



197-201 Wilbrod Street

Planning Rationale

Minor Zoning By-law Amendment, Heritage Permit, and Site Plan Control Applications

March 11, 2022



Prepared for Empire Holdings Inc.

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1.0

Introduction

Fotenn Planning + Design has been retained by Empire Holdings Inc (Empire) to prepare this Planning Rationale in support of Minor Zoning By-law Amendment, Heritage Permit, and Site Plan Control applications, which are intended to facilitate the proposed development on the lands municipally known as 197-201 Wilbrod Street in the City of Ottawa.

1.1 Required Applications

Empire is proposing to construct a new four (4) storey, low-rise apartment building containing a total of 19 residential apartment units, and 177m² of amenity space on the subject property. The proposed redevelopment plan includes no vehicular parking spaces. Further, the proposed twenty (20) bicycle parking spaces proposed will exceed the zoning requirements; providing one space per unit. The garbage and recycling room is located in the basement to maximize the quality of the outdoor spaces. The existing buildings on the property are proposed to be demolished to facilitate the planned redevelopment as detailed herein.

To proceed with the proposed development, Minor Zoning By-law Amendment, Site Plan Control, and Heritage Permit Applications are being submitted, described below:

The Zoning By-law Amendment proposes to amend specific provisions of the existing Residential Fourth Density, Subzone UD, Schedule 70 Zone (R4UD S70). A special Urban Zoning Exception is proposed to be applied to the lands to provide relief from specific provisions of the zone including the height provisions of Schedule 70, minimum visitor vehicle parking space requirements, and provisions related to the required minimum rear yard setback. The zoning by-law amendment application will also address relief from the Heritage Overlay provisions of Section 60 of the Zoning By-law.

A concurrent Site Plan Control Application is also being submitted to address site-specific design considerations including building materiality, landscaping, amenity areas, and access/egress. Similarly, a Heritage Permit Application under the Ontario Heritage Act has been submitted to facilitate the proposed development. The Heritage Permit Application is required given the existing buildings located on the subject property are designated under Part V of the Ontario Heritage Act and are within the Sandy Hill West Heritage Conservation District.

The existing buildings on the property are proposed to be demolished. The buildings have been classified as Category 3 buildings in the Sandy Hill West Heritage Conservation District and have been vacant since at least 2003. As detailed in the submitted Cultural Heritage Impact Statement, the existing buildings have deteriorated beyond the reasonable ability to consider preservation and are a loss to the integrity of the Sandy Hill West Heritage Conservation District.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the Design Brief prepared by GRC Architects Inc, The Cultural Heritage Impact Statement prepared by Commonwealth Historic Resources Inc and the portfolio of drawings and reports prepared by the engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

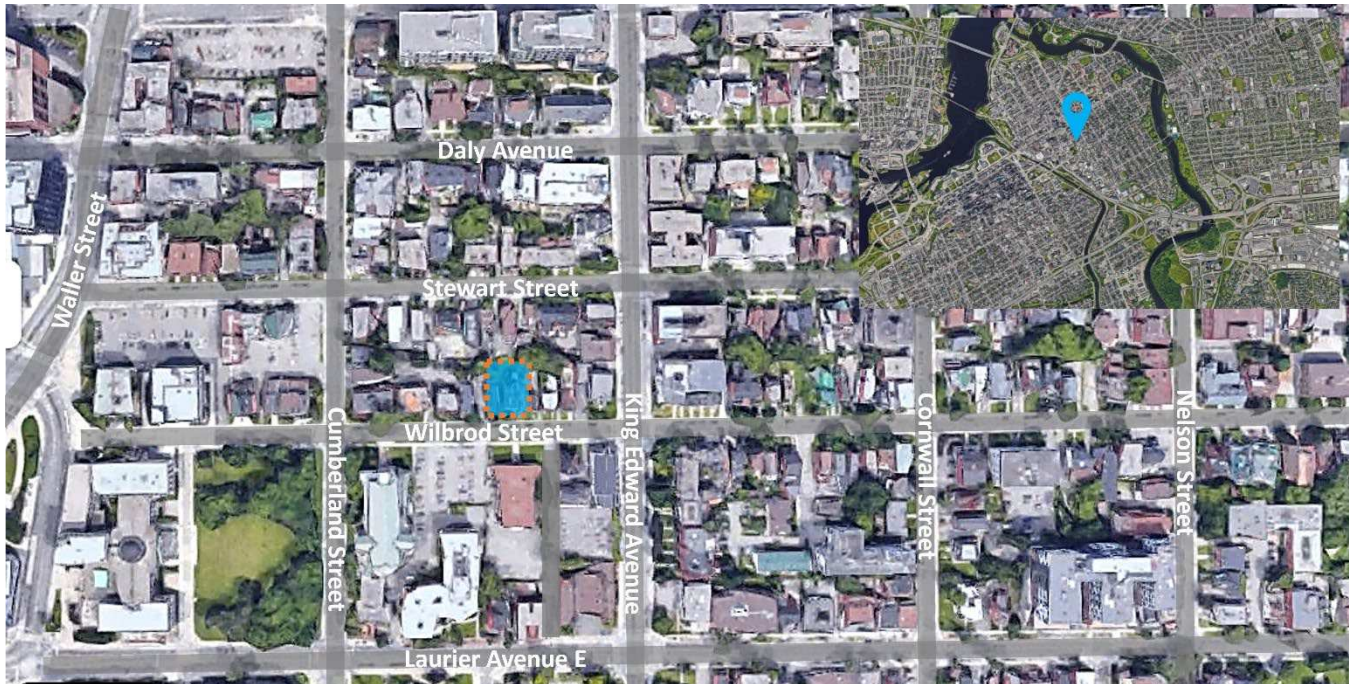
Pursuant to the City's Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation. The required pre-application consultation meeting was held on October 15th, 2021 which involved City Staff Planning and Heritage Staff and representatives from the Action Sandy Hill Community Association. Ongoing pre-application consultation meetings were also held with City Staff as well as the Ward Councillor in preparation for submission of this redevelopment proposal. These formal and informal discussions will continue to occur following submission of the application package. A community information session will

also be held following the submission to share the latest concepts with the general public. Additional public consultation events may be organized if requested by the Ward Councillor or Community Associations.

Other means of engagement and opportunities for input may include the statutory posting of notification signs by the city, posting on the City's Development Application (DevApps) website, and the statutory public meeting at Planning Committee.

Site Context and Surrounding Area

The subject property is located at 197-201 Wilbrod Street in the Sandy Hill West neighbourhood of the City of Ottawa. The lot has approximately 20 metres of frontage along Wilbrod Street, and a depth of approximately 32 metres, with a total area of 650 square metres.



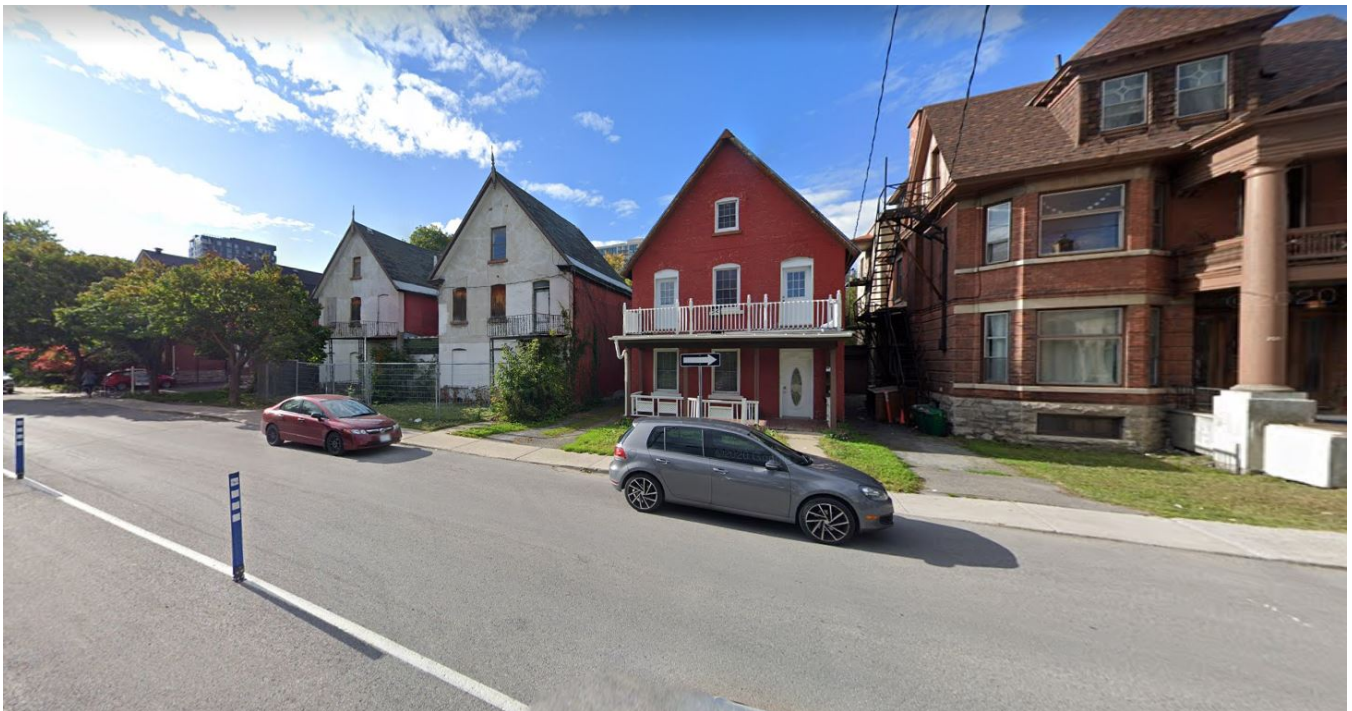
The existing structures on the subject property are currently vacant and have deteriorated beyond any viable ability for preservation.

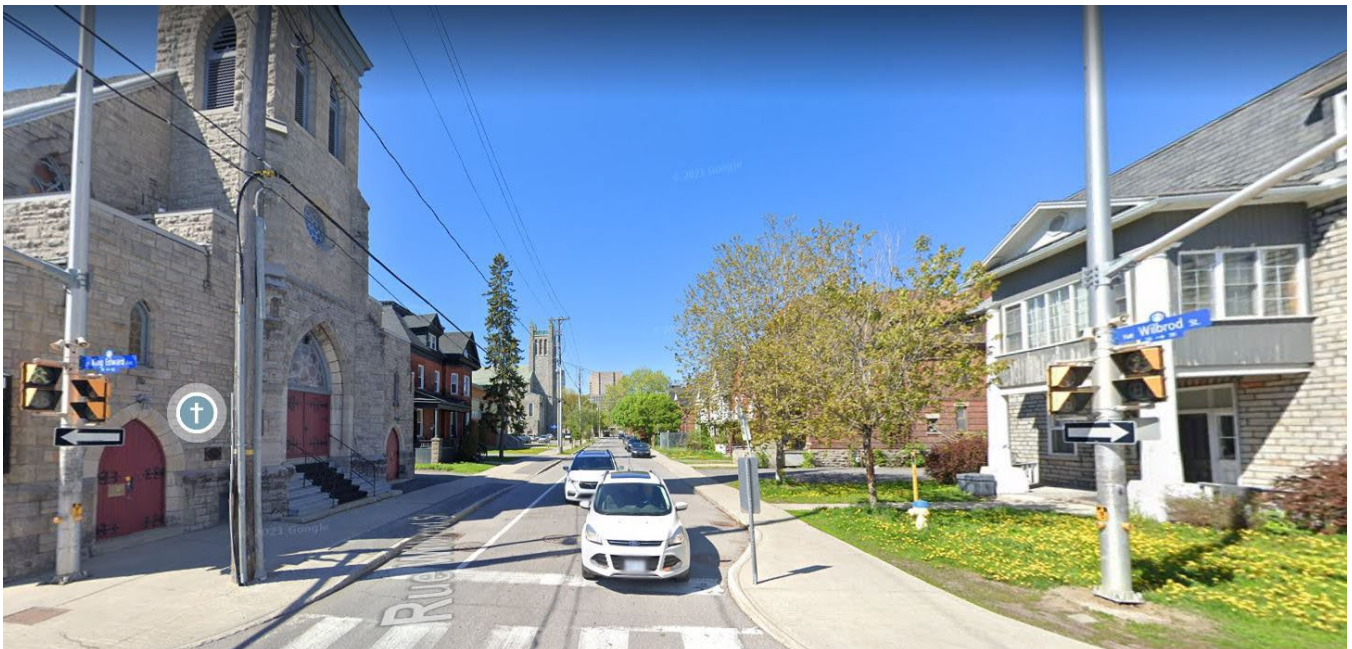


2.1 Surrounding Area

As noted, the subject property is located within the Sandy Hill West neighbourhood of Ottawa, which is a large and diverse urban neighbourhood located immediately east of the City's downtown core. The subject property is within 750 metres walking distance of both the UOttawa and Rideau station on the City's east-west Confederation Line light rail transit (LRT) system. The subject property is also in proximity to the main campus of the University of Ottawa, the Central Business District, City Hall, the Parliament Buildings, Rideau Shopping Centre, and many other key institutions and employment uses.

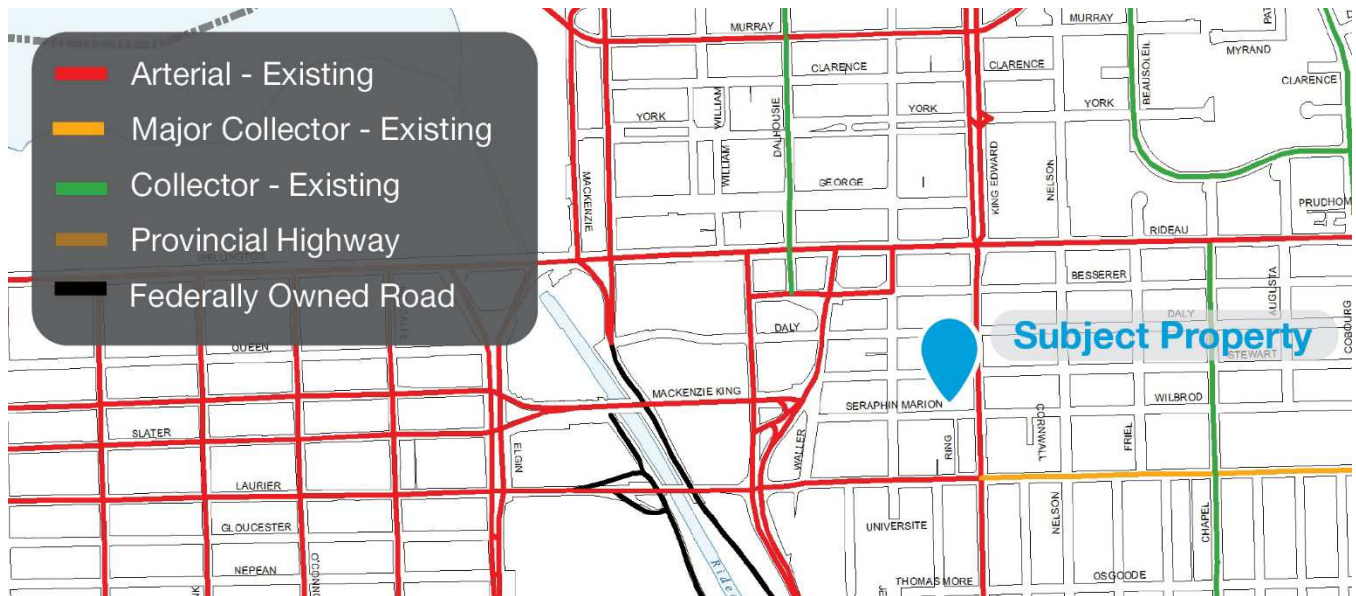
The immediately surrounding neighbourhood comprises a mix of uses and building forms and is characterized predominantly by residential, commercial and institutional uses in the low-to high-rise height category with low-rise residential buildings abutting the property to the east, west, and north. Directly south of the property with frontage on Wilbrod Street is a cluster of institutional religious buildings including St. Joseph's Church, St. Paul Lutheran Church and associated surface parking and accessory buildings. The property is also within 60 metres of King Edward Avenue; an important north-south arterial roadway with service to many key amenities in the area. The University of Ottawa campus is 100 metres west of the subject property.





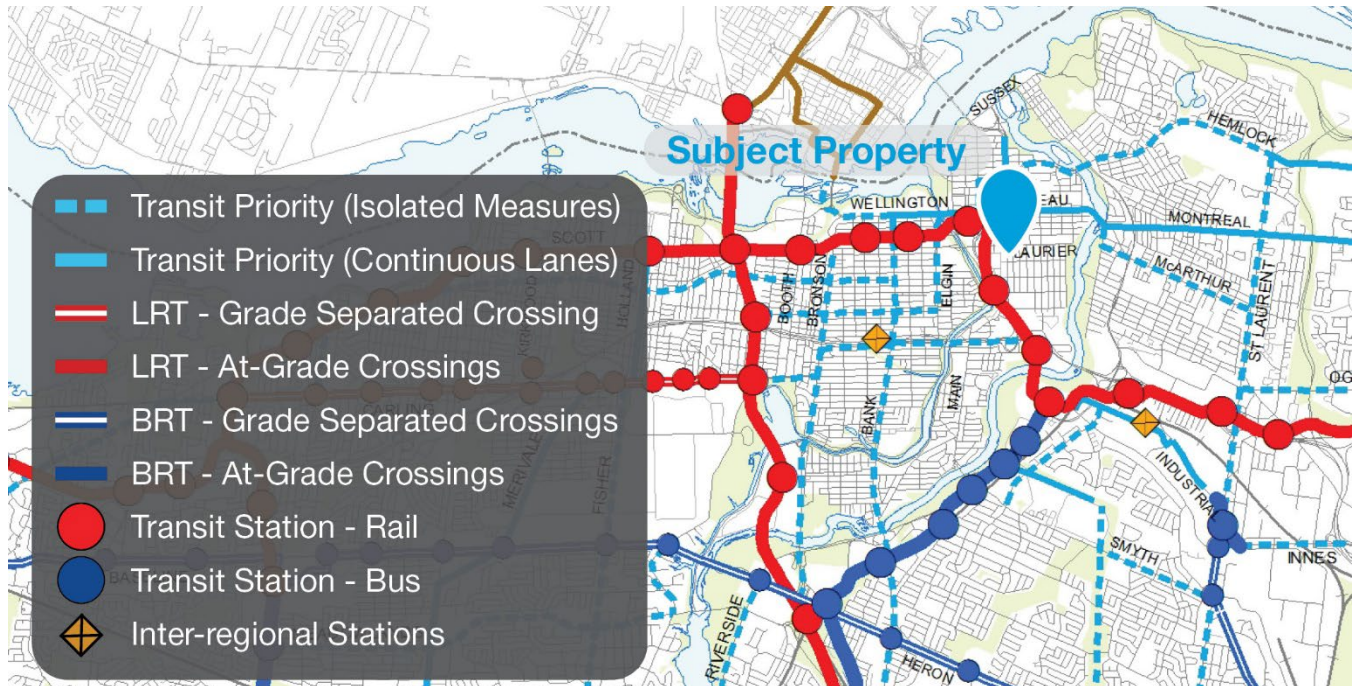
2.2 Road Network

The subject property is well served with respect to the existing road network. Wilbrod Street is identified as Local Road on Schedule F of the Official Plan (Central Area/Inner City Road Network). The subject property is in proximity to a series of arterial roadways crossing the downtown core north-south and east-west including King Edward Avenue and Laurier Avenue East. Arterial Roadways are roads within the city intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also public transit, pedestrians, cyclists and public utilities. Due to their intended function Arterial Roadways are generally best suited for increased activity as a result of residential and commercial intensification.



2.3 Transit Network

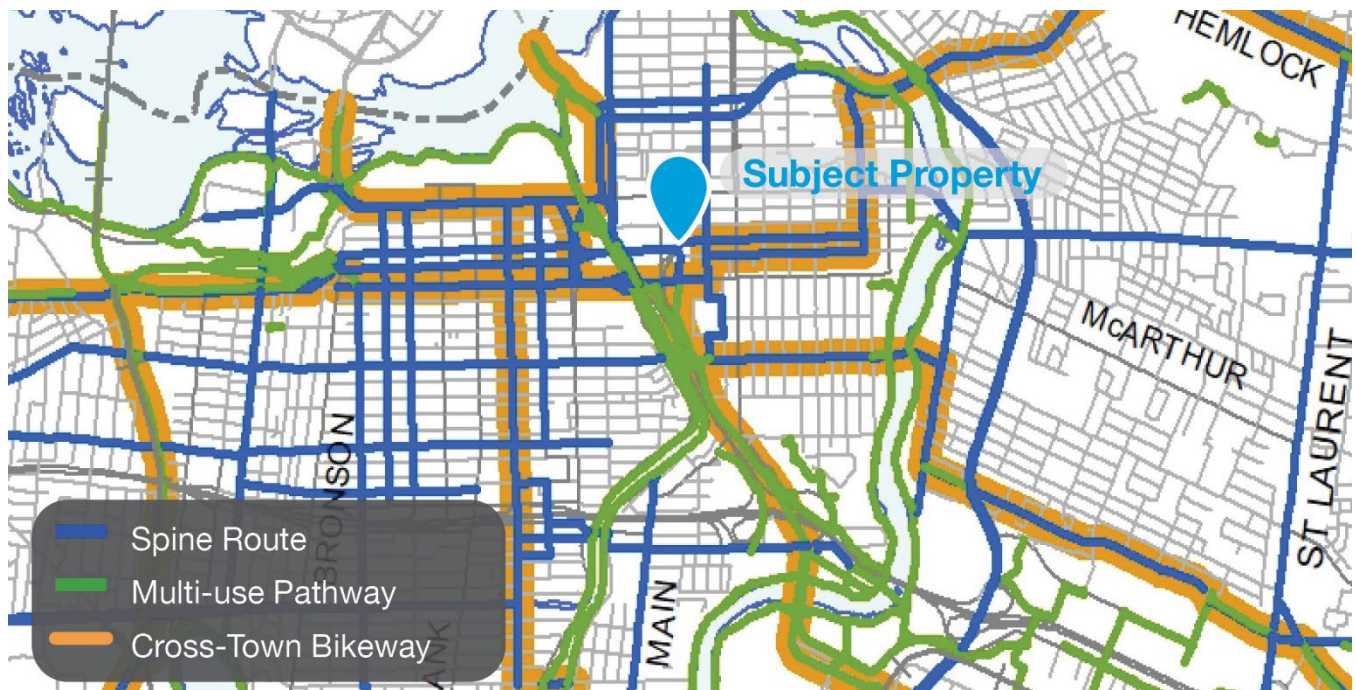
The subject property is also well served by public transit options. The property is located approximately 750 metres walking distance from the nearest rapid transit stations on the Confederation Line (UOttawa & Rideau). The subject property is also well served by local transit routes along King Edward, Laurier, and Rideau Street, a designated Transit Priority Corridor on Schedule D of the Official Plan.



2.4 Active Transportation Network

As designated on Schedule C of the Official Plan, Wilbrod Street is indicated as a Spine Route and Cross Town Bikeway providing connection to the greater Ottawa cycling network. Wilbrod Street is a key feature of the overall bicycle network throughout Sandy Hill area. This route delivers an eastern flowing bicycle lane terminating at Charlotte Street to the east and University of Ottawa Campus to the west.

Further, the site context offers ease of access to a full array of amenities, educational facilities, recreation options, and employment opportunities reducing the need for private personal vehicle trips for future residents and visitors of the proposed building. Mackenzie King Bridge (Albert/Slater to the west) is also designated as a cycling spine route on Schedule C of the Official Plan and provides connection to the greater Ottawa cycling network. This corridor delivers east-west connections and provides cyclists safe and convenient access to and from the downtown core, as well as improving overall connectivity by intersecting with the north-south crosstown bikeway along O'Connor Street. The subject property is also in proximity to the Rideau Canal Eastern multi-use pathway and Confederation Line multi-use pathway as designated on Schedule C of the Official Plan.



Proposed Development & Design Brief

The proposed development consists of low-rise (4-storey), multi-unit, residential building with a total of 19 units proposed, including a mix of two bedroom, and studio units with three of the units are designed to conform with Ontario Building Code barrier-free standards. The building proposes an elevator, and an at-grade entrance for universal access. The building also features 177m² square metres of amenity space including interior and exterior communal amenity within the rear-yard and basement. The balance of the amenity area is private within balconies and at-grade terraces.

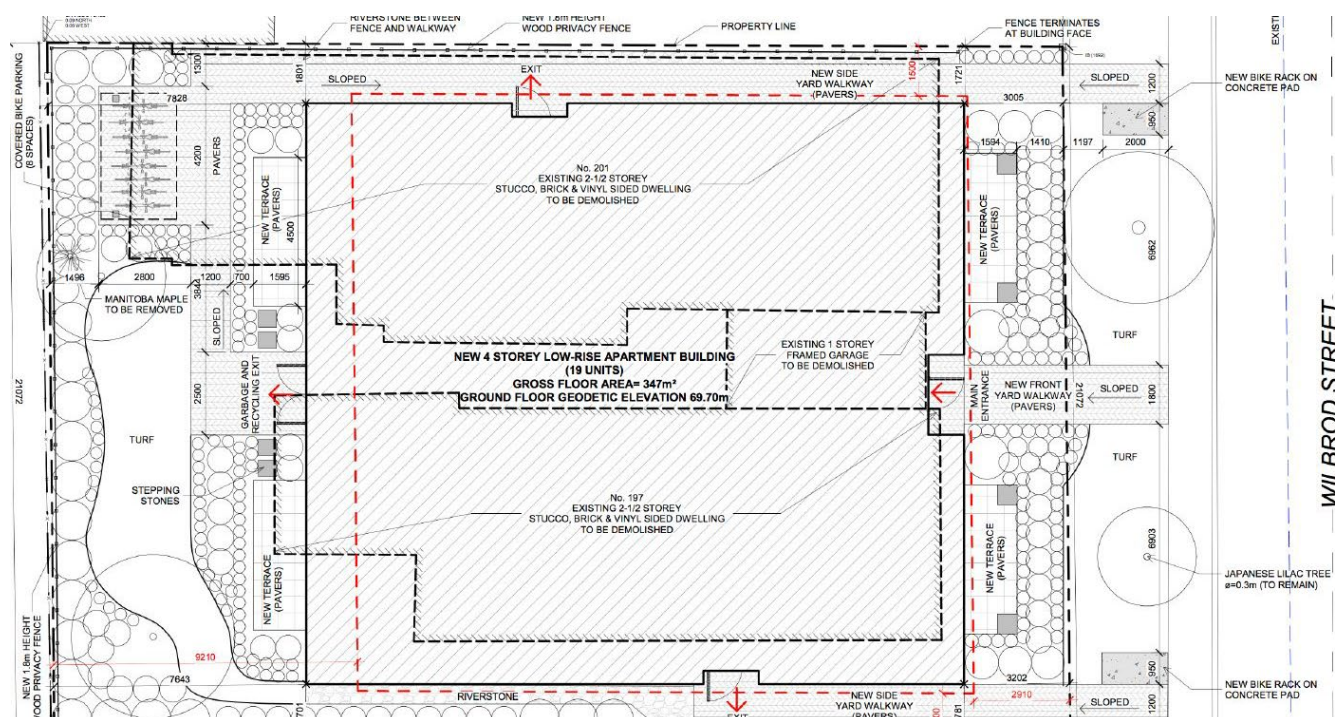


Figure 10: Proposed Site Plan

The proposed redevelopment of the lands includes no vehicular parking spaces to be provided. Twenty (20) bicycle parking spaces for tenants and guests will be supplied in the front and rear yard and will be easily accessible and exceed zoning requirements with a 1:1 ratio of spaces to units. The garbage and recycling facilities are provided within the basement of the proposed building and accessed from an external entrance located in the rear-yard as well as internally. The rear-yard bicycle parking area, external garbage room access, and rear-yard amenity space are accessed externally from a side yard walkway, and internally from within the building.

From a functional standpoint, site servicing is proposed to be located underground to visually preserve the Wilbrod streetscape and the building is designed with a concrete structural system, and energy efficient heating and cooling systems controlled by each apartment.

The proposed building is primarily clad in red brick with an active front entrance, at-grade terrace space and prominent front porches and balconies above the first floor. The fourth floor of the building is setback from the floors below and clad in metal paneling to provide visual articulation and differentiation from the floors below. The mechanical penthouse will be clad in panels and visually integrated into the building design. The development is set back from the street consistent with the average setback of the adjacent buildings, and the ground floor level is consistent with the adjacent buildings in this heritage conservation district.



Figure 11 Proposed Front (North) Elevation



Figure 12: View of the Proposed Development Looking Southwest along Wilbrod Street



Figure 13 Proposed front (left) and rear (right) elevations.

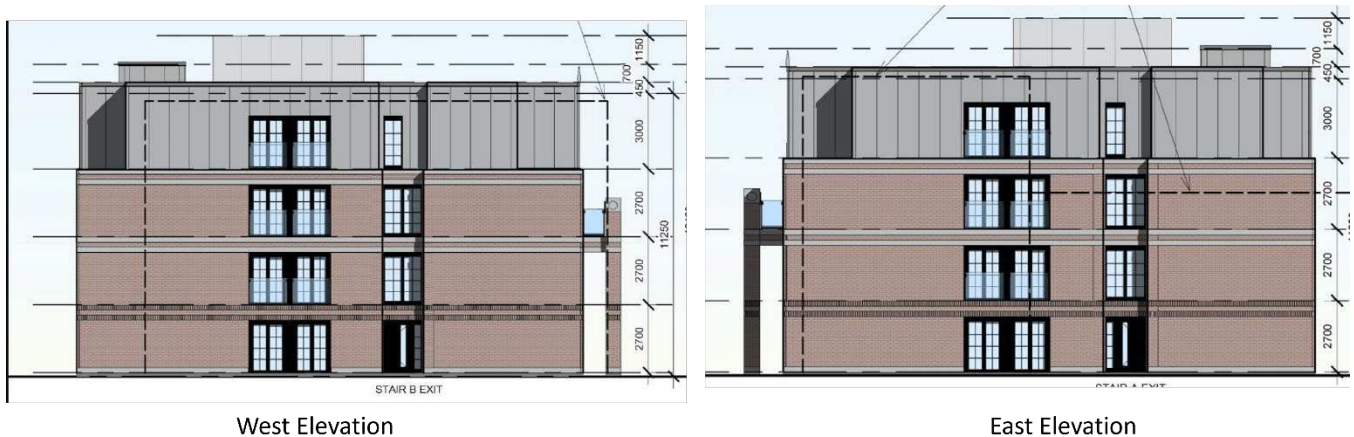


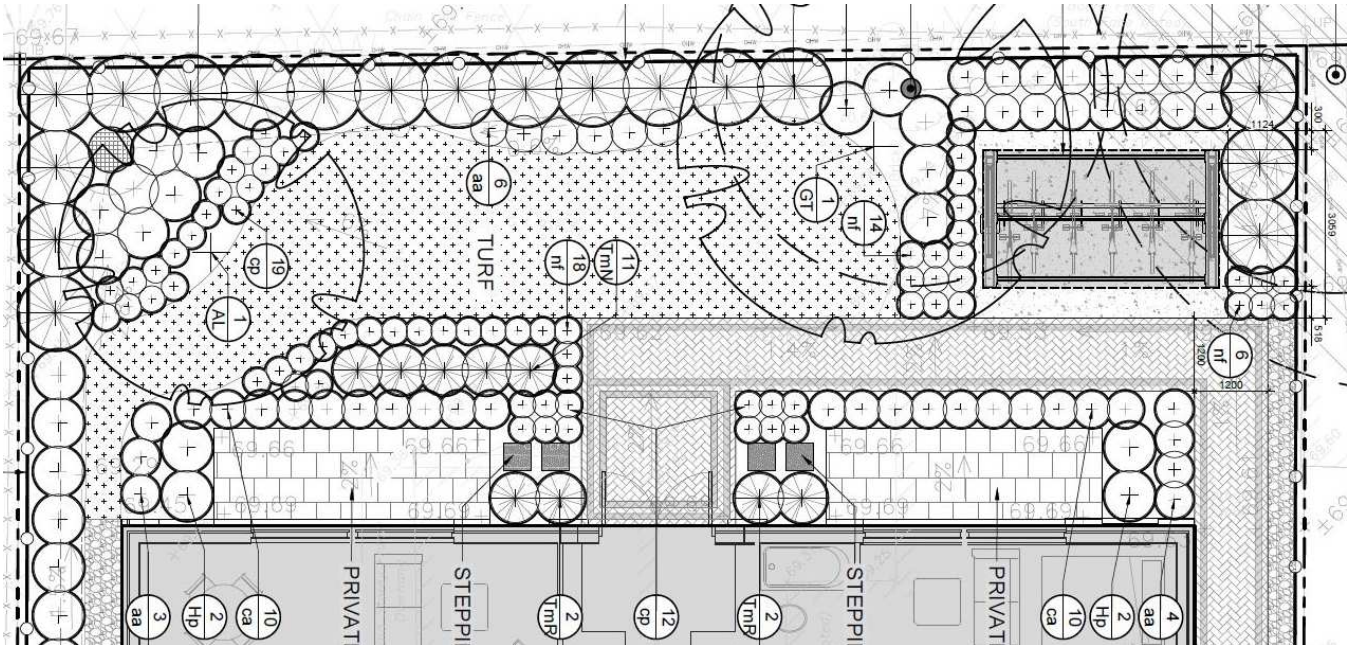
Figure 14 Proposed east (left) and west (right) elevations.

The proposed site landscaping program will include substantial planting including new trees. The existing street trees abutting the front yard and property line will be preserved and incorporated into the overall landscaping plan. To offer a privacy buffer to neighbouring properties, fencing and plantings will be provided along the property lines.

The proposal includes a substantial landscape programing in the rear yard to facilitate privacy screening and appropriate buffering between abutting properties. Further, a new 1.8 metre privacy fence is proposed spanning the entire length of the rear yard lot line. Therefore, mitigation of potential perceived impacts has been achieved through fencing, and the landscaping program to reduce impacts of privacy, noise, or lighting.

Further, given the existing conditions on this portion of the block (predominantly rear yard parking, and many buildings much closer to the rear lot line) as well as the historical capping of the rear yard setback to a max

7.5 metres, it is Fotenn's professional opinion that the proposed rear-yard setback is appropriate given it's context and will not result in adverse impacts for near-by neighbouring properties.



A detailed design analysis can be reviewed within the submitted design brief under separate cover.

3.1 Sustainability

The building is designed holistically with fundamental principals of sustainable development:

/ **Siting, building form, and orientation of the building**

The proposed building is carefully designed with respect to the building site and the neighbouring buildings. The residential suites connect to the outdoors with large, operable sliding doors, bringing in natural light and fresh air. Niches are carefully carved into the North and South sides of the building. This provides central shaded amenity balconies on the South side. Residential balconies on the third floor of the South side provide shade to the units below from the high summer sun, and warmth from the low winter sun. The low-rise nature of the building respects neighbouring properties, creating minimal disruption to their existing daylight conditions.

/ **Energy Performance**

The building will be designed in compliance with supplementary standard SB-10 of the Ontario Building Code. A durable, and well detailed and insulated building envelope will be complimented with high efficiency electrical and mechanical equipment and systems.

/ **Operational Systems**

The building site is located in close proximity to bus stops, and the OttawaU and Rideau LRT stations. This encourages tenants to use public transportation, contributing to greenhouse gas reduction. The apartment building offers a generous amount of indoor and outdoor bike parking, and no automobile parking.

/ **4. Space and Use Parameters**

Outdoor landscaped amenity space at the ground level reduces the load on indoor space requirements and provides flexible outdoor space for all tenants. Tenants can spend time in the rear or front yard reading, having picnics, and doing other outdoor activities, while connecting to nature in the city.

3.1.1 Specific energy performance strategies for this project include:

- Stormwater management system.
- Centralized domestic water heating system results in one less appliance per unit, thus eliminating waste from fabrication. Larger appliances also achieve higher efficiencies.
- All gas appliances are contained on the rooftop.
- VRF air source system complete with Energy Recovery Ventilators for each suite to provide heating, cooling and ventilation air.
- High-efficiency LED lighting throughout building.
- Automatic dimming controls for lighting in stairwells
- Faucets, showers, and water closets within the suites to be selected for ultra-low water consumption.
- Durable building envelope, thermally broken window frames

Policy and Regulatory Framework

4.1 Provincial Policy Statement

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

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, including:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.3.1 and 1.1.3.2 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 - 1. Efficiently use land and resources;
 - 2. 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;
 - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. Support active transportation;
 - 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that 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.

Policy 1.6.7.2 requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that 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.

Policy 1.7.1.3 states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 2.6 addresses cultural heritage and archaeology. 2.6.1 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed residential in-fill development also represents efficient, cost-effective growth, intensifying an underutilized property within an existing community that is well suited to accommodate the proposed increase in residential density.

The design of the new building and especially those portions directly interfacing with the public realm will contain complementary and appropriate materials and design choices respecting the existing and historical character of the area.

Through replacing vacant and deteriorating building stock, the proposed development will represent a substantial improvement to the condition of the subject property and overall character of the street and broader community. The proposed development represents a compact redevelopment of the lands making efficient use of both the site itself and existing infrastructure. The development will promote active transportation given the network of pedestrian and cycling infrastructure in the immediate area. The range of unit sizes provided will ensure a diversity of housing opportunities in this area. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

4.2.1 Managing Growth

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline, resulting in the need for approximately 145,000 new homes in Ottawa by 2031. The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area, and one third of housing growth is anticipated to occur within the Greenbelt. Much of the demand for new housing is anticipated to be in the form of smaller units such as apartments or condominiums.

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth is to be distributed throughout the urban area to strengthen liveable communities through intensification and infill as well as new development on vacant land in designated growth areas. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

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

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development is considered residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

The Official Plan identifies specific land use designations, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification given their location on the rapid transit and transit priority network as defined by Schedule D of the Official Plan. Minimum density targets for many of these areas are defined in Figure 2.3 of the Official Plan. Within the Central Area, the Official Plan sets a target of 500 people and jobs per gross hectare in Figure 2.3.

The subject property is located within a target area for intensification and will contribute to achieving the City's target density for residents and jobs within the Central Area. The low-rise , multi-unit apartment form of the building represents an important and under-provided building typology known as the missing-middle, that will increase residential density in the area why also ensuring compatibility with the existing character of the street and overall neighbourhood.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by the location in a target area for intensification (such the Central Area); and, the design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

The Official Plan defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys

/ High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 notes that building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

The proposed development represents a low-rise intensification of the subject property. The site is within a target area for intensification and has been carefully designed to ensure compatibility with the surrounding community and an appropriate scale for the area in both the overall massing of the building as well as the heritage character of the street and community. Further discussion on compatibility and design is detailed below.

The proposed development seeks to intensify the subject property with a low-rise development (4-storeys) with careful attention given to ensuring that the design of the building is compatible with the surrounding context and planned function of the surrounding area. Further discussion of the compatibility and design policies in Section 4.11 is below and within the submitted Design Brief package. Given the existing context and planned function of the abutting properties, the residential re-development proposal is considered the most appropriate use of the subject property.

As per Policy 10 above, the subject property is suitable for the proposed modest increase in permitted height due to proximity to numerous nearby transit priority corridors. The proposed site programming does not include spaces for resident or visitor vehicle parking and therefore prioritizes active and rapid transportation options.

The impacts to the surrounding community have been evaluated through the studies and reports prepared in support of the current applications. As noted above, the direction of policy 10 has also been carefully considered in the design of the development and will not produce any negative impacts on the nearby community.

The proposed building design with a height of four-storeys provides appropriate materiality and massing which provides appropriate design mitigation of the additional height and respects the existing character of this heritage area. The proposed residential re-development of the subject property ensures that intensification is directed where it will have minimal adverse impacts on established, low-rise neighbourhood and preserve and reinforce the character of stable, existing residential neighbourhoods.

4.2.2 Land Use Designation

The subject property is located within the Central Area on Schedule B of the Official Plan (OP). The Central Area is the economic and cultural heart of the city providing a combination of employment, government, retail, housing, entertainment, and cultural activities. In this designation, the Official Plan states that new buildings will reflect a human scale of development and will be guided by design criteria which will result in an enhanced pedestrian environment. Further, the Official Plan states that the Central Area's unique heritage resources will be protected and enhanced through new development which respects and complements nearby heritage buildings.

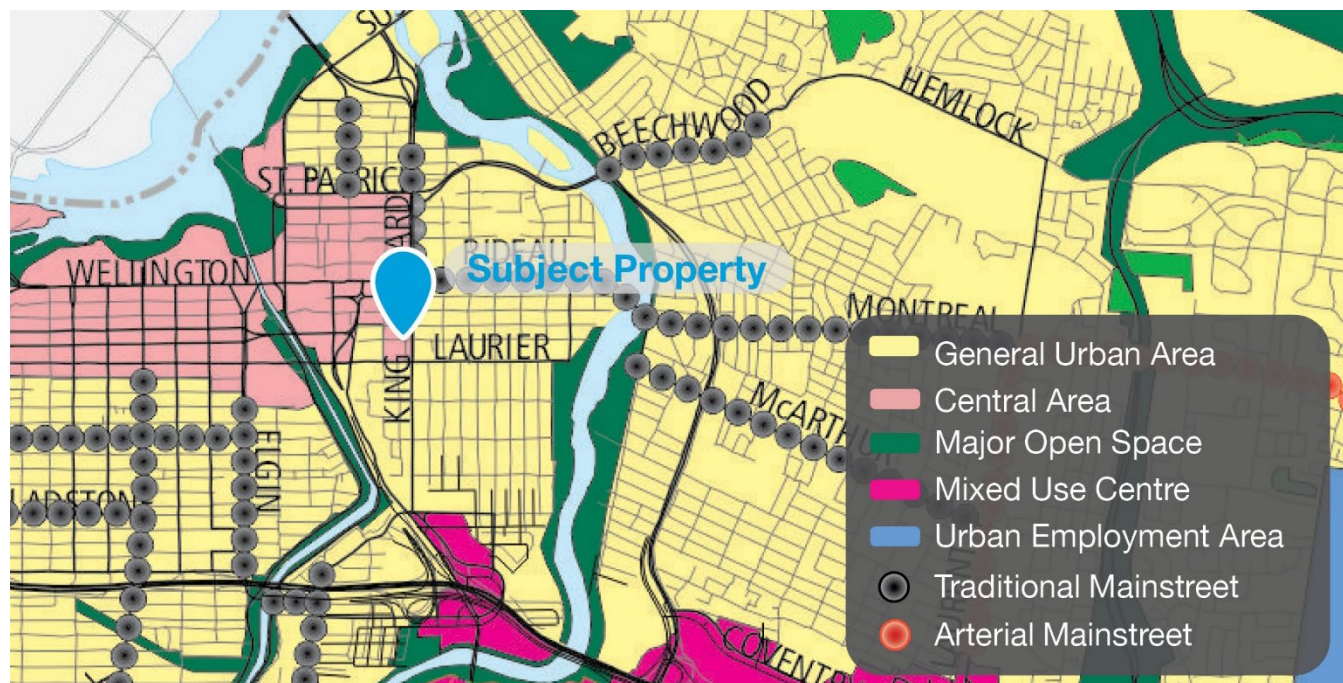


Figure 16: Schedule B - Urban Land Use Designation

Policy 2(d) of Section 3.6.6. states that the City will support the Central Area's role by ensuring development applications have regard for the Central Area Secondary Plan policies to enhance the physical character, identity, and unique heritage resources of the Central Area's distinctive streets, theme streets, character areas, and heritage conservation districts.

The proposed development's adherence to the Central Area Secondary Plan is discussed in greater detail in Section 4.4 of this report.

Policy 2(e) establishes the importance of protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area, depicted as key viewpoints and view sequences on Annex 8A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols.

Policy 2(e) states that buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do 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 Annex 8A.

Annex 8B establishes maximum building heights and angular planes for the Central Area, including the subject property. This annex has been translated into site-specific zoning schedules for all the properties captured within the annex.

The subject site is not located within a key view plane as indicated on Annex 8A of the Official Plan but is located in the area of background height control. The proposed maximum building height adheres to the objectives of Annex 8A and does not project into the identified protected view planes.

Policy 6 of Section 3.6.6 states that the City shall improve and enhance the pedestrian environment in the Central Area by:

- a) Providing outdoor/indoor green open space and pedestrian amenity areas (including interim green spaces on vacant lands) such as pocket parks, plazas, green rooftops and/or indoor winter gardens;

- b) Providing soft and hard landscaping elements, including tree plantings, which contribute and are sensitive to the character of the area;
- c) Providing sheltered and sunlit seating areas and comfort stations where appropriate
- d) Protecting and enhancing established public courtyards, pedestrian malls and circulation systems in the Central Area;
- e) Preserving the established architectural integrity of existing buildings, streets and areas;
- f) Ensuring buildings are designed and sited to minimize sun shadowing and provide appropriate wind attenuation, where required, on public open spaces and pedestrian corridors;
- g) Ensuring the provision of at-grade street-oriented uses with their principal entrances fronting on the sidewalk and providing a continuity of weather protection;
- h) Considering appropriate safety and public security measures, including, design for safety, lighting and site visibility for all development proposals and public improvements.

Policy 8 references policy direction to give walking, cycling and public transit priority in the Central Area.

The existing condition of the subject property is characterized by vacant building structures. The public realm and pedestrian experience is proposed to be significantly enhanced on this portion of Wilbrod Street with active at-grade residential uses and a comprehensive landscape plan interfacing with the public realm.

Finally, Policy 9 of Section 3.6.6 states that the City will ensure that parking and loading facilities address the unique role of the Central Area and contribute to an enjoyable, safe and secure pedestrian environment by limiting temporary facilities, and mitigating their impact.

The proposed development conforms to the Central Area policies detailed in Section 3.6.6 of the Official Plan. As noted above, the Central Area is identified in the Official Plan as a target area for intensification. The proposed development will help achieve the goal for intensification by redeveloping a underutilized parcel that is within the core and in proximity to rapid transit, services, and amenities.

The proposed 4-storey height is permitted as per the policy framework and respects the established maximum building heights and angular plane requirements of the Official Plan. The proposed development will contribute to a range of housing types and tenures within the area. This residential intensification will promote the Official Plan's objectives of making the Central Area a hub of activity for the region.

The proposed development is in an area of the City that is well-served by nearby services, amenities, recreational opportunities, and employment areas and therefore will promote walking, cycling and public transit priority in the Central Area as per Section 3.6.6.

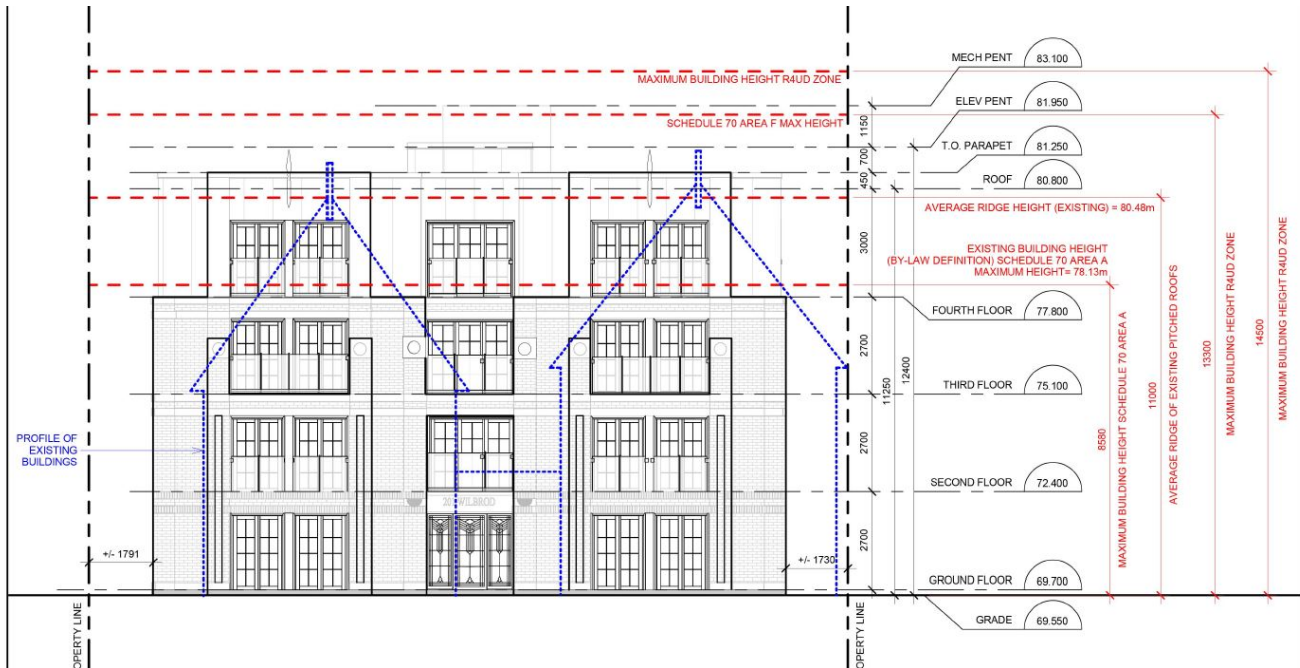


Figure 17 Existing built form (dashed blue line) compared with proposed development indicated.

The proposed residential re-development of the subject property represents a transition towards a more compatible land-use for the immediate area and provides for significant improvements to the existing condition which presently includes a vacant and deteriorating buildings. Through providing complementary design and materiality for the street, the proposal has been designed to build upon the desirable patterns and residential character of the surrounding community. The proposed development will also contribute to the available rental housing stock within the city and Sandy Hill, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area. Finally, the proposed four-storey building height is well represented in the immediate area with numerous low, mid and high-rise buildings within close proximity.

4.2.3 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. Compatible development is not necessarily the same as or similar to existing buildings, but enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broad design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development, consisting of the changes to the approved building, responds to the urban design objectives of Section 2.5.1 in the following ways:

To enhance the sense of community by creating and maintaining places with their own distinct identity.	The redevelopment plan proposes to develop and intensify an underutilized property characterized by vacant and deteriorating buildings. The building design will enclose the street edge and improve the public realm with prominent and well-designed features at-grade. The design which complements and respects of the existing heritage character of the community into the new building (red brick, prominent front porches) will ensure a compatible and complementary design and will create a distinct identity for the site.
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To define quality public and private spaces through development.	The proposal will animate the street edge with front-facing glazing, a prominent active entrance to the sidewalk, appropriate landscaping features, and an overall improved residential edge along the complete street frontage. Within the building, the fourth floor is distinguished with a change in materiality and articulation which provides a high-quality and unique design aesthetic. The amenity area contribution will be characterized by front and rear yard at-grade amenity space as well as complemented by private balconies and terraces throughout the building.
To create places that are safe, accessible and are easy to get to.	The proposed development provides adequate glazing that improve passive surveillance along the street and has been designed to enclose the street edge and improve the public realm. The proposal does not include vehicle access or egress, and therefore improves pedestrian safety along this portion of Wilbrod Street.
To ensure that new development respects the character of existing areas.	The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The four (4) storey built form responds to the policies and regulations established for low-rise building heights within the Central Area Designation and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the front, rear, and side yards interface appropriately with the existing community. The design approach responds to and complements the existing community character through massing, setbacks, and materiality.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The proposal considers adaptability and diversity by intensifying the currently underutilized property and adding to the diversity of housing types available in the community.

The subject property is located within a Design Priority Area per Policy 4 of Section 2.5.1 of the Official Plan. Therefore, the proposal will be reviewed against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This submission package includes a Design Brief as described in Policy 1 of Section 4.11. Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing.

The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This planning rationale incorporates the requirements of Design Brief.

The proposal responds to the following applicable policies of Section 4.11:

	Policy	Proposed Development
Building Design		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.	The proposed development has a low-rise built form that is compatible with the existing context and overall planned function of the neighbourhood. The building utilizes appropriate articulation and materiality change above the third floor to respond to the surrounding properties and ensure an appropriate scale along the street. The proposed development utilizes a mix of masonry, brick, and aluminium panels to create a textured and interesting building facade that responds to the cladding of nearby buildings. The window pattern and placement of the building entrances has been designed to animate the street edge. The existing and proposed landscape program will adequately screen the proposed building from the rear-yard low-rise built-form to the rear.
6.	The City will require that all applications for new development: / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances.	The building design includes a prominent and central front entry feature for residents along Wilbrod Street. The building features a well-designed and symmetrical glazing to interface with adjacent properties. At-grade front-yard terraces are also implemented along the public realm to animate the street.
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	The proposed development integrates the garbage room and storage within the basement of the building and accessed from the rear elevation to minimize impacts on the public realm.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment has been set-back and clad in a lighter materiality.
Massing and Scale		
10.	The appropriateness of the development will be assessed using criteria set out in the Secondary Plan.	The policies of the Central Area Secondary Plan are discussed in greater detail in Section 4.3 of this report. The proposed building adheres to the intent of the Secondary Plan.
12.	Transition refers to the integration of buildings that have greater height or massing than their	The building is setback 7.6 metres from the rear-yard property line. The proposed building incorporates a

	surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	change in articulation and materiality above the third storey. These changes in building massing and articulation serve to transition the building and create an appropriate scale for the area.
Outdoor Amenity Areas		
19.	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	The existing and proposed landscaping elements of the subject property as well as a proposed privacy fence at the rear will mitigate concerns of noise or overlook impacts. The proposal does not include vehicle parking and will therefore reduce concerns of noise of headlight glare into neighbouring properties. The proposed building is modestly taller than the existing height permissions for the area and has been situated and designed to reduce concerns of shadow impacts on abutting property.
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.	The proposal includes 177m ² of amenity area for residents exceeding the Zoning By-law requirements. The proposed amenity area includes private balconies, communal exterior amenity space in the rear rear-yard, at-grade communal exterior amenity space in the form of front-yard terraces.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.)	The current condition of the site includes vacant and deteriorating buildings. The use and integration of complementary materials and design cues from the heritage character of the area for the first three-storeys as well as prominent front-entrance feature will ensure a positive interface with the public realm.
24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	The proposed development encloses the street edge and creates an animated and active pedestrian realm. Building setbacks and stepbacks ensures an appropriate pedestrian scale along the street. The demolition and re-development of the vacant buildings will greatly improve the pedestrian experience on this portion of Wilbrod Street.

The proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

4.2.4 Cultural Heritage Resources

Section 2.5.5 of the Official Plan states that the City will continue to preserve cultural heritage resources in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

A Cultural Heritage Impact Statement (CHIS), filed separately within this application package, provides a detailed review of the proposed development as it relates to the existing heritage buildings. The report finds that the existing buildings on the property have deteriorated beyond the threshold of preservation and are a loss to the integrity of the Sandy Hill West Heritage Conservation District.

The CHIS continues that the Statement of Significance for the Sandy Hill Heritage Conservation District identifies the character-defining features of the district's variety of architectural styles, expressions and types, and relatively consistent use of building materials. The proposed low-rise apartment building responds to these features in terms of the built form, use of red brick with concrete highlights and the robust veranda treatment. The mansard style fourth floor level is consistent with the roof form on 211 Wilbrod and helps to animate the roofline.

The CHIS states that the planned infill project successfully responds to the intent and directions set out in the Sandy Hill Conservation Guidelines and will be a compatible inclusion along Wilbrod Street. The design expression is contemporary relying on precedent examples as inspiration for the form and mass. The material palette and colours selection are also evocative of earlier examples found throughout the neighbourhood.

4.3 City of Ottawa Official Plan Update

Ottawa City Council approved the City's new Official Plan on October 27, 2021 which was the culmination of a multi-year review process. The final adoption by Council is anticipated for November 24, 2021. The new Official Plan provides a vision for the future growth of the city and a policy framework to guide the overall development. The policy document will now require review by the Ontario Ministry of Municipal Affairs and Housing with final approval expected in early 2022.

Per City direction, development applications filed and deemed complete prior to adoption of the new Official Plan would be subject to the policies of the current Official Plan (summarized above). Regardless it is important to review the draft of the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.3.1 Transect Policy Areas

In the new Official Plan, the subject lands are within the "Downtown Core" Transect. The new Official Plan States that the Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced and that the Downtown Core area shall continue to

develop as healthy 15-minute neighbourhoods. Within this transect, the City emphasizes prioritizing walking, cycling and transit within, and to and from the Downtown Core.

4.3.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is proposed to be designated as a “Hub” on Schedule B1 of the Approved Official Plan. Hubs are generally envisioned as areas of higher density of development, mixed land-use and higher level of public transit connectivity. Residential uses and compatible non-residential uses are generally permitted within Hubs. Hubs are typically areas within 800 metres walking distance (600 metres radius) from rapid transit stations.

A minimum of 5% of new dwellings within Hubs are required to be large dwellings, with a preferred target of 10%. Large dwellings are defined as units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The Downtown Hub has a minimum area-wide density target of 500 people and jobs per gross hectare and a minimum residential density requirement for intensification of 350 dwellings per net hectare.

All Hubs, including the Downtown Hub, are designated as Protected Major Transit Station Areas (PMTSAs). Permitted uses within PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions, excluding low-density employment uses and auto-oriented uses. The minimum building heights and lot coverage requirements within PMTSAs and specifically for the subject property are not less than 4 storeys and a minimum lot coverage of 70%.

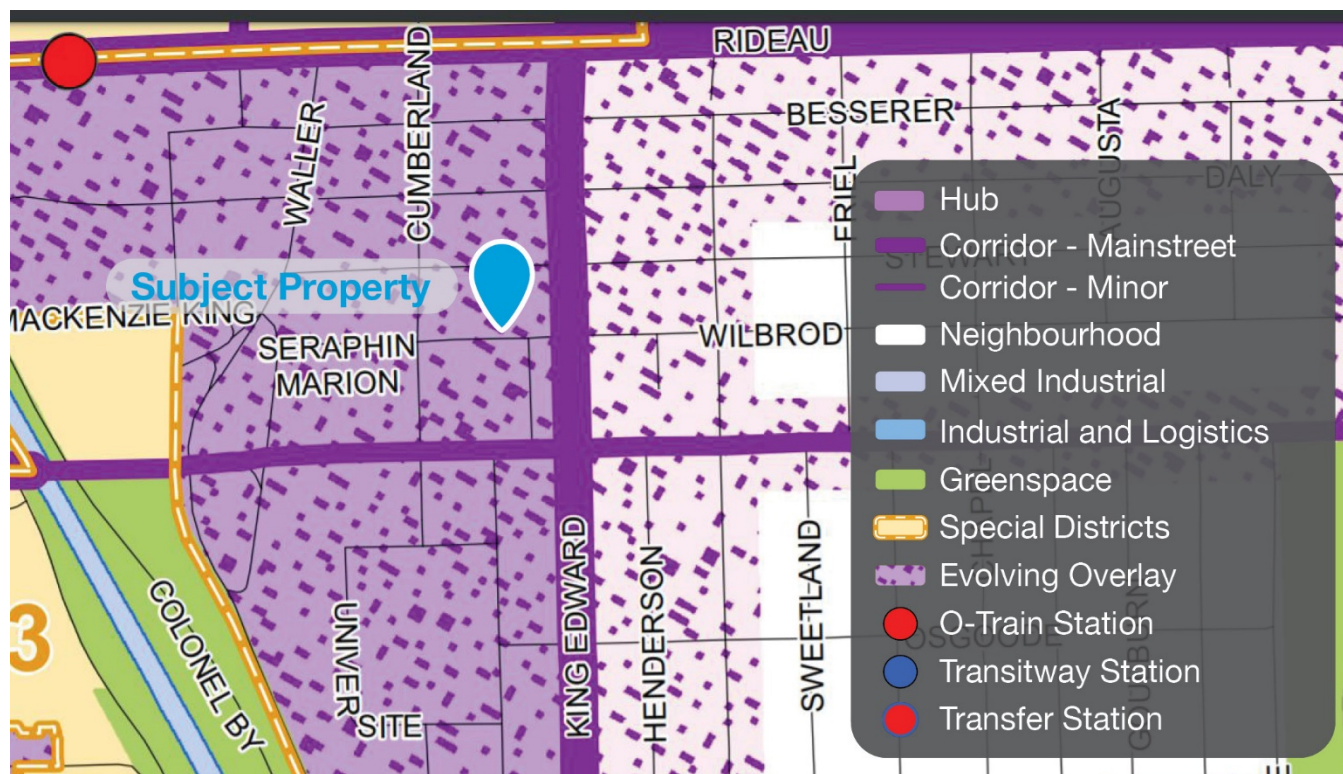


Figure 18 Excerpt from Schedule B1, Downtown Core Transect, City of Ottawa Approved New Official Plan.

The proposed development supports the intensification and built-form objectives put forward in the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors while respecting policies relating to the protection of the visual primacy of the Parliament Buildings. The proposed development will exceed the targets for density within the Downtown and proposes 20% 2 bedroom units that would satisfy the requirements for large dwellings.

The proposed development conforms to the emerging direction of the new Official Plan.

4.4 Central Area Secondary Plan

The Central Area Secondary Plan provides detailed area-based policy direction for a number of geographical areas within the Central Area, referred to as Character Areas and Theme Streets. The policy lays out objectives, policies, vision and a conceptual image for each Character Area or Theme Street. Policy 1.9 of the secondary plan establishes that the subject property is within the Sandy Hill West character area.

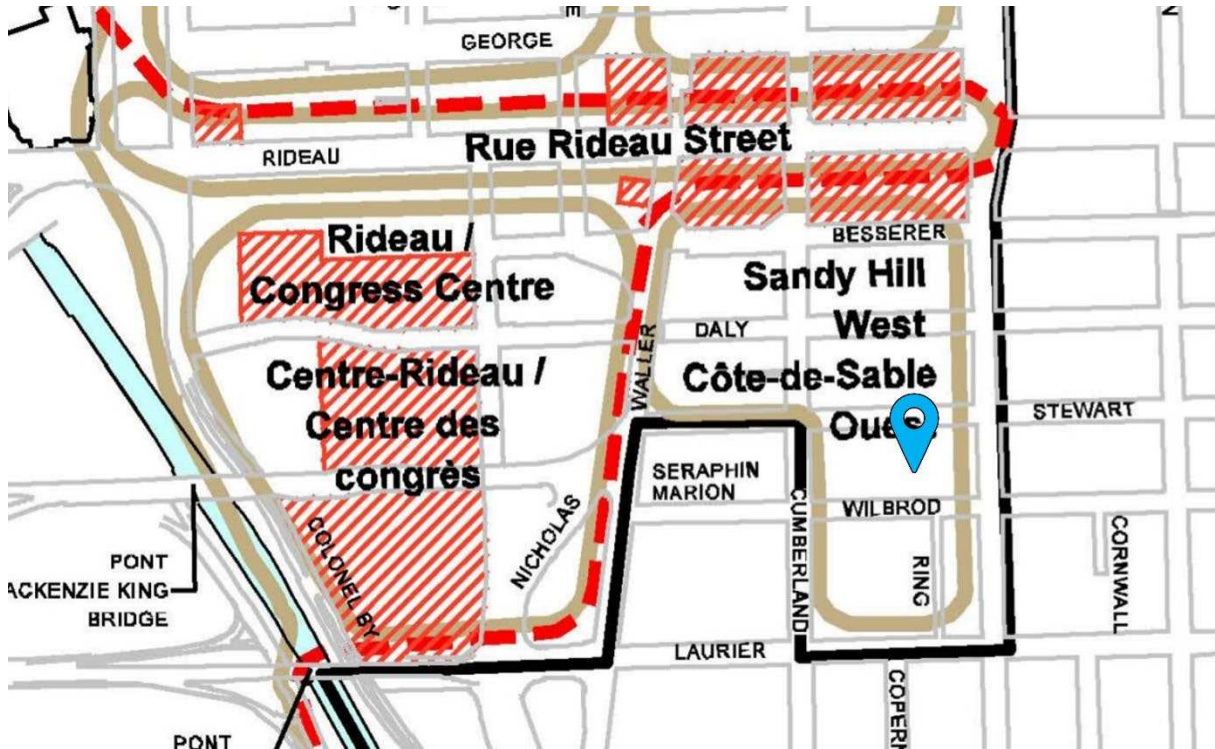


Figure 19 Secondary Plan Land Use Schedule B2A.

Located south of Besserer Street, the subject property is within the predominantly low-profile heritage area that is currently characterised by various residential uses. As per the Secondary Plan, it is anticipated that this area will continue to evolve through the development of low and mid-rise residential and mixed-use buildings in a manner that respects and complements the many historic buildings and streetscapes in the area.

4.4.1 Vision and Objectives

As stated above, the subject property is located within the Sandy Hill West Character Area, as per Schedule B 2A. The vision for this area relates to focusing on the heritage fabric of Sandy Hill, transitioning between higher profile mixed use development, enhancing the pedestrian environment, keeping heritage landmarks a focal point for Sandy Hill West, enhancing leisure use spaces and improving traffic circulation.

Section 1.9.2 of the Secondary Plan elaborates on these objectives for development in the Sandy Hill West Character Area. These objectives include the following:

- / **Predominantly Heritage Residential Neighbourhood**
 - To strengthen and promote Sandy Hill West, as designated on Schedule B - Character Areas and Theme Streets, as a low profile, heritage residential neighbourhood.
- / **Protect Heritage**
 - To protect and enhance the heritage residential character of Sandy Hill West and ensure that new development is sensitive to, and complements the heritage residential qualities of the area.
- / **Improve Livability**
 - To improve and enhance the residential livability of Sandy Hill West, by providing leisure-serving open spaces and amenity areas and ensuring appropriate environmental improvements.

The proposed development has been designed to complement the existing heritage character and low-rise form of the neighbourhood.

4.4.2 Policies

Section 1.9.3 of the Secondary Plan outlines the policy direction for the subject property within the Sandy Hill West Character Area. The pertinent policies are considered and discussed below:

Residential Neighbourhood

Policy A: City Council shall permit and favour all types of residential uses in Sandy Hill West, including bed and breakfast facilities, in order to contribute to the vitality of the Central Area east of the Canal.

The proposed re-development of the subject property will provide additional residential units within the Sandy Hill West neighbourhood, contributing to the future vitality of the community.

Protect Heritage

Policy D: City Council shall ensure the protection, enhancement and conservation of the heritage resources in Sandy Hill West, by ensuring that new development respects, and is sensitive to nearby heritage. City Council shall pursue the designation of buildings in Sandy Hill West as a Heritage Conservation District, and the adoption of design guidelines.

As described in detail within the submitted CHIS, the proposed residential infill on the subject property successfully achieves to the intent and directions established in the Sandy Hill Conservation Guidelines represents a complementary and respectful presence on Wilbrod Street maintaining the heritage character of the area. The existing buildings are proposed to be demolished as they have remained vacant for almost two-decades and no longer viably contribute to the heritage character of the area.

Profile of Development

Policy E: City Council shall ensure that development in Sandy Hill West respects its low-profile heritage character, contributes to a sense of human scale, and provides an appropriate transition to individual heritage buildings and to surrounding areas. In particular, City Council shall:

- i. permit medium to high profile development on the north side of Besserer Street which provides transition to the node of high profile development permitted at the east end of Rideau Street.
- ii. permit medium profile development on the south side of Besserer Street, which provides an appropriate building profile transition to the predominantly low profile heritage area to the south; and
- iii. ensure predominantly low profile development which respects, creates a building profile transition, and is sensitive to, nearby heritage buildings;

The proposed low-rise building form is of a scale that is compatible with the existing building fabric and planned function of the street and community at-large. As per the submitted Design Brief, the proposed building profile was considered in response to the low-rise flat roofed apartment buildings that are a characteristic of the Sandy Hill West HCD and the Sandy Hill neighbourhood.

Residential Livability

Policy F: City Council shall undertake to improve and ensure the residential livability of Sandy Hill West and shall, when reviewing plans for development, have regard to the design criteria in Ottawa Official Plan Sections 2.5.1 and 3.6.6. In particular, City Council shall take into account the following in the implementation of this policy:

- i. the creation of an identifiable entrance, and a strong transition from the public right of-way.
- ii. the provision of a tree planting corridor/area; and
- iii. the provision of usable private and common outdoor and/or indoor amenity areas;
- iv. the provision of adequate privacy and sunlight for residential units;

- v. the creation of a human scale, and setting back the upper stories of high to medium profile buildings in accordance with Policy e) above;

Through providing a low-rise built form that utilizes compatible materiality (red brick) and massing, the proposed development conforms to the policies of the Official Plan, including the urban design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

Further, the proposed redevelopment of the property includes an prominent main entrance, with a positive interface and transition from Wilbrod Street, includes significant landscaping within the front-yard along the public realm, ample at-grade and landscaped amenity space, and the promotion of a human-scaled building form that positively frames the public realm and improves upon the existing condition along this portion of Wilbrod.

Pedestrian Environment

Policy H: City Council shall promote the enhancement of the pedestrian environment in Sandy Hill West, through such measures as:

- i. traffic calming focused around Laurier Avenue and Waller Street. [Amendment 24, May 25, 2005]
- ii. the introduction of small pedestrian amenity areas and open spaces in accordance with Policy g), above.
- iii. the designation and enhancement of pedestrian corridors with appropriate streetscaping treatment and elements which are sensitive to, and complement the heritage character and architectural context of the area;

The interface between the building and the public realm along Wilbrod creates a positive experience for pedestrians through the provision of at-grade front yard terraces, a prominent front-entrance feature, and an appropriately scaled, low-rise development that transitions well into the community and does not create undue wind, or shadowing impacts on the pedestrian environment. The existing street trees are proposed to be retained and integrated into the overall landscape plan. The proposal does not provide any on-site parking or vehicle access/egress and therefore greatly improves the pedestrian environment along this portion of Wilbrod with a continuous sidewalk treatment.

4.5 Transit Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

- / Guideline 1: Provide transit supportive land uses within a 200 metre walking distance of a rapid transit stop or station.
- / Guideline 2: Discourage non transit-supportive land uses that are not oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- / Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses.
- / Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- / Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

- / Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- / Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes and residences.
- / Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.
- / Guideline 36: Design access driveways to be shared between facilities.
- / Guideline 39: Encourage underground parking or parking structures over surface parking lots.
- / Guideline 43: Locating loading areas off the street, behind or underneath buildings.

As a site within 750 metres walking distance of Rideau Station, along the Wilbrod Cycling Spine Route, and in close proximity to the MacKenzie King Bridge bicycle lane, and within a well-served urban area, the proposed development strongly supports and encourages transit-use, walking and cycling for residents and visitors alike. The proposed development will include a significant amount of glazing at-grade, together with a prominent front entrance, to provide animation and safety along Wilbrod Street. Further, no on-site vehicle parking is proposed and the bicycle parking space provision is at a ratio greater than 1:1. Overall, the proposed development responds well to the applicable Transit-Oriented Development Guidelines.

4.6 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
- / Designing landscaping to reduce the risk of collisions (see Guideline 5).
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

4.7 Sandy Hill West Heritage Conservation District

As the subject property is located within the Sandy Hill Cultural Heritage Character Area (SHCHCA), any development is to consider Section 5.4 – Guidelines for Infill. The guidelines in this section are intended to guide the design of new buildings in the cultural heritage character area. These guidelines should be read in conjunction with applicable municipal planning policy and by-laws, including the Zoning By-law and the Official Plan.

The guidelines are as follows:

1. New buildings should be of their own time and not attempt to replicate a historic style, but should be sympathetic to the character of the neighbourhood.
2. Any new residential development in the cultural heritage character area should be in keeping with the traditional scale of residential buildings in the heritage character area. New construction should be

sympathetic to the immediate neighbours in terms of setback, footprint, and massing.

3. The existing lot pattern contributes to the character of the neighbourhood. Lot sizes north of Laurier Avenue are typically larger than those south of Laurier Avenue. Where lots are proposed to be severed, this character should be considered.
4. Cladding materials should reflect the character of the neighbourhood. Some appropriate materials include stucco, brick, natural stone, wood siding or fibre cement board.

The proposed development exemplifies a design that represents its own time and does not replicate a historic style. The building design is sympathetic to the character of the neighbourhood through the use of materials and designs that are representative of the area including red brick masonry and prominent front yard porches. The proposed development also reinforces the primarily residential character of the SHCHCA.

The CHIS concludes the following:

- / **The proposed development has interpreted the Sandy Hill guidelines and is respectful of the Standards and Guidelines (in particular Standard 11).**
- / **The proposed development respects the established heritage character of properties extending along the north side of Wilbrod.**
- / **The existing houses were originally red brick. As brick is the dominant building material on the north side of Wilbrod Street (and the Sandy Hill West HCD), this choice will contribute to the new building's compatibility with the Wilbrod streetscape.**
- / **The fourth storey is appropriate, in that it is stepped back from the street facade to maintain a consistent scale along Wilbrod Street.**

4.8 City of Ottawa Zoning By-Law

On October 14, 2020, Ottawa City Council adopted By-laws which amended the Residential Fourth Density zoning in the inner-urban area. As of November 9, 2020 the appeal period has ended. Accordingly, the changes brought through these amendments are in effect as of October 14, 2020.

The subject property is currently zoned Residential Fourth Density, Subzone UD, Schedule 70 (R4UD S70) in the City of Ottawa's Zoning By-law (2008-250). The purpose of the R4 zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings.

Further, the Residential Fourth Density zone is intended to enable a wider range of low-rise, multi-unit infill housing, while respecting compatibility and context sensitive design. Provisions of the R4 zone facilitate building form and typology that constitutes the "missing middle" range of affordable mid-density housing suitable to a wide range of household types, incomes and tenures, as directed by the Official Plan.

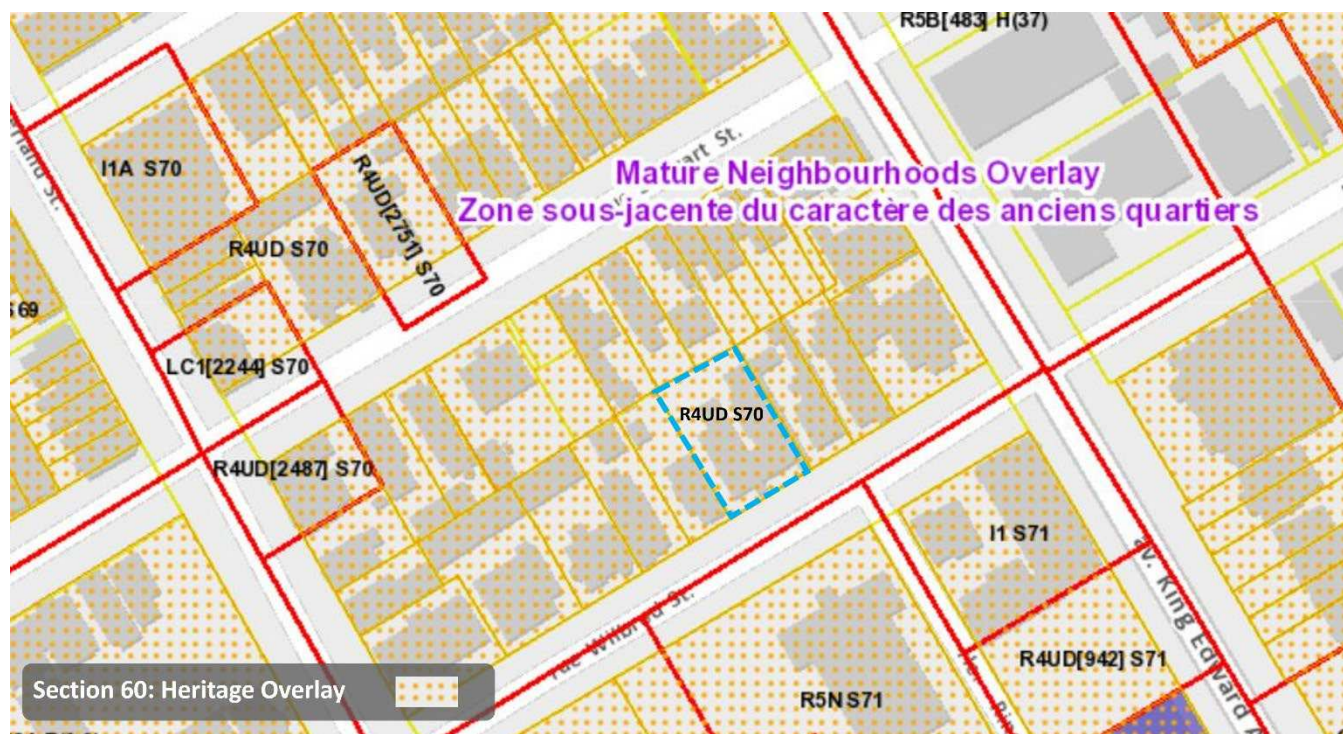


Figure 20: Excerpt from the City of Ottawa's Zoning By-Law Map

As indicated in the zoning map above, the subject property is predominantly surrounded by Residential Fourth Density Zoning.

As demonstrated below, the proposal conforms to the majority of the provisions of the Zoning By-law with relief from certain site-specific provisions required. Subsequently, a site-specific exception and amendments to Schedule 70 are proposed for the subject property through the Zoning By-law Amendment to address zoning provisions that require relief, as detailed below.

The proposed development is compared to the provisions of the R4UD S70 zone in the table below:

Residential Fourth Density, Subzone UD, Schedule 70			
Provision	Required	Proposed	Compliance
Minimum lot area	450 m ²	650m ²	✓
Minimum lot width	15 metres	21 metres	✓
Maximum height (9 or more units)	Area "A" on Schedule 70 (Front portion of property): Existing height of existing building – 11 metres Area "F" on Schedule 70 (rear half of property)=13.3metres Standard R4UD Zone Height: 14.5 metres	11.2 metres with elevator penthouse measuring 12.4metres in height.	X

Minimum front yard setback	4.5 metres or Section 144.1: / In the case of an interior lot or through lot, the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s). Average Setback: 2.91 metres / Despite the foregoing, the minimum front and/or corner side yard setback need not exceed the minimum required in the Residential subzone in which the lot is located.	3 metres	✓
Minimum interior side yard setback	/ 1.5m	1.68 metres 1.79 metres	✓
Minimum Rear Yard Setback	/ Varies⁴ / Minimum rear yard setback is 30% of the lot depth: 9.25 metres (Lot depth = 30.8m) / And comprise at least 25% of the area of the lot: 162.5m²	7.8 metres >162.5m²	X ✓
Minimum Amenity Area	/ 6 m²/unit with minimum of 50% communal / Total = 6 * 20 = 120m² / Communal (50%) = 60m²	>120m² Rear yard = 159 m² Tenant amenity room = 51 m²	✓
Minimum Landscaped Area Total	/ Lots greater than 450m²: - 30% of total lot area	30% of lot area = 195 m² Landscaped area = 297 m² (46%)	✓
Permitted Projections	/ Balconies: 1.2 m above the first floor.	Front Yard Balconies project: 1.6 metres from building and within 1.41 metres from property line.	X

Rear Yard Landscaping	/ Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped. / For a lot greater than 450m², at least 50 per cent of the rear yard must be landscaped and; / in all cases, must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	Soft landscape rear yard = 98.25 m² 50% of rear yard = 79.5 m² Comprises at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting	✓ ✓ ✓
Other Landscape Requirements	/ Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped.	Compliant.	✓
Min Front Yard Landscaped Area	/ When the front yard setback is 1.5 to 3 metres 20% of the yard must be landscaped. / When front yard setback is greater than 3 metres 40	Front yard area = 65 m² 40% of front yard area = 26 m² 20% of front yard area = 13 m² Front yard area soft landscaped = 37.75 m²	✓

		per cent of the yard must be landscaped in the case of any lot with a width of 12 metres or more.	
Minimum Aggregated Soft Landscaped Area (% of the Front / Corner Side Yard Area)	/	Minimum 40% soft landscaped area. Side yard areas = 69.4 m ² Soft landscaped area side yards = 22 m ² Front yard area = 65 m ² Front yard area soft landscaped = 37.75 m ² Front and side yard areas = 134.5 m ² - 40% = 53.8 m² Front and side yard areas soft landscaped = 59.75 m²	✓
Primary Entrance	/	At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street. / In the case of a lot of 24 metres width or greater, one principal entrance is required for every 12 metres of lot width or part thereof.	✓ NA: Lot is less than 24 metres in width.
Window Area	/	The front facade must comprise at least 25 per cent windows. Front façade area=215 m ² Front façade window area=76.5 m ² 25%=54 m ²	✓
Building Articulation	/	At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line. Front façade area=215 m ² Front façade window area=51.5 m ² 20%=43 m ²	✓

Bedroom Count	In the case of a lot of 450 square metres or greater: / at least 25 per cent of dwelling units must have at least two bedrooms.	5 of 19 units provide 2 bedrooms = 26% of total 2 - Barrier-free 2 bedroom units 2 - 2 bedroom units 1 - Barrier-free studio 15 - Studios	✓
Garbage Room Access	/ Minimum 1.2 metres in width;	Pathway from maintenance exit at rear side to the road = 1.2m Maintenance exit door = 1.8m Maintenance lift from basement to ground floor elevator doors = 915mm (client will use private pickup)	✓
Front Pathway (139.4)	/ Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping. / The width of a walkway may not exceed: 1.8 m. / A walkway giving access to a storage area for containerized waste may not exceed 2.2m in width.	No driveway provided. Front yard walkway = 1.79m Side yard walkways = 1.2m	N/A ✓ ✓
Mature Neighbourhood Streetscape Character Analysis:	/ No Streetscape Character Analysis is required where the residential use building includes no driveway or attached garage or carport, and includes a principal entrance facing the front lot line or side lot line abutting a street.	N/A	N/A

4.8.1.1 Parking Provisions

The subject property is within Area Z on Schedule 1A of the Zoning By-law and subject to the parking provisions as outlined below.

Heritage Overlay

The subject property is within a Heritage Conservation District and is therefore subject to the Heritage Overlay of the Zoning By-law, as described in Section 60.

Section 60 of the Zoning By-law states that despite the provisions of the underlying zone, the following provisions apply to land uses within an area affected by a heritage overlay.

Zoning Mechanism	Required	Proposed	Compliance
General Provisions	- Where a building in an area to which an heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.	The proposal includes the demolition of the existing building on the property but does not propose to rebuild with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.	X
Projections	Despite Section 65, projections are not permitted into the front, corner side yard or side yard in an area to which an heritage overlay applies, except in the case of: - a ramp used for handicap access;	Projections are proposed into the front yard.	X
Front Yard Parking	A parking lot is prohibited in a front yard or corner side yard abutting a street in an area to which an heritage overlay applies.	No Parking is provided.	✓

As noted in the zoning tables, the proposed development requires an amendment to the existing R4UD Schedule 70 zoning to amend certain site-specific provisions of the Zoning By-law, including the maximum permitted height, balcony projections, minimum required parking, rear-yard setback, and provisions of Section 60 (Heritage Overlay).

In our opinion, the requested Zoning By-law Amendment to facilitate the development a low-rise apartment building is consistent with the Provincial Policy Statement, conforms to the Official Plan and Secondary Plan, and is both compatible and appropriate for the development of the lands in this area. The requested amendments to the zoning provisions are discussed below.

Required Amendments

5.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to address specific provisions of the R4UD Schedule 70 zone through the application of a site specific zoning exception to the lands as well as an amendment to Schedule 70. The special exception would provide relief from specific provisions of the zone related to rear-yard setback, balcony projections, maximum height, and minimum visitor parking provisions. The following amendments are requested as a site-specific exemption as part of the Zoning By-law Amendment application.

The new zoning schedule and exception would provide relief from specific provisions of the current zoning as detailed throughout this report to address non-compliance in the following areas:

- / **Reduced Vehicle Parking Visitors:** The proposal does not provide space for on-site vehicle parking for residents or visitors. The subject property is situated within an established community currently well served by amenities including parks, schools, bicycle infrastructure, recreational facilities, and commercial services including grocery stores within a 15-minute walk.

In the ongoing review of the Official Plan, the City of Ottawa has acknowledged that walkable, 15-minute neighbourhoods will help reduce car dependency, promote social and physical health, and sustainable communities. The proposed development will help ensure that housing is close to local shops and services in a neighbourhood with a street and pathway network that facilitates active transportation and discourages local car trips. A key consideration for appropriate locations for intensification must therefore also contemplate the availability of these service and amenities. The City's stated goal of intensifying within established areas is supported by the proposed development which will assist by provide a diversity of residential opportunities within a walkable 15-minute neighbourhood.

Further, this community is well-served with bicycling, walking, and rapid transit infrastructure (within 750 metres). The proposal will provide a 1:1 bicycle parking ratio in the front and rear yard. In summary, the existing context will facilitate a reduction in reliance on private vehicle trips and ownership in favour of conveniently available and reliable active and rapid transportation options.

- / **No Compliance with Heritage Overlay Provisions of Section 60:** Although the subject property is located in a Heritage Overlay and within the Sandy Hill West Conservation District, the buildings are vacant, in poor condition, and are designated as a Category 3, non-contributing building. Further, the immediately surrounding buildings are not designated as Part IV buildings under the Ontario Heritage Act. Therefore, the proposed redevelopment which uses complementary materiality and massing will not result in any detrimental impacts on heritage inventory within the immediate context. The building will remain at a scale and massing that is respectful of the existing low and mid-rise residential character of the area.
- / **Reduced Minimum Rear-Yard Building Setbacks:** The proposed building includes a rear yard setback of 7.6 metres with a total rear yard area of 162m². The area of the yard is compliant with zoning by-law provisions whereas the setback distance is deficient. It is Fotenn's professional opinion that this reduced setback is appropriate given that the subject property is located within an established community with a tight-knit urban fabric and built-form character. The setback reduction is deemed appropriate given the intent of the proposed re-development plan is to generate modest intensification on the site while proposing a building design and massing that does not overwhelm or place undue burden on the surrounding community. In this way, the overarching community character will be retained and respected while also creating a modest yet important level of residential intensification in this community. Furthermore, a scan of the immediately surrounding area indicates that building location on their respective lots are quite variable in this community with numerous buildings providing similar rear yard conditions.

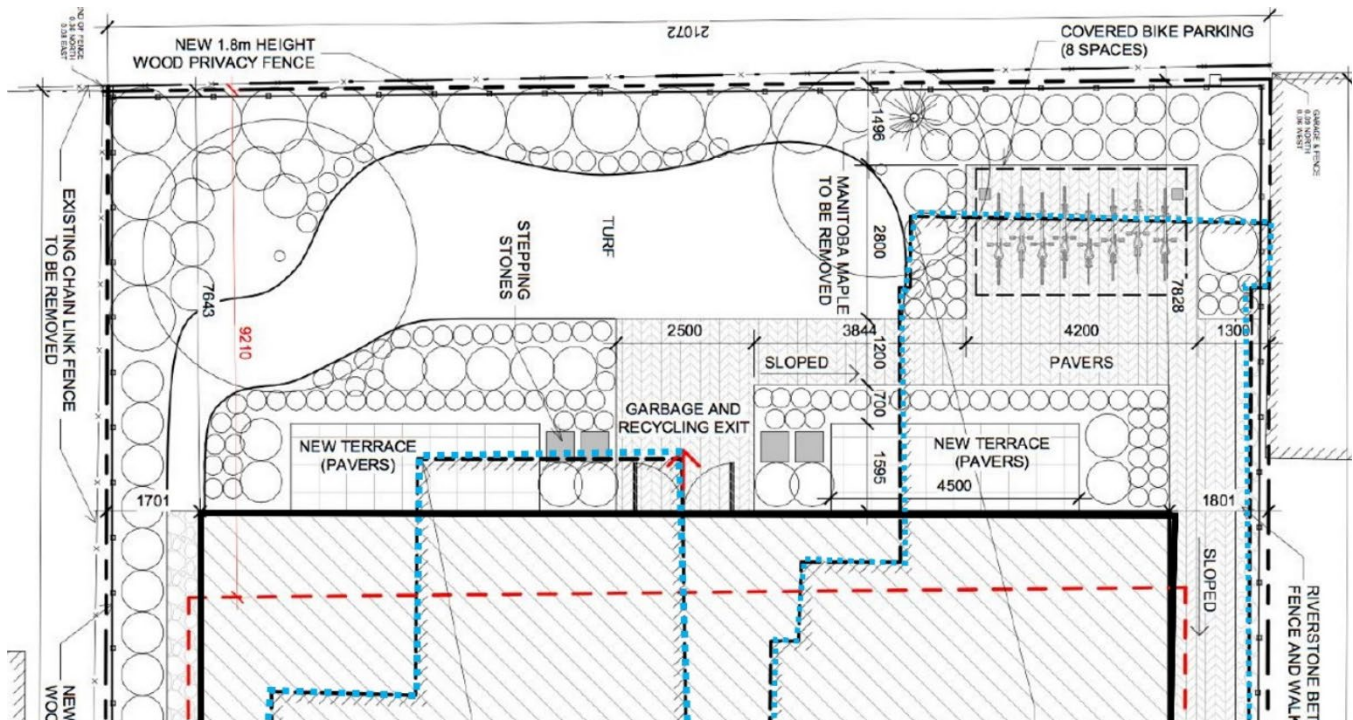


Figure 22 Proposed Rear Yard condition with building setbacks indicated. Dashed line indicates existing building setbacks for current building locations.

- As indicated in Figure 22 and 23, the rear-yard setbacks for the existing building wings are 6.74 metres (west) and 3.71 metres (east). The proposed development will therefore result in an increased setback and improvement to the interface in that regard.

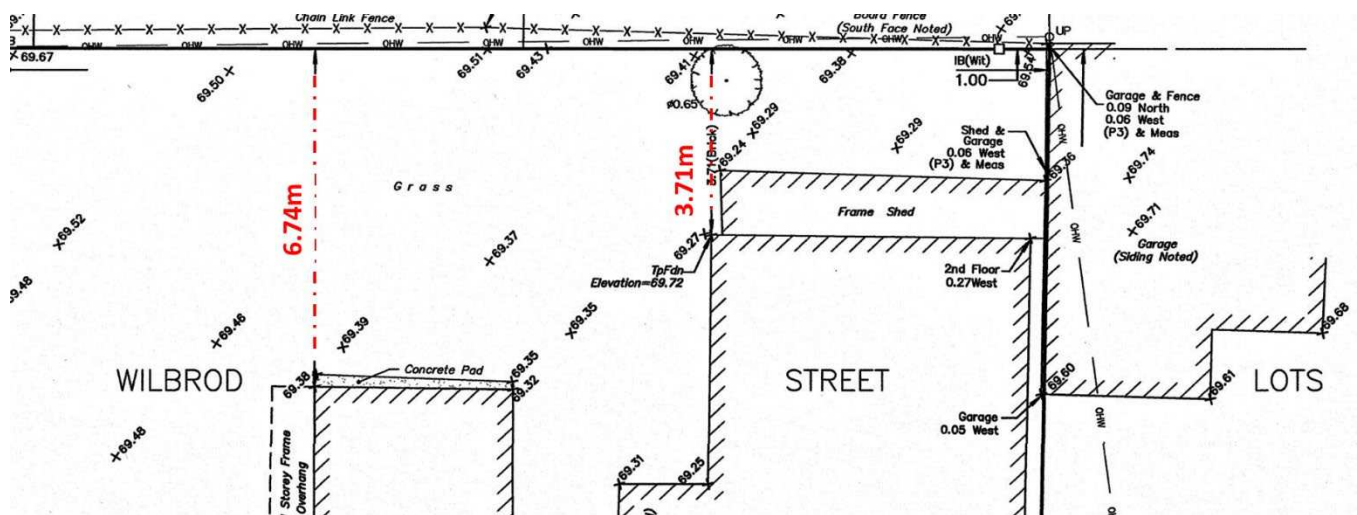


Figure 23 Existing rear-yard setbacks.

- / As indicated in Figure 24 below, the existing condition of the abutting rear yards consists predominantly of surface parking and existing accessory structure or primary building expansions. As such, the requested reduced rear-yard setback will not result in a substantial change in the overarching form, fabric, and function of the immediate area and will not cause adverse impacts on private amenity space for those abutting rear-yards.



Figure 24 Existing rear-yard condition of neighbouring properties consisting predominantly of structures and surface parking.

- / **Increase in Permitted Projection of Balconies Above the First Floor:** The proposed front yard balconies project 1.6 metres from building and within 1.41 metres from property line whereas the zoning by-law permits a maximum projection of 1.2 metres above the first floor. The increase in the permitted projection is appropriate in this context as the architectural design incorporates the two prominent porches projecting into the building's front yard to reinforce the role played by the former porches at 197-201 Wilbrod in animating Wilbrod's streetscape heritage. As described in the submitted Design Brief, the porch design is intentionally "robust" rather than "delicate" using a porch form that is represented on the street and appropriate to the flat roof low rise apartment building typology found in Sandy Hill. This permitted projection assists the proposed building in appropriately contributing the existing heritage character of the area.
- / **Increase in Permitted Maximum Height as per Schedule 70:** Wilbrod Street and the directly neighbouring properties can be characterised by their low to mid-rise residential nature. The proposed redevelopment of the

subject property to a multi-unit residential use is supported within the overarching planning and regulatory framework including the Official Plan, Secondary Plan, and existing context of the area.

Ultimately, the modest increase in building height will be classified as a low-rise residential building which is permitted use within the R4 Zoning family but limited based on the direction of Schedule 70 which limits the proposed building height to that of the existing structures. The proposed height is in keeping with the overall direction of the Official Plan and Central Area Secondary Plan as well regarding intensification, compatible development, and a complementary design approach. Therefore, given the height of the nearby built form, and the current environment and planned function of the subject property, the abutting lands, and the broader community, the proposed height and accompanying low-rise height profile is considered appropriate zoning for the subject property.

The proposed low-rise infill redevelopment of the subject property represents an important investment in a building typology commonly referred to as the 'missing' middle' and is compatible in scale with the existing building inventory/planned function of this zone and will assist in meeting the growing demand for compact, efficient, and walkable urban living within the City of Ottawa.

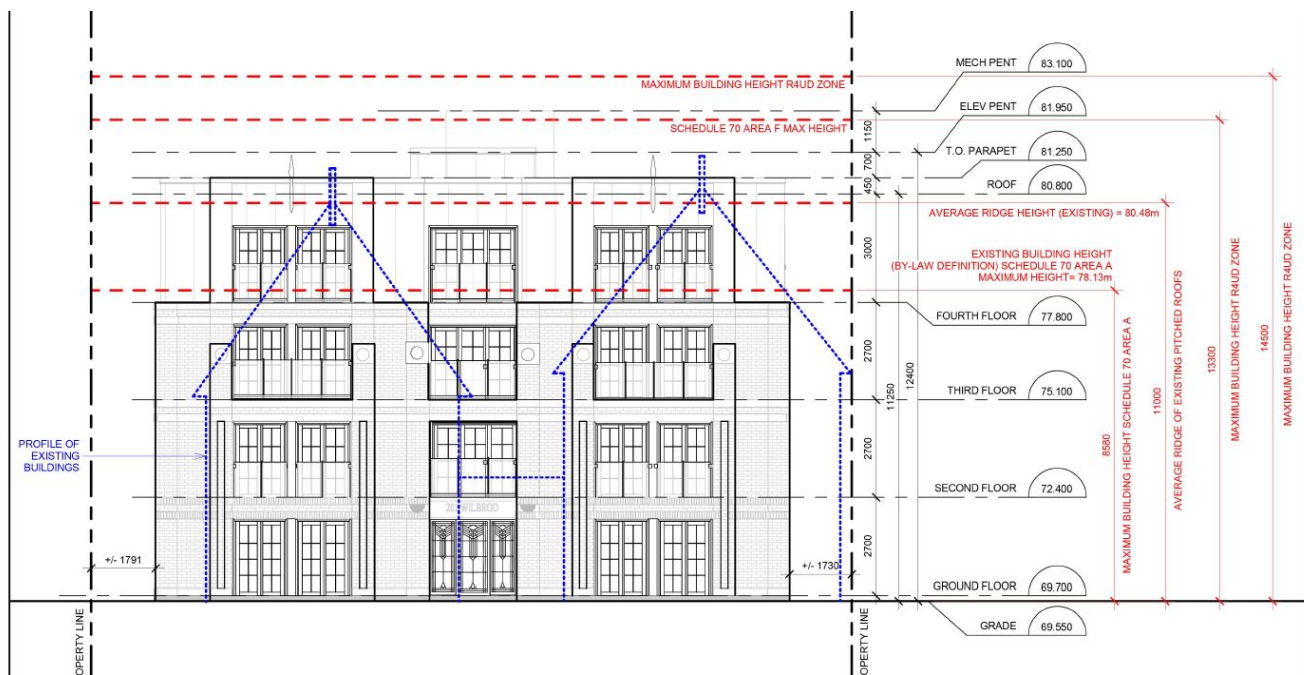


Figure 25 Proposed building height comparison.

The By-law Amendments are appropriate as they provide an appropriately-scaled, low-rise building that is compatible with the surroundings, and achieves a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along Wilbrod Street.

6.0 Summary of Required Reports

Site Servicing & Stormwater Management Report

The submitted Site Servicing & Stormwater Management Report was completed by D.B. Gray Engineering in December 2021.

The report concludes the following:

- / A private onsite fire hydrant is not required. There is an adequate water supply for firefighting from the existing municipal water distribution system.
- / There is an acceptable range of water pressures in the municipal watermain for the proposed development.
- / The post-development sanitary sewage flow rate will be adequately handled by the proposed sanitary service connection.
- / The increase in sanitary sewage flow contributing to the existing municipal sanitary sewer is expected to have an acceptable impact.
- / The RVCA does not require onsite water quality treatment. As such, no permanent stormwater quality control measures are proposed.
- / An erosion and sediment control plan has been developed to be implemented during construction.
- / The stormwater management criterion for quantity control is to control the post-development peak flows with the use of flow control roof drains. The maximum post-development release rate for the 100-year event is calculated to be 37% less than the pre-development flow rate. The maximum post-development release rate for the 5-year event is calculated to be 30% less than the pre-development flow rate.
- / The unrestricted flow rate resulting from a 5-year event will be adequately handled by the proposed storm sewer system.
- / The stormwater flow contributing to the 450 mm municipal storm sewer in Wilbrod Street is expected to have a positive impact given that the flow rate is 30 to 37% less than the pre-development flow rate.

Geotechnical Investigation

The submitted Geotechnical Report was completed by Paterson Group in November 2021. The purpose of this report is to determine the subsoil and groundwater conditions at this site by means of test holes and to provide geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design.

The findings of the report indicate that from a geotechnical perspective, the subject site is considered suitable for the proposed development. It is therefore expected that the proposed residential low-rise building will be founded over conventional spread footings placed on an undisturbed, hard to stiff, brown silty clay.

Due to the presence of a silty clay deposit, a permissible grade raise restriction is required for the subject site for all footings founded on a silty clay bearing surface.

Phase I Environmental Site Assessment

The submitted Phase I Environmental Site Assessment Report was completed by Paterson Group in October 2021. The Phase I ESA found that several current and former PCAs were identified within the Phase I study area; however, due to the distances from the Phase I property, the nature of the PCA, their timeframes of operation, and expected groundwater flow direction, these PCAs are not considered to have impacted the Phase I property.

Based on the results of this Phase I Environmental Site Assessment, the report concludes that a Phase II Environmental Site Assessment is not required for the Phase I property.

Cultural Heritage Impact Statement

The submitted Cultural Heritage Impact Statement (CHIS) Report was prepared by Commonwealth Historic Resource Management and Barry Padolsky Associates Inc. in December, 2021.

The property is within the Sandy Hill Heritage Conversation District. The CHIS found that the Statement of Significance for the Sandy Hill Heritage Conversation District identifies the character-defining features of the district's variety of architectural styles, expressions and types, and relatively consistent use of building materials. The proposed apartment building responds to these features in terms of the built form, use of red brick with concrete highlights and the robust veranda treatment. The mansard style fourth floor level is consistent with the roof form on 211 Wilbrod and helps to animate the roofline.

The report concludes that the buildings have been classified as Category 3 buildings in the Sandy Hill West Heritage Conservation District and have been vacant since at least 2003. As detailed in the submitted Cultural Heritage Impact Statement, the existing buildings have deteriorated beyond the reasonable ability to consider preservation and are a loss to the integrity of the Sandy Hill West Heritage Conservation District.

The CHIS states that the planned infill project at 197 -201 Wilbrod successfully responds to the intent and directions set out in the Sandy Hill Conservation Guidelines and will be a comfortable inclusion along Wilbrod Street. The design expression is contemporary relying on precedent examples as inspiration for the form and mass. The material palette and colours selection are also evocative of earlier examples found throughout the neighbourhood.

Noise Impact Assessment Report

The submitted Noise Impact Report was completed by State of the Art Acoustik Inc. in January 2022. The scope of this study was to evaluate noise levels from surface transportation noise onto the new building as well as stationary noise from the building's 8 rooftop mechanical units to the surrounding area.

Regarding the surface transportation noise assessment in the report, King Edward Street, located approximately 53 m from the east façade of the building, is the only traffic source that need be considered. All other sources of surface transportation noise, such as additional arterial roads (i.e., Laurier Avenue East), or principal rail lines (i.e., the LRT rail line), are beyond the setback distances established in the City of Ottawa Environmental Noise Control Guidelines (ENCG) and Schedule F of the City of Ottawa Official Plan. Furthermore, the location of the proposed building is outside the airport influence zone, therefore, an analysis of aircraft noise is not required.

Based on the surface transportation noise analysis, the report predicts that noise levels at all points of reception (PORs) considered will not exceed 65 dBA.

The report analyzed the traffic noise impact of nearby road sources onto the newly proposed development to be located at 197-201 Wilbrod St. A detailed building component analysis was not required as noise levels from King Edward Street were not greater than 65 dBA at the Plane of Window (POW) at each of the PORs. However, the predicted noise levels require that a warning clause be added to the notice(s) on title must be included in the Development Agreement(s) and in the Agreement(s) or Offer(s) of Purchase and Sale.

The report also addressed the noise impact from exterior mechanical units scheduled for installation to the surrounding area and found that no mitigation measures are required, as long as any louvers installed on the mechanical penthouse are located on the west side of the structure, and do not exceed a height of 1.5 m. If these recommendations are observed, then noise generated by the new development will not be problematic for neighbouring properties.

Conclusion

It is our professional planning opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control applications represent good planning as follows:

- / The development proposal is consistent with the intent of the Provincial Policy Statement with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposed low-rise character is representative of the existing streetscape and appropriately addresses the heritage character of the community.
- / The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area.
- / The proposed development conforms to the Official Plan policies regarding intensification, managing growth, and the land use policies for the Central Area Designation.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The low-rise built form and materials reflect the character of the existing community and will contribute positively to the community.
- / The proposed development adheres to the intent of the Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed R4UD [XXXX] SYYY zone for the subject property is compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property.
- / The requested Zoning By-law Amendments as well as the Heritage Permit are appropriate for the subject property and will facilitate the intensification of the lands, consistent with the Provincial Policy Statement and in conformity with the Official Plan.



Tim Beed, MCIP RPP
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