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## 211 Clarence Street Planning Rationale



Prepared for: Clarence Gate Holdings Inc.

**211 Clarence Street**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Major Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared For:

**Clarence Gate Holdings Inc.**

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
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June / 12 / 2023

Novatech File: 111023

Ref:

June 12, 2023

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: John Bernier, Planner II, Development Review, Central**

**Reference: Major Zoning By-law Amendment and Site Plan Control Applications  
211 Clarence Street  
Our File No.: 111023**

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The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 211 Clarence Street (the "Subject Property").

The Subject Property is within the Downtown Transect and is part of the ByWard Market Special District in the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone UD, Schedule 77 (R4-UD S77) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to develop a nine-storey apartment building on the Subject Property. The proposed building will contain a total of 34 dwelling units. A rooftop terrace will be provided on the ninth storey of the property. No vehicle parking will be provided on the Subject Property. 34 bicycle parking spaces will be provided. A walkway from Clarence Street is proposed as part of an access easement along the east side of the building to facilitate pedestrian and bicycle access off Clarence Street to building entrances and bicycle parking located at the east side of the building. No 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.

A major Zoning By-law Amendment application is required to rezone the Subject Property to Residential Fifth Density, Subzone N (R5N). Site-specific provisions will be required for maximum permitted building height, minimum required lot area, minimum required lot width, minimum required rear yard setback, minimum required interior side yard setback, minimum required landscaped area, minimum required total amenity area, and minimum required visitor parking spaces.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Property, and makes a recommendation on the Major Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Simran Soor, M.PL.  
Planner

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## **1.0 INTRODUCTION**

Novatech has prepared this Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications to permit the development of a mid-rise apartment building on the property municipally known as 211 Clarence Street (the “Subject Property”). The proposed development comprises a nine-storey residential apartment building on the Subject Property. The proposed building will contain a total of 34 dwelling units. No motor vehicle parking is provided for the proposed development. A walkway from Clarence Street is proposed as part of an access easement along the east side of the building to facilitate pedestrian and bicycle access off Clarence Street to building entrances and bicycle parking located at the east side of the building. The Subject Property is currently vacant.

The Subject Property is within the Downtown Core Transect and is part of the ByWard Market Special District in the City of Ottawa Official Plan (2022). The property is zoned Residential Fourth Density, Subzone UD, Schedule 77 (R4UD S77) in the City of Ottawa’s Zoning By-law 2008-250. Schedule 77 applies to the Subject Property and is designed to regulate the maximum permitted building height on the property.

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

- Be consistent with the policies of the Provincial Policy Statement (2020);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

### **1.1 Description of Subject Property**

The Subject Property is located on the north side of Clarence Street in the Rideau-Vanier Ward (Ward 12) in the City of Ottawa. The Subject Property is located in an area bounded by Murray Street to the north, York Street to the south, Cumberland Street to the west, and King Edward Avenue to the east (see Figure 1). The Subject Property is currently vacant. The Subject Property has approximately 9.13 metres of frontage along Clarence Street and an approximate area of 288.15 square metres.

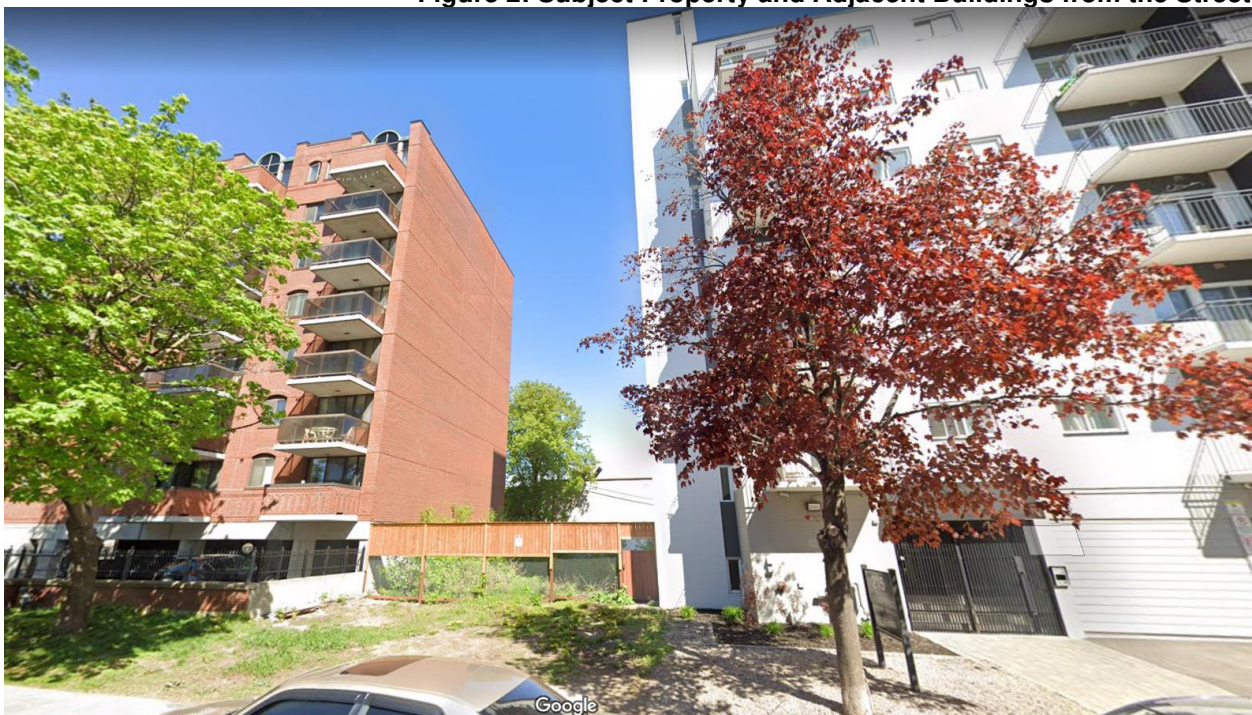


Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

Figure 2: Subject Property and Adjacent Buildings from the Street



The surrounding context of the Subject Property immediately to the east and west side along Clarence Street is characterized by mid-rise residential apartment buildings (see Figure 2). Further to the east is a low-rise apartment building and King Edward Avenue. Further to the west



across Cumberland Street is a mid-rise apartment building. To the south of the Subject Property across Clarence Street are low and mid-rise residential buildings. Further to the south are low-rise residential uses, and mid to high-rise residential buildings across York Street. To the north of the Subject Property are low-rise residential buildings.

Within 300 metres of the Subject Property, there are a number of restaurants, coffee shops, retail stores, hotels, and a community centre. The area is primarily residential, with a number of low-rise and mid-rise apartment buildings in proximity to the Subject Property. Within 600 metres of the Subject Property are a number of commercial amenities such as grocery stores, as well as multiple parks, recreational facilities, and hotels. ByWard Market and the Rideau LRT station are also located within 600 metres walking distance of the Subject Property, offering residents access to one of the City’s most vibrant areas. A number of nationally significant sites are also within walking distance of the Subject Property, including the Rideau Canal, Major Hill Park, the Royal Canadian Mint, and the National Gallery of Canada.

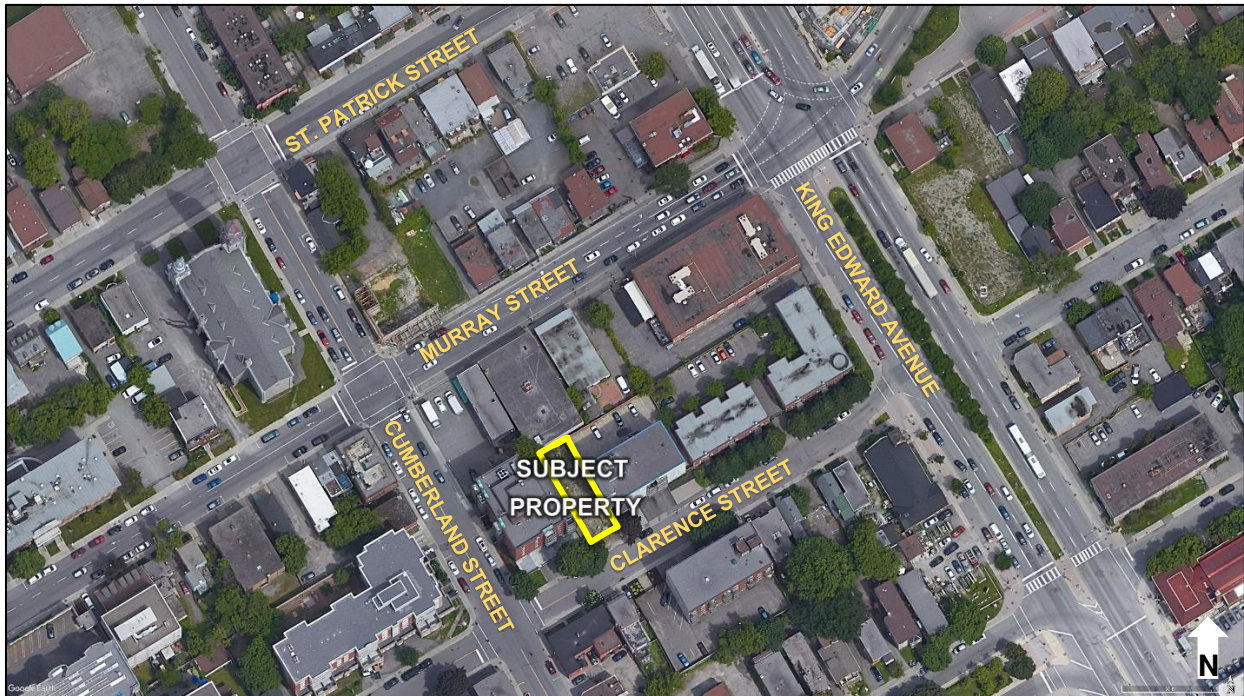
**Figure 3: Amenities and land uses within 300 & 600 metres of the Subject Property**



Many of the buildings in the surrounding area have been built from brick masonry, drawing inspiration from the built form character of ByWard Market. A number of buildings around the Subject Property have been built with siding or cement board cladding. Buildings further south of the Subject Property have a more modern architectural style, incorporating a mix of brick and glass panelling.

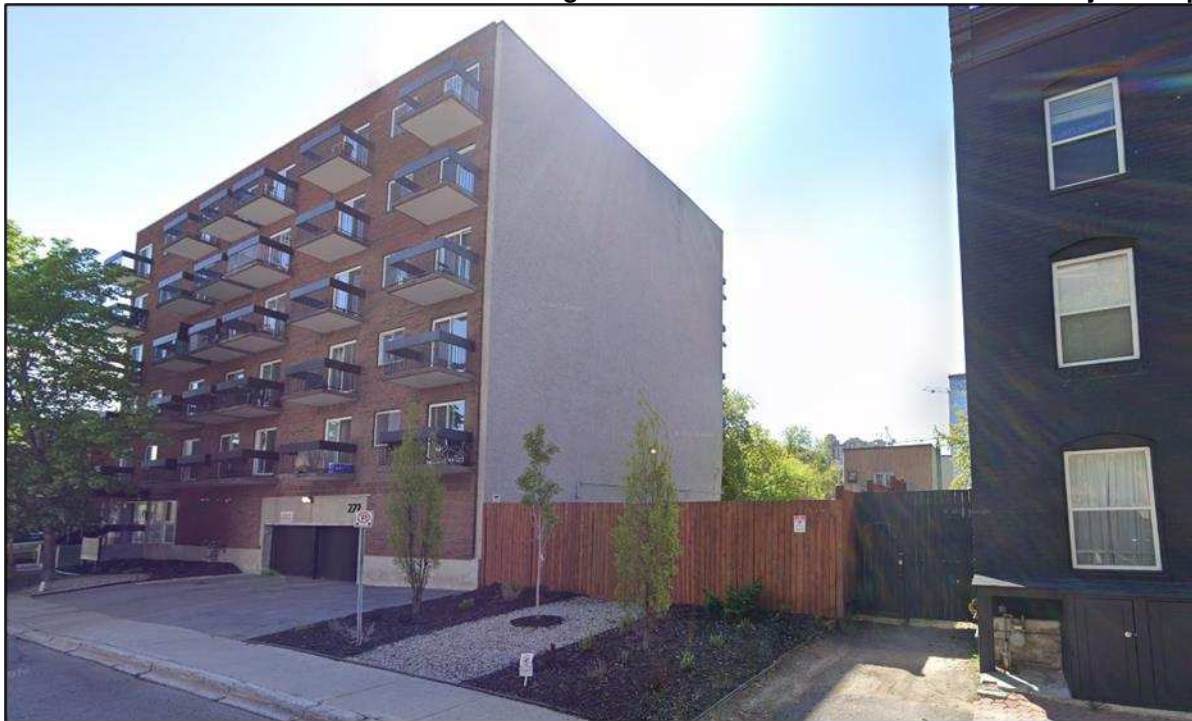


Figure 4: Land uses to the north of the Subject Property



**North:** Immediately north of the Subject Property are low-rise institutional and residential uses.

Figure 5: Land uses to the south of the Subject Property



**South:** Immediately south of the Subject Property across Clarence Street are low and mid-rise residential uses. Further to the south is York Street.



**Figure 6: Land uses to the west of the Subject Property**



**West:** Immediately west of the Subject Property is a mid-rise apartment building

**Figure 7: Land uses to the east of the Subject Property**

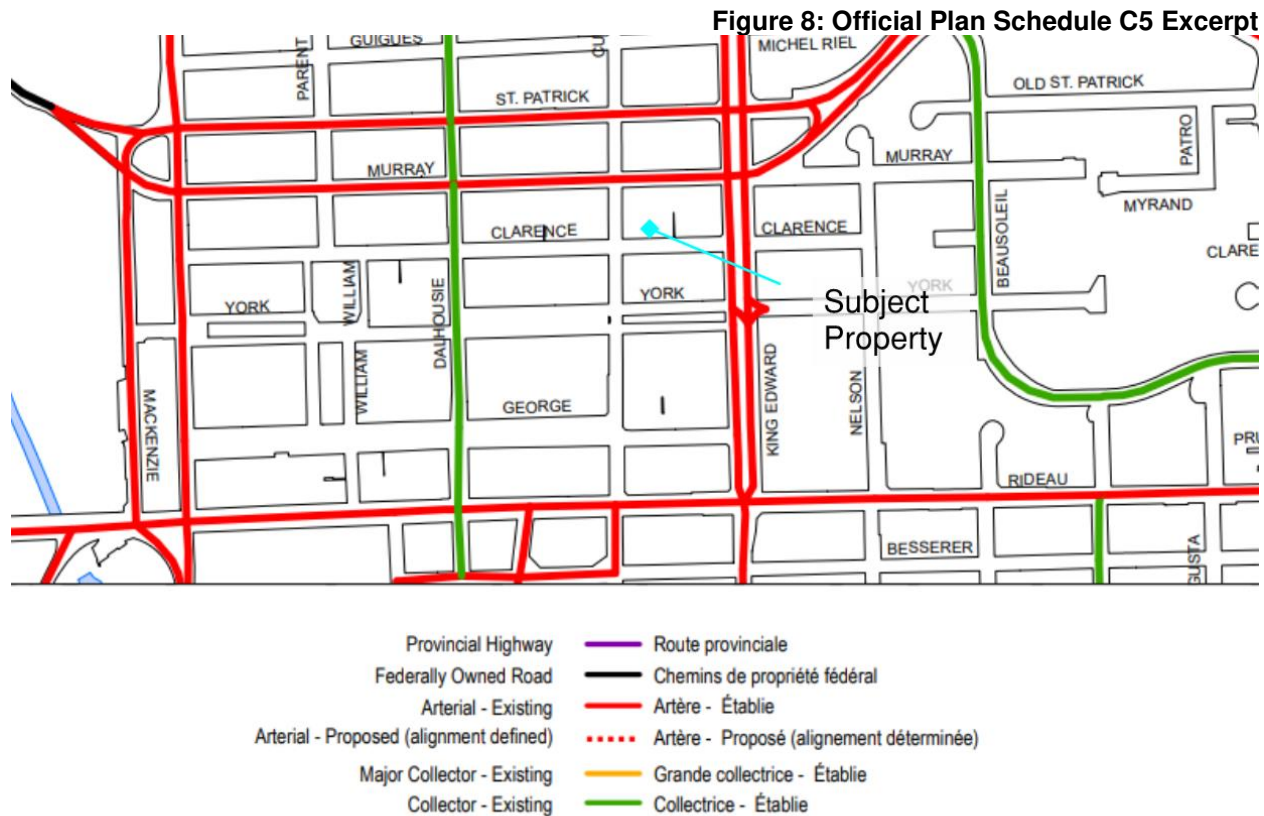


**East:** Immediately east of the Subject Property is a mid-rise residential apartment building.

### 1.3 Linkages and Transportation Framework

The Subject Property has frontage on Clarence Street. The Subject Property is located southwest of the intersection of Murray Street and King Edward Avenue, which are both designated as arterial roads. Dalhousie Street is located one block to the west of the Subject Property and is designated as a collector on Schedule C5 of the Official Plan (see Figure 8).

No vehicular access is provided to the Subject Property. There is a public sidewalk along both the north and south sides of Clarence Street.



Both Murray Street to the north of the Subject Property and King Edward Avenue to the east of the Subject Property are designated Transit Priority Corridors in Schedule C2 of the Official Plan (see Figure 9).



Figure 9: Official Plan Schedule C2 Excerpt

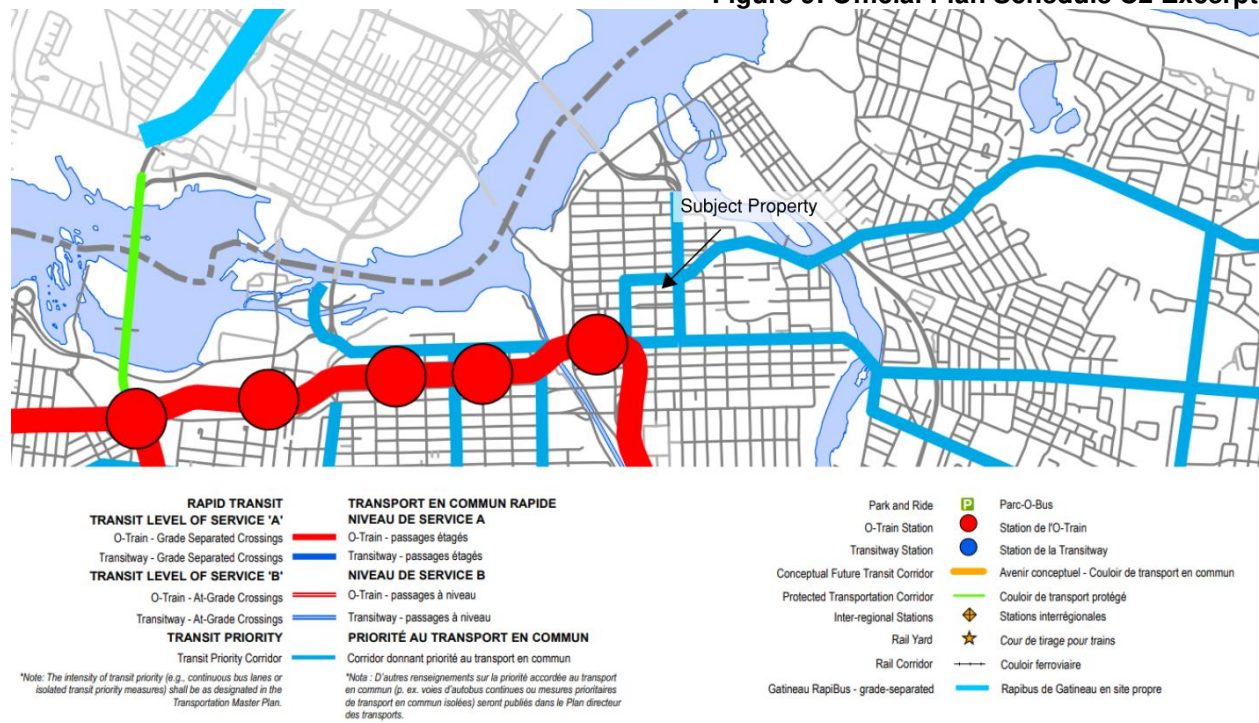
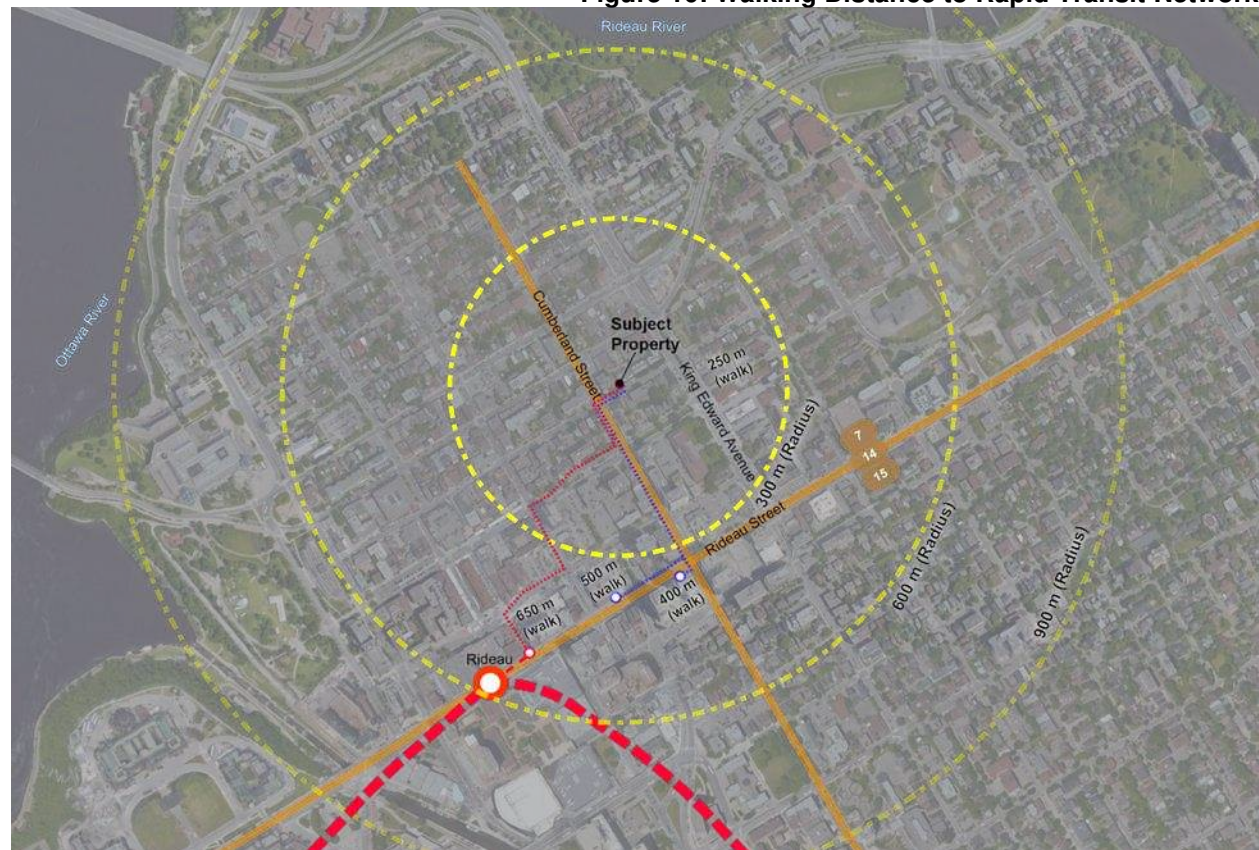


Figure 10: Walking Distance to Rapid Transit Network



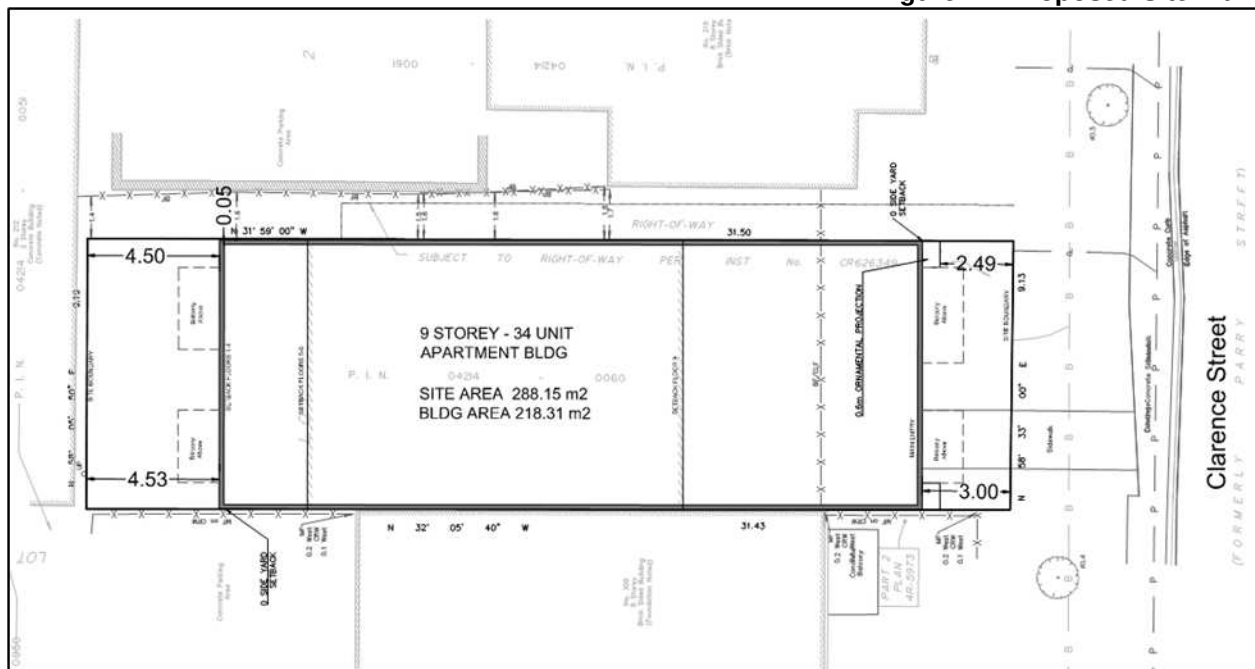
The Subject Property is located within 600 metres radius and 650 metres walking distance of the Rideau O-Train station. Several bus transit route options are available in the immediate area. Bus routes 7,14, 15, and 18 service the Subject Property with a bus stop provided on the north and south sides of Rideau Street, west of Cumberland Street. These bus stops are within a 600 metre radius and 500 metre walking distance of the Subject Property. Bus routes 7, 14 and 15 are designated as frequent routes offering high frequency bus service along major roads on the OC Transpo network. Bus route 6 and 9 also service the site, with a stop for Route 6 on Murray Street east of Cumberland Street and a stop for Route 9 on Dalhousie Street north of York Street.

There are several dedicated cycling lanes near the Subject Property, including along portions of Clarence Street, Murray Street, Cumberland Street, and Rideau Street.

**2.0 DEVELOPMENT PROPOSAL**

It is proposed to develop a nine-storey, residential apartment building containing 34 dwelling units on the Subject Property. These units will be studio and one-bedroom apartments. Access to the residential units will be provided on Clarence Street, as well as on the east side of the building where an access easement is provided. Many of the units will have balconies that face the north or the south sides of the property. No off-street motor vehicle parking spaces are provided. Bicycle parking spaces are provided within the ground floor and basement of the proposed building and can be accessed from the east side off Clarence Street. The proposed building will include a rooftop terrace for the communal use of residents.

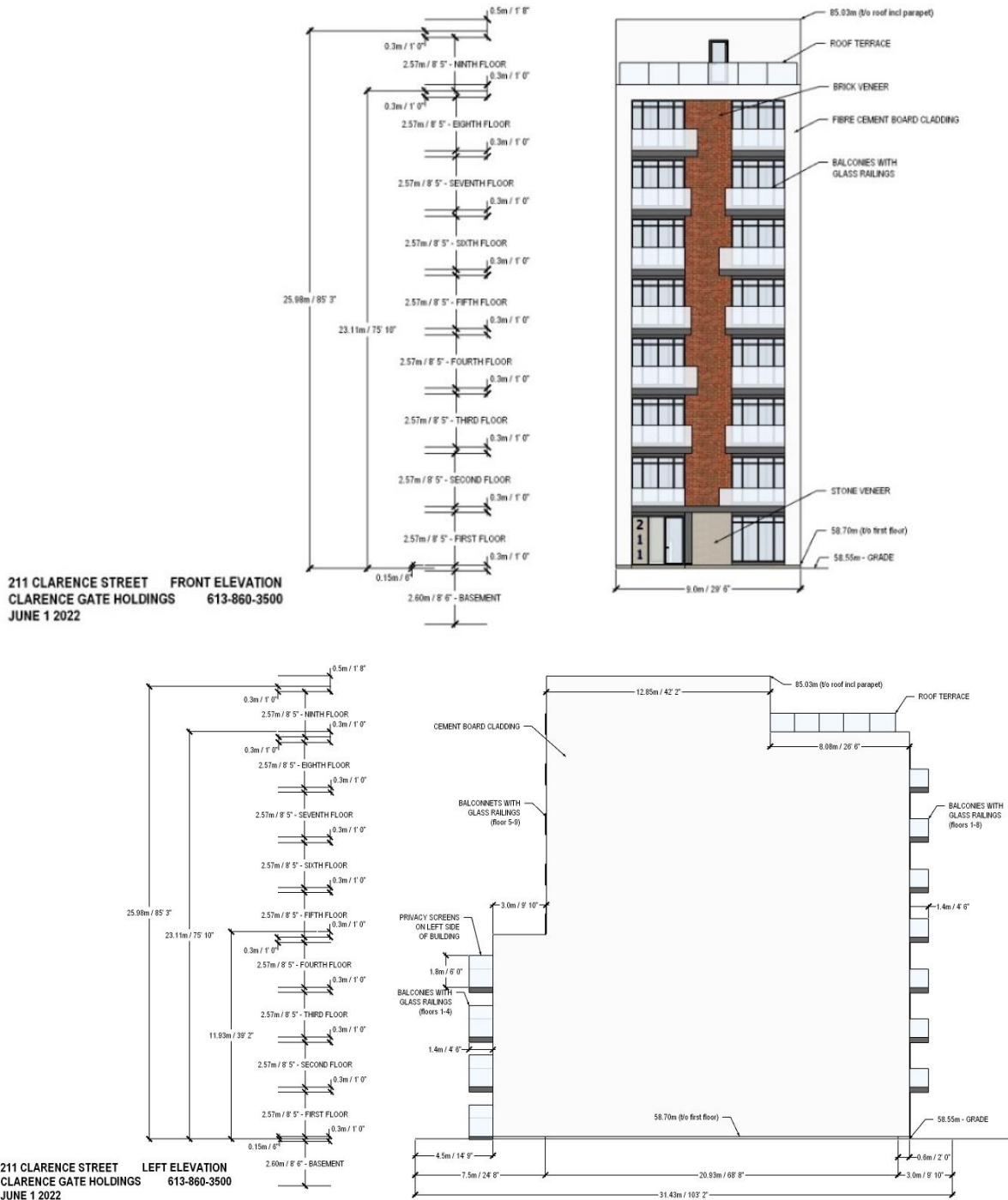
**Figure 11: Proposed Site Plan**



A stepback above the fourth storey will be provided in the rear yard of the building on the northern side of the building. This stepback will reduce the privacy and shadowing impacts on rear yards located to the north, east, and west of the Subject Property.



Figure 12: Building Elevations (front and west side yard)



A Major Zoning By-law Amendment application is required to facilitate the proposed development on the Subject Property. Site-specific provisions are required for maximum permitted building height, minimum required lot width, minimum required lot area, minimum required rear yard setback for floors 1 to 4, minimum required interior side yard setback, minimum required

landscaped area, minimum required total amenity area, and minimum required visitor parking spaces.

A Site Plan Control application is required to facilitate development on the Subject Property and is being filed as part of this submission. The Subject Property is vacant. The proposed site plan is attached as Appendix A (see Figure 11).

### 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 1.1.3 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 Major Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a mid-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 within proximity of walking and cycling infrastructure and promotes active transportation opportunities for residents. The Subject Property is located within a 600 metre radius and 650 metres walking distance of the Rideau O-Train station to the south and within 500 metres walking distance of transit stops located along routes 7, 14 and 15 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 mid-rise apartment building on the Subject Property will increase the City’s housing supply and provide a range of housing options within proximity of the Rideau 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 mid-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 mid-rise intensification is appropriate and supports the use of transit in proximity to the Rideau 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 mid-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 mid-rise apartment building with no motor vehicle parking provided 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 abuts Clarence Street and is located to the south of Murray Street and to the west of King Edward Avenue. Rideau Street is located further to the south. Both Murray Street and King Edward Avenue are designated Transit Priority Corridors in the Official Plan. The Rideau O-Train station and transit stops along routes 7, 15 and 15 of the frequent transit network are within walking distance of the Subject Property along Rideau Street. The proposed development of a mid-rise apartment building on the Subject Property will be compatible with the existing uses along Cumberland Street and Rideau Street, will be transit-supportive, and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

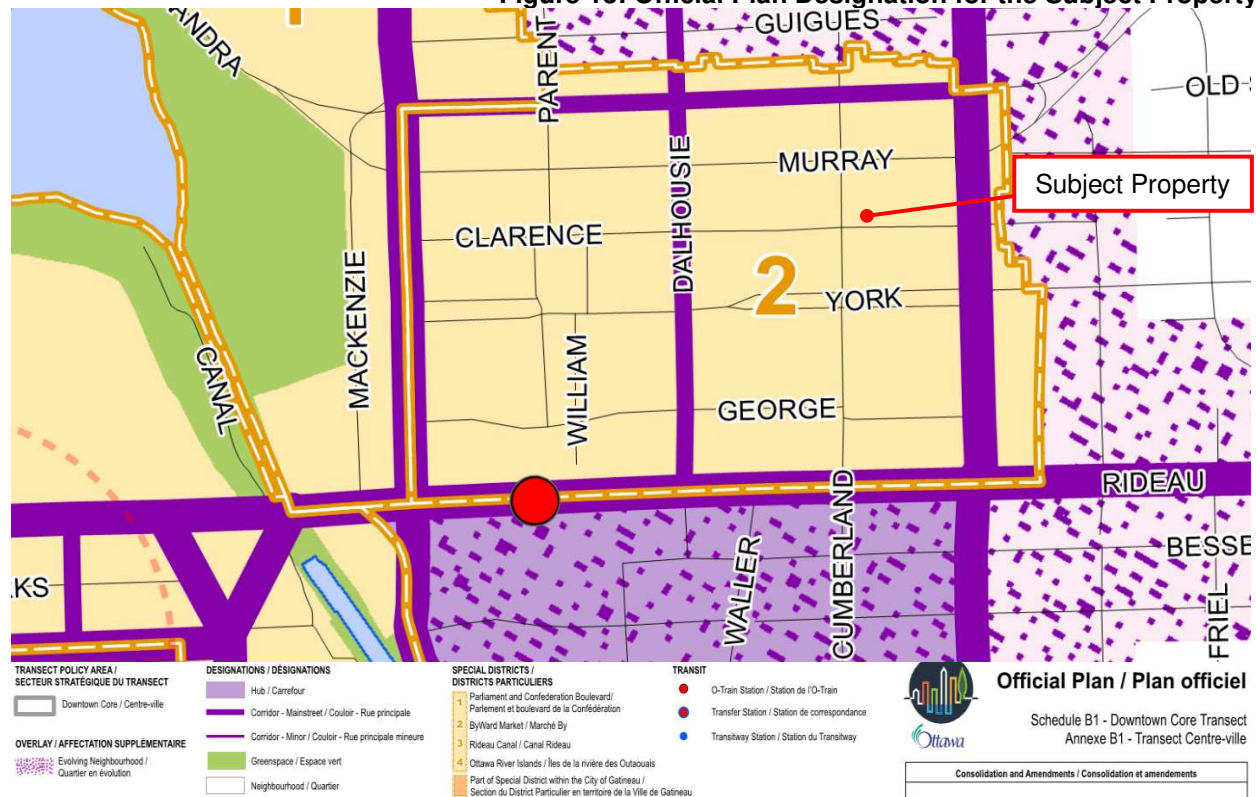
**The Major Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.**

### **3.2 City of Ottawa Official Plan (2022)**

The City of Ottawa Official Plan was adopted by City Council on November 24<sup>th</sup>, 2021. The Official Plan was subsequently approved by the Minister of Municipal Affairs and Housing on November 4<sup>th</sup>, 2022.

The Subject Property is within the Downtown Core Transect and is part of the ByWard Market Special District on Schedule B1 of the 2022 Official Plan (see Figure 13).

Figure 13: Official Plan Designation for the Subject Property



### 3.2.1 Growth Management Framework

Section 3 of the 2022 Official Plan provides a Growth Management Framework for the City of Ottawa. Section 3 states:

*“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon.”*

Section 3 also states:

*“Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.”*

The Subject Property is located within the urban area of the City and will accommodate residential growth within the built-up area by providing 34 new apartment dwelling units. The proposed development will help accommodate the City’s expected growth through infill rather than greenfield development.

Section 3.2 encourages intensification within the built area and provides policy direction for future infill growth. Policy 4 states:

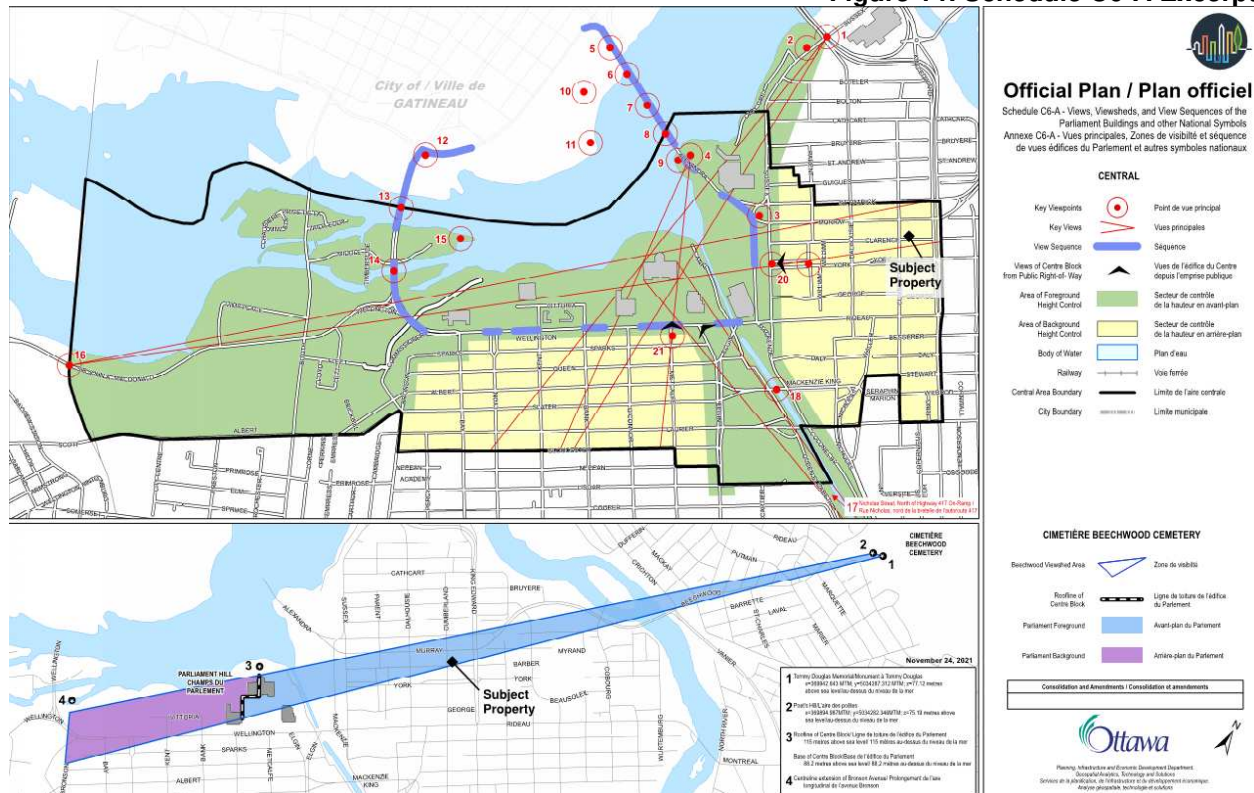
*“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”*

The Subject Property is located within the built area and therefore has access to municipal water and sewer service. Intensification is permitted on the Subject Property and must conform with the appropriate transect and land use designation policies.

### 3.2.2 Urban Design

Section 4.6 of the 2022 Official Plan provides policy direction on urban design and outlines Design Priority Areas for the City. Table 5 describes Tier 1 Design Priority Areas as “areas that link to Ottawa’s international image as the capital of Canada”. These areas include the ByWard Market, Parliament & Confederation Boulevard, and Rideau Canal Special Districts. The Subject Property is located in a Tier 1 Design Priority Area.

Figure 14: Schedule C6-A Excerpt





Section 4.6.2 provides policy direction to protect and enhance important views. Policy 1 of Section 4.6.2 states:

*“The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission’s Canada’s Capital Views Protection, or its successor document. The following applies within areas designated on Schedule C6A:*

- a) Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A; and*
- b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B”*

The Subject Site is within the “Area of Background Height Control” on Schedule C6A. The building height of the proposed development does not exceed that of the Parliament Buildings and therefore does not adversely impact the Parliamentary viewshed.

Policy 2 of Section 4.6.2 states:

*“Views of the Parliament Buildings shall be protected from two locations in the Beechwood National Cemetery: The Tommy Douglas Memorial and Poet’s Hill, as identified on Schedule C6A. New buildings or structures should be located to complement or enhance the view of these national symbols and shall not visually block the foreground view or visually change the background silhouette of the Parliament Buildings when viewed from the identified locations. For each property in the viewshed, planning applications shall not be supported that would permit a proposed building to obstruct the view unless it is demonstrated that the view is already impacted and would not be further impacted by the proposal. This includes fences, signs and trees and other elements that could obstruct views.”*

The Subject Property is part of the “Parliament Foreground” for the Beechwood Viewshed Area on Schedule C6A of the 2022 Official Plan (see Figure 14). The proposed development has been designed to respect the Beechwood Viewshed Area. The building height is 85.03 metres above sea level, which is below the viewshed height of 85.12 metres above sea level for the Subject Property. The proposed development complies with this policy.

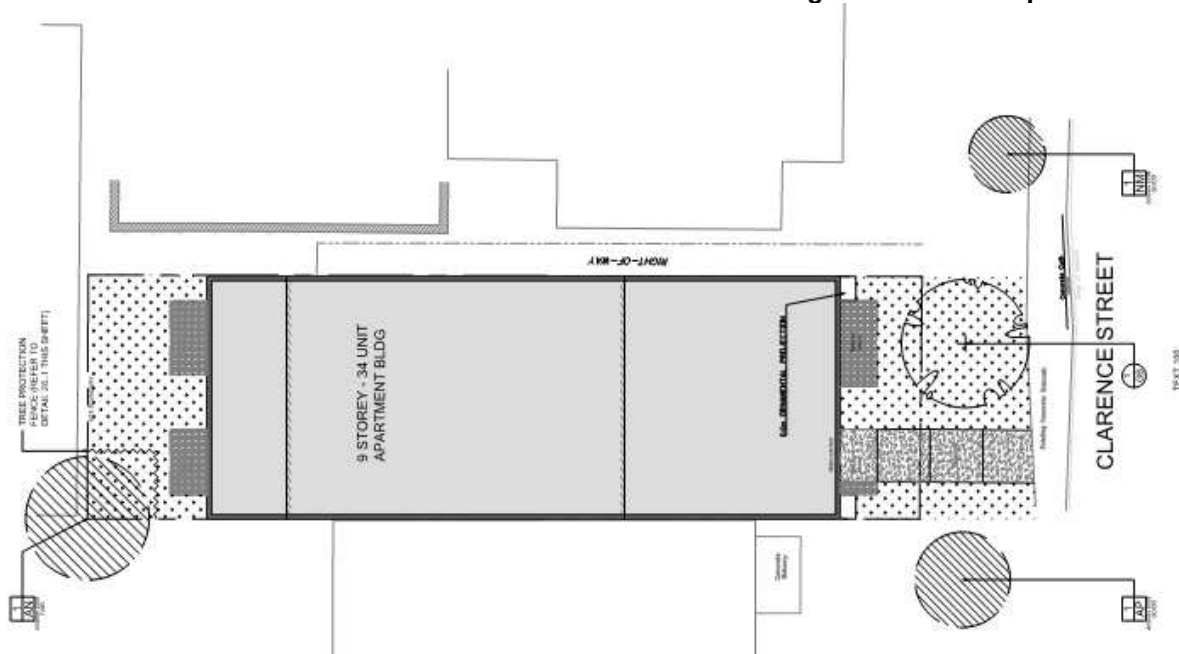
Policy 3 in Section 4.6.5 states:

*“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.”*

The proposed development creates minimal conflict between vehicles and pedestrians. No parking is provided on site which means that there is no impact on the public realm. Mechanical equipment and other utilities are located within the proposed building with access provided in the side yard. This allows for the required services to be provided while minimizing the impact on the streetscape. The proposed development includes one new tree to be planted at the front of the property (Figure 15). Trees improve the streetscape and pedestrian comfort by providing shade and establish a more aesthetically pleasing and visually interesting frontage.

Figure 15: Landscape Plan Excerpt



Policy 2 in Section 4.6.6 states:

*“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.”*

The proposed development provides a stepback of 3 metres above the fourth storey in the rear yard. This stepback provides an appropriate transition between the proposed nine-storey building and the two-storey low rise building to the rear and reduces the impact of the building height on abutting lots to the north, east, and west of the Subject Property. The stepback reduces shadowing impacts on rear neighbours. The increase in rear yard setback reduces privacy issues. No front stepback is provided on the proposed development. This aligns with the built form of the adjacent properties to the west and east of the Subject Property where no front stepback is

provided. Additionally, the nine-storey height of the proposed development fits with the height and built form of the adjacent mid-rise buildings. The proposal has a minimal impact on these properties. The proposed residential units are oriented to the front and rear of the building to provide privacy and minimize overlook towards abutting buildings. There will be minimal privacy impacts on the abutting buildings to the west and east of the Subject Property, as these buildings have no windows facing the Subject Property.

Policy 7 in Section 4.6.6 states:

*“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*

- a) Frame the street block and provide mid-block connections to break up large blocks;*
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) Provide sufficient setbacks and step backs to:
  - i) Provide landscaping and adequate space for tree planting;*
  - ii) Avoid a street canyon effect; and*
  - iii) Minimize microclimate impacts on the public realm and private amenity areas.”**

The proposed development of a mid-rise apartment building will fit within the mid-rise, residential character of the immediate area. The proposed building reflects the typical scale and building height of the existing residential buildings immediately abutting the Subject Property along the Clarence Street frontage. The building façade fronting onto Clarence Street incorporates a variety of high-quality materials, balconies, and glazing that are well-articulated and appropriate for the existing neighbourhood context. The primary entrance to the building along Clarence Street is well landscaped to soften the interface between private space and the public realm while establishing a welcoming and active street frontage for building residents and members of the public.

**Figure 16: Streetscape including the proposed development (blue)**



### 3.2.3 Downtown Core Transect

Section 5.1 of the 2022 Official Plan sets out general policies and guidance for proposed development within the Downtown Core Transect.

Policy 2 of Section 5.1.1 states:

*“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 contributes to 15-minute neighbourhoods by adding residential density to the area. The proposal will add 34 dwelling units to the area and will help support the surrounding commercial and employment services. The proposed development establishes transit-supportive densities within walking distance of the Rideau O-Train station and bus stops along the frequent transit network. This means that residents will be able to access their daily needs by walking, cycling, or taking transit.

Policy 3 of Section 5.1.1 states:

*“In the Downtown Core, the Zoning By-law may:*

- a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and*
- b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.”*

The proposed development maintains the residential character of the surrounding area. The proposed mid-rise building fits into the context of the area while increasing the residential density of the site. The supply of housing in the neighbourhood is preserved and enhanced.

Policy 3 of Section 5.1.2 states:

*“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;*
- b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;*
- c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;*
- d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and*

- e) *When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.”*

No motor vehicle parking is provided on the Subject Property. The proposed development provides a higher amount of bicycle parking to encourage residents to walk or cycle rather than driving to make their daily trips.

### 3.2.4 Special District Designation

Section 6.6 provides policy direction for potential development in the City’s Special Districts.

Policy 1 of Section 6.6.1 states the following regarding Special Districts.

*“The following will apply to all Special Districts:*

- a) *Special Districts are designated on the B-series of schedules;*
- b) *Development applications and capital projects within Special Districts must demonstrate adherence to this section and the general policies in Subsections 4.5 and 4.6;*
- c) *Development proponents should seek conformity with both this Plan and, where applicable, the requirements of the Government of Canada and the National Capital Commission;*
- d) *With the exception of Kanata North, the permitted building height will be the higher of the:*
  - i) *Existing zoning in place at the time of adoption of this Official Plan; or*
  - ii) *As provided through an adopted secondary plan;*
- e) *Municipal investment, such as capital projects, will complement investments by the National Capital Commission and Government of Canada, where possible. Coordination with Business Improvement Areas, development proponents, community associations and other partners will be encouraged. Pilot projects that uphold the policy intentions of the Special District may be encouraged; and*
- f) *The designation of new Special Districts will only be initiated by the City.”*

The Subject Property is located in the ByWard Market Special District. The proposed development fits into the context of the Special District. The building height is appropriate for the streetscape. The ByWard Market Special District has a number of mid- to high-rise buildings that provides the residential density needed to support the commercial amenities in ByWard Market. The proposed development will contribute to supporting the commercial amenities in the surrounding area by providing increased density on the site, while respecting the character and urban design of the ByWard Market area.

Section 6.6.2.3 provides policy direction that is specific to the ByWard Market Special District. Policy 3 states:

*“Different parts of the ByWard Market Special District will express their character based on their roles and functions and the following policies, which are to be used to evaluate development applications:*

- a) *The Zoning By-law will maintain the area in the vicinity of the ByWard Market Building as a tourist, retail, entertainment focused area. A diversity of cultural, nightlife and commercial activities will be encouraged, in a way that mitigates impacts such as noise on the residential uses in the area. All new development will be subject to the Agent of Change principle to ensure the viability, preservation and strengthening of existing or future cultural and music venues that contribute to the Special District's identity;*
- b) *West of Dalhousie Street, the character is a mixed-use area that will continue to be defined by low-rise buildings, and a strong commitment to the conservation of architectural and cultural heritage attributes;*
- c) *East of Dalhousie Street and south of St. Patrick Street, the planned function combines a higher density of development and buildings mainly focused on residential but welcoming mixed-land use with active frontages at the street level. Opportunities to extend the street animation and foot traffic-generating uses eastward to King Edward Avenue will be pursued;*
- d) *Buildings shall be designed with appropriate height, mass and transitioning to maintain sunlight exposure and avoid overpowering and overshadowing ByWard Market Square, York Street Plaza, William and Waller pedestrian streets;*
- e) *To recognize the role of Rideau Street as a historic commercial, shopping street of regional significance, priorities include: the protection heritage buildings and facades, pedestrian-oriented uses with direct street access, the maximization of sunlight, the provision of pedestrian links to adjacent areas and a unique street theme;*
- f) *Dalhousie Street is encouraged to retain its commercial character and will be recognized for its historic role and cultural linkages to the Lowertown Francophone community, and as an important focal point for neighbourhood amenities. Development shall:*
  - i) *Remove surface parking lots, where applicable;*
  - ii) *Invest in active transportation infrastructure and enhancements to the public realm including public art, trees and landscaping; and*
  - iii) *Leverage partnerships as described in Subsection 6.6.1 Policy 1 e);*
- g) *Along both sides of King Edward Avenue:*
  - i) *Development and capital projects should improve pedestrian safety and access across King Edward Avenue and allocate adequate space for street trees;*
  - ii) *Its identity and heritage resources should enhance its evolving physical character; and*
  - iii) *Mid-and high-rise buildings will generally be permitted and should include transitioning to commercial at Rideau Street and King Edward Avenue; and*
- h) *York Street is enhanced as a distinctive street and entrance to, and promenade through, the ByWard Market, while ensuring that where it passes through Lowertown, it is oriented to the needs of the neighbourhood, such as through the provision of pedestrian amenity space.”*

The planned function of the surrounding area is for higher density residential development with a mix of uses. The proposed development meets the planned function of the area by providing residential intensification on the Subject Property. The mid-rise form of the proposed building fits into the surrounding context of mid-rise buildings and is an appropriate height for the area. The



proposed development is compatible with the mid-rise buildings located immediately to the west and east of the Subject Property.

Policy 4 of Section 6.6.2.3 states:

*“Notwithstanding the Subsection 6.6.1, Policies 1 d) and e), the City shall maintain views of Parliament Hill and other national symbols, in accordance with Subsection 4.6.2, Policies 1) and 2) and in Schedules C6A, C6B and C6C”*

The Subject Property is designated as an “Area of Background Height Control” and part of the “Parliament Foreground” for the Beechwood Cemetery Viewshed Area on Schedule C6A of the 2022 Official Plan (see Figure 14). The Subject Property does not have angular planes specified in Schedule C6B. The proposed development does not negatively impact views of Parliament Hill, as it does not visually rise above the roofline of the Centre Block. The proposed building has been designed to respect the Beechwood Viewshed Area. The building height is 85.03 metres ASL, which is below the viewshed at 85.12 metres ASL (see Figure 17).

**Figure 17: Beechwood Viewshed (Note: Building height has since been reduced to 85.03 m ASL)**



Policy 5 of Section 6.6.2.3 states:

*“The conservation of cultural heritage resources will be supported in the following ways:*

- e) Development throughout the ByWard Market Special District within and outside of heritage conservation districts:*
  - i) Will be sensitive to existing character through the use of architectural styles, expression and building materials that respect and reinforce the existing physical character, and may be the same as, and integrate with, those of the more prominent built elements of the Special District;*
  - ii) Will have consistent front yard setbacks with the existing buildings within the associated streetscape; and*
  - iii) Should consider the articulation of the historic lot divisions in the façade of the new buildings be considered when development takes place across*

*several property lines so that the buildings read as a combination of smaller elements.”*

The proposed development is sensitive to the existing character of the area. The mid-rise form fits into the surrounding context of low and mid-rise residential buildings. The design of the proposed development respects the adjacent buildings by implementing a more modern architectural style and using similar materials. In particular, the use of red brick veneer draws from other properties throughout the ByWard Market area and allows the proposed building to complement the physical character of the Special District without drawing away from the more prominent heritage buildings in the area. While the front yard setback of the property does not fully align with the neighbouring properties, it does not encroach significantly on the existing setbacks of abutting buildings. The articulation of the front façade helps to reduce any potential impacts of the proposed development on the streetscape.

### **3.2.5 Development Review Requirements**

The 2022 Official Plan requires a number of studies to be included as part of a complete development application in order to adequately meet the objectives of the Official Plan. The appropriate policies, related studies, and plans were identified through a pre-application consultation meeting with the City.

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 4.7.1 – Stormwater Management and Site Servicing

Policy 6 of Section 4.7.1 requires redevelopment applications to implement site, grading, building, and servicing design measures. As part of this application, a Grading and Drainage Plan has been completed by LRL Engineering dated May 25, 2022.

Policy 8 of Section 4.7.1 requires proof of sufficient stormwater management and drainage system as a condition of Site Plan Control approval. A Stormwater Management Report and Servicing Brief has been completed by LRL Engineering dated May 24, 2022.

Policy 12 of Section 4.7.1 requires an approved master servicing study, an approved environmental management plan, and a subwatershed study to be included as part of a complete application for a new development in a future neighbourhood. The Subject Property is not located in a future neighbourhood and these studies are not required. A Pre-Development Watershed Plan and Post-Development Watershed Plan has been completed by LRL Engineering dated May 24, 2022. City staff requested that a Site Servicing study and plan be included in the application. A Site Servicing Plan and Brief has been completed by LRL Engineering dated May 24, 2022.

#### Relating to Section 10.1.6 – Contaminated Sites

Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by LRL Engineering

dated August 8, 2022. The Phase 1 ESA identified the need for a Phase 2 ESA, which was completed by LRL Engineering dated August 12, 2022. The Phase 2 ESA found that there is some contamination in the upper four feet of topsoil of the Subject Property. To address this, the contaminated soil will be removed when the proposed new building is constructed.

#### Relating to Section 10.2.1 – Noise

Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. A Traffic Noise Impact Assessment has been completed by Freefield Ltd dated February 25, 2022. City staff also requested that a Wind Study be completed and included with the application. A Pedestrian Level Wind Study has been completed by Gradient Wind dated April 22, 2022.

**The proposed Major Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan (2022).**

## **4.0 DESIGN BRIEF**

Section 4.6 of the Official Plan sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the Official Plan in response to requirements identified by the Design Brief Terms of Reference.

### **4.1 Massing and Scale**

The Official Plan emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighbouring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

*“To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
- c) Within a designation that is the target for intensification, specifically:
  - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
  - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.”**

Policy 2 in Section 4.6.6 states:

*“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”*

The proposed development is an appropriate scale for the Subject Property. The proposed development effectively increases housing stock on a vacant lot in a well-located area with access to transit, commercial amenities, employment opportunities, and vibrant public spaces. The nine-storey height of the proposed development is consistent with the mid-rise buildings on abutting properties. A setback to the rear of the building is provided. This setback provides a more gradual transition between the proposed development and the low-rise buildings to the north of the Subject Property. The setback will reduce shadowing impacts on rear neighbours and will ensure that privacy is maintained on abutting lots.

## 4.2 Public Realm

Section 4.6 of the Official Plan emphasizes the importance of design excellence within the public realm, particularly in Design Priority Areas. Policy 3 of Section 4.6.1 states:

*“Design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.”*

The Subject Property is located within a Tier 1 Design Priority Area. Tier 1 recognizes areas that link to Ottawa’s international image as the capital of Canada. The proposed development supports a pedestrian and transit-oriented public realm by providing increased residential density on an underutilized lot. The increased density on the Subject Property supports the vibrancy of the area and contributes to making the broader area a draw for both residents and tourists. The proposed development does not diminish the importance of the attractions and destinations in the surrounding area. The proposed development provides a supportive residential use that fits into the existing streetscape and character of the area. The proposed development draws design cues from the mid-rise buildings located immediately to the east and west of the Subject Property by incorporating a red brick veneer, cement board cladding, and balconies with glass railings.

## 4.3 Building Design and Compatibility

The Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible.

Policy 7 of Section 4.6.6 states:

*“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*

- a) Frame the street block and provide mid-block connections to break up large blocks;*
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*

- c) *Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) *Provide sufficient setbacks and step backs to:*
  - i) *Provide landscaping and adequate space for tree planting;*
  - ii) *Avoid a street canyon effect; and*
  - iii) *Minimize microclimate impacts on the public realm and private amenity areas.”*

The proposed development responds to the context of the area by providing a higher density built form that is responsive to the existing streetscape. The proposed development of a mid-rise apartment will fit in to the mid-rise, residential character of Clarence Street and the surrounding area. The proposed building reflects the scale and building height of the existing residential buildings immediately abutting the Subject Property. The building design and materials draw inspiration from the materials and characteristics of abutting properties. These elements help frame the street and create a consistent streetscape. The primary entrance to the building along Clarence Street is well landscaped which softens the interface between private space and the public realm. This landscaping, in combination with the glazing on the front entrance, provides a welcoming and active street frontage for residents and members of the public.

A separate Design Brief prepared by Geoff Hodgins Architect, submitted concurrently, provides additional details on the proposed building design.

#### **4.4 Sustainable Design**

The Official Plan strives to include innovative and sustainable design practices on sites throughout the City. Policy 1 of Section 4.6.4 states:

*“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”*

The proposed development promotes sustainability by encouraging more sustainable modes of transportation. Residents will be able to conveniently walk, cycle, or take transit to their daily destinations instead of driving. No vehicle parking is provided. A total of 34 bicycle parking spaces are provided to encourage residents to use a bicycle to make their daily trips rather than a private motor vehicle.

#### **4.5 Heritage**

The Official Plan recognizes the importance of conserving and enhancing the City’s cultural heritage resources. Policy 4 in Section 4.6.1 states:



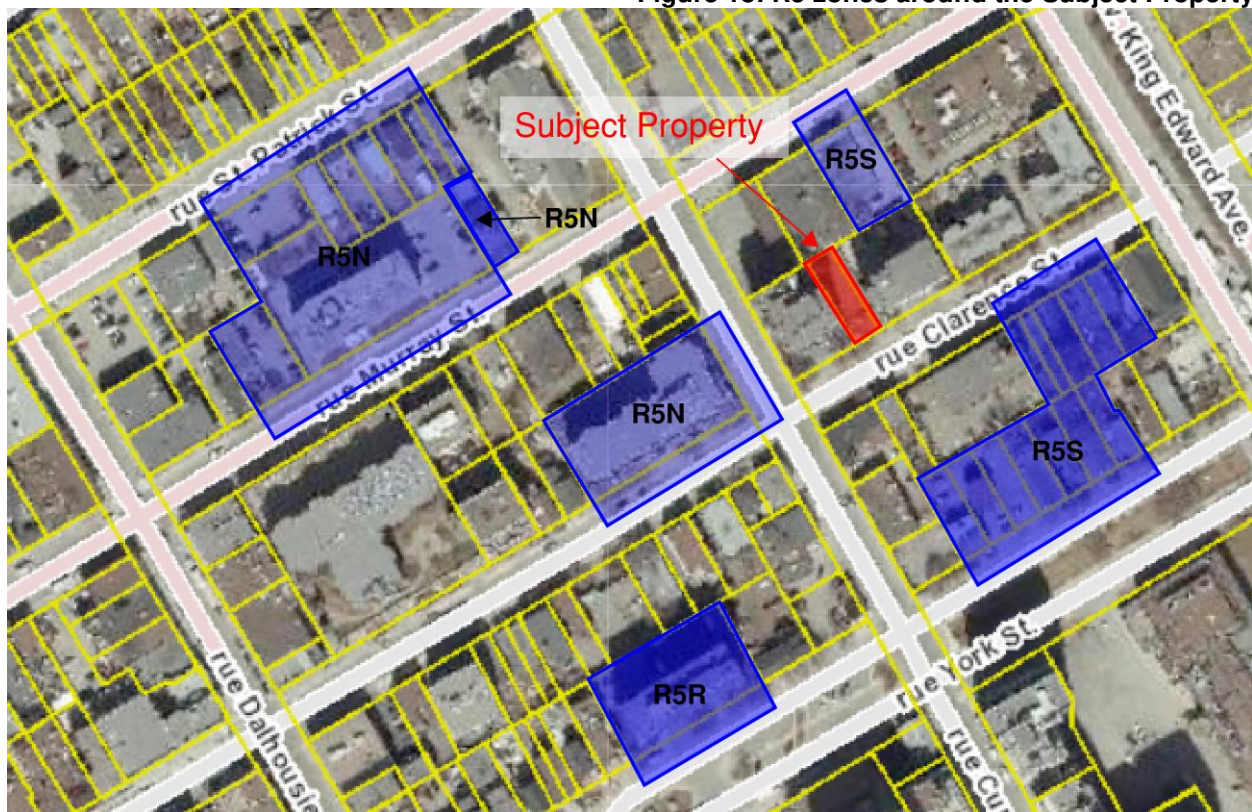
*“Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.”*

The proposed development takes inspiration from cultural heritage buildings in the area. The use of red brick on the façade of the building draws from the local context while the window treatments reflect the neighbouring low-rise buildings. The abutting buildings are not designated as heritage buildings and have a more contemporary architectural style. The proposed development has a similar architectural style that allows it to be compatible with the streetscape without diminishing the heritage character of the area.

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

The Subject Property is zoned Residential Fourth Density, Subzone UD (R4UD S77) in the City of Ottawa Zoning By-law 2008-250. The R4-UD zone does not permit the development of a mid-rise apartment building. A Zoning By-law Amendment is proposed to rezone the property to the Residential Fifth Density Zone, Subzone N (R5N). This would allow for the development of a nine-storey residential building on the Subject Property. The Subject Property is located in an area characterized by mid-rise residential buildings. The proposed rezoning to R5N would allow the proposed development to fit into the surrounding context. There are a number of properties around the Subject Property that are also zoned R5. Most of these neighbouring lots are zoned R5S or R5N (see Figure 18).

**Figure 18: R5 zones around the Subject Property**



Sections 163 and 164 provide the zoning provisions for the R5N zone.

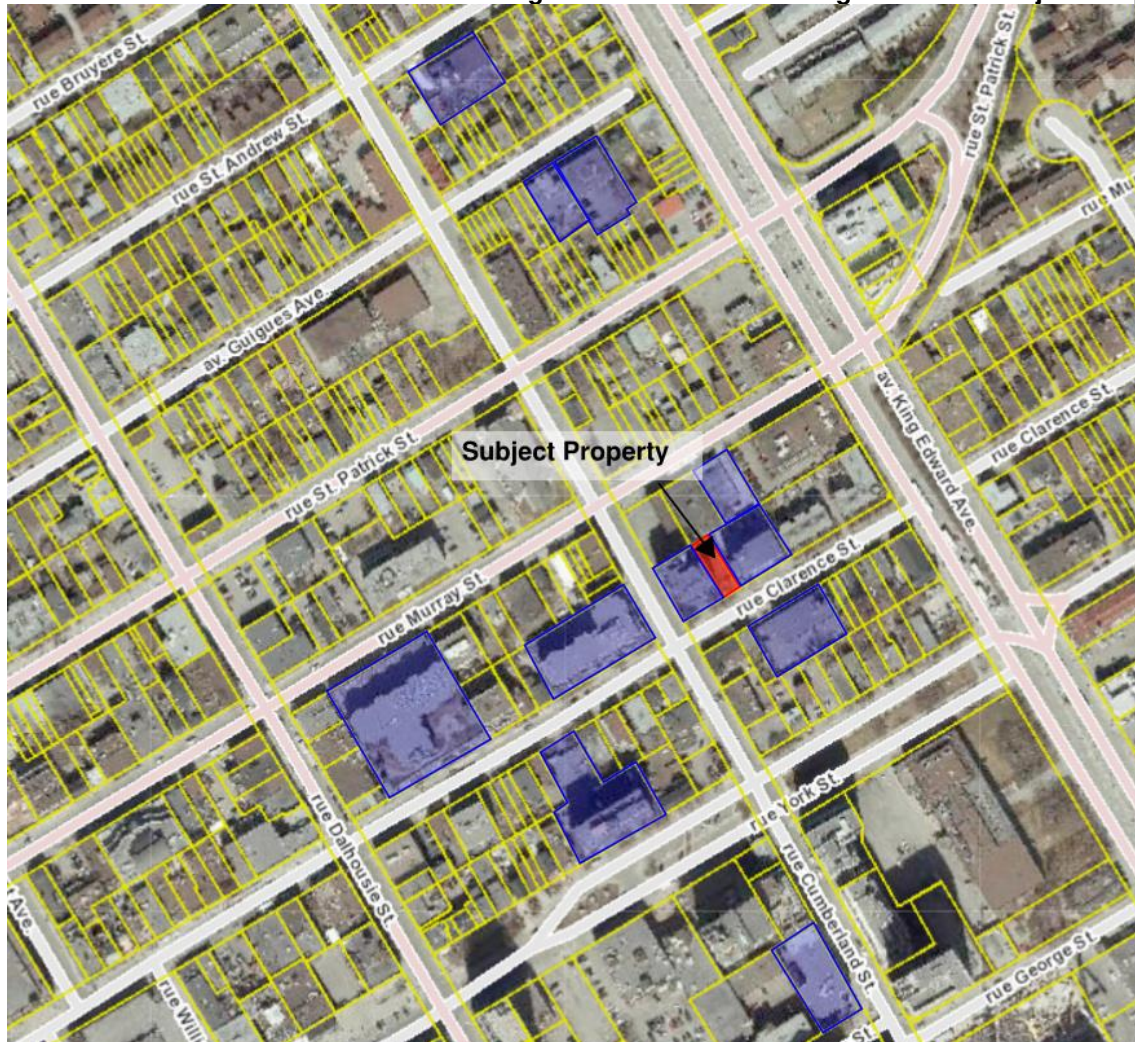


The purpose of the R5 zone is to:

1. *allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as **General Urban Area, Mixed Use Centre** or **Central Area** in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size ;*
4. *ensure that residential uses predominate in selected areas of the **Central Area**, while allowing limited commercial uses;*
5. *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; and (By-law 2009-392)*
6. *permit different development standards identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

A nine-storey residential building is proposed for the Subject Property. “Apartment, mid rise” is defined as a “*residential use building that is more than four storeys but less than ten storeys in height*” in the Zoning By-law. A mid-rise apartment building is permitted in the R5 zone. The Subject Property is located within a central area of the City and is part of the Downtown Core Transect and the ByWard Market Special District in the Official Plan. The Subject Property is an ideal location for the increased residential density that is encouraged in the R5 zone, as it is located close to an LRT station and a number of commercial amenities, including ByWard Market. The Subject Property is also located in a primarily residential area of the Special District, with a number of mid-rise buildings in proximity to the Subject Property (see Figure 19). The proposed development is consistent with the purpose of the R5 zone.

Figure 19: Mid-rise buildings near the Subject Property



Provision 1 of Section 163 of the Zoning By-law lists “apartment dwelling, mid rise” as a permitted use in the R5 zone. The proposed development is permitted in the R5N zone.

Table 1 below summarizes the proposed zoning provisions for the R5N zone. The provisions in red are proposed site-specific requirements.

Table 1: Proposed Zoning Provisions for the Subject Property

Zoning Provision	Proposed Requirements
Minimum Lot Area (m <sup>2</sup> )	288.15 m <sup>2</sup>
Minimum Lot Width (m)	9.13 m
Maximum Building Height (m)	26.48 m
Minimum Front Yard Setback (m)	3 m

Minimum Corner Yard Setback (m)	3 m
Minimum Rear Yard Setback (m)	4.5 m for first four storeys 7.5 m above fourth storey
Minimum Interior Side Yard Setback (m)	0 m 0 m
Minimum Landscaped Area (%)	24.2%
Required Total Amenity Area (m <sup>2</sup> )	195.72 m <sup>2</sup>
Required Communal Amenity Area (m <sup>2</sup> )	102 m <sup>2</sup> (50% of required total amenity area)
<b>Parking Requirements</b>	
Minimum Parking Spaces	No minimum
Minimum Visitor Parking Spaces	0 parking spaces
Maximum Visitor Parking Spaces	30 parking spaces
Minimum Bicycle Parking Spaces	17 spaces (0.5 spaces per dwelling unit)

The proposed development fully conforms with the minimum required front yard setback, communal amenity area, and the minimum bicycle parking requirement of the R5N zone. The proposed development conforms with the minimum rear yard setback above the fourth storey of the proposed development. The proposed development requires site specific provisions for maximum building height, minimum lot area, minimum lot width, minimum rear yard setback, minimum interior side yard setback, minimum landscaped area, minimum total amenity area, and the minimum visitor parking space requirement.

Section 65 of the Zoning By-law regulates permitted projections above the height limit. The provision states that the maximum height limits do not apply to the following structures.

- *landscaped areas, roof-top gardens and terraces and associated safety guards and access structures; pursuant to Table 55, Row (8)*

The proposed development includes a communal rooftop terrace on the ninth storey of the building. A communal rooftop terrace is permitted by the provisions of the Zoning By-law.

Table 55, Row (8) provides provisions for rooftop landscaped areas, gardens and terraces. The provision applies to “a dwelling of four storeys or less, and any part of an apartment, mid-rise and apartment, high-rise that is four storeys or less”. Since the proposed rooftop terrace is above the fourth storey of a mid-rise building, the provisions of Table 55, Row (8) do not apply to the proposed development.

**The proposed Major Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Residential Fifth Density zone. The Major Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property.**



## 6.0 PROPOSED ZONING BY-LAW AMENDMENT

211 Clarence Street is currently zoned Residential Fourth Density, Subzone UD, Schedule 77 (R4UD S77) in the City of Ottawa's Zoning By-law 2008-250. The Zoning By-law Amendment application proposes to rezone the property to the Residential Fifth Density Zone, Subzone N (R5N). Section 163 and 164 set out the provisions for the R5 zone. Site-specific zoning provisions are required to facilitate the proposed development on the Subject Property.

### Proposed Site-Specific Provisions

The following site-specific provisions are requested on the Subject Property.

- To require a minimum lot area of 288.15 m<sup>2</sup>
- To require a minimum lot width of 9.13 m
- To permit a maximum height of 26.48 m,
- To require a minimum rear yard setback of 4.5 m below the fifth storey
- To require a minimum interior side yard setback of 0 m
- To require a minimum landscaped area of 24% of the lot area
- To require a total amenity area of 195 m<sup>2</sup>
- To require 0 visitor parking spaces

### Minimum Lot Area and Lot Width

Site specific provisions are required for minimum lot area and lot width, recognizing the size of the Subject Property. A number of properties in proximity to the Subject Property are also zoned R5 (see Figure 20). Many of these properties have lot areas and lot widths that are less than the minimum lot area and lot width required by the provisions of the Zoning By-law (see light blue properties on Figure 20). Some of these lots have a lot area and lot width that is less than the Subject Property. The proposed minimum lot area and lot width are appropriate for an R5 zone.

Figure 20: Surrounding Properties zoned R5



### **Maximum Building Height**

The Subject Property requires a site-specific provision to allow for a building height of 26.5 metres.

The proposed building height fits into the surrounding context of mid-rise buildings. The properties abutting the Subject Property to the east and west contain mid-rise residential buildings. Existing mid-rise buildings are located to the south across Clarence Street and further west along Clarence Street. The proposed nine-storey building fits within the context of the area and ensures that the proposed building is not impacted by the greater height of the existing buildings abutting the Subject Property to the west and east (see Figure 21).

**Figure 21: Proposed Nine Storey Streetscape (top) versus a Five Storey Concept (bottom)**

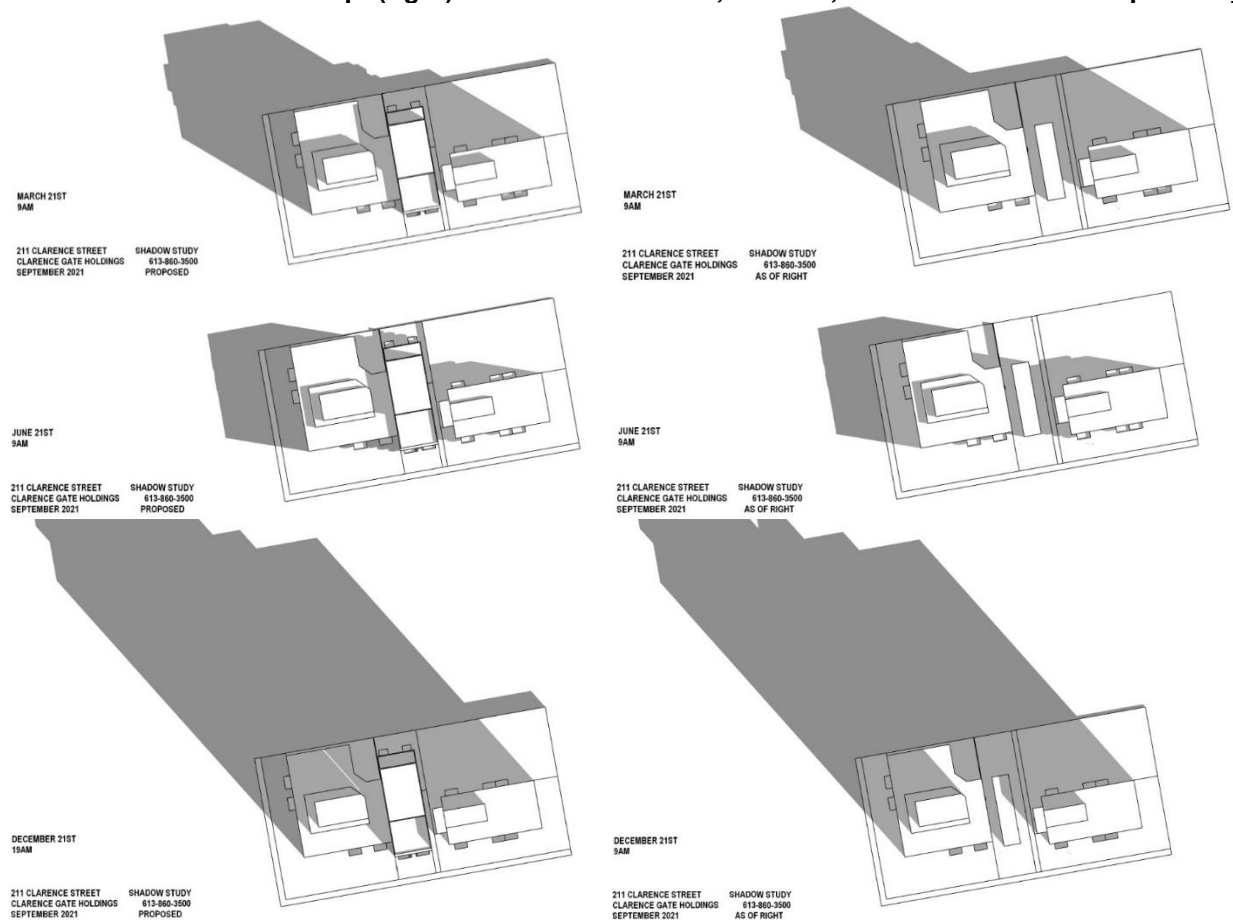


The proposed development is designed to fit into the surrounding mid-rise context while being sensitive to the low-rise buildings to the north. The building stepback in the rear yard will provide an appropriate transition between the bulk of the proposed building and the low-rise buildings to the north. This will ensure that there is minimal shadowing and privacy impacts on these properties.

The shadow impact of the nine-storey building is minimal compared to the “as-of-right” development under the existing R4-UD S77 zone (see Figure 22). The greatest difference in shadowing onto the property to the west occurs in the summer. However, a development built as-of-right would still result in shadowing into the neighbouring building’s rear yard. The abutting

building to the west also creates shadows into its own yard throughout the rest of the day, with the proposed building primarily creating shadows in the parking lot of the existing building to the east.

**Figure 22: Difference in Shadowing Impacts between proposed building (left) and as of right concept (right) at 9 am on March 21, June 21, and December 21<sup>st</sup> respectively**



**Minimum Rear Yard Setback**

The proposed development provides a rear yard setback of 4.5 metres. A building stepback of 3 metres is provided above the fourth storey. The proposed development meets the rear yard setback of 7.5 metres in the R5N zone above the fourth storey, providing an appropriate separation from abutting lots. The 4.5 metre rear yard setback and 3 metre stepback provided above the fourth storey ensures that overlook into the rear yards of abutting lots is minimized.

A variety of rear yard setbacks are provided on adjacent properties. Many properties that do not provide rear parking, including the abutting properties to the west and the north of the Subject Property, have rear yard setbacks that are less than 7.5 metres. The property located directly to the west provides a zero metre rear yard setback and a zero metre interior side yard setback except for an interior yard on the northeastern corner of the property. This interior yard is setback approximately 8.7 metres from the north lot line and 5.4 metres from the eastern lot line abutting the Subject Property. This creates an interior yard with an approximate area of 44.8 square

metres, or 6% of the lot area. A rear yard setback of 4.5 metres on the Subject Property would create a rear yard with an approximate area of 41.2 square metres or 14.4% of the lot area. The proposed development would effectively provide a proportionally larger rear yard than the abutting building to the west. A rear yard setback of 4.5 metres provides a greater amount of separation from surrounding properties than is generally provided in the rest of the area. The provided rear yard setback will provide an appropriate separation from the properties to the north.

The rear yard setback on the proposed development would have a minimal impact on the abutting property to the east. Any shadowing or privacy impacts on the abutting property to the east are minimal, as the rear yard of the property to the east consists of a parking lot.

### **Minimum Interior Side Yard Setback**

The proposed development has an interior side yard setback of 0 metres.

The proposed interior side yard setback is in response to the existing smaller lot width of the Subject Property. The Subject Property has a lot width of 9.13 metres. Requiring interior side yard setbacks would significantly restrict the functional use of the lot and would prevent the development of context-sensitive housing on the Subject Property. Development of the Subject Property would not be feasible.

The abutting building to the east has an interior side yard setback of approximately 1.8 metres on the western side and 2.7 metres on the eastern side while the abutting building to the north has interior side yard setbacks of approximately 1 metre. To the west, the abutting building has an interior side yard setback of 0 metres along most of the side lot line and a setback of 5.4 metres to the rear of the property. Interior side yard setbacks of 0 metres would fit with the setbacks provided for the surrounding properties.

The proposed interior side yard setbacks would have a minimal impact on the abutting buildings. The walls of the abutting buildings that face the Subject Property have no windows, which would reduce any potential privacy impacts that may arise from the proposed development. There are also no windows proposed on the west and east side of the proposed building, with windows and balconies on the north and south side of the property. This will provide residents with adequate sunlight without encroaching on neighbours. An access easement is provided to the east of the Subject Property to allow residents to access the rear yard, the bicycle parking, and the garbage room.

### **Minimum Landscaping**

A site-specific provision is proposed to require a minimum landscaping of 24% of the lot. Requiring 24% of the lot area to be landscaped will provide an adequate amount of soft landscaping on the Subject Property. The Subject Property is located near a number of parks and greenspaces (see Figure 23), including large municipal and federal park spaces such as Bordeleau Park and Major's Hill Park that are within a 10-minute walking distance from the Subject Property. These parks will provide additional amenity area for residents.



**Figure 23: Parks and Amenities in Proximity to the Subject Property**



**Total Amenity Area**

A site-specific zoning provision is proposed to require 195 square metres of amenity area. 112 square metres of the total amenity area provided will be for communal use, which meets the Zoning Bylaw requirement to provide 50% of the total amenity area for communal use.

A number of amenities are available to residents within a walking distance (see Figure 23). Amenities in the area include schools, libraries, and recreational facilities as well as a number of historic sites, galleries, and museums. The Subject Property is also located within walking distance of ByWard Market, where commercial amenities and gathering spaces are available.

**Visitor Parking**

A site-specific provision is proposed to eliminate the requirement to provide visitor parking spaces. The Subject Property is well located and is within walking distance of the Rideau LRT station and a number of bus routes. There are also a number of cycling lanes within proximity of the Subject Property. Visitors will be able to easily access the Subject Property through alternative modes of transportation rather than a vehicle.

Plentiful on-street parking is available within proximity of the Subject Property, including along Clarence Street, Cumberland Street, York Street, Murray Street, and Dalhousie Street. There are also a number of surface parking lots and parking garages within proximity to the Subject Property (Figure 24). The availability of on-street parking and parking lots in the neighbouring area will help meet the requirement for 2.2 visitor parking spaces.

**Figure 24: Parking Lots and Garages within Proximity of the Subject Property**

### **Conclusion**

To facilitate the proposed development of a mid-rise apartment building on the Subject Property, this application requests site-specific zoning provisions for maximum permitted building height, minimum required lot area, minimum required lot width, minimum required rear yard setback, minimum required interior side yard setback, minimum required landscaping, minimum required total amenity area, and minimum required visitor parking.

The proposed development is designed to fit appropriately and contextually on a smaller lot and is well located near a number of parks, amenities, and transit access. The proposed site-specific R5N zone is appropriate to facilitate the proposed development of a mid-rise apartment building on the Subject Property.

## **7.0 PUBLIC CONSULTATION STRATEGY**

### **Prior to Submission**

A formal pre-application consultation meeting was held with City staff on August 19, 2021. Comments from the Lowertown Community Association were also received.

### **Upon Submission**

The public will be consulted through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

### **Virtual Open House**

<b>Who:</b>	Residents of the community
<b>Where:</b>	The Open House may be held electronically via Zoom, subject to the necessary COVID-19 protocols.
<b>When:</b>	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning Committee.
<b>City rep:</b>	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
<b>Follow up:</b>	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.
<b>Notes:</b>	At the time of the public meeting, COVID-19 health restrictions may allow for an in-person meeting. In this case, the meeting will be held during the week in the early evening. The location of the meeting will be shared as early as possible to ensure all interested members of the public can attend. Interested parties can request further information through the Project Team or their Community Association Primary Contact.

## **8.0 CONCLUSION**

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a nine-storey residential building on 211 Clarence Street. The proposed development will consist of 34 residential dwelling units. No vehicle parking is provided on site and 34 bicycle parking spots are provided. An access easement will be included on the east side of the building to provide residents access to the bicycle parking, waste storage area, and the rear yard.

The Subject Property is part of the ByWard Market Special District in the Downtown Core Transect in the City of Ottawa Official Plan (2022). The Subject Property is currently zoned Residential Fourth Density, Subzone UD, Schedule 77 (R4-UD S77). The Major Zoning By-law amendment proposes to rezone the Subject Property to Residential Fifth Density, Subzone N and seeks site-specific provisions for maximum permitted building height, minimum lot area, minimum lot width, minimum rear yard setback, minimum interior side yard setback, minimum landscaped area, minimum total amenity area, and minimum visitor parking provisions.

The proposed development is appropriate to support growth and development within the urban area. The proposed development meets the housing and intensification goals of the Provincial Policy Statement by adding 34 dwelling units to the urban area. The proposed development is well located to accommodate increased density, with access to commercial amenities, parks and recreational amenities, employment, and transit within walking distance of the Subject Property. The proposed Major Zoning By-law Amendment will have no negative impacts to natural heritage

and features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The Major Zoning By-law Amendment and proposed development are consistent with the policies of the City of Ottawa Official Plan (2022). The proposal is in line with the policies and intent of the ByWard Market Special District and is compatible with the Downtown Core Transect. The proposal meets the City’s intensification goals and 15-minute neighbourhood objectives while providing a built form that is context-sensitive and maintains a continuous streetscape. The proposed building is consistent with the height and massing of the abutting properties, appropriately balancing the height of existing buildings with a smaller lot size. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed nine-storey residential building and permits development that is compatible with the surrounding uses.

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

Yours truly,

**NOVATECH**

Prepared by:



Simran Soor, M. Pl  
Planner

Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development

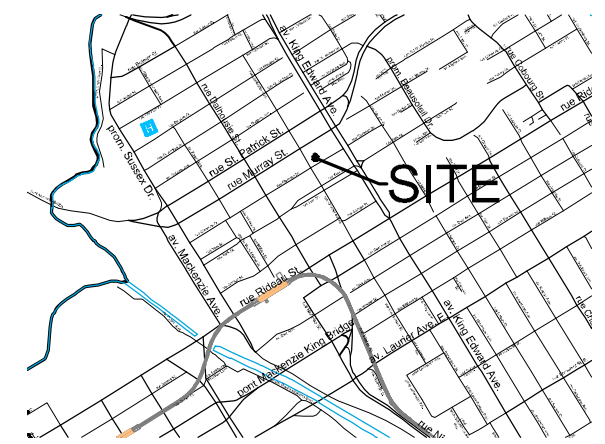
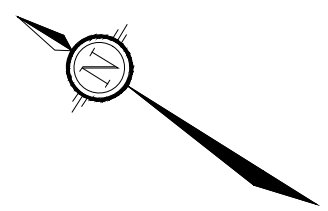
Appendix A:  
Site Plan



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**LEGEND**

Property Line

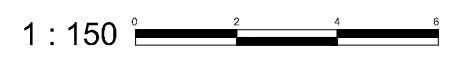


**KEY PLAN**  
N.T.S.

# SITE PLAN

211 CLARENCE STREET

PART OF LOT 2  
REGISTERED PLAN 42482  
CITY OF OTTAWA

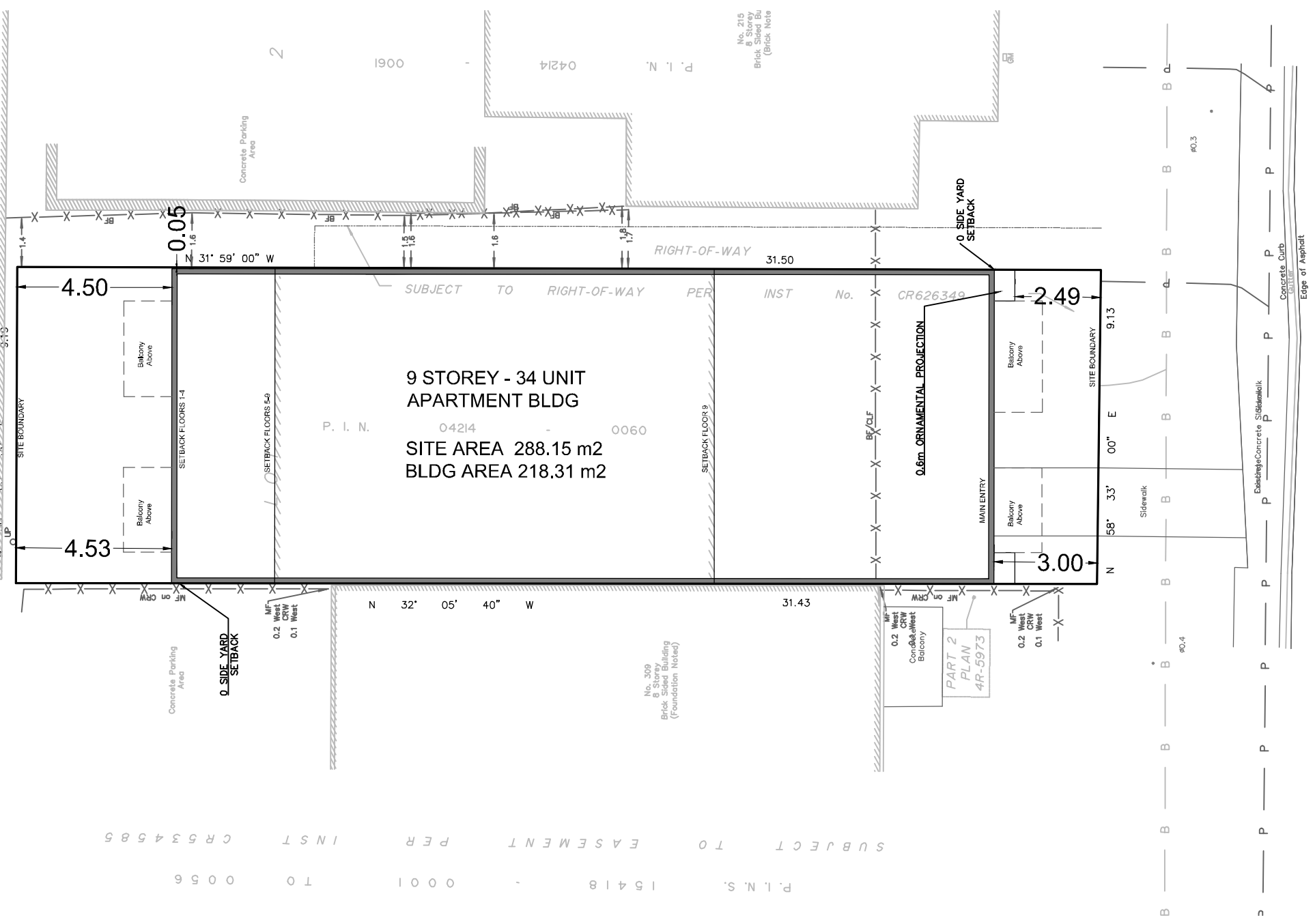


No.	REVISION	DATE	BY
1.	ISSUED FOR SITE PLAN CONTROL	xxx	JK

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ISSUED  
**APRIL, 2022**  
PROJECT No.  
**111023**  
DRAWING No.  
**111023-SP**

**SOURCE REFERENCE:**  
Legal Information: *Plan of Survey*  
*Farley, Smith & Denis Surveying Limited / 2011 / MTM Zone 9, NAD 83*



Clarence Street  
(FORMERLY PARRY STREET)

D07-XX-XX-XXXX