RJH ARCHITECTURE + PLANNING

83 – 91 Sweetland Avenue

Planning Rationale & Urban Design Brief
Zoning By-Law Amendment & Site Plan Control Applications

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Prepared for Upscale Homes

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Introduction

1 Executive Summary

This Planning Rationale was prepared in support of concurrent Zoning By-Law Amendment and Site Plan Control Applications to facilitate the development of an 84-unit 4-storey plus basement low-rise apartment building located on 83 – 91 Sweetland Avenue ("Subject Property"). The building will architecturally complement the neighbouring homes on Sweetland with thoughtful façade articulation and four active entrances facing the street. The alternating use of three colours of brick and shifting plains results in a rhythm that echoes the volumes and spacings of surrounding homes. The fourth storey of the proposed building is angled back to soften the visual impact from the street. The design will result in a pleasant pedestrian environment along Sweetland Avenue, with terraced planters, landscaping and street trees. One parking space is proposed in the side yard of the building accessed from Sweetland. The proposed development will increase the residential density of a transit-served neighbourhood and provide dwelling units of a range of types and sizes.

The subject property is zoning R4UD[480] in Area X as per Schedule 1A, legally Lots 18 and 19 of Plan 42717. To proceed with this proposal, we require a minor rezoning to the R4UD[xxxx] with a site-specific exception to:

- Reduce the required number of resident parking spaces to 0
- Reduce the required number of visitor parking spaces to 1
- Eliminate the required front setback of steps projecting into the front yard

1.1 Subject Property

Figure 1. Street view of the Subject Property in its current condition.

The Subject Property includes five lots consisting of three single-family homes and one semi-detached home. It has approximately 43m of frontage along Sweetland Avenue, and an area of 1650m^2.

87-89 Sweetland was listed on the City's heritage register. A Cultural Heritage Evaluation Report (CHER) has been conducted and concluded that the building only partially meets only one of the stated criteria of Ontario Regulation 9/06 under *contextual value,* in maintaining the character of the Sandy Hill neighbourhood, and that the building does not rise to the level of being important to maintaining the character of the area. The report concludes that 87-89 Sweetland therefore does not sufficiently meet the criteria for municipal designation under Part IV of the Ontario Heritage Act.

1.2 Site Context

The Subject Property is located in the neighbourhood of Sandy Hill, in Ward 12 (Rideau-Vanier). The Property is in an area bounded by Sweetland Avenue to the west, Somerset Street East to the south, Russell Avenue to the east and Osgood Street to the north. The surrounding context of the Subject Property is predominantly characterized by low-rise residential uses, with a mix of commercial, recreational and educational uses nearby.

Figure 2. Broader neighbourhood context of the Subject Property.

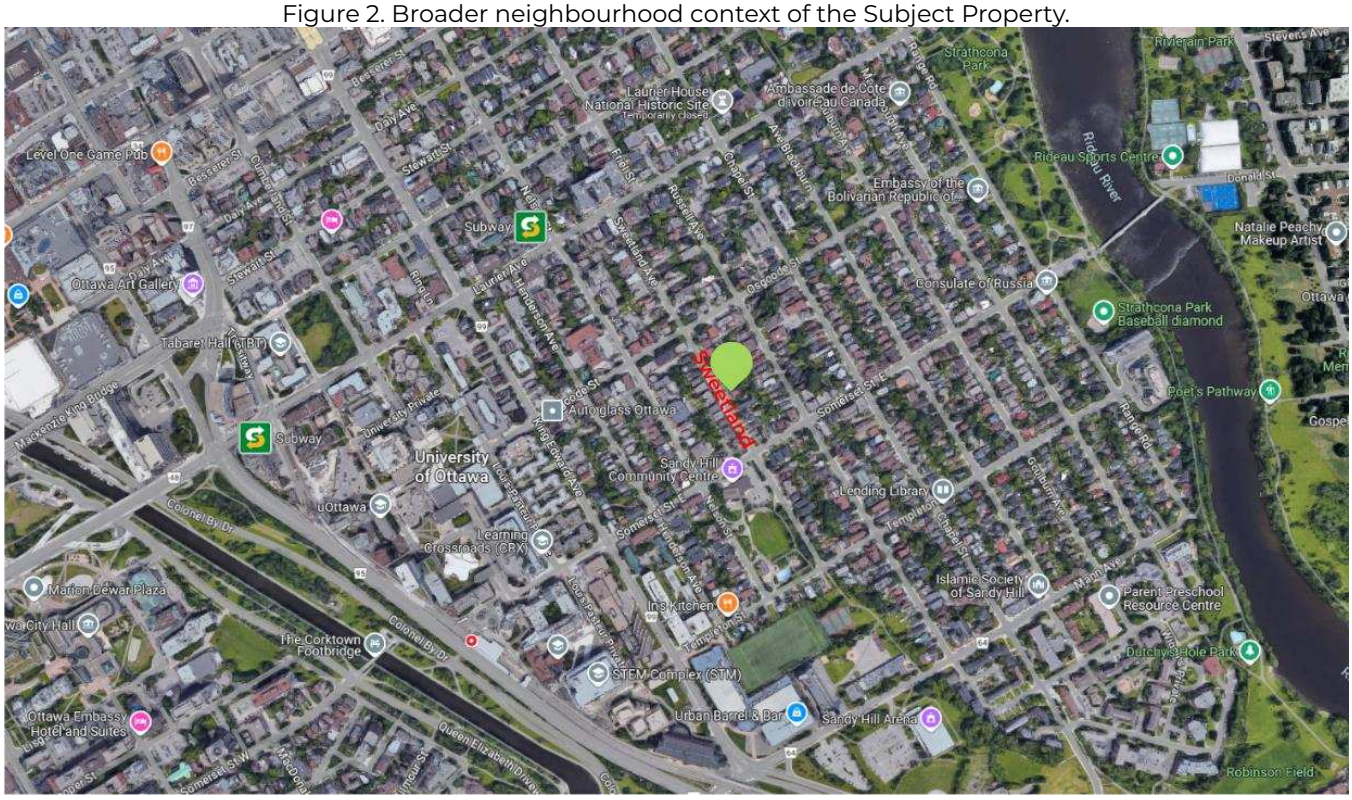


Figure 3. Land uses East, West, South and North from the Subject Property.

View 1: Looking north from the Subject Property along Sweetland towards Osgood Street.

View 2: Looking south from the Subject Property along Sweetland towards Somerset Street East.

View 3: Looking east towards the Sandy Hill community center along Somerset Street East.

View 4: Looking west along Osgood Street.

View 1: North of the Subject Property along Sweetland Avenue are several 2 and 3-storey apartments among other single-family homes.

View 2: South of the Subject along Sweetland are low-rise residential buildings.

View 3: East of the Subject Property down Somerset are bus stops, the Sandy Hill Community Centre and park, and more low-rise residential buildings. Further down Somerset is the No Forks Given restaurant, the campus pharmacy and the University of Ottawa.

View 4: West of the Subject Property along Osgoode Street are low-rise residential buildings.

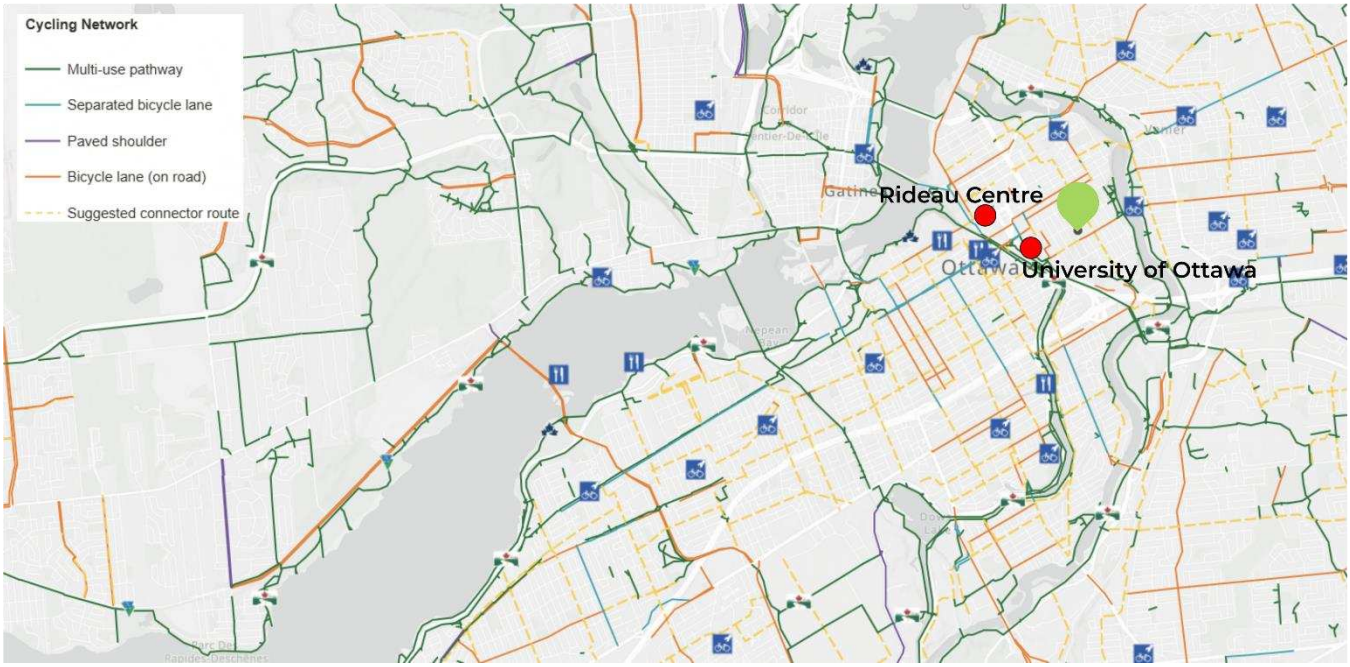
The surrounding neighbourhood is predominantly represented by low-rise residential buildings, as well as commercial, recreational and educational opportunities.

1.2.1 Public Transit & Active Transportation

The Subject Property is very well serviced by public transit, which will be able to support the transportation needs of a mix of tenants without vehicles. The Subject Property is a 120m walking distance from Bus Route 16, which can take residents, directly to the University of Ottawa O-Train Station. Alternatively, the Subject Property is also only an 11min walk from the O-Train Station. Figure 4. Bus access (left), and transit network from the Official Plan (2021), Schedule C2 (right).

The Subject Property is also a 7min bike ride from the Rideau Center (another O-Train Station), where a dedicated bike lane begins and extends along Rideau Street, continuing to Wellington Street and then branching off alongside the Kichi Zibi Mikan, or down Bay Street towards Albert Street, where the bike lane continues along Scott Street. Another bike lane even closer to the site begins at the University of Ottawa (Waller & Laurier) and extends to Bronson Ave.

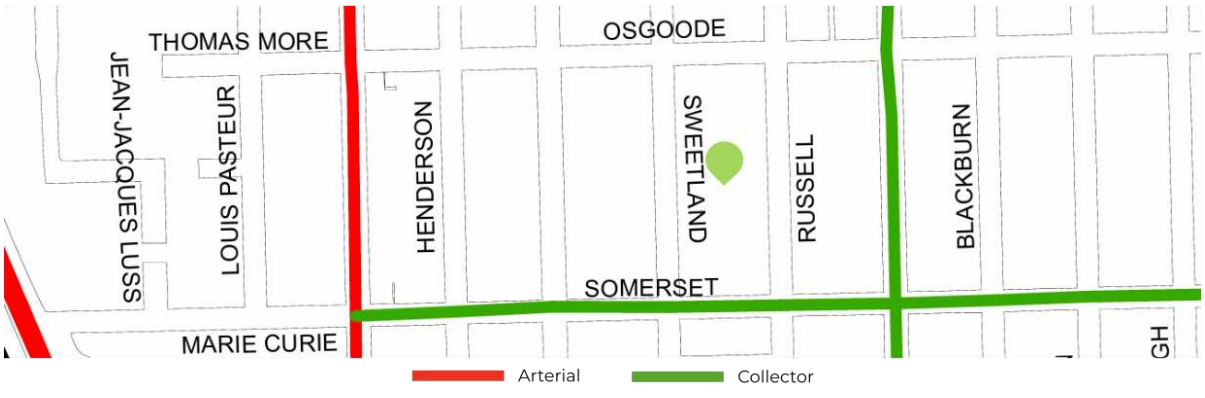
Figure 5. Bike Lane Network, NCC Ottawa-Gatineau Cycling Map, 2024



1.2.2 Road Network & Access

The Subject Property has frontage on Sweetland Avenue, a local street. It is in proximity to Somerset Street East, which is designated a Collector Road.

Figure 6. Map of the nearby road network from the Official Plan (2021) Schedule C4 – Urban Road Network.



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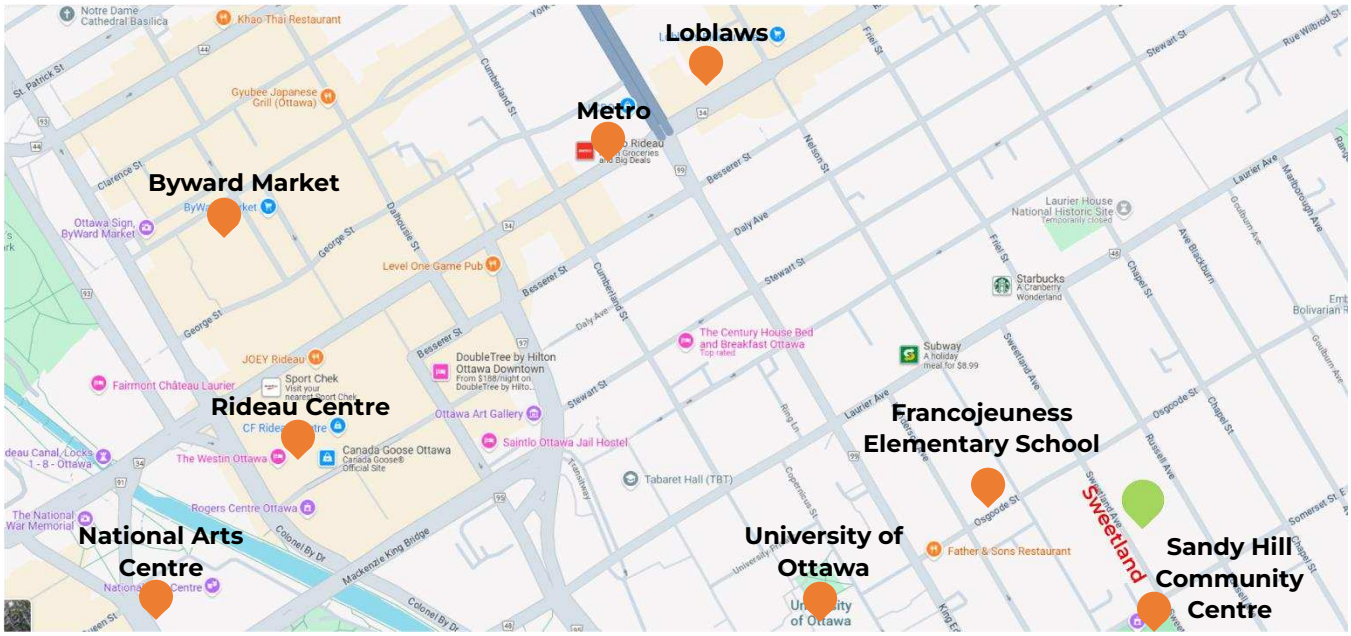
1.2.3 Access to Services, Amenities & Recreation

In the heart of Sandy Hill, the Subject Property has optimal access to a variety of services and amenities to meet the needs of a diverse mix of residents, including students, young professionals, families and seniors. The Subject Property is located in proximity to commercial and recreational uses such as bars, cafes, restaurants, parks, and the Sandy Hill Community Centre. To the west along Somerset Street are the Safi Fine Food and Foodinator restaurants, and the Bee You Creative Styles second hand store. To the east along Somerset

Street is the No Forks Given restaurant, and many student services and amenities, including the University Tavern, Campus Pharmacy, uOttawa's Community Garden, a Thai Express, as well as the University of Ottawa itself. To the west of the Subject Property along Osgoode Street are more restaurants and a convenience store. The North Market grocery store is a 10min walk or 5min bus ride from the Subject Property, and the Loblaws and Metro grocery stores are 12min and 16min walks away. The Subject Property is also close to several schools, including a 3min walk from the Francojeunesse Elementary School, a 9min walk from the Viscount Alexander Public School, and 25min walk or bus ride to Lisgar Collegiate. St. Joseph's Church is an 12min walk away, and the Betty Hyde Cooperative Early Learning Centre daycare service is 450m away. The Ottawa Public Library is a 20min bus ride away. All of the above-mentioned services and amenities are accessible without a car, either by walking, transit or cycling. There are an abundance of services and amenities nearby to meet the daily needs of tenants of all ages, including families with children. Because the Subject Property is so well serviced by public transit, there is also easy access to other amenities located more centrally downtown, such as the Rideau Centre and ByWard Market.

Figure 7. Map of services and amenities surrounding the Subject Property from Google Maps.



1.3 Consultation Strategy

Pre-Application Consultation

On April 25, 2024 the RJH Team had a formal pre-application consultation meeting with City of Ottawa Staff. The RJH Team received feedback with regards to planning, urban design, engineering, and transportation. Some key themes that arose during this consultation was the need for active entrances, strengthening the character of the neighbourhood, providing bicycle parking at a 1:1 ratio and the location of bike parking, garbage storage, the scale of the building viewed from the south, and landscaping in the front yard.

Public Consultation

On January 21st, we consulted with both Action Sandy Hill Community Association and the Ward Councillor, Stephanie Plante. These were two separate meetings on the same day.

On February 6th, approximately 60 letters were distributed to surrounding neighbours on both sides of the properties on Sweetland Avenue, across the street, and properties at the rear on Russell Avenue. Some of these buildings had multiple tenants. The letter described the development proposal and the need for a Zoning By-Law Amendment and Site Plan approval, with an invitation to reach out with questions or comments about the proposal.

On May 2nd, we consulted with multiple neighbours on-site. Neighbours expressed concerns about the lack parking being provided and suggested two additional visitor parking spaces be located in the front yard and the right-of-way. It was explained that this would not be permitted by the city, and would result in more private approaches and curb-cuts along Sweetland, which are not permitted. Another neighbour was concerned about the location of windows on the north wall and visibility into their home. The location of windows was adjusted such that the closest parallel window (and all vertically adjacent windows) were shifted 18" so that they are now more staggered with the windows of the neighbouring house.

When our application was deemed complete in May 2025, neighbours were informed of our proposal by the City through the legislated public consultation requirements, which included a sign posted on the site and the posting of the application on the City's DevApps website (upon submission).

1.4 Development Proposal

The proposed development for the Subject Site is a 4-storey 84-dwelling unit low-rise apartment building. 1 parking space is proposed to be provided for the purpose of maintenance and loading, accessed from Sweetland Avenue. The proposed building will include 18 3-bedroom units, 3 2-bedroom units and 63 bachelors. The front façade is equipped with 4 active entrances, façade articulation and alternating brick colours to reflect the rhythm of the surrounding neighbourhood. The top floor is angled back to reduce its visual impact from the street. Bicycle parking will be provided at a 1:1 ratio, with all 84 spaces located in an indoor bike room. In addition, 3 bike parking spaces are provided in the front yard for visitors.

A Minor Zoning By-Law Amendment Application is required in order for this project to proceed. A site-specific exception to the R4UD Zone of the Subject Site is necessary to provide relief from zoning provisions to reduce the required number of parking spaces from

36 resident spaces and 7 visitor spaces to 1 visitor space in total. The Subject Property currently contains five different properties, and five existing driveways. The proposed development would reduce the number of private approaches and curb-cuts along Sweetland Avenue to 2, opening up much more space for street parking in front of the Subject Site than is currently available.

A detailed Site Plan Control Application is required to facilitate the development on the Subject Property and is being filed as part of this submission. The proposed development will require the demolition of the existing buildings, modifications to side grading, drainage and landscaping.

Figure 8. Proposed Site Plan.

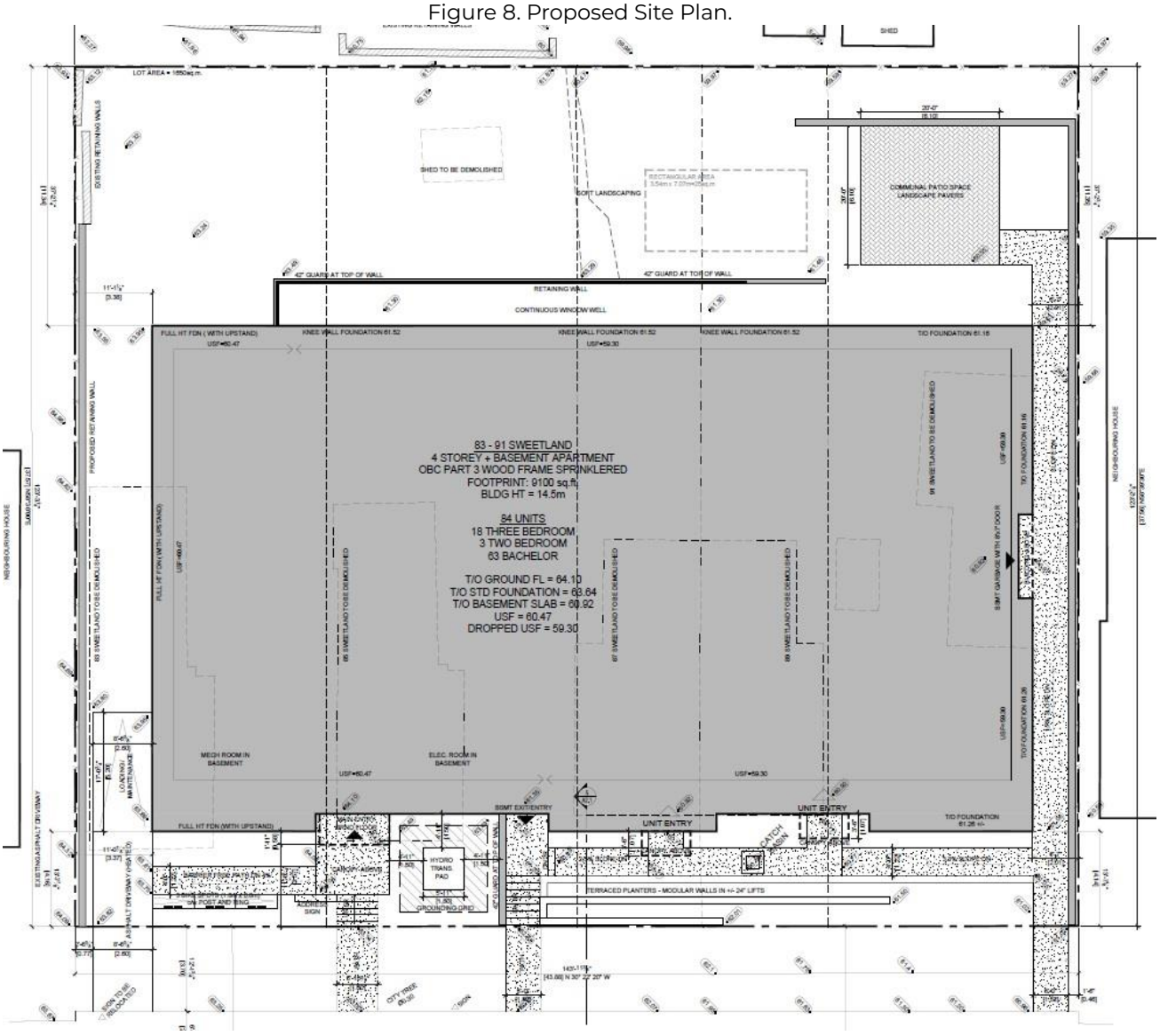


Figure 9. 3D model of the proposed development.

2 Project Statistics

Table 1. Project Statistics.

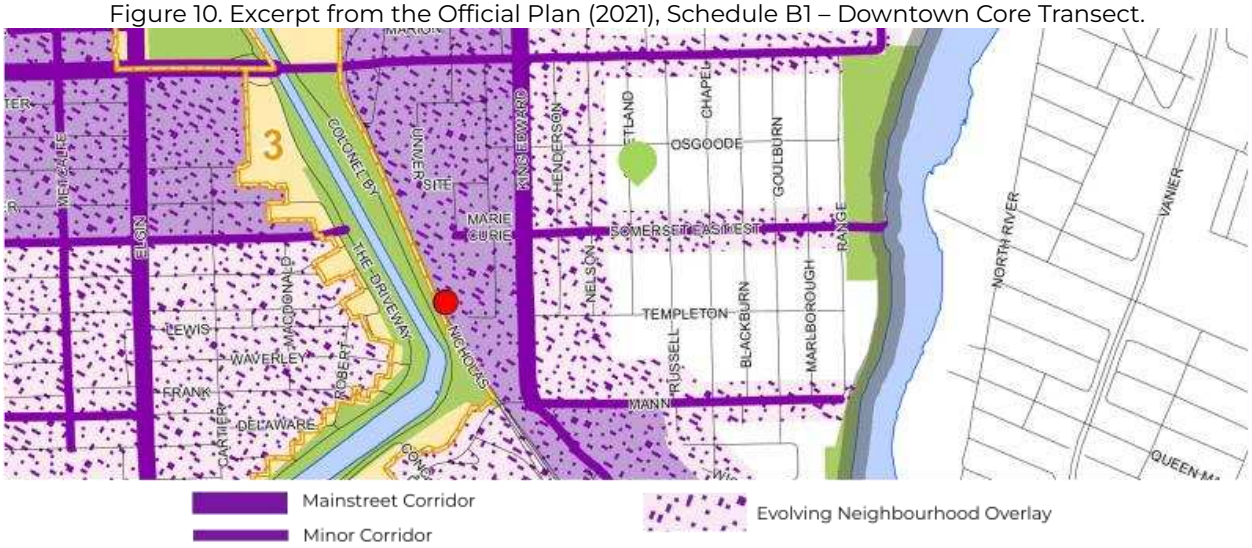
Zone/Subzone	**R4-UD, Low-Rise Apartment Building (9+ units), By-Law 2008-250**	
Zone Provisions	**By-Law Requirement**	**Provided**
Principal Land Use(s) *Table 162A*	9-unit+ Apartment	84-unit Apartment
Lot Width *Table 162A*	15m min.	43.8m
Lot Area *Table 162A*	450m^2 min.	1650m^2
Building Height *Table 162A*	14.5m max.	14.5m
Front Yard Setback *Section 123(1b)*	4.09m min. (average of neighbours)	4.14m
Interior Side Yard Setback *Table 162A*	1.5m min.	2m, 3.3m
Rear Yard Setback *Table 144A*	30% of the lot depth (11.3m)	11.35m
Two+ Bedroom Units *Section 161(16b)*	25% min. (21)	18 3-bedrooms 3 2-bedrooms
Resident Parking Spaces *Section 101(3a)*	0.5 per du in excess of 12 (36)	0
Visitor Parking Spaces *Table 102*	0.1 per du in excess of 12 (7)	1
Parking Space Dimensions	2.6m min. by 5.2m min.	2.6m by 5.2m

Section 106(1)(a,c)		
Driveway Width *Section 107(1a.i)*	2.6m min.	2.6m
Bicycle Parking Rates *Table 111A(b.i)*	0.5 per du (42)	84 provided in an indoor bike room, 3 in the front yard
Stacked Bike Parking Space Width *Section 111(8B)*	0.37m min.	0.45m provided for the 84 indoor stacked spaces
Regular Bike Parking Space Width *Table 111B(a)(II)*	0.6m	0.6m provided for the 3 outdoor spaces
Bike Parking Space Length *Table 111B(a)(III)*	1.8m min.	1.8m
Horizontal Bike Parking Spaces at Ground Level *Section 111(11)*	50%	54% (45 spaces) 42 horizontal at ground level on bottom of racks, 3 outside.
Amenity Space *Table 137*	None	None
Soft Landscaping in the Front Yard Including Walkways *Table 139(1), Section 139(4d)*	40% min.	64.5%
Soft Landscaping in the Rear Yard *Section 161(15b.iii)*	50% min.	91%
Aggregated Rectangular Area of Soft Landscaping *Section 161(15e)*	25m^2 min.	Provided
Projection of Steps in Front Yard *Table 65(5b.i,2)*	No closer than 0.6m from the lot line.	0m from the lot line.
Glazing on the Front Facade *Section 161(g)*	25% min.	25%

3 Official Plan Designation

The Subject Property is in the Downtown Core Transect, designated Neighbourhood.

Figure 10. Excerpt from the Official Plan (2021), Schedule B1 – Downtown Core Transect.



Policy Justification

4 Zoning By-Law 2008-250

4.1 Proposed Site-Specific Changes to the R4UD Zone

Vehicular and Bicycle Parking

The By-Law Section 101, Table 101, Row R11 requires a minimum of 36 resident parking spaces (0.5 per dwelling unit for units in excess of 12). The By-Law Section 102, Table 102 requires a minimum of 7 parking spaces for visitors (0.1 per dwelling unit for units in excess of 12). In total, 43 on-site parking spaces are required. The City of Ottawa's Official Plan states that surface parking lots are prohibited in the Downtown Core Transect, where the Subject Property is located, and the City has advised that providing a surface parking lot would trigger an Official Plan Amendment Application. Underground parking is prohibitively expensive, and future residents will not need to own cars in this walkable neighbourhood. As a result, we are requesting a site-specific exception to the R4UD zone to permit 1 visitor parking space for maintenance and loading.

The proposed development is targeted to a mix of residents including students, seniors, young professionals, and families. Given the range of unit sizes provided and the inclusion of 18 large-household units with 3-bedrooms, a diversity of households can enjoy living in this building, including families. The Subject Property has a high level of transit access, being an 11min walk from the uOttawa O-Train Station and within a 120m walking distance of Bus Route 16 (which crosses the city all the way to Westboro). The proposed reduction in parking will not limit residents' access to necessary services and amenities. Many daily destinations that serve a diversity of households are within walking and/or biking distance of the Subject Property, including parks, the Sandy Hill Community Centre, grocery stores, restaurants, schools, and daycare.

In addition, 84 bike parking spaces are provided in an indoor bike room using the Twin Topper Bi-Level Rack stacked bike system. This system includes 17" x 72" stacked bike parking spots. Our drawings show 18" (0.45m) wide spots in order to allow for other brands, but any system used will be a horizontal stacked bike rack system. The 0.45m width of the proposed stacked spaces exceed the minimum stacked bike parking space width requirement of 0.37m as per Section 111(8B) of the Zoning By-Law, and meet the minimum length requirement. Half of the bike parking spaces are provided on the bottom row of the rack system at ground-level. Three additional visitor bike parking spaces are proposed to be provided in the front yard, horizontally at ground-level (compliant with regular bike parking space dimension requirements).

Projection of Steps into the Front Yard

The By-Law Section 65, Table 65, Row 5 requires that, in the case of steps projecting into a front yard, they may be no closer than 0.6m to the lot line. The front yard has been carefully designed to accommodate the required barrier free ramps and entries to the ground and basement floors, while protecting the exit facilities. Locating the steps close to the front lot

line allows space for terraced planters between the barrier free ramp and the sidewalk. These tiered terraced planters animate the front yard and enhance the visual impact of the proposed development.

5 Provincial Policy Statement

The 2024 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest, in order to meet the needs of a growing province. All decisions affecting planning matters "shall be consistent with" policies issued under Section 3 of the Planning Act.

Chapter 2, *Building Homes, Sustaining Strong and Competitive Communities* of the PPS sets out the policies for planning for people and homes, housing, settlement areas and expansions, strategic growth areas, rural areas, employment, and energy.

Policy 2.1.6 of the PPS states that:
"Planning authorities should support the achievement of complete communities by:

a) *accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups."*

The proposed Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a low-rise apartment building on the Site. The proposed development is consistent with Policy 2.1.6 as it will contribute to diversifying the mix of housing options in the neighbourhood, with units ranging from bachelor's to 3-bedrooms. 15% (or 12) of the units proposed will be barrier free, including four 3-bedrooms and eight bachelors. The variety of housing options proposed in this development could meet the housing needs of people of all ages and abilities. The Subject Property is ideally located in proximity to employment opportunities, recreational and community services, parks, a church, daycare, multi-modal transportation options and a variety of commercial services. Section 1.2.3 above provides an extensive list of nearby services and amenities equipped to meet the daily needs of a diverse range of tenants.

Policy 2.2.1 of the PPS states that:

"Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations."

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications will facilitate the development of a range of unit options capable of housing a diversity tenants with a range of income and accessibility needs. The proposal represents much-needed intensification in a developed area with significant access to public transit and other services and amenities.

Policy 2.3.1.2 of the PPS states that:

"Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;
b) optimize existing and planned infrastructure and public service facilities;
c) support active transportation;
d) are transit-supportive, as appropriate; and
e) are freight-supportive."

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications represent an efficient use of land and resources that optimizing existing infrastructure and service facilities. The existing lots are all connected to municipal services. The proposed development is located in a walkable neighbourhood in close proximity to amenities such as grocery stores and a university. The Subject Property is very well-serviced by public transit, being steps from a frequent bus line as well as walking distance from the University of Ottawa O-Train Station.

Policy 2.3.2.3 of the PPS states that:
"Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities."

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications would support the neighbourhood becoming a more complete community through the added residential density of the proposed apartment building. The businesses in proximity to the Subject Property will be supported by the new residents, who will also be contributing to increased transit ridership.

Policy 2.4.3.1 of the PPS states that:
"Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate."

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications represents intensification in proximity to the O-Train rapid transit network.

Policy 2.9.1 of the PPS states that:
"Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

a) *support the achievement of compact, transit-supportive, and complete communities;*
b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
c) *support energy conservation and efficiency;*
d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate."*

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications supports compact urban development that will contribute to increased transit-ridership and facilitate the development of a complete community. The shared walls, floors and ceilings between units of the proposed development are energy-conserving in terms of heating and cooling of the homes. 8 rear yard trees are proposed to be retained, 4 rear yard trees are proposed to be planted, and 5 trees are proposed to be planted in the right-of-way on

Sweetland Avenue, improving overall air quality as well as quality of the pedestrian environment.

6 City of Ottawa Official Plan

6.1 Strategic Directions

Section 2.1 of the Official Plan sets out the broad strategic directions for the city, based on policy directions towards becoming the most liveable mid-sized North American city.

Big Policy Move 1 is to:
"Achieve, by the end of the planning period, more growth by intensification than by greenfield development."

The Official Plan aims to increase the share of future growth within Ottawa existing built-up areas by 60% by 2046 by increasing the variety of low-rise housing options close to corridors and promoting the evolution of 15-minute neighbourhoods. The proposed 4-storey apartment building represents appropriate intensification in a Neighbourhood of the Downtown Core Transect. The proposal for the Subject Property will contribute to this policy objective by establishing a greater diversity of unit types in the neighbourhood in proximity to transit and other services and amenities.

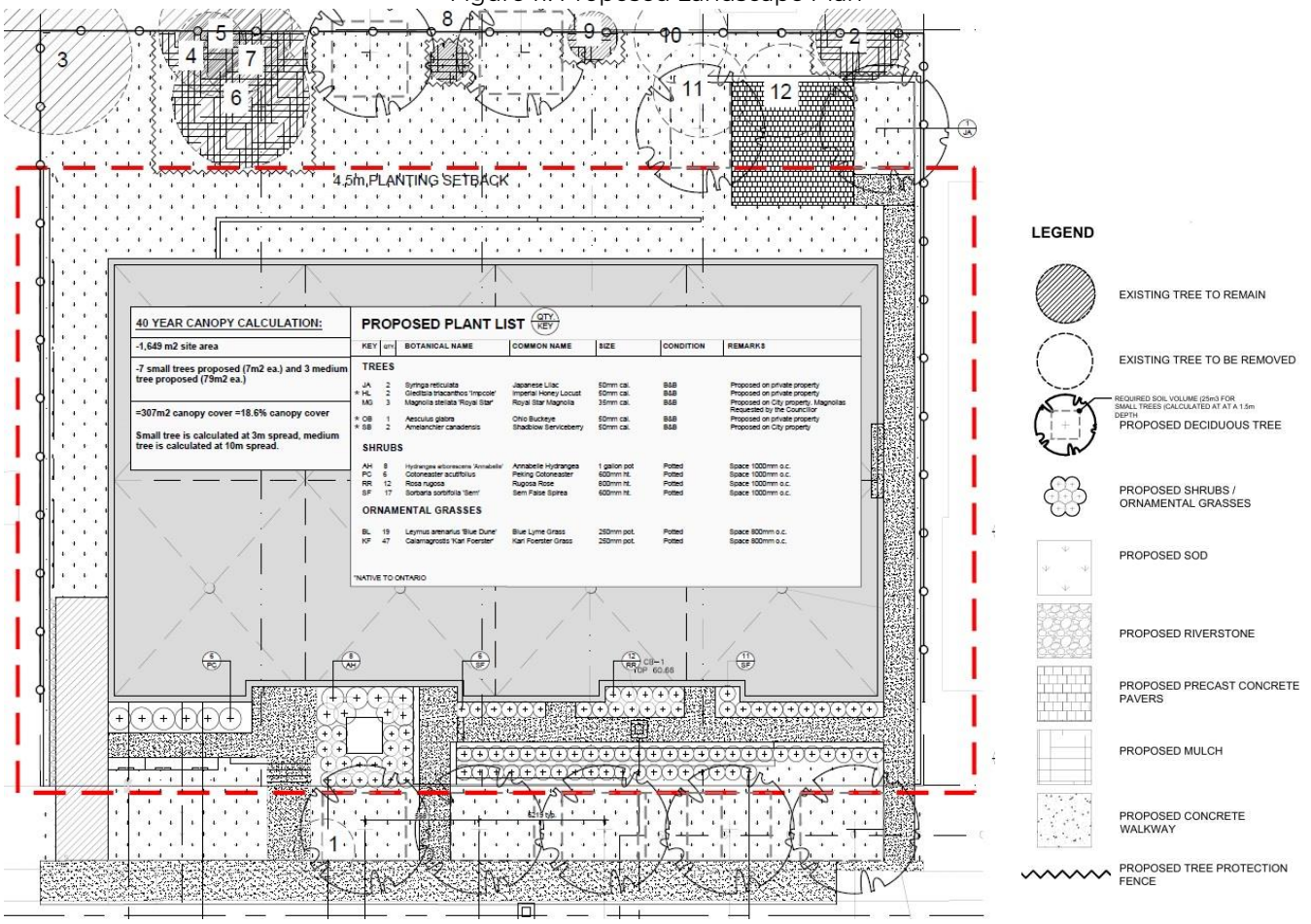
Big Policy Move 2 is to:
"By 2046, the majority of trips in the city will be made by sustainable transportation."

The proposed development contributes to the objectives of Big Policy Move 2 by providing intensification in proximity to transit in support of the transition to a 15-minute neighbourhood. In addition, we are proposing to reduce the number of vehicle parking spaces provided, while doubling the amount of bicycle parking spaces from what is required by zoning, to achieve a 1:1 bike parking ratio. The Subject Property is also within walking distance of many daily/weekly destinations of residents, including grocery stores, restaurants, and the University of Ottawa. The proposal is further contributing to the pedestrian environment by planting 5 trees in the Right-of-Way along Sweetland Avenue that will contribute to providing more shade on the street.

Big Policy Move 4 is to:
"Embed environmental, climate and health resiliency and energy into the framework of our planning policies."

The proposed development will contribute to the city's 40% urban forest canopy cover through both tree planting and preservation. A total of 9 trees will be planted on the Subject Property. In addition, the design of the site has ensured the preservation of 8 rear yard trees. The proposed building also aims to achieve 30% energy efficiency greater than what is required by Building Code.

Figure 11. Proposed Landscape Plan



Section 2.2.4 Policy 1 of the Official Plan includes a list of key attributes of 15-minute neighbourhoods, which provide a variety of services to help meet the day-to-day needs of a diverse demographic. These key components include:

- "*A mix of housing options including family-sized units, for a range of incomes, including working with senior governments and community partners to include core-affordable housing which strives to meet the City's targets under its 10-Year Housing and Homelessness Plan*
- *Population levels and residential densities that support local shops and services;*
- *Public service facilities such as parks and public spaces, schools, community centres, licensed child care centres, recreational facilities and libraries. Publicly accessible*

places for people to connect that contribute to quality of life and well-being are especially important as neighbourhoods continue to intensify;

- *Neighbourhood retail and commercial services in order to reduce travel time for daily needs and provide jobs and other economic opportunities for residents;*
- *Access to healthy food through grocery stores, community gardens, urban agriculture and farmers markets;*
- *Supporting housing and local amenities that meet the needs of diverse racial and cultural populations within the city.*"

The proposed development supports Sandy Hill's transition to a 15-minute neighbourhood by contributing a mix of housing options from bachelor's to 3-bedroom family-sized units. This diversity in unit size corresponds to a range of unit prices, providing options for tenants of varying incomes. This increase in residential density will facilitate increased economic activity in support of local businesses, including restaurants, cafes and thrift stores. The location of the proposed development is ideally suited to meet daily needs of a diverse mix of tenants with regards to its proximity to services and amenities including parks, a community center, schools and daycare. Nearby commercial services and amenities work to reduce travel times of residents, as well providing employment opportunities in proximity to where tenants live. Tenants will have easy access to healthy food being within walking distance of three grocery stores (Metro, Loblaws and North Market), as well as the University of Ottawa community garden.

6.2 Growth Management Framework

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

Section 3.2, Policy 3 of the Official Plan identified "Neighbourhoods" as one of the target areas designated for residential intensification in the City of Ottawa. The Subject Property is designated as a Neighbourhood within the Downtown Core Transect as per Schedule B1. The proposed development of a low-rise residential apartment building on the Subject Property is consistent with growth objectives of the Official Plan.

Section 3.2, Policy 10, Table 3B of the Official Plan sets out residential density targets that apply to Neighbourhoods, and states that the residential density targets are 80 to 120 dwellings per net hectare in the Downtown Core Transect. With a proposed 84 dwelling units on a 1650m^2 lot, the Subject Property would comprise 509 dwelling units per net hectare, well exceeding the target density. Table 3B also sets out the target for large-household dwellings (3+ bedrooms or equivalent floor area) at 25%. The proposed development meets

the intent of this target for all of intensification in the City of Ottawa between 2018 and 2048 by providing eighteen 3-bedroom units and three 2-bedroom units, totalling 25% of dwelling units.

6.3 City-Wide Policies

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

Section 4.1.2, Policy 1 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:
"In general, this Plan equates a walking time of:

a) *5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;*
b) *10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and*
c) *15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network."*

The Subject Property is located fully within less than 300m of transit stops along bus route 16 at the intersection of Sweetland Avenue and Somerset Street East. In addition, the Subject Property is within a 750m network distance representing a 11-minute walk from the UOttawa O-Train Station.

Section 4.1.2, Policy 6 of the Official Plan states that:
"New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities."

The proposed development provides direct connections to the existing and planned network of public sidewalks via pathways from entranceways. In addition, a 1:1 bicycle parking ratio is being provided with indoor bike storage facilities.

Section 4.2.1, Policy 9 of the Official Plan states that:
"Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

a) *Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and*
b) *Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered."*

One stacked bicycle parking space is provided for every dwelling of the apartment building in an indoor bike room. The bike room is also equipped with a bike repair area. Entry/exiting from the indoor bike parking facilities are safe, accessible, direct and convenient through a basement walkout and ramps to Sweetland Avenue. In addition, 3 visitor bike parking spaces will be provided in the front yard near the main building entrance to accommodate guests and deliveries. These spaces will be highly visible and well-lit.

The proposed Minor Zoning By-Law Amendment and Site Plan Control Applications conform to the policies of the City of Ottawa Official Plan (2021).

6.4 Land Use Designation

The Subject Property is designated Neighbourhood in the Downtown Core Transect as per Schedule B1 of the Official Plan (see Figure 10).

6.4.1 The Downtown Core Transect

Section 5.1 of the Official Plan (2021) sets our general policies and guidance for proposed development in Neighbourhoods within the Downtown Core Transect.

Section 5.1.1 of the Official Plan aims to maintain and enhance the built form, site design and a mix of uses within the Downtown Core Transect. Policy 1 states that:
"The Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design."

Table 6 of the Official Plan identifies the following characteristics of urban built form:

- *"Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm*
- *Principal entrances at grade with direct relationship to public realm*
- *Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios*
- *Minimum of two functional storeys*
- *Buildings attached or with functional side yard setback*
- *Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing"*

The proposed development aligns with all the characteristics of the urban pattern of built form identified in Table 6. The proposal includes a shallow front yard setback of 4.1m, matching the immediate neighbours of the Subject Property. There are four active entrances on the front façade, and the lot coverage of the proposed development is 51%. The proposed building will be 4-storeys tall, with a total of 5 functional storeys including the basement. Both side yards are functional, one side with a walking path leading to the rear yard and

some communal patio space, and the other side serving a visitor parking space for maintenance vehicles. Formal landscaping features are included in the front yard as terraced planters and walking paths. Most of the rear yard is composed of soft landscaping dedicated for trees, as well as a communal patio area for residents.

Section 5.1.1 Policy 2 of the Official Plan states that:
"The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

a) Hubs and a dense network of Corridors provide a full range of services;
d) Residential densities are sufficient to support the full range of services noted in Policy a)."

The proposed development is designed to establish increased residential densities on the Subject Property that will promote opportunities for a diverse mix of residents to access a variety of services, activities, and recreational spaces within a 15-minute walking distance of home (see Figure 7). The proposed development of a low-rise apartment building on the Subject Property complements the desirable characteristics of abutting properties along Sweetland Avenue, is appropriate for the existing and planned community context and is consistent with policies of the adopted Official Plan for Neighbourhoods within the Downtown Core Transect.

Section 5.1.1 Policy 5 of the Official Plan states that:
"To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:

a) Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
d) On-site stormwater management to mitigate increased imperviousness; and

The proposed development includes a lighter colour for the roof membrane to mitigate the urban heat island effect on-site. The proposal will maintain most of the mature trees located in the rear yard and will plant 9 more total on the site. The 5 trees proposed to be planted in the right-of-way along Sweetland Avenue and will contribute to shading the public realm and improving the pedestrian environment. Approximately 450m^2 of soft landscaping is also being provided in the rear yard, as well as high-quality landscaped green space in the front yard. 91% of the rear yard and 65% of the front yard are soft landscaped and able to absorb stormwater.

Section 5.1.1 Policy 6 of the Official Plan states that:
"The Downtown Core is planned for higher-density, urban development forms where either no on site parking is provided, or where parking is arranged on a common parking area, lot

or parking garage accessed by a common driveway. The following policies apply to private approaches:

- *b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;*
- *c) Further to the above, development applications may be required to*
  - *i. Reduce the number and/or width of private approaches on a site;*
  - *ii. Re-use existing private approaches; or*
  - *iii. Relocate and/or combine existing private approaches with no net increase in number or width."*

The proposed development includes two private approaches, one for a parking space and one for waste removal. Currently, the five existing properties of 83, 85, 87, 89 and 91 on Sweetland Avenue each have their own private approach. As a result, the proposed development will reduce the number of private approaches on the Subject Property by 3, thus increasing the amount of unbroken curb space significantly while prioritizing landscaping in the front yard. This increase in unbroken curb space will also create greater opportunities for street parking in front of the Subject Property.

Section 5.1.2 Policy 3 of the Official Plan states that:
"Motor vehicle parking in the Downtown Core shall be managed as follows:

- *a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;*
- *e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking."*

The proposed development is requesting a reduction in the required number of parking spaces from 43 spaces to 1 visitor parking space intended for maintenance vehicles. Instead of parking, the proposed development includes 84 stacked bicycle parking spaces (1:1 ratio) located in an indoor bike room, as well as an additional 3 visitor bike parking spaces located in the front yard

Section 5.1.3 Policy 2 of the Official Plan states that:
"The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:

- *a) Building types that provide for high-density development while maintaining a low-rise form from a minimum of 2 storeys to a maximum of 4 storeys;"*

The proposed development meets the Zoning By-Law requirement of a maximum of 14.5 metres in height and aligns with the Official Plan intent for a maximum of 4 storeys. The 14.5m and 4-storey limits are met despite the changes in grade across the site. Careful

consideration was given to the design of the building to ensure that where the grade changed towards the south of the site revealing more of the basement, the proposed development maintains the low-rise character of the surrounding buildings. Our design team used a 3D context model during the design process to fully understand the sloping street and relationship of the top floor at the south of the proposed building. At this down-hill end of the building the side facade is 5 storeys in height, with a narrow side yard to the neighbour. But given the relatively narrow street and shallow front lawns, the view of this side wall is very limited - this can be seen in the 3D model. The top floor of the proposed building is visible from a distance above the southern neighbour, and has therefore been designed to be perceived as roof-like, with metal roof cladding. The impact of the proposed building height on the south end is appropriate and fits well within this hilly neighbourhood.

Section 5.1.5 Policy 1 of the Official Plan states that:
"Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
b) *The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
c) *Provides for a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density Low-rise residential development;*
d) *Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and*
e) *In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies."*

Section 3.2, Policy 3 of the Official Plan identifies "Neighbourhoods" as one of the target areas designated for residential intensification in the City of Ottawa. The proposed development of a low-rise residential apartment building with a variety of unit types and sizes on the Subject Property will establish a form of missing middle housing that is consistent with permitted building heights within the Neighbourhood designation and Downtown Core Transect.

6.4.2 The Neighbourhood Urban Designation

Section 6.3 of the Official Plan (2021) sets out the general policies guiding development in Neighbourhoods.

Section 6.3.1 Policy 2 of the Official Plan states that:
"Permitted building heights in Neighbourhoods shall be Low-rise,..."

The proposed development is a low-rise (4-storey) residential building under Zoning.

Section 6.3.1 Policy 4 of the Official Plan states that:
"The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);"*

The proposed development represents appropriate and context-sensitive missing middle housing. The proposed 84 new dwelling units will contribute to the City's intensification target of 92,000 total dwellings as per Table 2, and exceed the target residential density in the Downtown Core Transect for intensification to reach 80 – 120 du/ha as per Table 3b.

Section 6.3.2 Policy 1 of the Official Plan states that:
"*The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: (...); development of a single lot or a consolidation of lots to produce missing middle housing; (...).*"

The proposed development represents an example of an innovative building form producing much-needed missing middle housing through the consolidation of lots in order to establish a well-designed apartment that enhances the existing community.

7 Central and East Downtown Core Secondary Plan

The Subject Property is designated a Local Neighbourhood in the Sandy Hill character area as per the Central and East Downtown Core Secondary Plan.

Figure 12. Excerpt from the Central and East Downtown Core Secondary Plan (2021), Schedule B – Designation Plan.

Section 2.1 Policy 1 of the Central and East Downtown Core Secondary Plan states that:
"Local Neighbourhoods are primarily residential. They may include small-scale commercial and institutional uses that are meant primarily to support local residents' every needs..."

The proposed development of a low-rise residential apartment building aligns with the primary residential use of the Local Neighbourhood designation.

Section 3.1 Policy 1 of the Secondary Plan states that:
"Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

a) *Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.*
b) *Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.*

c) *Lower floor articulation with a high degree of transparency and functional permeability.*
d) *Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.*
e) *A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.*
f) *Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.*
g) *The inclusion of art in the public realm where possible.*
h) *Buildings must front onto all their adjacent streets.*
i) *Vehicular facilities must minimize all visual and functional impacts on the public realm.*
j) *Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.*
k) *Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.*"

The proposed development includes four active entrances along the façade of the building. The main ground floor entrance and the basement entrance both have direct access to the street, while all entrances have a positive relationship to the public realm via walkways and landscaping in the front yard. The proposed landscaped features in the front yard including terraced planters, trees, as well as the porch entries to ground floor units encourage people to linger within view of the public realm. The building is architecturally articulated with shifting plains and materials, and ground floor glazing into units and porch entries offer a welcoming view from the street as well as visual interest and variety. No surface parking is proposed and there is one parking space meant for maintenance vehicles that is discreetly tucked away in the northern side yard.

Section 3.3.2 Policy 18 states that:
"*Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply.*"

The proposed development includes a reduction of the required vehicle parking spaces from 43 total spaces to only 1 visitor parking space, intended for loading and maintenance vehicles. As an alternative, a 1:1 bicycle parking space ratio is being provided in an indoor bike room, with 3 additional visitor bike parking spaces provided in the front yard.

Section 4.7 of the Central and East Downtown Secondary Plan sets out the policies for the Sandy Hill Character Area.

Section 4.7.2 General Objectives for the Sandy Hill Character Area are:

- *"To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living.*
- *To provide for a broad range of socio-economic groups.*
- *To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force.*
- *To maintain and coordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed-use area along Rideau Street and the University of Ottawa)"*

The proposed development will maintain and enhance the Sandy Hill residential neighbourhood character through high-quality architectural design that is sensitive to the surrounding context in terms of the rhythm of the materials, colours and architectural articulation that reflects the massing of nearby buildings. The proposed apartment building includes a diverse range of unit types and sizes intended to meet the housing needs of tenants from a broad range of socio-economic groups and household sizes. In particular, 18 3-bedroom units are proposed, which would be attractive options for families looking to enjoy an urban lifestyle in proximity to schools, community centres, parks and other nearby family-oriented amenities. 12 accessible dwelling units are also proposed, which would be ideal for seniors looking to downsize to an accessible building in a well-serviced neighbourhood without a car. These units would also be attractive to other individuals who would benefit from accessible housing and nearby community services. The increase in residential density as a result of new tenants in the area will support the nearby commercial functions of the neighbourhood.

Section 4.7.3 sets out the policies for land use and built form in the Local Neighbourhood designation.
Policy 99 aims to: *"Preserve and enhance a stock of good housing."*
Policy 100 aims to: *"Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them."*
Policy 101 aims to: *"Provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs."*

The proposed development will increase the stock of good housing in the neighbourhood by providing much-needed rental units in a central, walkable and transit-served area in proximity to many daily destinations, services and amenities. These features of the surrounding community make a low-rise apartment building a very appropriate form of development in this neighbourhood. The proposal will provide a wide variety of unit types and sizes that will meet the needs of a range of socio-economic groups. There are 12

accessible dwelling units provided in the building, accessible via barrier-free entrances, ramps and an elevator.

Section 4.7.8 sets out policies for building heights within the Sandy Hill Character Area. Policy 128 states that: "*Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-Law that exceed the heights indicated on Schedule C as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment*."

Schedule C of the Central and East Downtown Secondary Plan indicates that a maximum of 4-storeys is allowed on the Subject Property. The proposed development aligns with this limit.

8 The Transportation Master Plan

The Transportation Master Plan (2023) sets out the policies that guide the development of the City's transportation network and mobility goals.

Policy 2-2 of the TMP to *Promote Healthy Communities Through Transportation Planning* states that:
"One of the primary ways in which the transportation system can support public health goals is by encouraging active transportation as a form of physical activity."

The proposed development encourages the use of active transportation since the Subject Property is located in a very walkable area, in close proximity to destinations like grocery stores, restaurants and the University of Ottawa. In addition, a 1:1 bike parking ratio is being provided in an indoor bike room, and 3 visitor spaces outside in the front yard, encouraging the use of bicycles. The Subject Property is also in proximity to the city's bike lane network, so use of bicycles to services and amenities will be safe and convenient.

Policy 5-2 of the TMP to *Prioritize Modes of Travel That are Space-Efficient* states that:
"As Ottawa continues to grow and intensify, the transportation network will need to move more people and goods using the space available today. (...) the City will need to accommodate this growth through more space-efficient modes including walking, cycling, and transit to maximize the capacity of the network."

The proposed development prioritizes modes of travel that are space-efficient such as walking by increasing the residential density of a walkable area. In addition, each unit in the proposed building will be provided a bicycle parking space, while a reduction in vehicle parking is being requested. The proposed development is also located within close proximity to the public transit network, a few feet from OC Transpo Route 16, and a 750m walking distance from the UOttawa O-Train Station.

Policy 5-3 of the TMP to *Encourage Sustainable Transportation Through Community Planning and Design* states that:

"Exhibit 9. These elements contribute to the perceived safety and enjoyment of walking. An overarching objective is to create a sense of place and character in neighbourhoods by fostering human-scaled design and creating "Healthy Streets" that are welcoming places to be, rather than simply move through. These objectives and key elements apply to both new and existing communities."

Exhibit 9. Elements that Contribute to the Quality of the Pedestrian Environment.

The proposed development encourages sustainable transportation use through community planning and design by contributing to the development healthy, welcoming streets through the design of the proposed development and its positive impact on the surrounding public realm. The proposed development:

- Has appropriate height and massing that fits into the surrounding neighbourhood (1),
- Increasing passive supervision in the neighbourhood by increasing the residential density and providing high-quality outdoor spaces in the front yard (2),
- Providing an active frontage along Sweetland Avenue through high quality architectural design and materials, façade articulation and landscaping (8),
- Including lighting at the four street facing entrances, (9)
- Increasing the number of people walking by increasing the residential density (10), and
- Eliminating driveways and reduce surface paving for parking (11).

Policy 7-9 of the TMP to *Require Adequate, Secure Bicycle Parking in New Developments* states that:

"Bike ownership is a prerequisite to utilitarian cycling in Ottawa. However, people are less likely to purchase a bicycle if they have no place to store it. Bicycle storage is of particular concern for people living in apartments and condos. Floor space is limited, modifications to units are difficult, and transporting a bicycle to and from a unit can be a major deterrent. (…)

Ottawa's minimum bike parking rates should support long-term cycling mode share targets and associated bike ownership levels. The current rate of 0.5 bike parking spaces per unit in multi-residential buildings is not expected to be adequate based on experience in other cities."

The proposed development exceeds the required 0.5 bike parking spaces per unit by providing a 1:1 bicycle parking ratio for residents, plus 3 additional visitor bike parking spaces. In addition, all resident bike parking spaces are provided in a secured weather-protected bike room in the building.

9 The Climate Change Master Plan

The Climate Change Master Plan (2020) sets out the policies and framework by which the City will mitigate and adapt to climate change in the coming decades.

Section 4 of the Climate Change Master Plan, *Mitigation* discusses community GHG emissions, and states that:
"In 2018, 90 per cent of Ottawa's [community] emissions came from the building and transportation sectors. (...)
In order to align with the IPCC target to limit global average temperature increases to 1.5°C, a new long-term commitment to reduce community emissions 100 per cent by 2050 is required."

The proposed development contributes to the emissions reduction goals set out in the Climate Change Master Plan with regards to both building and transportation. Multi-unit residential buildings save energy through shared walls, floors and ceilings, and the client aims to achieve an additional 30% energy efficiency above what is required by the Ontario Building Code. In terms of transportation, we are reducing the number of parking spaces that are required and are instead providing a 1:1 bicycle parking space ratio.

Section 5 of the Climate Change Master Plan, *Adaptation and Resiliency* discusses the impacts and changes Ottawa is projected to experience as a result of climate change, and states that:
"Ottawa is experiencing warmer, wetter and more unpredictable weather. On average, summers are getting hotter and winters less cold. While total annual precipitation has increased on average, precipitation varies greatly in terms of both where and when it falls."

The proposed development contributes to the City's general capacity to deal with increases in temperature by mitigating the impacts of urban heat island through the retention of large rear yard canopy trees and planting of 9 trees on-site. In addition, the proposed development contributes to resilience from increases in precipitation and on-site flooding by exceeding the soft landscaping requirements (91% soft in the rear yard and 64.5% in the front yard).

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Figure 13. Rendering of the Proposal

See sections 1.1 Subject Property and 1.2 Site Context for perspectives to and from the site.

10 Design Directives

10.1 Official Plan (2021)

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

Section 4.6.5, Policy 3 of the Official Plan states that:
"Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit

interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm."

Direct pedestrian access to the Subject Property is provided from the principal building entrance to the public sidewalk along Sweetland Avenue, as well as three other dedicated entrances. Soft landscaping features such as terraced planters are provided along the front, between the barrier free ramp and the sidewalk for visual appeal. One driveway and parking space is being provided for servicing and maintenance of the building. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property. The proposed development has been designed with all mechanical equipment and storage internal to the building or on the rooftop, with the exception of Hydro Ottawa's proposed pad-mounted transformer surrounded by ornamental grass (see Landscape Plan).

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

The proposed development has been designed to compliment the existing low-rise scale of the surrounding community along Sweetland Avenue in accordance with policies of the Official Plan in Neighbourhoods within the Downtown Core Transect. Soft landscaping is provided within the building setbacks in the front and rear yards. Entrances to residential units are provided along the front facade to enhance the interface with the public realm. The building is designed to integrate in the existing context with complimentary materials and building massing. The façade is designed with multiple colours of brick, divided into sections at a spacing that echoes the width of nearby brick buildings.

Figure 14. View of facade looking up the street

10.2 Urban Design Guidelines for Low-Rise Infill Housing (2023)

1.1 Ground floor: Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches, and key internal uses at or close to street level.

2.2 Building massing and scale: the massing and scale of infill buildings should consider the surrounding neighbourhood in terms of building setbacks, building width and length, and the relationship between buildings and the public realm. New infill housing should utilize architectural treatment and articulation to replicate the predominant scale and built form of the surrounding neighbourhood.

3 Low-rise, multi-unit buildings are popular with families with children and pet owners. Developments with well-designed and located shared amenity areas, such as children's play spaces, facilities for pets and other shared elements like communal gardens, allow residents to experience and share in their collective property.

The proposed development meets the intent of the Guidelines to provide appropriate infill that responds to the surrounding neighbourhood. The proposed development has been designed such that the front facade is visually broken up through architectural detail, with multiple active entrances and shifting planes to be more sensitive to existing buildings in the surrounding context. The upper floor is clad in high quality roofing materials with window trimming and detailing, such that this floor stands apart from the rest of the building below and will be perceived within the roof scaping of the neighbourhood. The 3-brick-clad storeys of the building compliment the scale of brick buildings in the immediately surrounding neighbourhood. The top floor is also angled back to reduce the visual impact from the street. The ground floor of the proposed development contributes to an active streetscape with the integration of active entrances, architectural articulation and terraced planters in the front yard. In response to the demand for more multi-unit buildings that cater to the needs of families with children and/or pets, shared space is provided in the rear yard. In addition, front facing walk-out basement units have entry doors facing the street.

10.3 Urban Design Directions Provided by City Staff

The proposal should include articulation to reduce the impacts of the proposed building. When working through the design of the building, the materiality, massing, and articulation should be considerate of the surrounding context.

The street facing facade is divided along its length, with sections that are setback further from the street, with changes in materials and colours. As a result, the length of the building is diminished, and the differently articulated sections are at a scale that compliments the size of older neighbouring buildings. The top floor facade is angled back and clad in a metal roofing material, and the floors below compliment the surrounding building heights.

Garbage storage external to the building. Is there enough provided?

There is no garbage storage provided external to the building. All garbage is to be stored internally. The proposed garbage room is sized as per the city's guidelines. Garbage will be removed from the room along the side yard to the curb-side for pickup.

How are the basement units at the north getting light?

There are no basement units in the north end of the building proposed. See Floorplans.

How does this very large massing fit in with the character of the neighbourhood? The five-storey wall facing south becomes out of scale to the low-rise neighbourhood. We recommend considering a step back of the top floor on the southern façade to mitigate the five-storey built form with exposed basement.

To reflect the narrower widths of nearby buildings and maintain the rhythm of the street, the front façade has been visually broken up through architectural detail including shifting plains, articulation, and alternating materials. The top floor is angled and clad in roofing materials, and the floors below compliment the neighbouring building heights.

Our design team used a 3D context model during the design process to fully understand the sloping street and relationship of the top floor at the south of the proposed building. At this down-hill end of the building the side facade is 5 storeys in height, with a narrow side yard to the neighbour. But given the relatively narrow street and shallow front lawns, the view of this side wall is very limited - this can be seen in the 3D model (see Figure 8). The top floor of the proposed building is visible from a distance above the southern neighbour, and has therefore been designed to be perceived as roof-like, with metal roof cladding. The impact of the proposed building height on the south end is appropriate and fits well within this hilly neighbourhood.

We recommend providing landscaping in the front yard.

Rows of terraced planters are proposed in the front yard in between the barrier-free ramp and the sidewalk. In addition, 5 trees are proposed to be planted along Sweetland Avenue.

Could you please provide additional renderings showing how the basement/ground floor will interface with Sweetland Avenue and the rear yard? It appears that terraced planters and retaining walls are proposed, but there may be some concerns about pedestrian safety (requiring guard rails) and utility of the pathway leading to the ground-oriented units.

The terraced planters will be elevated by 2' lifts eliminating the need for guardrails. The building exterior and path will be well-lit, ensuring pedestrian safety and visibility at night.

Figure 15. View of facade and pathway to ground-oriented units

10.3.1 Comments Provided by Staff Regarding Location of Bike Parking

Comments provided in the feedback form dated March 26, 2025:

Bike parking within landscaped area. Weather protected? On concrete pad? i. It is difficult to keep bike parking facing the public right-of-way from looking like a mess.

We recommend putting all bike parking within the building and/or weather protected in the rear yard including any visitor spaces.

Comments provided in the feedback form dated May 16, 2025:

Section 111 of the Zoning By-law requires bicycle parking spaces in locations that are convenient and near building entrances. Please explore options to provide convenience visitor bicycle parking racks near building entrances including in the landscaped area abutting the ramp, and on the southern portion of the front yard. Please consider bicycle racks that positively integrate into the landscaping treatment and overall building design.

Regarding bicycle parking, have you considered a more convenient configuration that allows more direct access to Sweetland Avenue or consolidates accesses for waste?

Please consider convenience visitors bicycle parking spaces in the rear yard.

Originally, all bike parking proposed was to be located an indoor bike room with a walk-out basement, satisfying the comments received on March 26. The proposal has now been updated to include an additional three visitor bike parking spaces in the front yard near the

main entrance of the building, to provide more direct access to Sweetland and optimal convenience to visitors, as per comments received on May 16, despite that they are somewhat contradictory to comments received March 26.

11 Design Research

11.1 Approach to Sustainable Design

Section 4.6.4, Policy 1 of the Official Plan states that:
Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-Performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

Section 11.1, Policy 3 of the Official Plan states that:
To achieve environmentally sustainable development, the City may adopt a High-Performance Development Standard. Once adopted, the City may use Subsection 41(4)(1)(1) of the Planning Act, including residential buildings containing fewer than 25 dwelling units, to secure the following sustainable and resilient design features in development that address exterior building and site matters as may be set out in such Standard, as part of developments which meet thresholds of Policy 2 a), b) and c) above:

a) *Weather-protected on-site bicycle areas and pedestrian-friendly infrastructure to encourage cycling and walking and to reduce emissions from transportation;*
b) *High reflective materials, shade trees, and green and cool roofs to reduce ambient surface temperature to minimize the urban heat island effect;*
c) *Active and passive design measures to improve energy efficiency and reduce peak demand such as building orientation to take advantage of passive solar heating, shading for cooling and natural light and energy efficient exterior cladding and window treatments;*
d) *Renewable energy production and supply to provide clean, local energy reducing greenhouse gas emissions and improving resiliency to power outages*
e) *Low Impact Development and other nature-based approaches to manage stormwater and mitigate flood risks where feasible, and reduce demand for potable water;*
f) *Trees to enhance the urban forest and use of native species to protect, restore and enhance the natural heritage system;*
g) *Bird-safe glass treatment to minimize the risk for bird collisions and energy efficient, shielded exterior lighting to reduce nighttime glare and light trespass;*
h) *Dedicated areas for collection and storage of recycling and organic waste to increase waste diversion; and*

i) *Enhanced human health by increasing opportunities for physical activity, mitigating impacts of air pollution, requiring passive cooling strategies such as operable windows and shade to mitigate against extreme heat and promoting access to food.*

The proposed development includes 84 weather-protected on-site bicycle parking spaces, as well as pedestrian friendly accessible walkways and ramps from entrances of the building. In combination with the 1:1 bike parking being provided, no resident on-site vehicle parking will be available, contributing to emissions reductions from transportation.

The design incudes a lighter coloured roof membrane. Passive design features to improve energy efficiency include triple-glazed windows that are operable.

In the absence of parking, 91% of the rear yard, equivalent to 452m^2, is composed of soft landscaping – a nature-based approach to managing stormwater.

A total of 8 rear yard trees are proposed to be retained, including several large shade trees, 4 rear yard trees are proposed to be planted, and 5 trees are proposed to be planted in the right-of-way on Sweetland Avenue, improving overall air quality. Of the trees proposed to be planted, native species such as the Thornless Cockspur Hawthorn, Shadlow Serviceberry and Spring Flurry Serviceberry are included.

To mitigate light pollution, we are proposing to use pot lights in entry canopy soffits and in basement walk-outs that will shield the light.

A dedicated area for waste is provided in an indoor garbage room, where the storage of garbage, recycling and organic waste is separated to increase waste diversion.

The proposed development aims to enhance human health and increase opportunities for physical activity by providing 1 indoor weather-protected bike parking space per dwelling unit, plus 3 visitor bike parking spaces in the front yard. The proposed reduced parking supports the mitigation of air pollution, and operable windows in each dwelling unit will be provided as a passive cooling strategy.

Additionally, the building will be developed to achieve energy efficiency that is 30% above Ontario Building Code requirements.

Conclusion

The proposed low-rise development is appropriate to support growth objectives and residential intensification targets within the urban area of the City of Ottawa. The design is contextually sensitive, will animate the street, works well with the steep slope and will provide much needed housing. The proposed Minor Zoning By-law Amendment and Site Plan Control applications will have no negative impacts to natural heritage and features, natural

resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and Site Plan Control applications are consistent with the policies of the Provincial Policy Statement.

The proposed development of a low-rise residential apartment building conforms with the general intent of policies of the City of Ottawa's Official Plan and the Central and East Downtown Secondary Plan. This Planning Rationale demonstrates the proposed development is consistent with the intent and policies of the Neighbourhood designation within the Downtown Core Transect of the Official Plan and is compatible with surrounding land uses. Site-specific zoning is proposed for the Subject Property to bring the proposed development into conformity with the City of Ottawa Zoning By-law.

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

Regards,

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