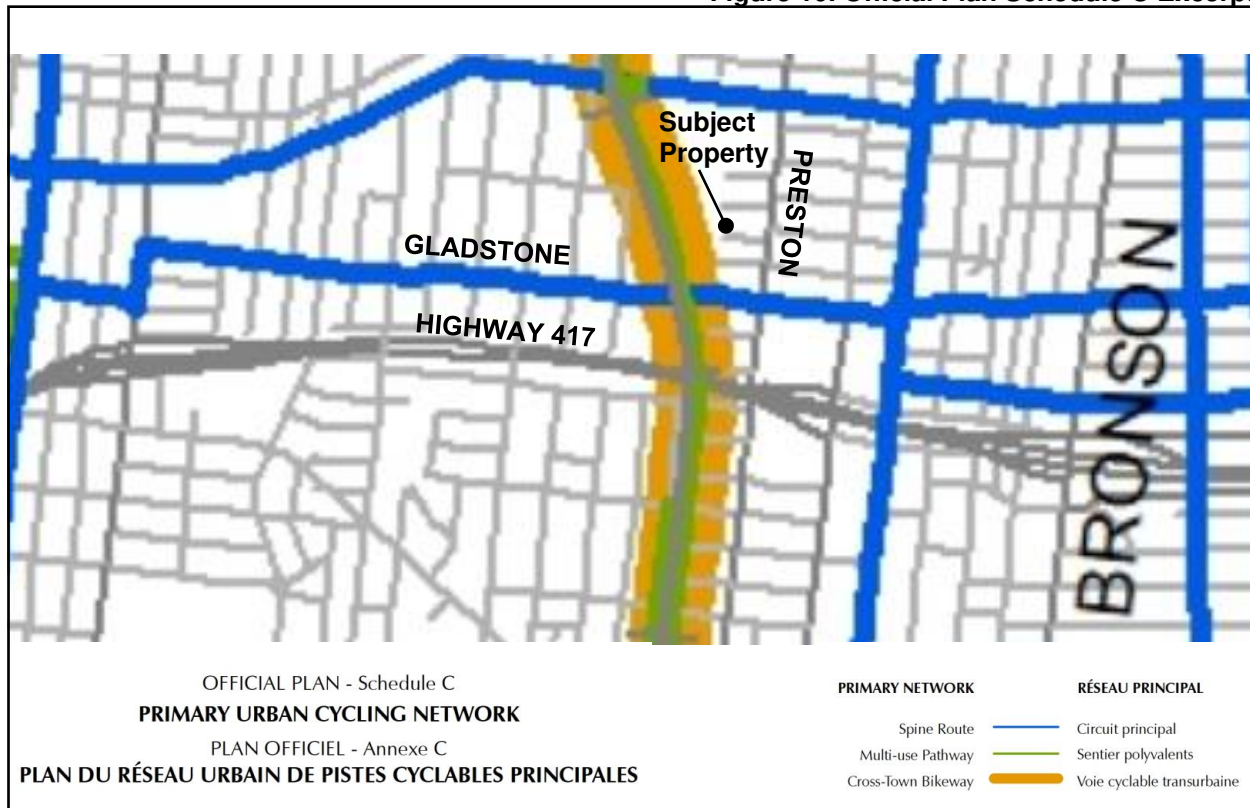
Gladstone Avenue is designated Transit Priority Corridor (Isolated Measures) on Schedule D of the in-force Official Plan (see Figure 8).

Figure 9. Walking Distance to Rapid Transit Network



The Subject Property is located within 400 metres radius of the planned Corso Italia O-Train station. Several bus transit route options are available in the immediate area. Bus route 85 services the Subject Property directly with a bus stop provided on the west side of Preston Street between Larch Street and Balsam Street. Bus route 14 services the Subject Property with bus stops provided on the north and south sides of Gladstone Avenue. Bus routes 14 and 85 are each designated as frequent routes offering high frequency bus service along major roads on the OC Transpo network (see Figure 9).

Figure 10. Official Plan Schedule C Excerpt



Gladstone Avenue is designated as a spine route and the Trillium pathway is designated as a Multi-use Pathway and Cross-Town Bikeway on Schedule C of the in-force Official Plan. These routes provide access to the City of Ottawa’s active transportation network in proximity to the Subject Property (see Figure 10).

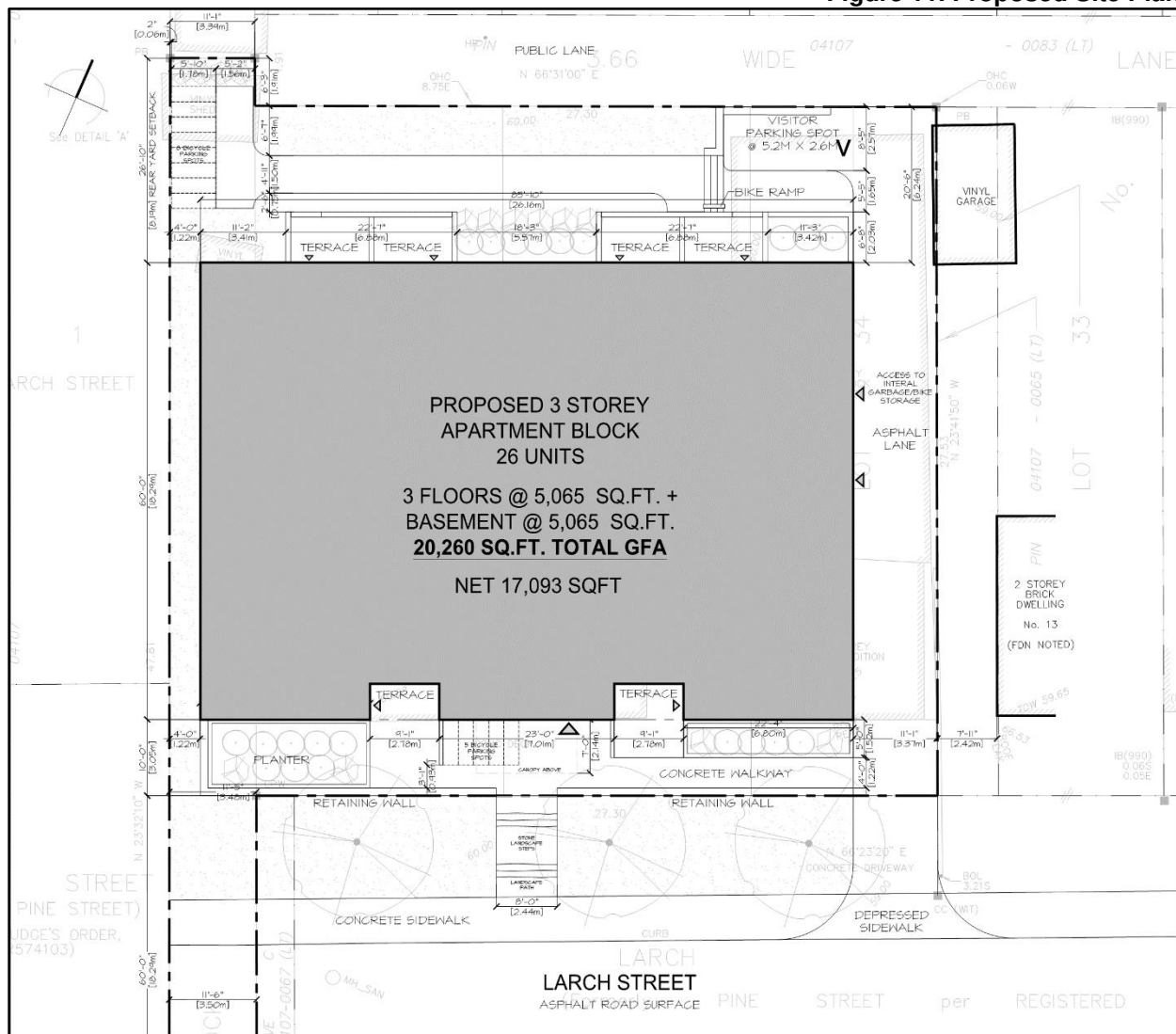
## 2.0 PROPOSED DEVELOPMENT

It is proposed to develop a three-storey residential apartment building containing 26 dwelling units on the Subject Property. One surface parking space with access off Larch Street is provided at the rear of the proposed building to service the proposed development.

A Minor Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Site-specific amendments for the Subject Property are required to provide relief from zoning provisions to increase the maximum permitted number of dwelling units and to decrease the minimum required front yard setback, minimum required rear yard setback, minimum required rear yard area and the minimum required interior side yard setback along the west property line.

A detailed Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The proposed development will require demolition of the existing buildings, modifications to site grading, drainage and landscaping. The proposed site plan is attached as Appendix A (see Figure 11).

Figure 11. Proposed Site Plan



### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

*“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*  
*a) efficiently use land and resources;*



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

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a low-rise apartment building on the Subject Property. The proposed development is consistent with Policy 1.1.3.2. as it represents an efficient use of an existing fully serviced property and existing municipal infrastructure. The property is in proximity of a designated spine route on Gladstone Avenue. The property is in proximity of the Trillium pathway which is designated as a Multi-use Pathway and Cross-Town Bikeway and promotes active transportation opportunities for residents. The Subject Property is located within 300 metres walking distance of the planned Corso Italia O-Train station to the west and transit stops located along routes 14 and 85 of the frequent transit network. The proposed development is transit supportive.

Policy 1.1.3.3 states:

“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.”

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is situated in an appropriate location to establish transit-supportive development. The proposed low-rise apartment building on the Subject Property will increase the City’s housing supply and provide a range of housing options within proximity to the planned Corso Italia O-Train station, existing active transportation routes and transit stops located along the frequent transit network.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“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;”

The proposed low-rise apartment building on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development will make efficient use of underutilized land and be supportive of active transportation and transit in an area where suitable infrastructure is in place. The Subject Property is located in an area where low-rise intensification is appropriate and supports the use of transit in proximity to a the planned Corso Italia O-Train station, existing active transportation corridors and within walking distance of bus stops along the frequent transit network.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: “Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.” The proposed development on the Subject Property represents intensification from the current use. The proposed development of a low-rise apartment building has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: “A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.” The proposed development of a low-rise apartment building with limited vehicle parking on the Subject Property will introduce a level of density that promotes the viability of active transportation and transit use and may contribute to minimizing the required length and number of vehicle trips for residents.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 states: “New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.” The Subject Property is located west of the intersection of Preston Street and Larch Street and north of Gladstone Avenue. Preston Street is designated as an arterial road and Gladstone Avenue is designated as a major collector on Schedule F of the in-force Official Plan. Transit stops along route 14 and 85 of the frequent transit network are within walking distance of the Subject Property. The proposed development of a low-rise apartment building on the Subject Property will be compatible with the existing use of the

Preston Street and Gladstone Avenue corridors, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

**The Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.**

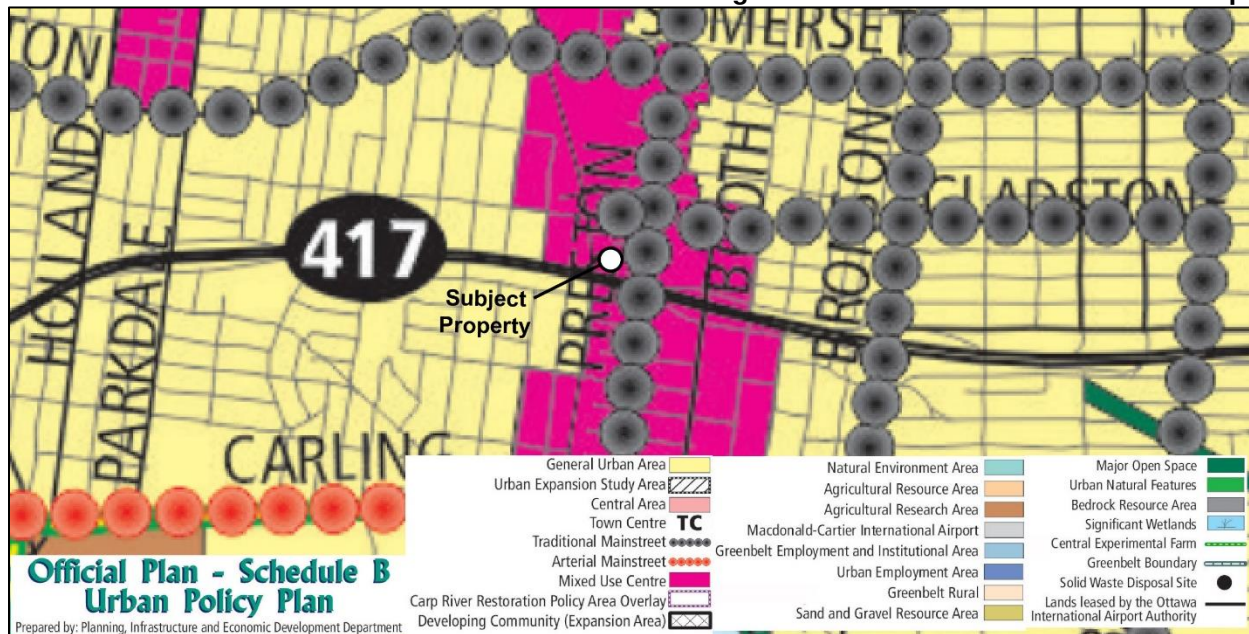
### 3.2 City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this Planning Rationale was prepared, the adopted Official Plan has not received approval from the Province of Ontario’s Ministry of Municipal Affairs and Housing. This Planning Rationale will address the existing in-force Official Plan and the adopted Official Plan regarding the proposed development per *Official Plan Document 6 – Transition of In-Stream Applications*.

### 3.3 In-force City of Ottawa Official Plan

The in-force City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 was used for reference.

Figure 12. Official Plan Schedule B Excerpt



#### 3.3.1 Land Use Designation

The Subject Property is designated Mixed Use Centre on Schedule B of the in-force City of Ottawa Official Plan (see Figure 12).

Section 3.6.2 Policy 1 of the in-force Official Plan states that Mixed Use Centres and Town Centres meet all the following criteria:

- a. *“Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;*
- b. *There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;*
- c. *High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;*
- d. *Employment targets of at least 5,000 jobs can be achieved in Mixed Use Centres and at least 10,000 jobs can be achieved in Town Centres;*
- e. *The area is or can become transit-oriented, as described in this section;*
- f. *The area is suitable for a mix of uses and could be linked within the area’s greenspace network.”*

The Subject Property is currently underutilized. Policies of the in-force Official Plan are supportive of increased densities through intensification and redevelopment. The immediate area is planned for redevelopment as a high-density, mixed-use, transit-oriented district in proximity of the Corso Italia O-Train station. The proposed development of a low-rise apartment building is a permitted land use on the Subject Property.

Section 3.6.2 Policy 3 of the in-force Official Plan states that: *“Mixed Use Centres are priority areas for undertaking more detailed Secondary Plans. These plans may:*

1. *Provide for minimum and maximum building heights;*
2. *Apply the target density for the area identified in Figure 2.3, or require different densities to be achieved on a site-specific basis such that, over time, the overall target density is achieved for the area;*
3. *Develop area-specific design considerations.”*

The Subject Property is located within the Corso Italia Station District Secondary Plan area. Permitted building heights, target densities and area-specific design considerations are subject to policies of the in-force Corso Italia Station District Secondary Plan. Policies of the in-force Corso Italia Station District Secondary Plan take precedence over policies of the in-force Official Plan.

Section 3.6.2 Policy 5 of the in-force Official Plan states that: *“Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.”*

Policies of the in-force Official Plan are generally supportive of intensification in the Mixed Use Centre designation where it is comprised of housing forms that are provided at medium to high densities and are transit-supportive. The Subject Property is located within 300 metres radius of the planned Corso Italia O-train station and future mixed-use district. The Subject Property abuts low-rise, multi unit residential dwellings immediately to the north, east and south. The proposed development of a three-storey apartment building represents appropriate intensification of the

Subject Property with a compatible built form that is established within the existing site context. The proposed low-rise apartment building will contribute to expanding the range of available housing types and will create opportunities for a broader variety of residents to locate within the community.

Section 4.1, Policy 1 of the in-force Official Plan states that *“Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan.”*

The Subject Property is located within the Corso Italia Station District Secondary Plan area. Policies of the in-force Corso Italia Station District Secondary Plan take precedence over policies of the in-force Official Plan.

### 3.3.2 Managing Growth

Section 2.2 of the in-force Official Plan sets out policies to direct growth to target areas for intensification. The majority of growth is directed within the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 2.2.2, Policy 3 of the in-force Official Plan identifies “Mixed Use Centres” as target areas for intensification.

The Subject Property is located within an area designated as Mixed Use Centre on Schedule B of the in-force Official Plan. The Subject Property is located within an area targeted for intensification. The proposed development of a three-storey apartment building is consistent with the objectives of the in-force Official Plan.

Section 2.2.2, Policy 5 of the in-force Official Plan sets out minimum density targets that apply to properties located within the Bayview-Preston Mixed Use Centre in Figure 2.3.

Section 2.2.2, Policy 6 of the in-force Official Plan states: *“All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets”*

The Subject Property is located within the Bayview-Preston district and is an area designated as Mixed Use Centre on Schedule B of the in-force Official Plan. The in-force Official Plan requires new development on the Subject Property to meet a minimum density target of 200 people and jobs per gross hectare. At a rate of 1 resident per unit, the Subject Property would provide 26 residents. The proposed development would exceed the required minimum density targets for people and jobs per gross hectare in the in-force Official Plan.

Policies of the in-force Corso Italia Station District Secondary Plan may provide more detailed policies regarding minimum density targets on the Subject Property. Policies of the in-force Corso Italia Station District Secondary Plan take precedence over policies of the in-force Official Plan.

### 3.3.3 Urban Design and Compatibility

Section 2.5.1 of the in-force Official Plan states: *“compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”*

The proposed development is designed to be compatible with the surrounding community and planned function of the Corso Italia Station District and Preston Street corridor. The former light industrial nature of the site informs the design approach. The proposed development incorporates a variety of high-quality materials and glazing along the building façade fronting on Larch Street that are well-articulated and appropriate for the existing neighbourhood context. Visual breaks in the massing and materials are provided to reflect typical widths of residential buildings along the Larch Street frontage. Public and private entrances to the building along Larch Street are intended to soften the interface between semi-private space and the public realm while establishing a welcoming and active street frontage for building residents and members of the public (see Figure 13).

**Figure 13. Proposed Massing from East Looking West**



The proposed development will fit within the residential context to the north and east and to the small-scale commercial context to the south through use of a similar palette of materials as well

as banding and trim details complementary to other buildings in the immediate neighbourhood. The south side of Larch Street immediately across from the Subject Property comprises small, older homes designed with primary frontages along Balsam Street and parking areas oriented to Larch Street. The proposed low-rise apartment complements the scale of smaller residential buildings on the street and is appropriate as the community transitions through planned developments to the west. The proposed building also complements smaller homes abutting the Subject Property to the east by referencing their width and scale in the façade through use of strong vertical divides using recesses together with material changes and horizontal divisions through a stone base, brown brick with concrete details. The proposed development will contribute to residential intensification within the urban area and establish transit-supportive densities within walking distance of the Corso Italia O-Train station, and to bus transit stops along the frequent transit network to the east and south of the Subject Property. Development of a low-rise apartment building on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

### 3.3.4 Designing Ottawa

The design objectives are broadly applied to all plans and development in the City of Ottawa and relevant objectives are addressed below.

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development is designed to complement the existing context by presenting a high-quality, architectural design with appropriate built form, materials and glazing that frames the public realm along Larch Street and enhances the existing character of the surrounding community.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development is designed to establish high-quality public and semi-private spaces that fit well with the interface along the Larch Street frontage, are compatible with the surrounding community and will provide a thoughtful transition to the existing scale of development surrounding the Subject Property. The front entrance is designed to be visually dominant on the front façade in order to orient and welcome residents and visitors. This design also informs the public feel of the steps and walkway toward the front entrance. The entrance feature and interior entrance lobby are designed with appropriate glazing, well- proportioned and with a canopy to provide shelter. The dedicated entrances and front yard terrace areas at grade provide semi-private spaces for dwelling units along the Larch Street frontage to create an animated street edge that transitions between exterior public space and interior private space.</p>
<p>To create places that are safe, accessible and are easy to get to, and move through.</p>	<p>Pedestrian access to the Subject Property is provided via sidewalk and a staircase connecting the primary entrance to Larch Street. Grade level amenity space is provided in the side and rear yards for building residents. Designated spine routes are located further to the south of the Subject Property at Gladstone Avenue with a direct connection from the Trillium Pathway providing access to the larger active transportation network across the City. Access to the planned Corso Italia O-train station is within 300 metres walking distance of the Subject Property. Bus routes on the frequent transit network are located within walking distance of the Subject Property along Preston Street and at the</p>

	<p>intersection of Preston Street and Gladstone Avenue. Residents may access the Subject Property via automobile from a driveway off Larch Street. A single parking space for visitors will be located at the rear of the Subject Property and screened from view of the public realm along Larch Street. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>The proposed development is designed to establish a more transit-supportive character on the Subject Property and maintain compatibility with the existing residential community to the north, east, and south and with retail and commercial uses located further to the east along Preston Street. Proposed landscape treatments along Larch Street maximize soft landscaping and include new trees positioned along the sidewalk. The proposed landscape design will establish a high-quality treatment to interface private spaces with the public realm.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposed development is designed in a compact built form that contributes to the existing neighbourhood context, increases the range of housing choices for a variety of potential residents and is located in proximity to several transit and active transportation options for residents in the area. The proposed parking area has space for 1 vehicle. All of the residential units proposed will be provided without dedicated parking spaces and will emphasize the use of active transportation and transit for residents and visitors.</p>
<p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<p>The proposed development is an example of transit-supportive residential intensification in an existing serviced area that contributes to efficient and sustainable building design. As part of the concurrent site plan application process, consideration will be given to incorporating a range of sustainability initiatives including high performance glazing and building materials and the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the horizontal roof surface.</p>

### 3.3.5 Review of Development Applications

Section 4 of the City of Ottawa’s in-force Official Plan sets out the policies for review of development applications. These policies ensure that development applications meet the objectives contained in the in-force Official Plan. The appropriate policies, related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.7 – Environmental Protection

Policy 1 of Section 4.7.2 of the in-force Official Plan requires that applications for Site Plan Approval will be supported by a Landscape Plan. A Landscape Plan has been prepared by



Novatech, dated February 17, 2022 in support of the Site Plan Control application. The Landscape Plan provides details on possible soft and hard landscaping treatments between the public and private realm on Larch Street and to abutting lands to the east, west and north of the Subject Property.

Section 4.7.6 of the in-force Official Plan states the City will require that stormwater and site servicing plans be submitted, in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Development Servicing and Stormwater Management Report has been prepared by Novatech, dated February 17, 2022 for the Subject Property. The Development Servicing and Stormwater Management Report includes a series of conclusions on water and sanitary servicing, storm servicing and stormwater management. The recommendations of the Development Servicing and Stormwater Management Report are consistent with the relevant policies in Section 4.7.6 of the in-force Official Plan.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the in-force Official Plan states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by Paterson Group Inc., dated February 11, 2022.

Section 5.1 of the Geotechnical Investigation states: *“From a geotechnical perspective, the subject site is considered satisfactory for the proposed residential building.”* Recommendations provided in the Geotechnical Investigation regarding site preparation and grading, foundation design, drainage, excavation, groundwater control and construction are consistent with the relevant policies in Section 4.8.3 of the in-force Official Plan.

City staff requested a Phase I Environmental Site Assessment (ESA) in support of the Site Plan Control application. Policy 3 in Section 4.8.4 of the in-force Official Plan states:

*“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”*

A Phase I ESA study was prepared by Paterson Group Inc, dated January 31, 2022 in support of the Site Plan Control application. The recommendations of the Phase I ESA study state that:

*“Based on our findings of the assessment, it is our opinion that a Phase II- Environmental Site Assessment is required for the Phase I ESA Property.*

*Based on the age of the buildings, potential asbestos containing materials (ACMs) may be present. The potential ACMs include plaster, ceiling stipple and dry wall joint compound. These materials were generally observed to be in good condition at the time of the site visit. An asbestos survey of the buildings must be conducted in accordance with Ontario Regulation 278/05, under the occupational Health and Safety Act, prior to the disturbance of these potential ACMs.”*

Based on recommendations of the Phase I ESA study, a subsequent Phase II ESA study was prepared by Paterson Group Inc, dated February 4, 2022 in support of the Site Plan Control application. The recommendations of the Phase II ESA study state that:

*“Due to the change in land use to a more sensitive land use (mixed-use to residential), a record of site condition (RSC) will be required as per O.Reg 154/03.*

*Based on the findings of the Phase II ESA, it is recommended that the fill material impacted with metals be remediated and be carried out in conjunction with the construction excavation. A representative sample of impacted soil must be submitted for a leachate analysis in accordance with O.Reg. 347/558 prior to disposal at an approved landfill site. Excess soil requiring off-site disposal during construction must be managed in accordance with Ontario Regulation 406/19 – On-site and Excess Soil Management.”*

The recommendations of the Phase II ESA report are consistent with the relevant policies in Section 4.8.4 of the in-force Official Plan.

City staff requested an Environmental Noise Feasibility Study in support of the Site Plan Control application. Policy 3 in Section 4.8.7 of the in-force Official Plan states:

*“Development proposals for new noise sensitive land uses will require a noise feasibility study and/or detailed noise study in the following locations:*

- b) 100 metres from the right-of-way of:
  - i) an existing or proposed Arterial, Collector or Major Collector Road identified on Schedules E and F”**

A Roadway Traffic Noise Assessment was prepared by Gradient Wind, dated December 10, 2021 in support of the Site Plan Control application. The recommendations of the Roadway Traffic Noise Assessment study concludes:

*“As noise levels do not exceed 65 dBA at the building façades, standard building components in conformance with the Ontario Building Code (OBC 2020) will provide sufficient attenuation and upgraded building components will not be required. Furthermore, as noise levels do not exceed 55 dBA, noise control measures such as ventilation requirements, warning clauses and mitigation will not be required.*

*Regarding stationary noise, impacts from the surroundings on the study building are expected to be minimal.”*

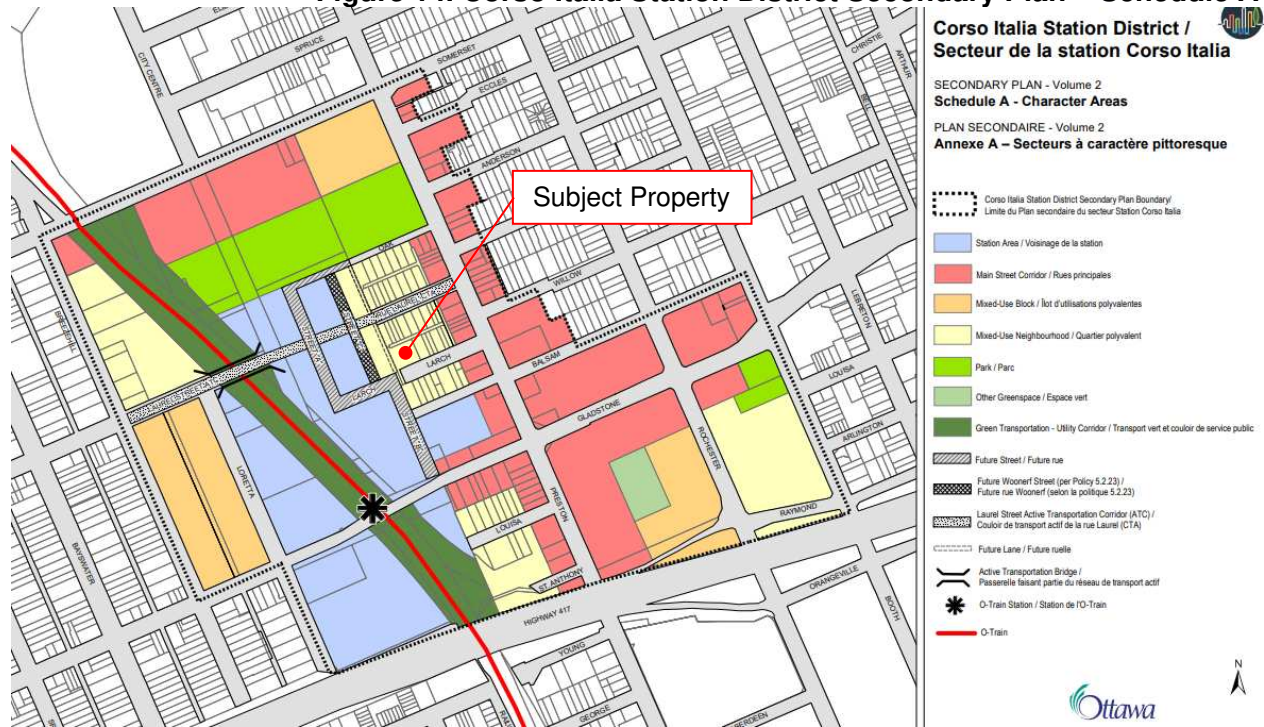
The recommendations of the Roadway Traffic Noise Assessment are consistent with the relevant policies in Section 4.8.7 of the in-force Official Plan.

Relating to Section 4.11 – Urban Design and Compatibility

Section 4.11 of the in-force Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the in-force Official Plan. Policies in Section 4.11 of the in-force Official Plan are organized under the following

subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests. A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the in-force Official Plan has been included under section 5.0 of this Planning Rationale.

**Figure 14. Corso Italia Station District Secondary Plan – Schedule A**



### 3.4 Corso Italia Station District Secondary Plan

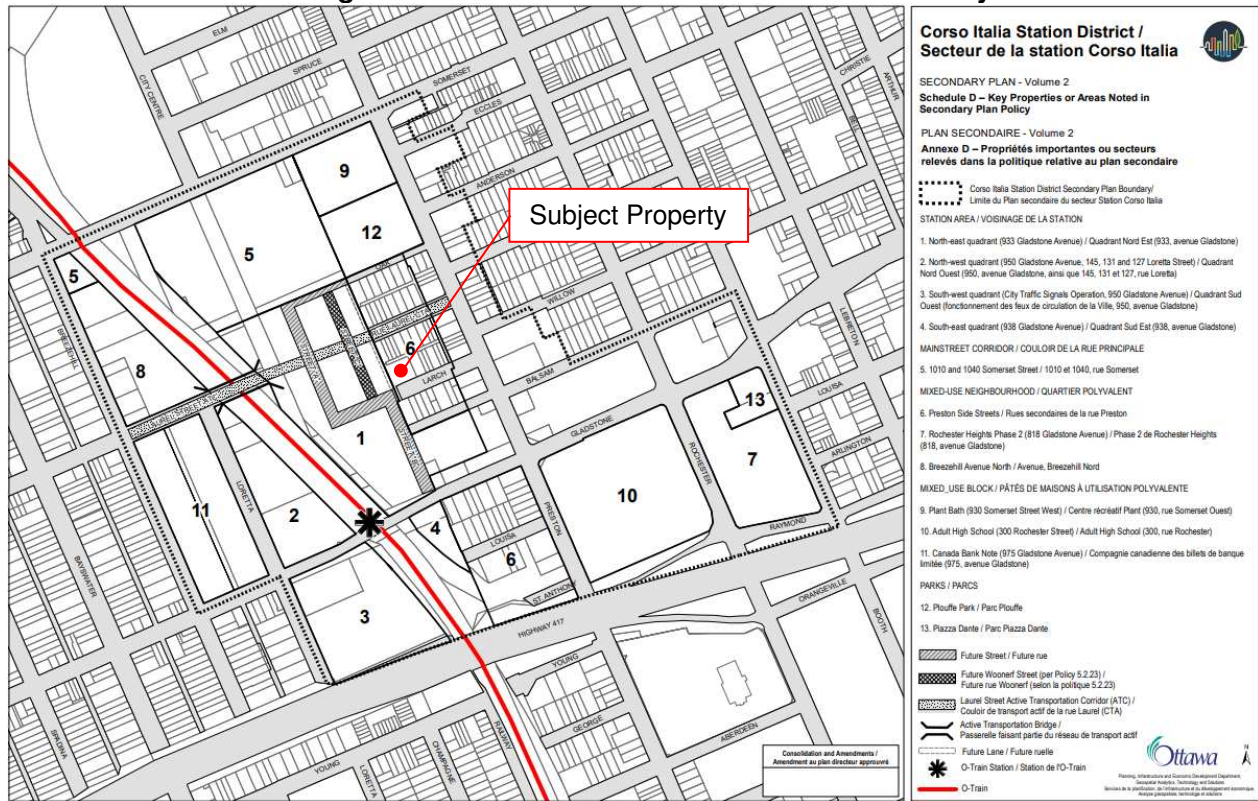
The Subject Property is located in an area subject to the in-force Corso Italia Station District Secondary Plan. The Secondary Plan was adopted by City Council in 2021. The Subject Property is designated “Mixed-Use Neighbourhood” on Schedule A of the Secondary Plan (see Figure 14).

Section 4.1 of the in-force Corso Italia Station District Secondary Plan establishes policies with respect to Character Areas and Built Form in the Corso Italia Station District Secondary Plan boundary.

Policy 4.1.3 of the in-force Corso Italia Station District Secondary Plan states that: *“The Mixed-Use Neighbourhood policies will apply to the areas in the district that are primarily residential in character and function. Areas with existing low-rise buildings will continue to evolve with new low-rise development that complements that context”*

The proposed development is designed to be compatible with and to complement existing low-rise buildings in the surrounding area.

Figure 15. Corso Italia Station District Secondary Plan – Schedule D



Section 4.1.3 of the in-force Corso Italia Station District Secondary Plan sets out specific policies for properties located within the “Preston Side Streets” area on Schedule D of the Secondary Plan (see Figure 15).

Policy 4.1.3.1 of the in-force Corso Italia Station District Secondary Plan states that: *“Notwithstanding the provisions in Section 3.6.2 of Volume 1 of the Official Plan, low-rise residential and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood as shown in Schedule A of this Plan.”*

Policies of the in-force Corso Italia Station District Secondary Plan permit the proposed development of a three-storey residential apartment building on the Subject Property.

Policy 4.1.3.2 of the in-force Corso Italia Station District Secondary Plan states that: *“Developments in the Mixed-Use Neighbourhood are not subject to the minimum density targets established for the “Bayview-Preston Area” in Section 2.2.2 of Volume 1 of the Official Plan.”*

Policies of the in-force Corso Italia Station District Secondary Plan do not require the proposed development on the Subject Property to meet minimum density targets of the in-force Official Plan.

Policy 4.1.3.3 of the in-force Corso Italia Station District Secondary Plan states that: *“The City shall protect and enhance the built form character of Little Italy by encouraging infill development*

that is sympathetic to the historic built form character of the neighbourhood through the development review process.

The proposed development of a four storey apartment building on the Subject Property has been designed to complement the existing pattern, scale and material characteristics of existing built form along Larch Street. Consideration of the broader neighbourhood has been incorporated into the design of the proposed development.

Section 4.2 of the in-force Corso Italia Station District Secondary Plan establishes policies with respect to General Built Form Criteria for all development projects located within the Corso Italia Station District Secondary Plan boundary *“to achieve high quality architecture and urban design and to ensure compatibility and transition.”*

Section 4.2.1 of the in-force Corso Italia Station District Secondary Plan establishes policies with respect to animated building edges.

Policy 4.2.1.1 of the in-force Corso Italia Station District Secondary Plan states that *“All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections, and walkways.”* The proposed development has been designed with the primary entrance and building façade oriented to Larch Street.

Policy 4.2.1.3 of the in-force Corso Italia Station District Secondary Plan states that *“Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0m to 3.0m. Setbacks should only provide space for landscaping and tree plantings, patios, plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.”* The proposed development has been designed with an appropriate building setback from Larch Street and contains soft landscaping, plantings, pedestrian pathways and private terraces.

Policy 4.2.1.4 of the in-force Corso Italia Station District Secondary Plan states that *“All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.”*

Policy 4.2.1.5 of the in-force Corso Italia Station District Secondary Plan states that buildings *“Locate front doors to face public streets and be directly accessible from the public sidewalk.”*

The proposed development has been designed with the primary entrance and building façade oriented to Larch Street. The front doors face Larch street and have direct access from the public sidewalk.

Policy 4.2.1.6 of the in-force Corso Italia Station District Secondary Plan states that *“Ground floor residential dwelling units must include at least one active entrance facing a public street.”* The proposed development has been designed with active entrances to both residential dwelling units facing Larch Street.

Policy 4.2.1.7 of the in-force Corso Italia Station District Secondary Plan states that *“New private approaches and garages on facades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.”*

Policy 4.2.1.8 of the in-force Corso Italia Station District Secondary Plan states that *“All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.”*

The proposed development is designed to improve upon the existing built form and front yard parking condition on the Subject Property by replacing the existing parking spaces with a continuous built form edge abutting Larch Street. A single vehicle access point is provided along the east property line for service and visitor parking.

Policy 4.2.1.9 of the in-force Corso Italia Station District Secondary Plan states that *“Ground-oriented units should consider a design that allows the future use of those units to be adapted to provide live-work or neighbourhood-commercial uses.”* The proposed development has been designed with ground-oriented units with direct access to Larch Street that could be adapted to local commercial or live-work configurations in the future.

Policy 4.2.1.10 of the in-force Corso Italia Station District Secondary Plan states that *“Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.”* The low-rise character of the proposed development is not anticipated to contribute any undue or adverse impacts on the surrounding community.

Policy 4.2.1.11 of the in-force Corso Italia Station District Secondary Plan states that *“Loading and garbage facilities are to be primarily located underground, within a building podium, or screened from view from public streets.”* A single vehicle and service access point to the Subject Property is provided along the east property line with parking, loading and garbage facilities screened from Larch Street.

Section 5.0 of the in-force Corso Italia Station District Secondary Plan establishes policies with respect to Public Realm and Mobility for all development projects located within the Corso Italia Station District Secondary Plan boundary.

Policy 5.1.1 of the in-force Corso Italia Station District Secondary Plan states that a key objective is to *“Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.”*

Policy 5.2.27 of the in-force Corso Italia Station District Secondary Plan states that *“The existing Larch Street shall remain a dead-end to motor vehicles, however, an active transportation extension of Larch Street shall be created to intersect with Street B, as shown on Schedule A. West of the landscaped dead-end at the existing Larch Street, a segment to new Larch Street will extend west and provide motor vehicle circulation to Streets A and B.”*

The proposed development has been designed without residential parking on the basis of supporting transit and active transportation as the primary mode of transportation for building residents and visitors.

Section 5.5 of the in-force Corso Italia Station District Secondary Plan establishes policies with respect to Parking and Servicing within the Corso Italia Station District Secondary Plan boundary.

Policy 5.5.4 of the in-force Corso Italia Station District Secondary Plan provides direction for bicycle parking and states that *“Short term parking facilities shall be provided, primarily for ease of coming and going, and facilitating visitors. They may be provided by a paved outdoor area near building entrances with a bike parking lot, the size dependent on the number of dwelling units.”* The proposed development provides five bicycle parking spaces near the main entrance along Larch Street and eight additional bicycle parking spaces in the rear yard.

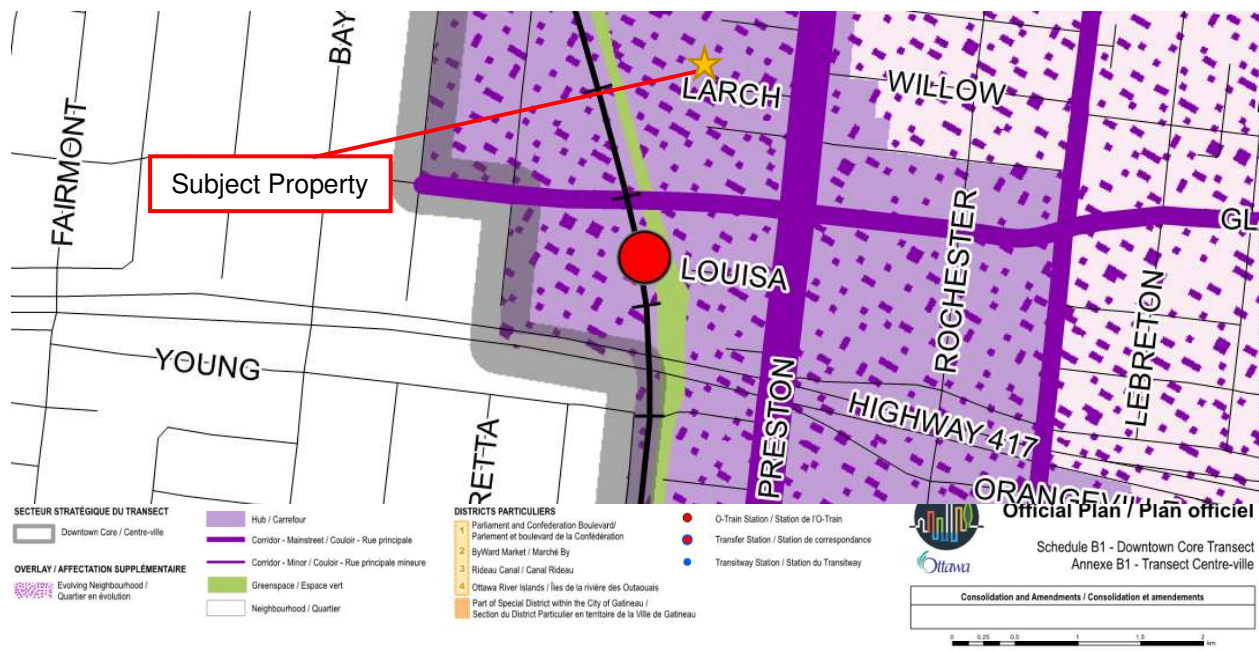
Policy 5.5.13 of the in-force Corso Italia Station District Secondary Plan states that *“All on-site parking, storage, and logistical functions such as solid waste management and removal, should occur within the building, underground, or in a well-designed area that is visually screened and where noises are well-mitigated from the general public and on-site or neighbouring residential use. Individual loading or garbage truck bays at grade that are not designed this way will not be permitted.”* A single vehicle and service access point to the Subject Property is provided along the east property line with parking, loading and garbage facilities screened from Larch Street. The design of logistical functions for the proposed development is not anticipated to contribute any undue or adverse noise or visual impacts on the surrounding community.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.**

### 3.5 Adopted City of Ottawa Official Plan

The new City of Ottawa Official Plan (“the adopted Official Plan”) was approved by Planning Committee and the Agricultural and Rural Affairs Committee on October 14, 2021, and subsequently adopted by Ottawa City Council on November 24, 2021. For the purposes of this Planning Rationale, the adopted Official Plan dated November 24, 2021 was used for reference.

**Figure 16. Adopted Official Plan Schedule B1 Excerpt**



### 3.5.1 Land Use Designation

The Subject Property is designated “Hub” and “Evolving Neighbourhood Overlay” in the Downtown Core Transect on Schedule B1 of the adopted Official Plan (see Figure 16).

Section 5.1 of the adopted Official Plan sets out general policies and guidance for proposed development within the Downtown Core Transect.

Section 5.1.1, Policy 2 of the adopted Official Plan states that:

- “2) The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:*
- a) Hubs and a dense network of Corridors provide a full range of services;*
  - b) A high concentration of employment is maintained and increased;*
  - c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
  - d) Residential densities are sufficient to support the full range of services noted in Policy a)”*

The proposed development is designed to establish increased residential densities on the Subject Property that will promote opportunities to access a variety of services, activities and recreational spaces within a 15-minute walking distance of home (see Figure 9). The proposed development of a low-rise apartment building on the Subject Property complements the desirable characteristics of abutting properties along Larch Street, is appropriate for the existing and planned community context and is consistent with policies of the adopted Official Plan for Hubs within the Downtown Core Transect.

Section 5.1.2, Policy 3 of the adopted Official Plan states that:

- “Motor vehicle parking in the Downtown Core shall be managed as follows:*
- a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;”*

The proposed development provides one visitor parking space and will not provide motor vehicle parking for residential units, consistent with policies of the adopted Official Plan for Hubs.

Section 5.1.4, Policy 1 of the adopted Official Plan states that:

- “1) Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:*
- a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between four-storeys and High-rise inclusive;”*

The Subject Property is located within a 300-metre radius of the planned Corso Italia O-Train station and is suitable for intensification. The proposed development of a three-storey residential apartment building on the Subject Property is consistent with permitted building heights within



walking distance of existing or planned O-Train stations in the Hub designation and Downtown Core Transect.

Section 5.6.1.1, Policy 1 of the adopted Official Plan states that:

*“The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.”*

The Subject Property is located within a 400-metre radius of the planned Corso Italia O-Train station. The proposed development of a three-storey residential apartment building on the Subject Property is consistent with objectives of the adopted Official Plan to permit development of new building typologies such as missing middle housing within walking distance of existing or planned O-Train stations.

Section 5.6.1.1, Policy 3 of the adopted Official Plan states that:

*“3) In the Evolving Overlay, the City:*

- a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;”*

The proposed low-rise development represents intensification of the currently underutilized site in proximity to a planned rapid transit. The proposed development will require relief from performance standards of the Zoning By-law to propose greater density than currently permitted in the underlying zone. The proposed development is consistent with density objectives of the Downtown Core Transect and is appropriately designed within the context of the existing community.

Section 6.1 of the adopted Official Plan sets out functional policies related to Hub designations that are to be applied to each Transect on a site-specific basis.

Section 6.1.1, Policy 1 of the Draft OP states that:

*“1) Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:*

- a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;*
- b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones;”*

The Subject Property is located entirely within a 600-metre radius of the planned Corso Italia O-Train station. The Hub designation applies to the entire area of the Subject Property.

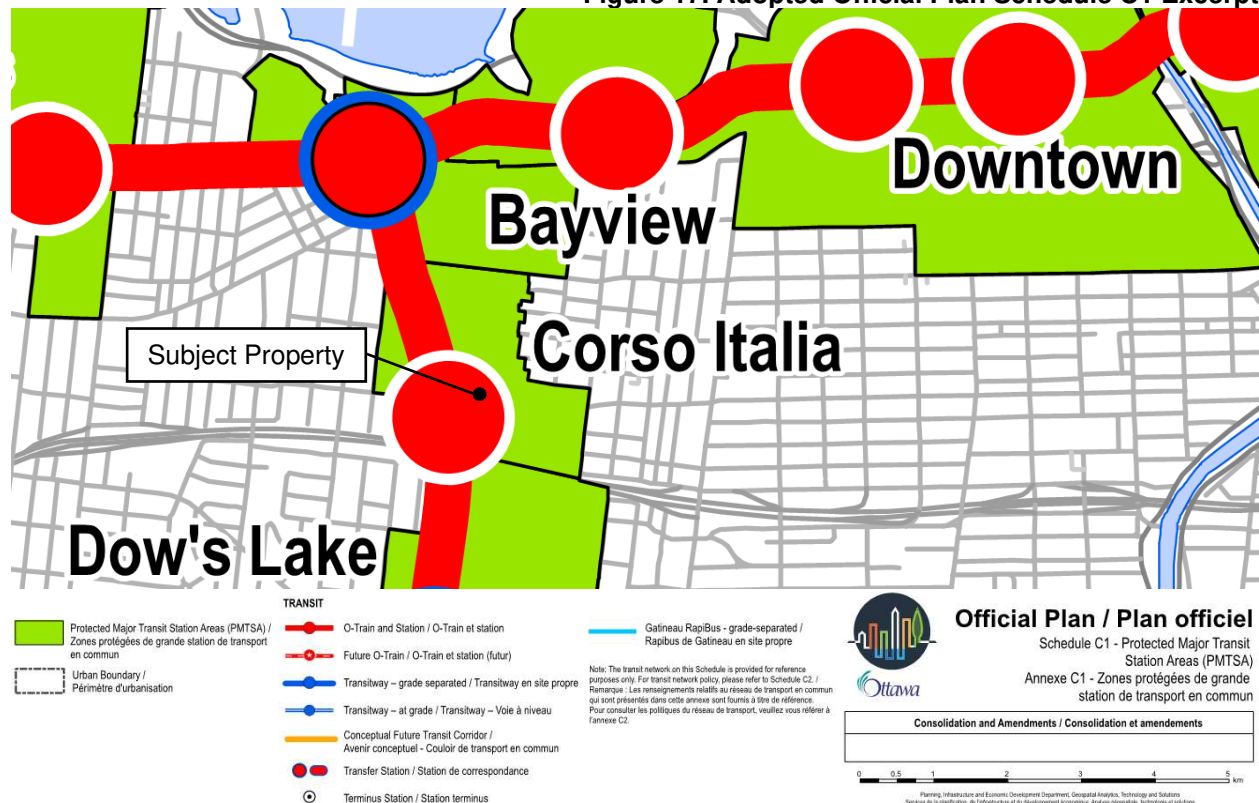
Section 6.1.1, Policy 3 of the adopted Official Plan states that:

*“3) Development within a Hub:*

- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) Shall establish buildings that:*
- i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
  - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm*
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:*
- i) Reduction or elimination of on-site minimum parking requirements;*
  - ii) Maximum limits on parking supply;”*

The proposed development is designed with the principal entrance to the building lobby and direct, convenient access from the public sidewalk along Larch Street. The main lobby will provide simple and safe connections on foot or bicycle to the planned Corso Italia O-Train station to the west, bus transit stops on frequent routes along Preston Street to the east and Gladstone Avenue to the south. The proposed building is designed to define and enhance the public realm along Larch Street through material breaks including well proportioned glazed surfaces and façade recesses that provide reference to the width and scale of abutting buildings. A single visitor parking space is provided at the rear of the building. Service entrances and temporary loading access is provided along the side and rear of the Subject Property and screened from view of Larch Street. To prioritize the use of transit, walking and cycling, no resident parking spaces are provided on the Subject Property. The proposed development is consistent with policies of the adopted Official Plan for Hubs within the Downtown Core Transect.

Figure 17. Adopted Official Plan Schedule C1 Excerpt



Section 6.1.2, Policy 1 of the adopted Official Plan states that:

*“1) Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.”*

The Subject Property is designated as a Protected Major Transit Station Area (PMTSA) on Schedule C1 of the adopted Official Plan (see Figure 17). The proposed development is an example of residential intensification that will contribute to increased density in proximity to transit.

Section 6.1.2, Policy 3 of the adopted Official Plan states that:

*“3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.”*

The proposed development of a low-rise residential apartment building is a permitted use in the Corso Italia PMTSA area.

Section 6.1.2, Policy 4 of the adopted Official Plan states that:

*“4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:”*

*a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than four-storeys with a minimum lot coverage of 70 per cent;*

The Subject Property is located within a 300 metre radius and 400 metre walking distance of the planned Corso Italia O-Train station. The proposed development of a three-storey residential apartment building is permitted. The Subject Property is located within the West Downtown Core Secondary Plan area. Policies of the West Downtown Core Secondary Plan may specify different minimum requirements for building height or lot coverage on the Subject Property.

### *3.5.2 Growth Management Framework*

Section 3 of the adopted Official Plan sets out policies to direct growth toward target areas for intensification. The majority of projected growth between 2018 and 2046 is directed within the urban boundary, representing 93% of all new development. 47% of the growth allocation is directed to take place within existing built-up areas inside the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 3.2, Policy 3 of the adopted Official Plan identifies “Hubs” as one of the target areas designated for residential intensification in the City of Ottawa.

The Subject Property is designated as a Hub and is located within the Downtown Core Transect on Schedule B2 of the adopted Official Plan. The Subject Property is located within a land use designation targeted for intensification. The proposed development of a low-rise residential apartment building on the Subject Property is consistent with the growth objectives of the adopted Official Plan.

Section 3.2, Policy 10 of the adopted Official Plan sets out residential density targets that apply to Hubs and states: *“The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors.”*

The Subject Property is designated as Hub in the adopted Official Plan. Policies of the adopted Official Plan establish a minimum residential density requirement of 250 dwellings per net hectare for proposed developments in the Corso Italia Hub area.

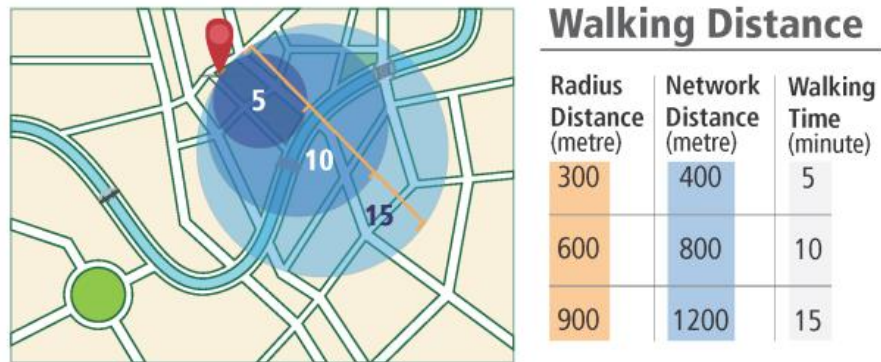
### *3.5.3 City-wide Policies*

Section 4 of the adopted Official Plan sets out city-wide policies to be considered where all new development is proposed.

Section 4.1.2, Policy 1 of the adopted Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

- “1) In general, this Plan equates a walking time of:
- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
  - b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
  - c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”

**Figure 18 – Adopted Official Plan Figure 11**



The Subject Property is located fully within 300 metres radius and within 400 metres network distance of the planned Corso Italia O-Train station. Transit stops along frequent bus route 85 are located south of the intersection of Larch Street and Preston Street and transit stops along frequent bus route 14 are located at the intersection of Preston Street and Gladstone Avenue. The proximity of the proposed development to a range of transit options in the immediate area represents a walking distance of 5 minutes or less for residents to access rapid transit and frequent street transit from their home (see Figure 18).

Section 4.6 of the adopted Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

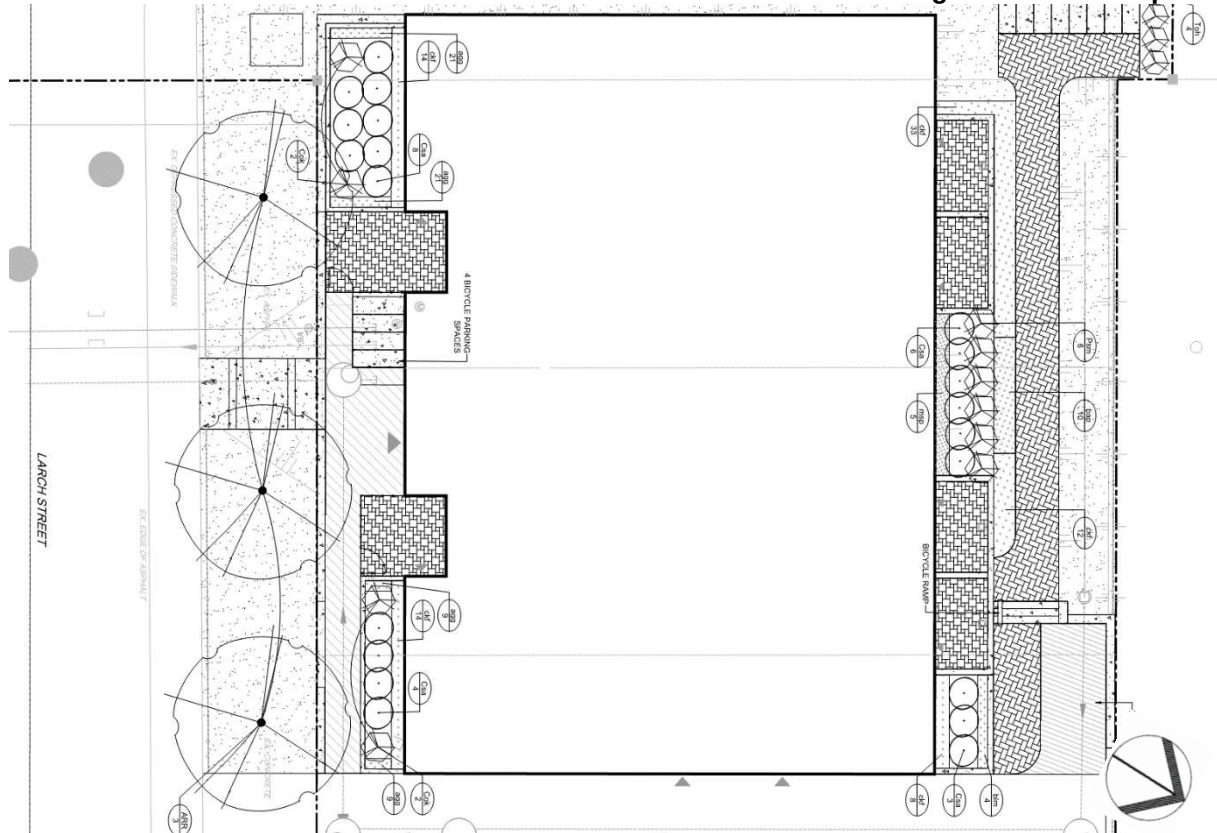
Section 4.6.5, Policy 2 of the adopted Official Plan states that:

*“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”*

The proposed development has been designed to frame Larch Street with an appropriate building setback, materials and façade articulation that defines building entrances and maintains the general low-rise character of the surrounding community. The main building entrance is provided off Larch Street to access the residential lobby from the sidewalk. Additional entrances to residential units through terraces in the front yard provide semi-private spaces facing Larch Street. Material breaks arranged vertically in the façade help the building to read as separate structures, improving the interface with the public realm. The building is adequately set back from the street.

The proposed development of a three-storey residential apartment building on the Subject Property is consistent with policies of the adopted Official Plan.

Figure 19: Landscape Plan



Section 4.6.5, Policy 3 of the adopted Official Plan states that:

*“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.”*

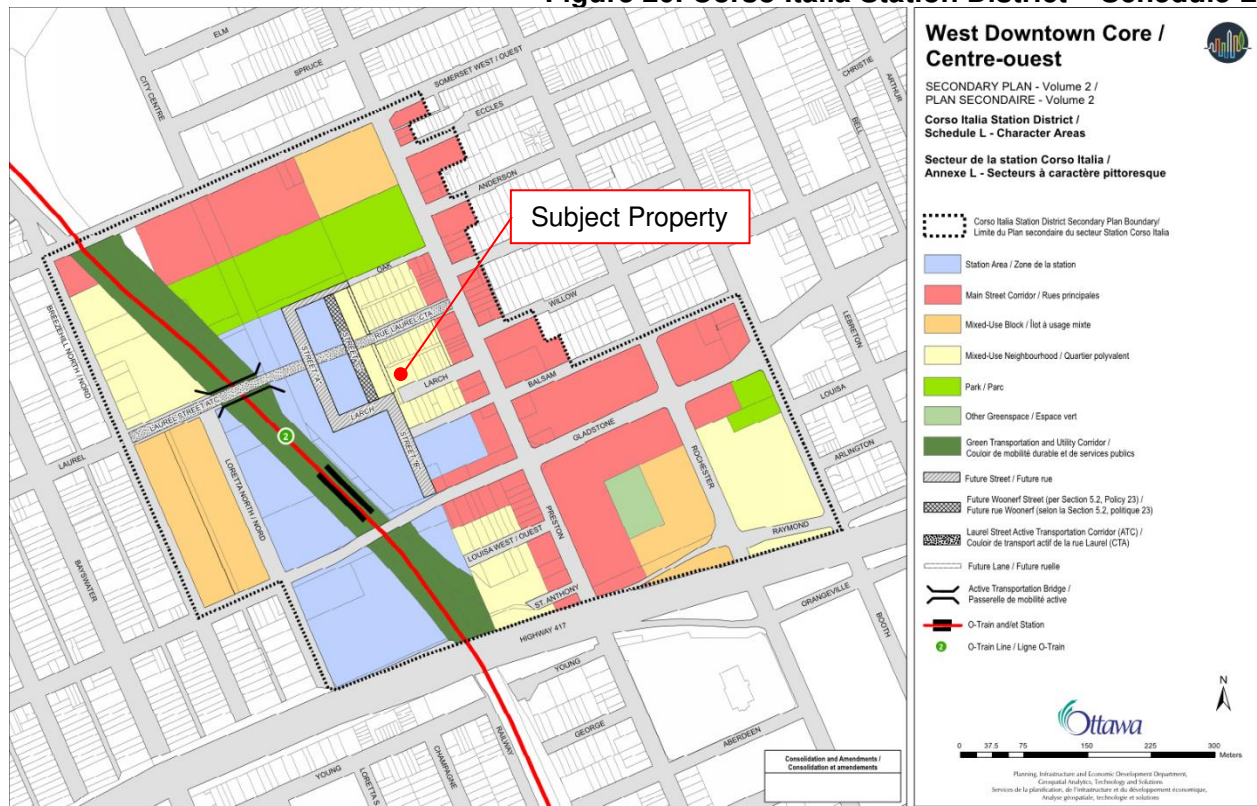
Direct pedestrian access to the Subject Property is provided from the principal building entrance to the public sidewalk along Larch Street. Grade level amenity space, including soft landscaping and trees is provided along Larch Street and in the rear yard for building residents (see Figure 19). Building visitors may access the Subject Property via automobile from a driveway off Larch Street. A parking area is located at the rear of the Subject Property and screened from view of the public realm along Larch Street. The proposed development has been designed with all mechanical equipment internal to building and on the rooftop. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property and is consistent with policies of the adopted Official Plan.

Section 4.6.6, Policy 6 of the adopted Official Plan states that: *“Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.*

The proposed development has been designed to compliment the existing low-rise scale of the surrounding community in accordance with policies of the adopted Official Plan for development within Hubs in the Downtown Core Transect. Soft landscaping is provided within the building setbacks in the front yard, rear yard and west side yard. There is a change in grade from the west property line that gently slopes down to the east. The principal building entrance is provided at the centre of the building via steps down from Larch Street. An accessible site access is provided at-grade from the east edge of the Subject Property off Larch Street. Semi-private terrace entrances to residential units are provided along Larch Street to improve the interface with the public realm. The building is designed to integrate with materials and architectural details that are common to the existing context such as stone and brick while also providing subtle contemporary additions to the façade design through use of visual breaks using large windows and panel siding to ensure future compatibility as the surrounding community matures.

*Please note that the policies of the adopted Official Plan are subject to modification by the Province of Ontario’s Ministry of Municipal Affairs and Housing.*

Figure 20. Corso Italia Station District – Schedule L



### 3.6 West Downtown Core Secondary Plan

The Subject Property is located in the Corso Italia Station District area in Chapter 3 of the adopted West Downtown Core Secondary Plan (“the adopted Secondary Plan”). The West Downtown Core Secondary Plan was adopted along with the new Official Plan by City Council on November 24, 2021. The Subject Property is designated “Mixed-Use Neighbourhood” on Schedule L of the adopted Secondary Plan (see Figure 20).

Section 4.1 of the adopted Secondary Plan establishes a range of policies with respect to Character Areas and Built Form in the Corso Italia Station District boundary.

Section 4.1, Policy 35 of the adopted Secondary Plan states that: *“Notwithstanding the provisions in Section 6.1.1 and 6.1.2 of Volume 1 of the Official Plan, low-rise residential and mixed-use development up to four storeys will be permitted in the Mixed-Use Neighbourhood.”*

Policies of the adopted Secondary Plan permit the proposed development of a three-storey residential apartment building on the Subject Property.

Section 4.1, Policy 36 of the adopted Secondary Plan states that: *“Developments in the Mixed-Use Neighbourhood are not subject to the minimum density targets established for the Corso Italia Designation in Section 3.2, Table 3a of the Official Plan.”*



Policies of the adopted Secondary Plan do not require the proposed development on the Subject Property to meet minimum density targets of the adopted Official Plan.

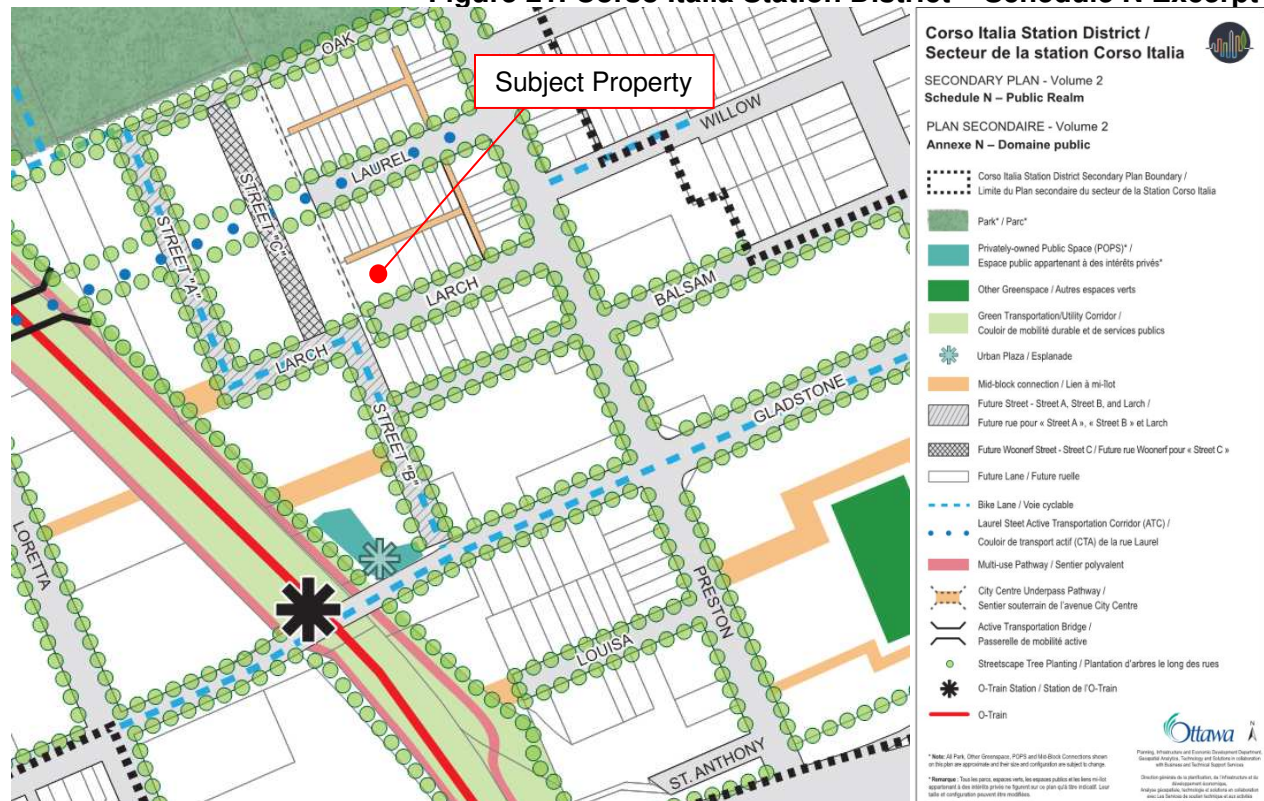
Section 4.1.3, Policy 37 of the adopted Secondary Plan states that: *“The City shall protect and enhance the built form character of Little Italy by encouraging infill development that is sympathetic to the historic built form character of the neighbourhood through the development review process.”*

The proposed development of a three-storey apartment building on the Subject Property has been designed to complement the existing pattern, scale and material characteristics of existing built form along Larch Street. Consideration of the broader neighbourhood has been incorporated into the design of the proposed development.

Section 4.1.3, Policy 39 of the adopted Secondary Plan states that: *“Development within the Mixed-Use Neighbourhood that is west of the established, low-rise buildings between Oak Street and Larch Street shall be designed with north-south private lanes. Access from those lanes to the existing, east-west public rear lanes shall be pedestrian only.”*

Consideration of pedestrian access to the broader neighbourhood, including connections to planned private lanes abutting the Subject Property to the west has been incorporated into the design of the proposed development (see Figure 21).

Figure 21. Corso Italia Station District – Schedule N Excerpt



Section 4.2 of the adopted Secondary Plan establishes policies with respect to General Built Form Criteria for all development projects located within the Corso Italia Station District boundary *“to achieve high quality architecture and urban design and to ensure compatibility and transition.”*

Section 4.2, Policy 1 of the adopted Secondary Plan states that *“All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections, and walkways.”* The proposed development has been designed with the primary entrance and building façade oriented to Larch Street.

Section 4.2, Policy 3 of the adopted Secondary Plan states that *“Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0m to 3.0m. Setbacks should only provide space for landscaping and tree plantings, patios, plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.”* The proposed development has been designed with an appropriate building setback from Larch Street and contains soft landscaping, plantings, pedestrian pathways and private terraces.

Section 4.2, Policy 4 of the adopted Secondary Plan states that *“All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.”*

Section 4.2, Policy 5 of the adopted Secondary Plan states that buildings should *“Locate front doors to face public streets and be directly accessible from the public sidewalk.”*

The proposed development has been designed with the primary entrance and building façade oriented to Larch Street. The front doors face Larch street and have direct access from the public sidewalk.

Section 4.2, Policy 6 of the adopted Secondary Plan states that *“Ground floor residential dwelling units must include at least one active entrance facing a public street.”* The proposed development has been designed with active entrances to both residential dwelling units facing Larch Street.

Section 4.2, Policy 7 of the adopted Secondary Plan states that *“New private approaches and garages on facades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.”*

Section 4.2, Policy 8 of the adopted Secondary Plan states that *“All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.”*

The proposed development is designed to improve upon the existing built form and front yard parking condition on the Subject Property by replacing the existing parking spaces with a continuous built form edge abutting Larch Street. A single vehicle access point is provided along the east property line for service and visitor parking.

Section 4.2, Policy 9 of the adopted Secondary Plan states that *“Ground-oriented units should consider a design that allows the future use of those units to be adapted to provide live-work or neighbourhood-commercial uses.”* The proposed development has been designed with ground-oriented units with direct access to Larch Street that could be adapted to local commercial or live-work configurations in the future.

Section 4.2, Policy 10 of the adopted Secondary Plan states that *“Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.”* The low-rise character of the proposed development is not anticipated to contribute any undue or adverse impacts on the surrounding community.

Section 4.2, Policy 11 of the adopted Secondary Plan states that *“Loading and garbage facilities are to be primarily located underground, within a building podium, or screened from view from public streets.”* A single vehicle and service access point to the Subject Property is provided along the east property line with parking, loading and garbage facilities screened from Larch Street.

Section 5.0 of the adopted Secondary Plan establishes policies with respect to Public Realm and Mobility for all development projects located within the Corso Italia Station District boundary.

Section 5.1, Policy 1 of the adopted Secondary Plan states that a key objective is to *“Plan and design all new development with a premise of sustainable transportation (foot, bike, transit) having absolute precedence on how streets, paths and other linkages are designed.”*

Section 5.2, Policy 27 of the adopted Secondary Plan states that *“The existing Larch Street shall remain a dead-end to motor vehicles, however, an active transportation extension of Larch Street shall be created to intersect with Street B, as shown on Schedule A. West of the landscaped dead-end at the existing Larch Street, a segment to new Larch Street will extend west and provide motor vehicle circulation to Streets A and B.”*

The proposed development has been designed without residential parking on the basis of supporting transit and active transportation as the primary mode of travel for building residents and visitors.

Section 5.5 of the adopted Secondary Plan establishes policies with respect to Parking and Servicing within the Corso Italia Station District boundary.

Section 5.5, Policy 4 of the adopted Secondary Plan provides direction for bicycle parking and states that *“Short term parking facilities shall be provided, primarily for ease of coming and going, and facilitating visitors. They may be provided by a paved outdoor area near building entrances with a bike parking lot, the size dependent on the number of dwelling units.”* The proposed development provides five bicycle parking spaces near the main entrance along Larch Street and eight additional bicycle parking spaces in the rear yard.

Section 5.5, Policy 13 of the adopted Secondary Plan states that *“All on-site parking, storage, and logistical functions such as solid waste management and removal, should occur within the building, underground, or in a well-designed area that is visually screened and where noises are well-mitigated from the general public and on-site or neighbouring residential use. Individual loading or garbage truck bays at grade that are not designed this way will not be permitted.”* A single vehicle and service access point to the Subject Property is provided along the east property line with parking, loading and garbage facilities screened from Larch Street. The design of logistical functions for the proposed development is not anticipated to contribute any undue or adverse noise or visual impacts on the surrounding community.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the adopted City of Ottawa Official Plan.**

## 4.0 DESIGN BRIEF

Section 4.11 of the in-force Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale. Several policies within Section 4.11 are not relevant to the Subject Property. This Design Brief has been scoped to reflect the relevant sections accordingly. A brief explanation of the sections not reviewed as part of this brief are provided below:

Discussion of Views relates to high-rise buildings and protecting the views of the Parliament Buildings. Policies on Views do not apply to the proposed development. The in-force Official Plan policies on High-rise Buildings and Public Art do not apply to the proposed development. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

### 4.1.1 Building Design

Section 4.11 of the Official Plan under “Building Design” states: *“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.”*

The following section provides a review of each relevant policy regarding Building Design and provides design justification in support of the development of a low-rise apartment building on the Subject Property.

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*
  - a. *Setbacks, heights and transition;*
  - b. *Façade and roofline articulation;*
  - c. *Colours and materials;*
  - d. *Architectural elements, including windows, doors and projections;*
  - e. *Pre- and post-construction grades on site; and  
Incorporating elements and details of common characteristics of the area.*

Figure 22. View from Larch Street looking north



Larch Street is anticipated to experience a transition to higher density built form to the west of the Subject Property from existing low-rise, multi-unit residential dwellings to the north, east and south. The proposed three-storey apartment building is designed to complement the former light industrial character of the neighbourhood and existing buildings to the east and to provide an appropriate scale in transition to planned higher density, high-rise development surrounding the planned Corso Italia O-Train station to the west. The proposed three-storey apartment building is designed to complement existing buildings abutting the Subject Property by referencing their width and scale in the façade through use of strong vertical divides using indentation together with a variation of materials changes and horizontal divisions provided by a stone base and transitioning to brick with trim above. The proposed development responds to the existing and planned scale envisioned for the surrounding context through an appropriate building setback and façade design along the Larch Street frontage that frames the street, improves pedestrian access and interfaces well with the public realm (see Figure 21). The proposed three-storey building provides an appropriate scale of development that is compatible with existing low-rise buildings to the north, east and south of the Subject Property.

The proposed building materials facing Larch Street primarily comprise a grey stone base and red/brown brick that are appropriate for the existing neighbourhood context. A contemporary rhythm of windows, banding, brick and concrete details are contrasted and complemented by a more contemporary use of metal panel cladding and larger windows with mullion patterning. A darker palette of metal panel cladding is set within recessed portions of the façade and is designed to break up the massing and align with the scale and width of existing low-rise buildings in the area.

The proposed development establishes a transit-supportive level of density within walking distance of the planned Corso Italia O-Train station and transit stops along the frequent transit network on Preston Street and at the intersection of Preston Street and Gladstone Avenue. The proposed development will fit within the existing and planned residential context surrounding the

Subject Property. The proposed development of a low-rise apartment on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

6. *The City will require that all applications for new development:*
  - a. *Orient the principal façade and entrance(s) of main building(s) to the street.*
  - b. *Include windows on the building elevations that are adjacent to public spaces;*
  - c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

The proposed development is designed with the principal building façade and main building entrance oriented to Larch Street. The principal façade comprises a high-quality material treatment where the building interfaces with abutting properties and toward the public realm. The proposed building provides a well-articulated combination of traditional materials such as stone, brick and mullion patterned windows along the principal façade to complement the former industrial character of the area and fit with existing built form surrounding the Subject Property. Strategically placed recesses containing more contemporary materials such as metal panel cladding in a darker palette are used to accent building entrances and grade level amenity spaces, create visual breaks in the façade along Larch Street and achieve a design aesthetic that is compatible with existing characteristics of the surrounding community.

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

Direct pedestrian connections are provided from the principal building entrance to the public sidewalk along Larch Street. A single vehicular entrance is provided off Larch Street leading to a screened visitors parking space at the rear of the building and incorporates access to all service entrances, garbage facilities and loading space for tenant move-in purposes. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property.

#### 4.1.2 Massing and Scale

Section 4.11 of the Official Plan under “Massing and Scale” states: “*Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.*”

The following section provides a review of each relevant policy related to Massing and Scale and provides design justification in support of the proposed development of a low-rise apartment building on the Subject Property.

10. “Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:
- a. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
  - b. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
  - c. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*
12. “Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.”

The proposed development is designed to provide an appropriate transition in building scale and height along the Larch Street frontage and the surrounding community to the north, east and south. The lands immediately abutting the Subject Property to the west along Larch Street are designated for future mid to high-rise intensification in proximity to the Corso Italia O-Train station. To the north, east and south along Larch Street are existing low-rise residential buildings. The proposed development of a three-storey apartment building has regard for the scale, massing and building materials that are desirable characteristics of the existing community context and represents appropriate intensification of the Subject Property.

The proposed development on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

#### 4.1.3 Outdoor Amenity Areas

Section 4.11 of the in-force Official Plan under “Outdoor Amenity Areas” states: *“Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.”*

Policy 20 of Section 4.11 of the in-force Official Plan states that: “Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private

*amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.”*

The proposed development includes both private and communal outdoor amenity spaces (see Figure 19). Grade level residential units along the Larch Street frontage have access to semi-private front terraces accessed from street level and upper units have access to private balconies. Rear facing dwelling units also have access to private terraces and balconies. Communal amenity spaces are provided for residents at grade level along Larch Street and at the rear of the proposed building. The proposed development is consistent with urban design policies of the in-force Official Plan for outdoor amenity areas on the Subject Property.

#### 4.1.4 Design Priority Areas

Section 4.11 of the in-force Official Plan under “Design Priority Areas” states: *“Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.”*

The following section provides a review of each relevant policy related to Design Priority Areas and provides design justification in support of the proposed development of a three-storey apartment building on the Subject Property.

22. *“The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:*
- a. *Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;*
  - b. *Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;*
  - c. *Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;*
  - d. *Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;*
  - e. *Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;*
  - f. *Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and*
  - g. *Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.”*

The architectural expression of the building is thoughtfully designed to establish the importance of this location as a point of transition in height and density from the planned community to the west



and a point of entry to the Corso Italia Station District from the east. To fit well within the existing and planned context, the proposed low-rise development uses a complementary set of building materials arranged horizontally with vertical breaks to establish a distinctive rhythm in the building façade that transitions between materials horizontally from west to east along Larch Street. The use of recessed balconies along with material and colour transitions help to articulate the façade, create visual interest and establish a subtle perception of separate buildings from Larch street. The materials selected for the proposed development may be refined through the site plan application process. Materials selected will be high quality and consist of stone, brick and metal panels (light grey and charcoal), as well as brick masonry. The building design is well-articulated through the use of various materials, colours, textures, recesses and projections arranged to break up long facades and create visual interest from the public realm.

23. *“The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:*
- a. weather protection elements, (e.g. colonnades, and awnings);*
  - b. shade trees, median planting and treatments and other landscaping;*
  - c. wider sidewalks and enhanced pedestrian surfaces;*
  - d. coordinated furnishings and utilities, transit stops, and decorative lighting; and*
  - e. memorials and public art commissioned for the location.”*

The proposed three-storey apartment building has been designed to frame the public realm parallel to Larch Street and creates an active street frontage at grade level to enhance the daily pedestrian experience moving through or around the Subject Property. The treatment of the building entrances at grade level is well-glazed to establish a connection and passive surveillance between the building lobby, semi-private residential spaces and the Larch Street frontage. The ground level public entrance and building lobby provides a transitional area between the public and private realms that is also protected from weather elements by a proposed canopy.

**The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the in-force City of Ottawa Official Plan.**

## **5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250**

The Subject Property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 – Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*

- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced:

The provisions of the R4UB zone permit development of a low-rise residential apartment dwelling with a maximum of 12 dwelling units on the Subject Property. Section 161, Section 162, Table 162A and Table 162B set out the performance standards for the Residential Fourth Density, Subzone UB zone. The Subject Property is located within the Greenbelt. Provisions of Section 139 and Section 144 of the Zoning By-law apply to all low-rise residential developments located within the Greenbelt (see Figure 23).

A low-rise apartment building containing 26 residential units is proposed on the Subject Property.

The proposed zoning will incorporate the required relief from the zoning provisions for an increase to the maximum permitted number of dwelling units, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required interior side yard setback along the west property line and an increase to the maximum permitted building height. A summary of the relief requested is highlighted in orange on the Zoning Review Table (see Figure 23).

The proposed low-rise apartment building conforms with all other zoning provisions of Section 139, Section 144, Section 162, Table 162A and Table 162B including lot width, maximum building height, and minimum landscape area. The proposed development is designed to conform with the Residential Infill performance standards of Section 161 including the required minimum number of principal entrances, minimum required percentage of fenestration and minimum required percentage of recessed façade area to improve the building interface with the public realm along Larch Street.

Section 101 (2) of the Zoning By-law (Area “Z” – Schedule 1A) does not require off-street motor vehicle parking. No off-street parking spaces are required for the proposed development. Section 102, Table 102, Column II of the Zoning By-law (Area “Z” – Schedule 1A) sets a minimum visitor parking space rate of 0.1 spaces per dwelling unit after the first 12 units. 1 parking space is required for visitor parking.

Section 111, Table 111A, Row (b) of the Zoning By-law sets out minimum bicycle parking space rates for the proposed development. A rate of 0.5 bicycle parking spaces per dwelling unit is required for residential uses. The minimum number of bicycle parking spaces required for the proposed residential use is 13 spaces.

5 bicycle parking spaces are provided within the front yard and 8 bicycle parking spaces are provided in the rear yard. A total of 13 bicycle parking spaces are provided on the Subject Property.

Figure 23: Zoning Review Table

<b>ZONING PROVISIONS: R4-UB, Low Rise Apartment (Max. 12 units) City of Ottawa By-Law 2008 -250</b>		
	<b>Required</b>	<b>Provided</b>
Maximum Number of Units	12	26
Minimum Lot Width (m)	15.0 m	33.82 m
Part 6, Table 162A, Subzone R4-UB, Column IV		
Maximum Lot Width (m)	38.0 m	33.82 m
Part 6, Table 162B, Endnote 11		
Minimum Lot Area (m <sup>2</sup> )	450 m <sup>2</sup>	±858m <sup>2</sup>
Part 6, Table 162A, Subzone R4-UB, Column V		
Maximum Lot Area (m <sup>2</sup> )	1,070 m <sup>2</sup>	±858m <sup>2</sup>
Part 6, Table 162B, Endnote 12		
*Minimum Front Yard (m)	4.5 m	3.05m
Part 6, Table 162A, Subzone R4-UB, Column VII		
*Minimum Rear Yard (m)	30% of lot depth	8.19 m
Part 5, Sec. 144 (3)(a)(ii) - Table 144A, Row iii, Columns I,II	(32.61m x 30%) = 9.78m	
		* (min. 25% of total lot area 858m <sup>2</sup> x 25%) = 214m <sup>2</sup>
		198.7m <sup>2</sup>
*Minimum Interior Side Yard (m)	1.5 m	1.22m / 3.37m
Part 6, Table 162A, Subzone R4-UB, Column X		
Maximum Height (m)	11.0 m	11.4 m
Part 6, Table 162A, Subzone R4-UB, Column VI		
*Required Landscape Area		
Total Landscape Area: Section 161 (8)	min. 30% of total lot area	(± 265.89m <sup>2</sup> / 858m <sup>2</sup> ) = ± 31.0%
Front Yard Soft Landscape Area: Section 161 (15)(d) - Table 161	min. 40% of front yard	(± 49.58m <sup>2</sup> / 109m <sup>2</sup> ) = ± 46.0%
Rear Yard Landscape Area: Section 161 (15)(b)(iii),(iv) & (c)	min. 50% of the rear yard	(± 105.58m <sup>2</sup> / 198.5m <sup>2</sup> ) = ± 51.0%
<b>Parking Requirements</b>		
	<b>Required</b>	<b>Provided</b>
Minimum Parking Spaces	-	-
Part 4, Sec 101 (2) - Schedule 1A: Area "Z" Near Major Transit Station (No off-street parking required)		
Minimum Visitor Parking Spaces (Table 102, Row I, Column II) - 0.1 spaces / dwelling unit	1	1
(Part 4, Sec. 102 (1),(2) and (3) - Schedule 1A: Area "Z"		
<b>TOTAL</b>	1	1
Minimum Bicycle Parking Spaces		
Part 4, Sec 111 (1) - Table 111A, Row (b)(i), Columns I,II (0.5 spaces/du) - (26 x 0.5) = 13	13	13
<b>TOTAL</b>	13	13

\*NOTE: All measurements taken using Bluebeam Revu based on Architectural Plans provided by Hobin Architecture Inc. and should be considered approximate values

The proposed Minor Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property and will maintain the intent and purpose of the City of Ottawa Zoning By-law 2008-250.

## 6.0 PROPOSED ZONING BY-LAW AMENDMENT

The provisions of the R4UB zone permit a maximum of 12 units for a low-rise apartment dwelling. The proposed development will provide a total of 26 dwelling units. Relief from the zoning provision is required to increase the permitted number of dwelling units by 14 to facilitate the proposed development. The Subject Property is located within 300 metres radius of the planned Corso Italia O-Train station and the Preston Street corridor. The Subject Property is located within an appropriate area for increased residential densities that support the use of active transportation and public transit. The Subject Property has a greater lot width and lot area than surrounding properties to the north and east. The Subject Property has adequate lot area to accommodate a larger building footprint and increased residential density in proximity to the planned high-density,

mixed-use community to the west. The proposed development of a low-rise apartment building on the Subject Property containing a greater number of dwelling units than permitted by provisions of the Zoning By-law is appropriate for this location.

The provisions of the R4UB zone require a minimum front yard setback of 4.5 metres. The property located immediately to the west is vacant. It is not possible to reference buildings to the west and establish an average front yard setback based on provisions of Section 144 (1)(a) and (c) of the Zoning By-law. The property located immediately to the east along Larch Street has an existing front yard setback of approximately 3.0 metres. The proposed development has been designed to be consistent with the front yard setback of the existing property to the east. The proposed zoning amendment will permit a reduction to the required front yard setback to reflect the importance of providing direct pedestrian access to the sidewalk in proximity to planned high density, transit and pedestrian-oriented developments to the west of the Subject Property. A development proposing a front yard setback of 3.05 metres is appropriate for the proposed development on the Subject Property.

The provisions of the Section 144, Table 144A Row (iii) require a minimum rear yard setback of 30% of the lot depth. Based on the irregular shape of the lot boundary, the lot depth of the Subject Property is 32.61 metres. Calculation of the rear yard setback on the Subject Property results in a requirement that is greater than typical rear yard setbacks on abutting properties to the north and east. Where the typical lot depth of abutting properties is applied, a rear yard setback of 8.26 metres would be required by provisions of the Zoning By-law for the Subject Property. The proposed rear yard setback abutting the public lane is 6.24 metres. The public lane abutting the rear yard is 3.66 metres wide. A total separation distance of 9.9 metres from the proposed building to property lines will provide appropriate separation from any development on properties located to the north. A reduction to the required rear yard setback is appropriate for the proposed development on the Subject Property.

The provisions of the Section 144 (3)(a) require the rear yard to comprise 25% of the total lot area. The irregular lot shape results in an increase to the total lot area on the Subject Property. The larger total lot area contributes to a required rear yard area greater than is typical of surrounding properties located to the north and east. Relief from the zoning provision is required to decrease the minimum required rear yard area by 2% to 23% to facilitate the proposed development. A 2% reduction to the required rear yard area is a minor reduction from the zoning provisions. Outdoor amenity space is provided for residents in the front yard of the proposed development. Public amenity areas are located within walking distance of the Subject Property with the Trillium pathway located to the west, Plouffe Park to the north and within a planned urban plaza adjacent to the Corso Italia O-train station. A reduced rear yard area is appropriate for the proposed development on the Subject Property.

The provisions of the R4UB zone require a minimum interior side yard setback of 1.5 metres. Several properties located immediately to the north and east along Larch Street have an existing interior side yard setback that is less than permitted by provisions of the Zoning By-law. Relief from the zoning provision is required to decrease the minimum required interior side yard setback on the west property line by 0.28 metres to 1.22 metres to facilitate the proposed development. A planned private lane is proposed to abut the west property line and will provide additional separation from the proposed low-rise building to future developments located immediately to the west. The primary access to the rear yard is provided along the east side of the Subject Property. A minor reduction to the required interior side yard setback along the west property line will not

result in issues for residents accessing the rear yard. A reduced interior side yard along the west property line is appropriate for the proposed development on the Subject Property.

The provisions of the R4UB zone permit a maximum building height of 11.0 metres for a low-rise apartment dwelling. The proposed development will provide a building height of 11.40 metres. Relief from the zoning provision is required to increase the permitted building height by 0.40 metres to facilitate the proposed development. A 0.40 metre increase to the maximum permitted building height is a minor increase from the zoning provision. The Subject Property has a grade change that slopes down from the west to the east property line. Based on the change in grade, a minor increase to the total building height is required to accommodate pedestrian access to building entrances off Larch Street. The Subject Property is located within 300 metres radius of the planned Corso Italia O-Train station and the Preston Street corridor. The Subject Property is located within an appropriate area for increased building heights at a low-rise scale that support the use of active transportation and public transit. The increased building height will provide a built form transition in proximity to the planned high-density, mixed-use community to the west and to existing properties to the east along Larch Street. The proposed development of a low-rise apartment building with a total building height greater than permitted by provisions of the Zoning By-law is appropriate for this location.

To facilitate the proposed development of a low-rise apartment building on the Subject Property, this application requests a site-specific amendment to incorporate the required relief from the zoning provisions for an increase to the maximum permitted number of dwelling units, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required interior side yard setback along the west property line and an increase to the maximum permitted building height as highlighted in orange on the Zoning Review Table (see Figure 23). The site-specific amendment will result in development of a low-rise residential apartment building that is located with direct access and opportunities for residents to increase use of transit and active transportation infrastructure. The proposed development is within proximity to restaurants, shops, parks and outdoor amenity areas for residents. The requested relief from provisions of the R4UB zone is appropriate to facilitate the proposed development of a low-rise apartment building on the Subject Property.

## **7.0 PUBLIC CONSULTATION STRATEGY**

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. Full details are available under 'Community and Neighbourhood Notification' on the City's website. Neighbours will have the opportunity to comment on the proposal via the notification requirements.

An Information Meeting is expected to be held to discuss the proposed development with the community. This meeting will be coordinated with the Councillor's office immediately following filing of the application. A second meeting will be held if deemed necessary.

## **8.0 CONCLUSION**

This Planning Rationale has been prepared in support of Minor Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a low-rise apartment building on the Subject Property. The Subject Property is designated Mixed Use Centre on Schedule B of the in-force City of Ottawa Official Plan. The Subject Property is designated “Mixed-Use Neighbourhood” on Schedule A of the in-force Corso Italia Station District Secondary Plan. The Subject Property is designated Hub and Evolving Neighbourhood Overlay in the Downtown Core Transect of the adopted City of Ottawa Official Plan (November 2021). The Subject Property is designated Mixed-Use Neighbourhood in the Corso Italia Station District on Schedule L of the adopted West Downtown Core Secondary Plan. The property is zoned Residential Fourth Density, Subzone UB (R4UB) in the City of Ottawa’s Zoning By-law 2008-250.

The purpose of this application is to facilitate the proposed development of a low-rise residential apartment building through establishing site-specific zoning provisions for the Subject Property including an increase to the maximum permitted number of dwelling units, a decrease to the minimum required front yard setback, a decrease to minimum required rear yard setback, a decrease to the minimum required rear yard area, a decrease to the minimum required interior side yard setback along the west property line and an increase to the maximum permitted building height. Approval of the proposed development will permit a total of 26 residential dwelling units. A total of 1 visitor parking space and 13 bicycle parking spaces are proposed on the Subject Property.

The proposed low-rise development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The proposed Minor Zoning By-law Amendment and Site Plan Control applications will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

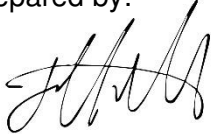
The proposed development is consistent with policies of the City of Ottawa’s in-force Official Plan and adopted City of Ottawa Official Plan. This Planning Rationale demonstrates the proposed development is consistent with the intent and policies of the Mixed Use Centre designation of the in-force Official Plan and the Mixed-Use Neighbourhood designation of the in-force Corso Italia Station District Secondary Plan. The proposed development is consistent with the intent and policies of the the Hub designation within the Downtown Core Transect of the adopted Official Plan and the Mixed-Use Neighbourhood designation in the Corso Italia Station District of the adopted West Downtown Core Secondary Plan and is compatible with surrounding land uses. Site specific zoning is proposed for the Subject Property to bring the proposed development into conformity with the City of Ottawa Zoning By-law.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the Subject Property and represent good land use planning.

Yours Truly,

**NOVATECH**

Prepared by:



Jeffrey Kelly, MCIP, RPP  
Project Planner

Reviewed by:

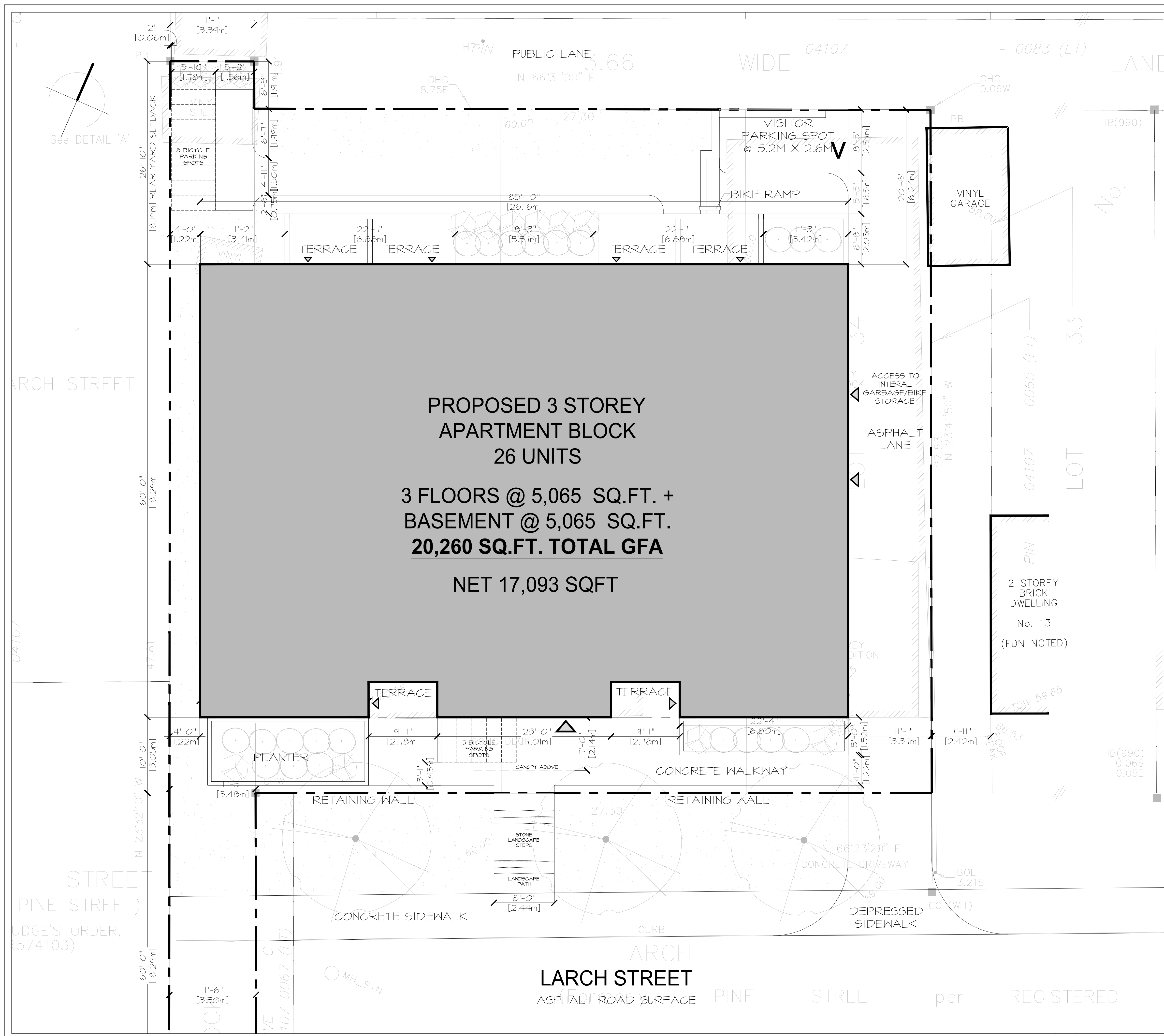


Murray Chown, MCIP, RPP  
Director | Planning & Development

Appendix A:

Site Plan





**SITE DATA**

**SITE STATISTICS (NUMBER OF UNITS & GROSS BUILDING AREA)**

15 LARCH	26 UNITS	1,882.2m <sup>2</sup>
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**LOT COVERAGE**

TOTAL LOT AREA:	918m <sup>2</sup>
TOTAL GROSS BUILDING AREA:	470.6m <sup>2</sup>
TOTAL LOT COVERAGE	51.26%

**AMENITY AREA**

TERRACES + PRIVATE BALCONIES	134m <sup>2</sup>
INTERIOR LOBBY	36.6m <sup>2</sup>
EXTERIOR LANDSCAPING	165.6m <sup>2</sup>
<b>TOTAL AREA:</b>	<b>336.2m<sup>2</sup></b>

**SURVEY INFORMATION**

JD BARNES LTD.  
62 STEAGIE DRIVE, SUITE 103, KANATA, ON  
K2K 2A9, CANADA

CONTACT:  
GEORGE ZERVOS  
613-254-8654

SURVEYOR'S REAL PROPERTY REPORT  
PART 1 - PLAN SHOWING  
PART OF BLOCK 122  
REGISTERED PLAN No.13,  
LOTS 35 AND 36 AND  
PART OF LOT 34  
REGISTERED PLAN No. 82974  
CITY OF OTTAWA

**SITE STATISTICS**

ZONING PROVISIONS: R4-UB - RESIDENTIAL FOURTH DENSITY ZONE

DWELLING TYPE: LOW RISE APARTMENT BLDGS.	REQUIRED	PROPOSED
MAXIMUM NUMBER OF UNITS	12	26
MINIMUM LOT WIDTH (m)	15.0m	30.71m
MINIMUM LOT AREA (m <sup>2</sup> )	450m <sup>2</sup>	~856m <sup>2</sup>
MINIMUM FRONT YARD (m)	4.5m	3.05m
MINIMUM REAR YARD (m)	8.26m	8.19m
MINIMUM REAR YARD AREA (m <sup>2</sup> )	214m <sup>2</sup>	148.7m <sup>2</sup>
MINIMUM INTERIOR SIDE YARD (m)	1.5m	1.22m
MAXIMUM BUILDING HEIGHT (m)	11m	11.40m

**PARKING REQUIREMENTS - RESIDENTS**

(PARKING PROVISIONS 2008-250 SECTION 106)

RESIDENTS REQUIRE	PROVIDED
0 RESIDENT SPACES	2 RESIDENT SPACES
1 VISITOR PARKING SPACE	1 VISITOR PARKING SPACE 1 @ 2.6m x 5.2m
1 SPACE	1 TOTAL
BICYCLE 0.5 x 26 UNITS = 13 SPACES	BICYCLE 14 OUTDOOR SPACES @ .5m x 1.8m

**LOCATION MAP** N.T.S.

**ROCAHOMES**

**HOBIN ARCHITECTURE**

project title  
LARCH APARTMENTS  
15 LARCH ST. OTTAWA, ONTARIO

drawing title  
**SITE PLAN**

drawn HL	date FEB 2022	scale AS NOTED
project 2024		drawing no. SP-1
drawing no. SP-1		revision no. #XXXXX

ONTARIO ASSOCIATION OF ARCHITECTS  
LARRY J. HOBIN  
LICENCE 3049

**Owner**  
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24 George St W  
Ottawa ON  
K1S 3J2  
Attention: Domenic Idone

**Architect/Agent**  
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Attention: Hugo Latreille

**Planning**  
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Attention: Murray Chown

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Attention: Miroslav Savic

**Geotechnical**  
PatersonGroup  
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Ottawa, ON  
K2E 7J5  
Attention: Maha Saleh

no.	date	revision
1	2022-02-22	ISSUED FOR SITE PLAN CONTROL

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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