



15 (17) des Oblats Avenue

Planning Rationale Addendum
Zoning By-law Amendment + Site Plan Control
March 29, 2023

Prepared for Forum/Smart Living Properties

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Forum Asset Management and Smart Living Properties (“Forum/SLP”) to prepare this Planning Rationale Addendum in response to the first round of technical circulation comments from the City of Ottawa as it relates to concurrent Zoning By-law Amendment and Site Plan Control applications to facilitate a residential retrofit of the existing convent and a four (4) storey residential addition.

This document is an addendum to the Planning Rationale that was submitted with the Zoning By-law Amendment and Site Plan Control applications (D02-02-22-0083 & D07-12-22-0124) for 15 (17) des Oblats Avenue. The applications were accepted and deemed completed on August 30, 2022 by the City of Ottawa. Since being deemed complete, Forum/SLP and the project team have received one round of technical circulation comments from the City. Additional section drawings of the proposed development and clarification of the proposed zoning for the property have been requested, warranting this addendum. The following addendum is intended to provide additional section drawings and a zoning table with requested amendments. The proposed zoning schedule and by-law will be provided under separate cover to the City as the zoning details are finalized.

The Planning Rationale that was originally submitted, dated August 23, 2022 has been included in this resubmission as a stand alone document with the page numbers updated. This addendum should be read in conjunction with the August 2022 Planning Rationale. All opinions and findings of the original report remain valid.

2.0 Section Drawings

Through the first round of technical circulation comments, the City has requested that additional section drawings be provided to show the design and grading relationship between the building and two public streets (Springhurst Avenue and Oblats Avenue). In addition to these sections, additional sections of the proposed pathway/mid-block connection have been requested.

Figure 1, below, provides a section view of the existing building on site and the proposed landscaping of the front yard along Oblats Avenue. The section provides a view of both the entrance and the basement. The front yard along Oblats Avenue is proposed to be landscaped with new deciduous trees and shrubs/perennials/ornamental grasses, as well as new sod (Figure 2). West of the entrance to the building will be outdoor bicycle parking, which may be used for short term visitors who do not have a bicycle parking space indoors. In addition to the bicycle parking racks, benches will be provided within the front yard to create an informal space for residents and the public. These seating options contribute to animating the street frontage and public realm along Oblats Avenue.

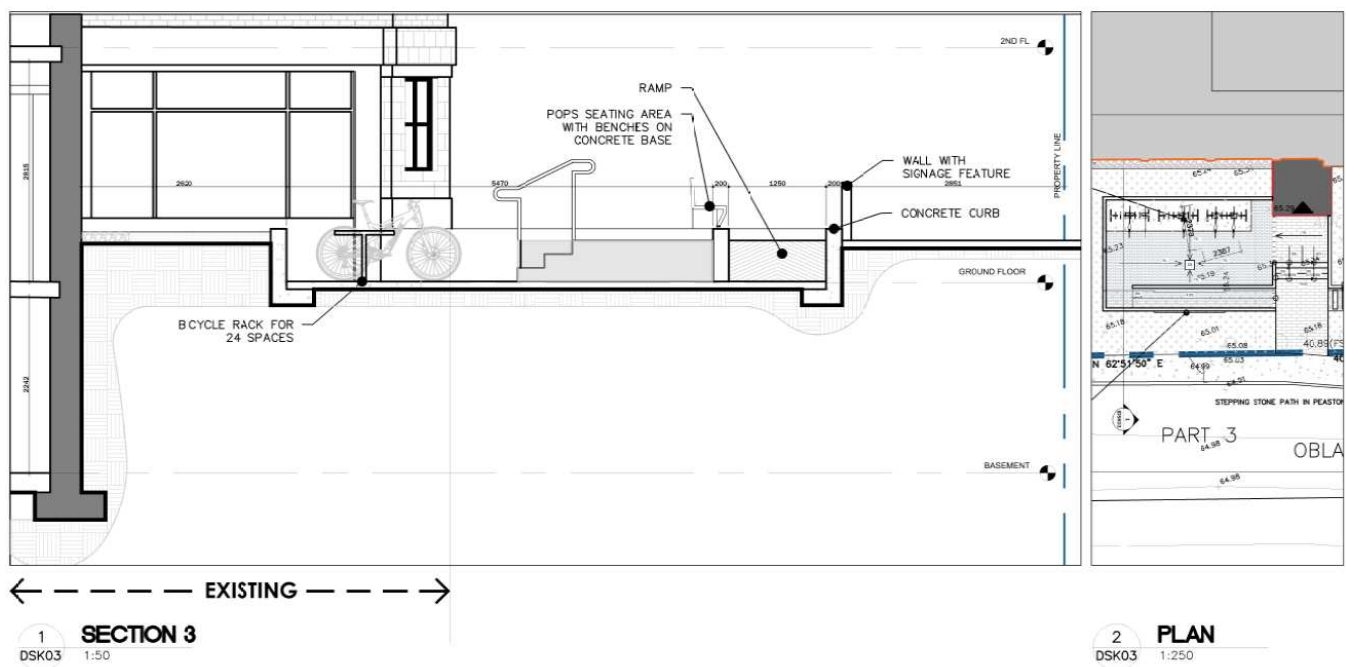


Figure 1. Section drawing through the basement and entrance over Oblats Avenue

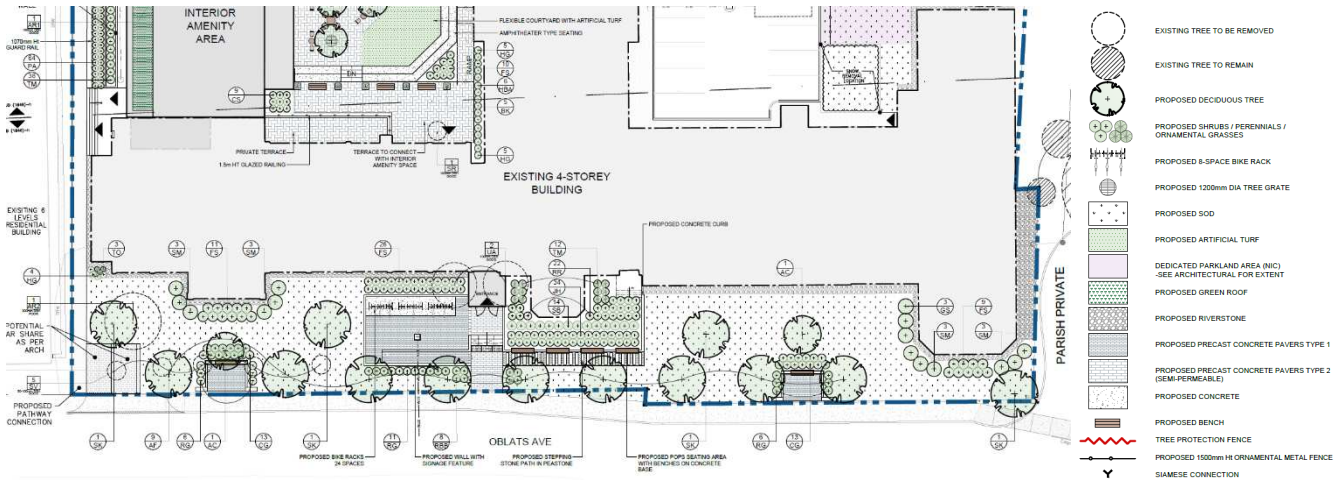


Figure 2. Extract of the Landscape Plan, highlighting the proposed landscaping along Oblats Avenue

Figure 3, below, provides a section view of the proposed addition through the basement to Springhurst Avenue. As shown on the section drawing, window wells are proposed for the basement units, at a depth of 0.22 metres and width of 0.55 metres. There is a slight grade change between the proposed addition and the existing sidewalk, and approximately 1.1 metres of space between the existing sidewalk and the property line of the subject property. As shown in Figure 4, a continuous row of trees, as well as shrubs/perennials/ornamental grasses are proposed along the Springhurst Avenue frontage.

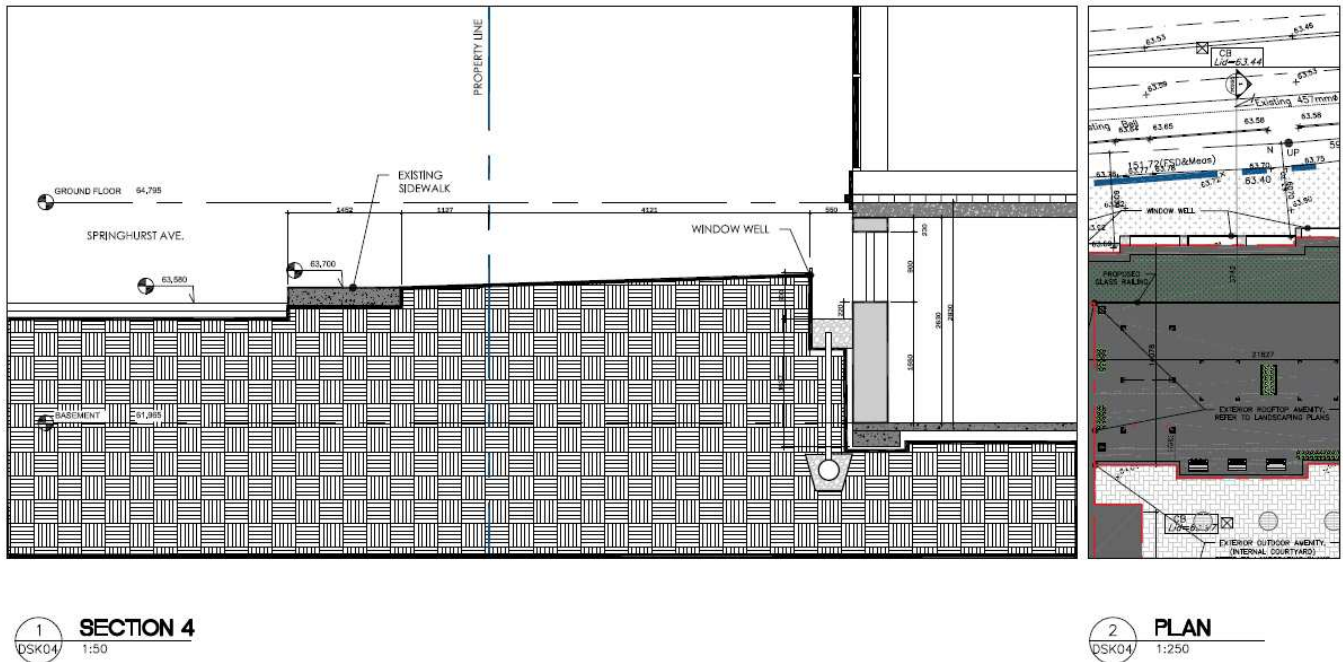


Figure 3. Section drawing through the proposed addition (basement) over Springhurst Avenue

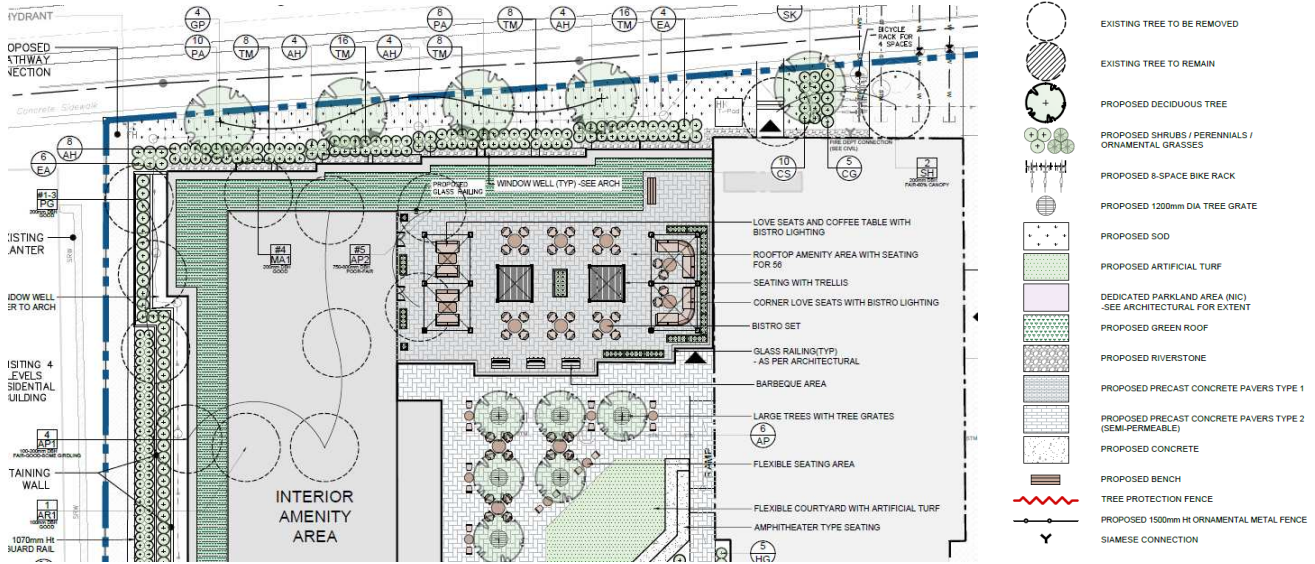


Figure 4. Extract of the Landscape Plan, highlighting the proposed landscaping along Oblats Avenue

Figure 5 and Figure 6 are additional section drawings of the proposed pathway/mid-block connection along the west side of the subject property. As noted in the section drawings, the proposed pathway will be located immediately abutting the property line. The pathway will be 1.5 metres in width due to the location of the required retaining wall and the existing building. As shown in Figure 6, a pinch point is created in the northwest corner of the property due to the shape of the proposed addition. The shape of the proposed addition is required to create units that are an appropriate size and contribute to liveability. Where more space is provided between the property line and the retaining wall, additional landscaping will be provided, as well as planters within the retaining wall for the extent of the addition.

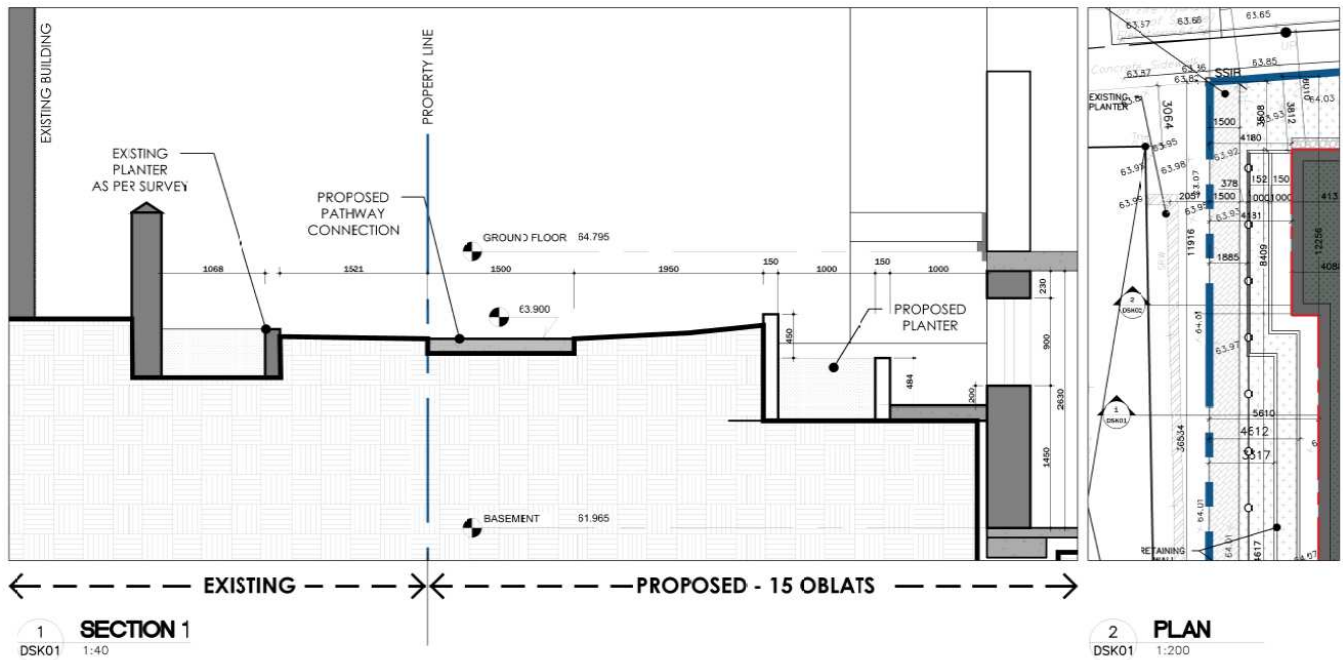


Figure 5. Section of the proposed pathway along the west side of the subject property

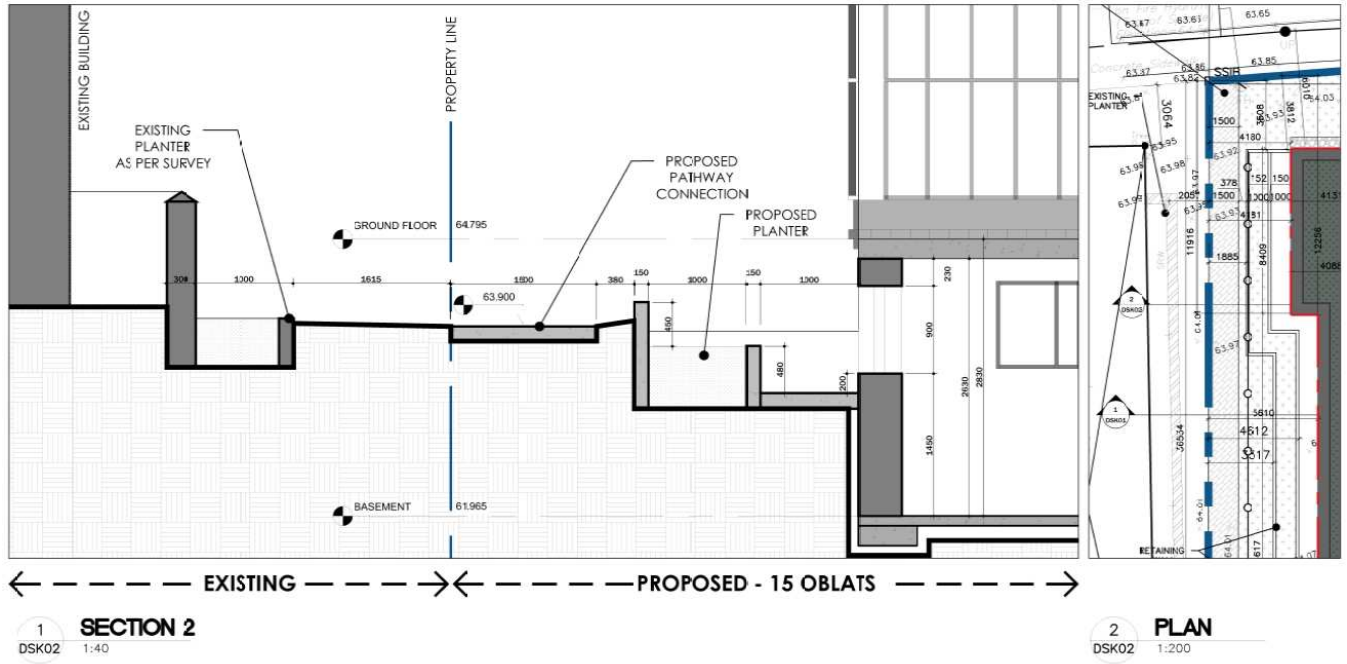


Figure 6. Section of the proposed pathway and pinch point on the west side of the property

3.0 Zoning Compliance

As per the August 2022 Planning Rationale, the intent of the Zoning By-law Amendment is to rezone the entire property to a single zone, as the subject property is currently split-zoned. The Zoning By-law Amendment application will also result in creating a site-specific zone that outlines the performance standards for the proposed development. As part of the first round of technical circulation comments, the City has expressed concern over permitting five (5) storeys on the north side of the property and therefore an R5B zone is not suitable. It is proposed that the R5B zone for the entire property include a site-specific schedule that limits height on the property to four (4) storeys, with a permitted projection as per Section 64 of the Zoning By-law.

The proposed R5B zone is outlined below, with the required and proposed performance standards and subsequent compliance.

Table 1. R5B Zoning Table for the proposed development

Zoning Mechanism	Required Low-Rise Apartment	Proposed	Compliance
Minimum Lot Width	18 m	100 m	Yes
Minimum Lot Area	540 m ²	6,776 m ²	Yes
Maximum Building Height	14.5 m	14.5 m	Yes
Minimum Front Yard Setback	3 m	Oblats: 4.88 m Springhurst: 3.5 m	Yes
Minimum Corner Side Yard Setback	3 m	N/A	N/A
Minimum Rear Yard Setback Section 135	3 m	Oblats: 4.88 m Springhurst: 3.5 m	Yes
Minimum Interior Side Yard Setback	For any part of a building located within 21 metres of a front lot line: 3 m All other cases: 6 m	North Property Line (abutting parkland boundary): 0.5 m East Property Line Within 21 m of Oblats: 1.9 m Further than 21 m from Oblats: 0.03 m West Property Line: Within 21 m of Oblats: 2 m Within 21 m of Springhurst: 1.8 m Further than 21 m from Oblats and Springhurst: 3.3 m	No No No No No
Landscaped Area (total lot)	30%	30 % (2,062 m ²)	Yes

Permitted Projections Above the Height Limit Section 64	See list of permitted projections in Section 64	Enclosed amenity area with washrooms	No
Amenity Area Section 137	Total: 15 m ² per dwelling unit up to eight units, plus 6 m ² per unit in excess of 8 = 1,776 m ² Communal: 100% of the amenity area required for the first eight units = 120 m ²	Total: 2,281 m ² Communal: 2,281 m ²	Yes Yes
	Communal amenity area for the first 8 units must: <ul style="list-style-type: none"> • Be located at grade and in the rear yard; • Be landscaped; • Consist of at least 80% soft landscaping; and • Be located at grade and in the rear yard and may include one interior yard that abuts both the rear yard and interior side yard, unless the lot has access to a rear lane. 	<ul style="list-style-type: none"> • Located at-grade in the front yard (along Oblats); • Is landscaped; • Has soft landscaping; 	Yes Yes Yes
Parking	Required	Proposed	Compliance
Vehicle Parking Spaces Area X Residential: 0.5 spaces/dwelling unit, after the first 12 units Visitor: 0.1 spaces/dwelling unit, after the first 12 units	Residential: 136 spaces Visitor: 27.2 spaces Total: 163 spaces	Residential: 0 spaces Visitor: 27 spaces Total: 27 spaces	No Yes
Bicycle Parking Spaces 0.5 spaces/dwelling unit	142 spaces	354 stacked spaces 36 horizontal spaces 28 outdoor spaces Total: 418 spaces	Yes
Minimum Width of Landscaped Buffer of Parking Lot For 11-99 spaces	3 m	0 m	No
Landscaped Area – Parking Lot	15%	16.2% (hard landscaping)	Yes
Minimum Width of Driveway	Double traffic lane – 6.0 m	6.0 m	Yes
Minimum Width of an Aisle Providing Access to Parking Space	6.0 m	6.7 m	Yes

Location of Parking	No parking space may be established and no person may park a motor vehicle:	Proposed parking lot along Springhurst Avenue is an existing condition	Yes
	<ul style="list-style-type: none"> / In a required and provided front yard; / In a required and provided corner side yard; or / In the extension of a required and provided corner side yard into a rear yard. 	2 proposed car share spaces	No

3.1 Required Amendments

As outlined in the August 2022 Planning Rationale, the following amendments are required as a result of the proposed development:

- / **Minimum Interior Side Yard Setback:** The proposed development will require a minimum interior side yard setback ranging between 1.8 metres and 3.3 metres along the west property line, 0.03 metres and 1.9 metres along the east property line and 1.5 metres along the future north property line.

Although no new development is occurring along the east property line, the existing building and property line is irregular and is required to have the interior side yard setbacks amended to be in compliance with the Zoning By-law.

Along the west property line, the addition is proposed to be built with a retaining wall that is part of its foundation, which is required to be located closer to the property line. Without the retaining wall, the setback to the addition within 21 metres of Springhurst Avenue would be 4.1 metres, which would comply with the R5B zoning. The subject property is currently split-zoned, with the north portion of the property zoned as R4UD. Under the R4UD zoning, the proposed setback would comply with the required 1.5 metre setback, however, as part of this proposal, the subject property is being rezoned to a single zone, simplifying the zoning requirements, as discussed with City Staff at the pre-application consultation meeting. As part of this rezoning, the addition needs to comply with the R5B zoning provisions as outlined in the above table. As the proposed minimum interior side yard setback would comply if the zoning of the property were to remain split-zoned, the proposed setback is appropriate and consistent with the interior side yard setback of the abutting property to the west.

The proposed interior side yard setback north of the east wing to the proposed park block is 0.5 metres. Similar to the side yard setbacks outlined above for the east property line, the existing building is located in close proximity to the proposed park block that is to be dedicated to the City through this development application. As part of the proposed park block, a large, mature tree is being retained. The portion of the existing building subject to this setback is within the portion of the property currently designated R4UD. If the zoning on the site were to remain split-zoned, the proposed setback would comply with the R4UD provisions of a 1.5 metre setback for all interior side lot lines. As discussed above, the subject property is being rezoned to a single zone for consistency and to simplify the zoning. To meet the required setback as per the R5B zone, the park block would need to be reduced, which limits the programmability of the subject property. As the location of the tree and soft landscaping in proximity to the existing building is an existing condition, the proposed setback is appropriate.

- / **Permitted Projection Above the Height Limit:** As shown on the site plan, an enclosed amenity space is provided above the fourth floor of the proposed addition. Section 64 of the Zoning By-law permits specific structures to project above the permitted height limit to serve their intended purpose. Mechanical and service equipment penthouse, elevator or stairway penthouses are considered permitted projections, however an enclosed amenity space with a washroom is not. This amendment seeks to add an enclosed amenity space that is approximately 350

square metres in size and 3.5 metres in height to be a permitted projection above the height limit. This proposed projection above the height limit will not contain any residential units and will only contain communal amenity space for residents of the building, a communal kitchen, as well as a washroom. The true apartment use of the proposed addition is contained within four-storeys, which is permitted within the Old Ottawa East Secondary Plan. To ensure that the enclosed amenity space is not enlarged, the specific dimensions of the projection will be outlined on a height schedule as part of this amendment.

- / **Resident Vehicle Parking Spaces:** As shown on the site plan and described in the table above, the current zoning requires a minimum of 136 resident parking spaces and 27 visitor parking spaces, however the proposed development is seeking a reduction in the minimum resident vehicle parking spaces by 136 spaces to permit a total of 0 resident vehicle parking spaces. The proposed development will provide all required 27 visitor parking spaces. The proposed development is located in an area that is well served by pedestrian and cycling facilities, and in lieu of residential parking spaces, the development will include a total of 418 bike parking spaces – a bicycle parking rate of 1.47 spaces / dwelling unit.

The reduction in vehicle parking spaces is based on Forum/SLP's previous experience in Ottawa, with the target demographic for the proposed development typically not having vehicles. In the lease agreements for the proposed development, it will be clearly stated that parking is unavailable.

- / **Minimum Width of a Landscaped Buffer of Parking Lot:** As shown on the site plan and described in the table above, the current zoning requires a minimum landscaped buffer of 3 metres between the parking lot and the street. The proposed development proposes a 3 metre landscaped buffer along the east side of the entrance/egress to/from the surface parking lot and a 0 metre landscaped buffer along the west side. The reduced landscaped buffer between the street and the surface parking lot is a result of the configuration of the driveway to ensure the width is adequate. Additionally, the surface parking lot immediately abuts the proposed park, additional at-grade landscaping around the existing building, and makes use of an existing surface parking lot. The proposed development has maintained many of the existing features of the site, including the Convent building, mature trees and surface parking, which results in the proposed surface parking lot design. Additional landscaping is located within the City's right-of-way between the subject property's property line and the existing sidewalk.

- / **Location of Parking:** As shown on the site plan and outlined in the table above, two car-share spaces are proposed within the front yard of the subject property along Oblats Avenue. The proposed car-share spaces (if contracted out) will provide opportunities for residents of the proposed development, as well as residents within the greater community to access a vehicle when needed. Locating the spaces along Oblats Avenue will provide more direct access for individuals living in the greater Greystone Village, and will also be a convenient location for residents of the proposed development as the space will be close to the building entrance. Locating the proposed spaces within the front yard will also ensure that all visitor parking spaces in the parking lot along Springhurst Avenue are maintained as visitor parking spaces for the residents of the building. The two spaces will create a single curb cut, which will be similar to driveways across the City that provide access to two vehicles. The location of the parking spaces is not considered to create any undue impacts on the surrounding neighbourhood or the sidewalk along Oblats Avenue.

Conclusion

It is our professional opinion that the proposed Zoning By-law Amendments, as outlined in this Planning Rationale Addendum and the August 2022 Planning Rationale, constitute good planning and is in the public interest.

Sincerely,



Patricia Warren, M.Pl.
Planner



Lisa Dalla Rosa, MCIP RPR
Associate