

March 31, 2023

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7

RE: Minor Variance Application
41 Arlington Avenue, Ottawa, Ottawa ON

Committee of Adjustment
Received | Reçu le

2023-04-04

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by Juxta Architects ("the Client") to prepare a Planning Rationale for a Minor Variance application to permit the redevelopment of 41 Arlington Avenue to demolish the existing two-storey single detached dwelling and construct a three-storey low-rise apartment building in the Centretown neighbourhood of the City of Ottawa.

Please find enclosed the following material in support of the application:

- / This cover letter and Planning Rationale explaining the nature of the application (1 copy);
- / Architectural Package dated December 22, 2022, prepared by Juxta Architects Inc.;
- / Cultural Heritage Impact Statement (CHIS) dated December 13, 2023, prepared by Heritage Studio; and
- / Heritage Permit dated December 22, 2022, issued by the City of Ottawa; and
- / Plan of Survey dated January 13, 2021, prepared by Annis, O'Sullivan, Vollebakk Ltd. (AOV).

Please contact the undersigned at nahal@fotenn.com with any questions or requests for additional material.

Sincerely,



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Associate



Tamara Nahal, MPI
Planner

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FOTENN

Background and Context

Fotenn Planning + Design (“Fotenn”) is pleased to submit this enclosed Minor Variance application on behalf of Juxta Architects (“the client”) for 41 Arlington Avenue (“subject site”) in the Centretown neighbourhood of the City of Ottawa. The Minor Variance application seeks relief from multiple performance standards in the City of Ottawa Zoning By-law 2008-250.

1.1 Subject Site

The subject site is located at on the north side of Arlington Avenue, with Kent Street to the west and Bank Street to the east. The subject site has an area of approximately 305.33 square metres, with 10.08 metres of frontage on Arlington Avenue and a lot depth of 30.28 metres.



1.2 Surrounding Area

The subject site is located in the Centretown neighbourhood of Ottawa on Arlington Avenue. Surrounding uses include:

North: The subject site abuts on the north property line a three (3) storey semi-detached dwelling. Flora Avenue has a mixture of single and semi-detached dwellings with predominantly two (2) storey dwellings as well as bungalows and buildings up to three (3) storeys in height. The broader Centretown neighbourhood to the north is characterized by a mixture of building typologies, including single- and semi-detached dwellings as well as low-rise apartment buildings. Gladstone Avenue, a Major Collector Road, runs east-west.

East: A two (2) storey single detached dwelling is located immediately east of the subject site. The north side of Arlington

Avenue is characterized by a row of two (2) storey single detached brick dwellings. Further east is a coffee shop fronting onto Arlington Avenue, beyond which is Bank Street, an Arterial Road lined with commercial businesses and retail shops. Nearby businesses include a pharmacy, bubble tea shop, diner, restaurants and fast food, dental shop, gym, and LCBO. A nine (9) storey mixed-use building is located at the intersection of Bank Street and Flora Street with frontage on both streets.

South: Arlington Avenue bounds the site immediately to the south and on the other side of the road is Glashan Public School, under the Ottawa-Carleton District School Board (OCDSB). To the southwest, bounded by Arlington Avenue, Kent Street, Catherine Street, and Lyon Street North is the former intercity bus station that has since been closed and purchased by Brigil Construction. Redevelopment is anticipated for this site. Further south, Highway 417 runs east-west, beyond which lies the neighbourhood of the Glebe.

West: A two-and-a-half (2 ½) storey single detached dwelling is located immediately west of the subject site. Kent Street, a three (3) lane, one-way street, is located further west. Further west on Arlington Avenue between Bay Street and Lyon Street North is Arlington Park, which features a children's play structure. The broader Centretown neighbourhood also lies to the west and features a mix of housing typologies, including single and semi-detached dwellings, rowhouses, and low-rise apartment dwellings.

1.3 Application Overview

A Minor Variance application is required to permit the demolition of the existing single detached dwelling and the redevelopment of the subject site, specifically by removing the site from the Heritage Overlay (section 60 in the zoning by-law), and to make minor adjustments to the requirements for the subzone.

A three (3) storey low-rise apartment building with eight (8) units is proposed. The unit breakdown is as follows:

Unit type	Number of units
Bachelor	3
1 bedroom	2
3 bedroom	3
Total units	8

The development references the heritage attributes of the wider surrounding neighbourhood, including:

- / Flat roof with parapet
- / A ledger at the height of the third-floor windowsills
- / Three (3) storey gabled bay window
- / Vertically proportioned and regularly spaced windows
- / Modern version of a traditional front porch with triangular pediment

A barrier-free, accessible unit is proposed at the front of the building and is accessible via its own independent entrance.



Figure 2: Proposed development (centre) shown in context with the adjacent neighbouring buildings, view from the southwest

The façade and approximately 4.8 metres of the side elevations will be clad in red brick. The gabled bay window will be clad in vertical wood siding (e.g., Japanese charred wood). The front porch will be painted steel and the entrance will be a wood door with transom light. The casement windows are single lights (i.e., no muntin bars) in dark grey aluminum or vinyl.

The front yard will include soft landscaping with permeable pavers or similar used for pathways. Bicycle parking is covered and located at the rear of the new building. The existing front yard parking space will be removed; no vehicle parking spaces are proposed as part of the redevelopment.

A Minor Variance application is required to seek relief from s. 60(1), which requires that 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. As the existing single detached dwelling will be demolished and rebuilt with a greater scale, massing, and floor area, it will not comply with the performance standards related to the Heritage Overlay. Variances are also required to permit exit stairs to project 3.4 metres into the rear yard when a maximum of 2.2 metres is permitted and also to permit a walkway to a bench in the front yard out an abundance of caution.



Figure 3: Northeast view of the rear yard

1.4 Application History

The proposed development was brought before Built Heritage Committee on February 14, 2023. The application was recommended by the Committee and approved by Council on February 22, 2023.

2.0 Policy and Regulatory Context

2.1 Provincial Policy Statement (PPS) (2020)

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The relevant policy interests to the subject application are as follows:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- 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; 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;
 - 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;
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- e) support active transportation; and
- f) are transit-supportive, where transit is planned, exists or may be developed.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
- 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:
 - a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and
 - b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

The proposed development is located within the urban boundary (settlement area), on a serviced lot, located near both existing and planned transit. The proposed development contributes to expanding the mix of housing typologies in the Centretown neighbourhood. The compact, low-rise building form is an efficient use of the land and replaces a single detached dwelling with one (1) unit and three (3) bedrooms with a low-rise apartment building with eight (8) units. A variety of family and tenant compositions will be accommodated, as a mix of unit sizes are proposed, ranging from bachelor to three (3) bedroom units.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

The proposed development introduces new housing options, including a barrier-free unit on the ground floor, which will benefit future residents with accessibility needs. New residential units will be introduced on the site, introducing eight (8) new dwelling units where previously there was one (1). Infill development is proposed in a neighbourhood with existing infrastructure and public service facilities. The subject site is located near existing services and amenities, public transit, cycling and pedestrian facilities, parks, schools, employment, and retail.

- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4 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.
- 1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The proposed development supports healthy, active communities; it is in a walkable neighbourhood, is located just over 100 metres from a main street with a range of commercial and retail businesses, and near two (2) transit priority corridors that provide public transit service. The development supports active transportation by providing an at-grade, sheltered bicycle storage that will be easily accessible to future tenants. Cycling infrastructure is also located to the east and west of the site, providing connections across the city, and making it convenient for future tenants to utilize active modes of transportation.

2.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan that plans for a 25-year time horizon (2021 to 2046). The new Official Plan was approved by City Council in November 2021 and the Ministry of Municipal Affairs and Housing in November 2022

2.2.1 Designation, Transect, and Overlay

The subject site is located in the Downtown Core Transect, designated as Neighbourhood, and subject to an Evolving Neighbourhood Overlay.

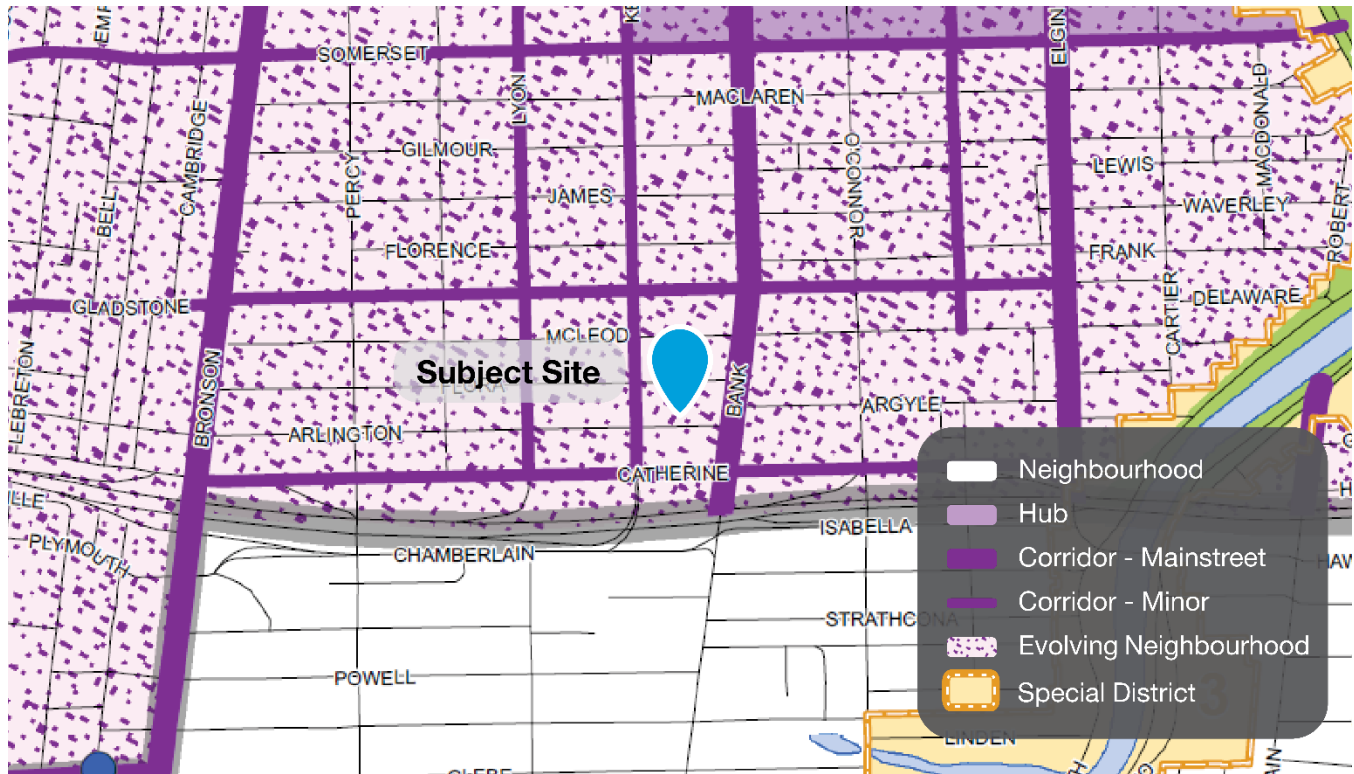


Figure 4: Schedule B1 - Downtown Core Transect (City of Ottawa Official Plan, 2022)

The Downtown Core is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. 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. The Downtown Core's established and intended built form is urban. All development shall maintain and enhance the urban pattern of built form and site design. The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where: Hubs and a dense network of Corridors provide a full range of services; and residential densities are sufficient to support this full range of services.

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:

- / 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;
- / Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
- / 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;
- / On-site stormwater management to mitigate increased imperviousness; and
- / Alignment with other climate adaptation policies and procedures identified in this Plan.

The Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. Development applications may be required to reduce the number and/or width of private approaches on a site; re-use existing private

approaches; or relocate and/or combine existing private approaches with no net increase in number or width. In the Downtown Core, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms.

The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

The Zoning By-law shall set out permissions, maximum building heights and appropriate density thresholds within Neighbourhoods to allow:

- / 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; and
- / New built forms on collector streets that accommodate additional housing units and are of a larger scale, provided those built forms include a mix of complementary non-residential uses, as permitted in Subsection 6.3.1, Policy 4), and regulate the extent to which large dwelling units shall be integrated to meet the objectives of Subsection 3.2, Policies 10) through 12) and Table 3.

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:

- / 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;
- / The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- / 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;
- / Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- / In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed development introduces new landscaping, which will improve the urban greening and stormwater retention and create an enjoyable rear yard amenity space for tenants. No parking is proposed for the site and secure bicycle parking is provided for residents to encourage active modes of transportation.

The proposed low-rise, three (3) storey built form is appropriate for the Neighbourhood designation and introduces new missing middle housing. This built form will contribute to the development of 15-minute neighbourhoods; the residential density will help support a range of services in the Downtown Core and maintains the existing non-residential use.

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

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:

- / Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of the Residential Intensification Targets and Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (shown below as Table 1 and Table 2);

- / Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- / In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- / To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - May restrict or prohibit motor vehicle parking in association with such uses; and
 - Limits such uses to prevent undue diversion of housing stock to non-residential use.
- / Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions; and
- / Parks, open spaces and linkage areas meant to serve as public space.

Table 1: Residential Intensification Targets (Table 2 in the Official Plan)

Building Type	Target
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total Dwellings	92,000

Table 2: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Downtown Core Transect	80 to 120	Within the Neighbourhood designation: Existing lots with a frontage 15 metres or wider: - Target of 25 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings; All other cases: none

The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- / Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described as above.

The **Evolving Overlay** applies to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors. The Evolving Overlay is generally applied to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit

station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

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

Where an Evolving overlay is applied:

- / The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- / Table 1, above.

The proposed development represents the gradual change envisioned in the Evolving Overlay. Its proximity to multiple Corridors indicates its potential for increased density. The three (3) storey low-rise apartment building is an important type of Missing Middle housing and introduces new housing typologies and dwelling sizes to the neighbourhood.

2.2.2 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 per cent of that growth is to occur within the existing urban area as it existed on July 1, 2018. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- / Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- / Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

The density targets in Table 1 and Table 2 shall be implemented in the Zoning By-law through a municipally initiated zoning conformity exercise and shall permit intensification such that the average area density generally meets or exceeds the applicable density targets.

2.2.3 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides framework to outline the City's urban design program. The proposed development meets the following Urban Design policies, which provide direction for development in Neighbourhoods:

- / 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.
- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

Section 4.6.6 indicates that a goal is to enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. To achieve this, policies include the following:

- / 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 achieves multiple urban design goals, including reducing conflicts between pedestrians and vehicles with the removal of the front yard parking space, removal of a curb cut, and inclusion of sheltered, secure bicycle parking. As well, a barrier-free, universally accessible unit is included as part of the redevelopment.

The proposed development is contextual and responds to not only the transect area policies but also includes areas for soft landscaping in the front, interior side, and rear yards. The main entrance is located at-grade and the accessible unit has a zero-step, separate at-grade entry as well. The design of the building takes influence from the surrounding neighbourhood's architectural details and has been designed to complement the surrounding context.

2.2.4 Cultural Heritage and Archaeology

Section 4.5 of the Official Plan outlines the City's approach to conserving cultural heritage resources and honouring diverse cultural communities as part of the City's planning and decision-making. Cultural heritage landscapes will be identified and evaluated to determine their significance and cultural heritage values, including in partnership with the National Capital Commission where appropriate.

Policy 4.5.2 provides direction on how to manage built and cultural heritage resources through the development process; policies include:

- / When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.

- / Where development or an application under the *Ontario Heritage Act* is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.
- / Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.

Policy 4.5.3 notes that the city shall promote partnerships through leadership, community engagement and incentives, such as by:

- / The Property Standards By-law shall be used to prescribe minimum standards for the maintenance of the heritage attributes of an individual property designated under Part IV of the *Ontario Heritage Act* or a property located in a Heritage Conservation District designated under Part V of the *Ontario Heritage Act*.
- / The City shall ensure that development, and/or capital projects proposed by the City, involving or adjacent to properties designated under Part IV or Part V of the *Ontario Heritage Act*, shall maintain the integrity of the heritage property's cultural heritage value and attributes.

As part of this redevelopment application, a Cultural Heritage Impact Statement (CHIS) has been prepared by Heritage Studio and is available under a separate cover. The CHIS concludes that "the cultural heritage values and attributes of the Centretown HCD will not be adversely impacted by its demolition and replacement with a compatible and contextually designed new residential building."

The proposed development is contextually-appropriate and the design evolved through an iterate process between the architect, Juxta Architects, and the heritage consultant, Heritage Studio. The built form takes cues from the surrounding neighbourhood, such as with the red brick. A triangular pediment is also characteristic of the buildings on Arlington Avenue and breaks up the massing of the house. The proposed development's three (3) storey scale, while taller than the adjacent two (2) storey buildings, is reflective of the evolving density of the neighbourhood, and mitigated with architectural details and design. The proposed development maintains the integrity of the broader Heritage Conservation District while also including modern materials and construction techniques, signalling that the building is of its own time and not mimicking the historic architectural styles.

2.3 Central and East Downtown Core Secondary Plan (2022)

The subject site is located within the boundaries of the Central and East Downtown Core Secondary Plan. The Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

The subject site is designated as Local Neighbourhood, is located in the Centretown Character Area, and has a maximum permitted height of four (4) storeys.

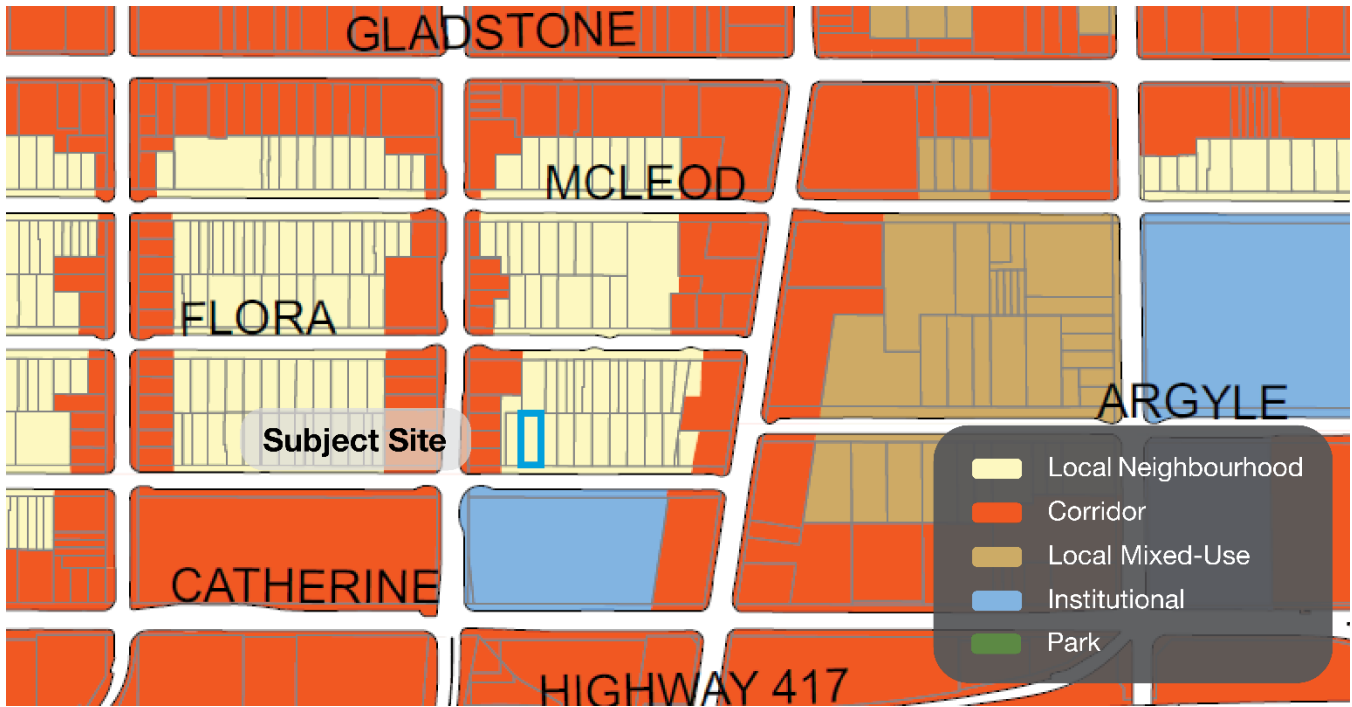


Figure 5: Schedule B – Designation Plan (Central and East Downtown Core Secondary Plan, 2022)

Local Neighbourhoods are primarily residential. They may include small-scale commercial and institutional uses that are meant primarily to support local residents’ everyday needs.

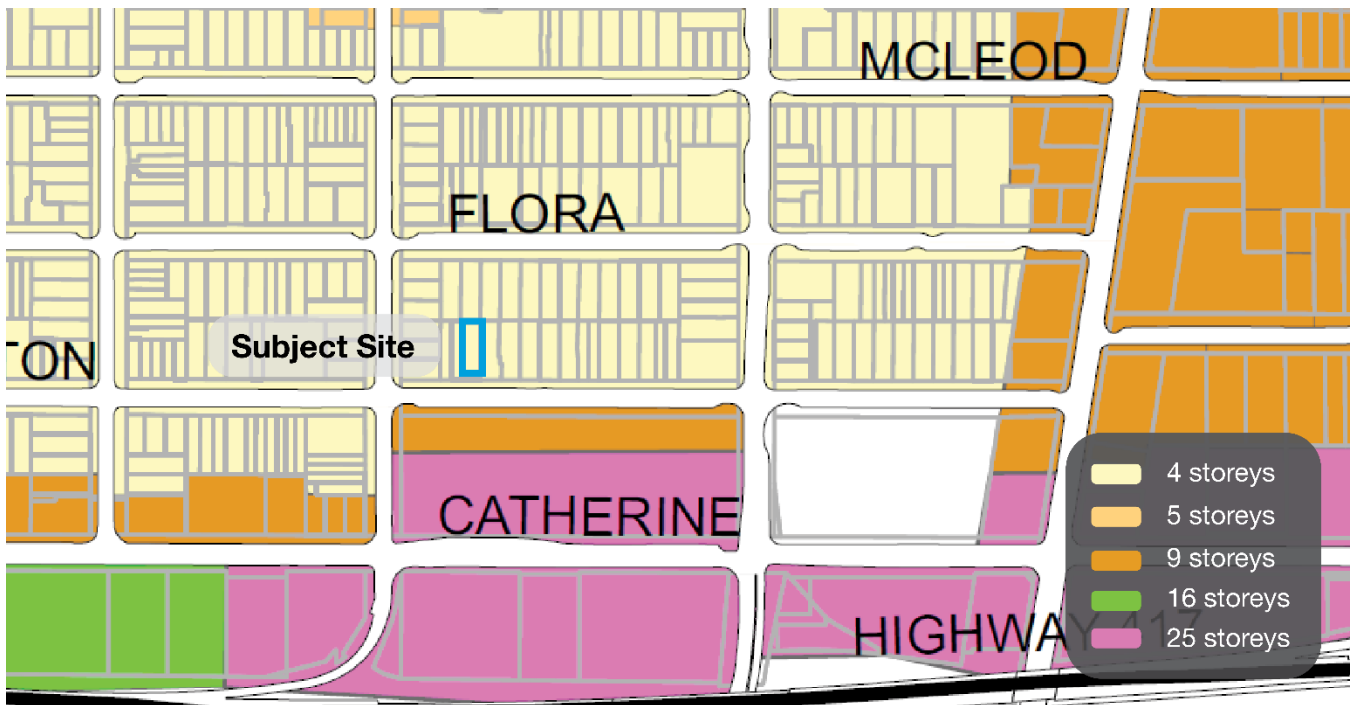


Figure 6: Schedule C – Maximum Building Heights (Central and East Downtown Core Secondary Plan, 2022)

The Secondary Plan contains policies related to Built Form, Public Realm, Mobility, Heritage, and Urban Design; the Centretown Character Area also has its own policies.

Built Form: Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function, and activity. 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:

- / Functional main entrances directly accessible from the public realm for each unit on the ground floor, including residential, retail, and commercial units.
- / 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.
- / Lower floor articulation with a high degree of transparency and functional permeability
- / 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.
- / A lack of blank walls or designs which do not contribute to the activity of the public realm.
- / Visual and functional variety from the sidewalk.
- / The inclusion of art in the public realm where possible.
- / Buildings must front onto all their adjacent streets.
- / Vehicular facilities must minimize all visual and functional impacts on the public realm.
- / Surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.
- / 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.

Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail, and commercial units.

The proposed development has an at-grade, functional main entrance for the accessible unit as well as a second entrance for the remaining units. A useable outdoor amenity area is proposed in the rear yard. The lower floor is well-articulated, with a wood door and window above and also has a large window for the unit. The window pattern continues for the second and third floors. No blank walls face the public realm, and the design of the building is visually pleasing, with a mix of complementary materials. The building fronts onto and faces Arlington Avenue.

Public Realm: Planning studies, local plans, and the planning rationale, provided with planning applications, will consider the increased pressure on parks and recreation facilities as a result of population growth from development.

The proposed development will introduce eight (8) new units on a property where one (1) detached dwelling unit presently exists. While this will increase the total number of units and tenants, the resulting population growth is unlikely to place undue strain on nearby parks and recreation facilities.

Mobility: Streets will be designed to prioritize the safety, convenience, and comfort of pedestrians, followed by cycling and transit. Where motor vehicle traffic is permitted it will not be prioritized and its presence should be minimized. The City will ensure the provision of ample protected bicycle parking for residents, visitors, and commuters, which does not include outdoor spaces. Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they currently exist, the City will require their removal at the time of redevelopment or change of use.

Front yard parking has been removed as part of the redevelopment.

Heritage: The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the *Ontario Heritage Act*. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.

Development on properties designated under Part V of the *Ontario Heritage Act*, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, including the Centretown and Minto Park HCD Plan. Heritage applications will be required for any development on properties located within a Heritage Conservation District. A heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of a heritage conservation district (Part V of the *Ontario Heritage Act*).

The City shall update the Centretown Heritage Conservation District Plan according to the requirements of the Ontario Heritage Act, with the following considerations:

- / The diversity of buildings within the existing Centretown Heritage Conservation District (CHCD) and the objective of the Official Plan to accommodate population growth and new, contemporary buildings within the CHCD and shall develop appropriate infill guidelines; and
- / More comprehensive descriptions and guidelines for individual buildings and streetscapes; and
- / Architectural guidelines for new buildings and additions to existing buildings; and
- / Modifications to the current boundaries of the CHCD as deemed appropriate by the study findings.

The City shall pursue appropriate designations of undesignated heritage buildings and areas.

The building has been carefully designed to contribute to the diversity of the buildings in the HCD. The proposed development will accommodate population growth by introducing new units into the HCD while also respecting the architectural cues from the nearby buildings.

2.3.1 Centretown Character Area

The purpose of the Centretown Character Area subsection is to establish a comprehensive set of policies to guide future growth and change in Centretown. It is based on the Centretown Community Design Plan (CDP), translating many key aspects of the Centretown CDP into statutory policy.

Section 4.4.7 outlines policies related to heritage. The intent of the policies below is to ensure the most significant aspects of Centretown's heritage are protected, maintained and celebrated. Policies include:

- / The City shall encourage the rehabilitation and re-use of heritage buildings in Centretown and shall consider new financial incentives in the context of a Community Improvement Plan to further this objective.
- / In addition to being subject to design guidelines in the CHCD Plan, where applicable, new development adjacent to heritage buildings and streetscapes shall respect the guidelines in Section 6.5 of the Centretown CDP.

Section 4.4.8 includes policies related to housing, which seek to ensure there is a broad range of housing choices for existing and future residents as the population of Centretown rises in the coming decade. Policies include:

- / The City shall include the provision of affordable housing units and the conservation and replacement of rental housing as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits. A Centretown Affordable Housing Fund shall be created and funded as per Policy 15), Section 11 of Volume 1 of the Official Plan and Development Charges Reserve Fund contributions.

The proposed development will result in a net gain of seven (7) rental dwelling units.

Section 4.4.9 is focused on land use and site development and address how land can be used and developed. Policies include:

- / New development in the Local Neighbourhood designation of the Neighbourhood Character Area shall be compatible with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing. The maximum height shall be the lesser of 14.5 metres or four storeys.

The proposed development is 3 storeys and 11 metres tall and compatible with the prevailing neighbourhood massing and height patterns.

2.4 Centretown and Minto Park Heritage Conservation District (HCD) Plan

The subject site is designated under Part V of the *Ontario Heritage Act* as part of the Centretown HCD. Therefore, any alterations, additions, or demolition of a property within the HCD is subject to the policies and guidelines within the Centretown and Minto Park HCD Plan (June 2022). The CHIS evaluates the proposed development against the HCD Plan and concludes that “the new building responds to the quality and character of the surrounding streetscape, by taking design cues from the existing and adjacent dwellings. The result is a modern building that is distinguishable from, but visually and physically compatible with, the surrounding historic streetscape.”

2.5 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The City of Ottawa’s Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa’s intensification objectives outlined in the Growth Management section of the Official Plan, which directs most of the residential growth to occur within built up areas by 2026, and to provide ground-oriented housing options for larger households. The design of low-rise residential infill will be important as Ottawa’s neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The objectives of these Infill guidelines are to help create infill development that will:

- / Enhance streetscapes;
- / Protected and expand established landscaping;
- / Create a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front and rear yards;
- / Create at-grade living spaces that promote interaction with the street; and
- / Incorporate environmental innovation and sustainability.

The proposed development adheres to the guidelines, a selected amount of which are highlighted below:

- / Contributes to an inviting, safe, and accessible streetscape (s. 1.1):
 - Principal entries, windows, and key internal uses are located at street level. There are no exterior stairs to access the entrances and the front ground floor unit barrier-free.
- / Reflects the desirable aspects of the established streetscape character, including predominantly shallow front yard setbacks (s. 1.2);
- / Designs zero-step, accessible walkways, from private entrances to public sidewalks (s. 1.6);

- / Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees (s. 2.1):
 - The front yard will be landscaped to accommodate multiple plantings;
- / Defines the boundary between the public space of the street and the semi-public space of the front yard (s. 2.7):
 - A sense of separation is created between the proposed building and the sidewalk with planting, which defines the public spaces (sidewalk and road) and the semi-public space of the front yard along Arlington Avenue.
- / Ensures that the new building faces and animates the public streets (s. 3.1.1):
 - The building is oriented to face Arlington Avenue;
- / Proposes development that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. (s. 3.1.2):
 - The development includes a front- and side-facing entrance. Setbacks are consistent with the requirement under the zoning by-law and generally correspond with the neighbourhood's prevalent setbacks;
- / Designed in a manner that contributes to the quality of the streetscape and considers the impacts of scale and mass on the adjacent surrounding homes (s. 3.2.1):
 - The three (3) storey proposal is consistent with the surrounding neighbourhood heights of two (2) to two-and-a-half (2 ½) storeys and also adheres to the evolving height pattern of the neighbourhood, which permits a maximum of four (4) storeys.
- / Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. (s. 3.3.1);
- / The proposed development is designed to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood (s. 3.3.2):
 - The proposed development is rich in detail and the design considers elements from the neighbourhood, including:
 - **Materials, patterns, and colour used in wall treatments:** Red brick and wood accents are used in the front façade. Charred wood is complementary, but also modern, to distinguish the development so that it does not simply mimic the heritage materials, but rather, ensures that it is of its own time.
 - **Form of the roofline:** A flat roof is paired with a triangular pediment, which unites the modern building techniques with a nod to the traditional front porch design on the street.
 - **Size, shape, placement and number of doors and windows:** the main entrance to the ground floor unit faces Arlington Avenue, which is consistent with the front door pattern on the street. Regularly-placed windows create order and rhythm.
- / Provide primary building entrances that are inviting and visible from the street (s. 3.3.3);
- / Where they are in keeping with the character of the neighbourhood, add front yard projections, such as porches, bay windows and balconies (s. 3.3.6):
 - A porch roof extends across the entirety of the front façade.
- / Limits the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and interior side yard. (s. 4.1):
 - The front yard parking space has been removed and replaced with soft landscaping.
- / Limit the number and width of access depressions (curb cuts) (s. 4.7):
 - The existing curb cut is proposed to be removed.
- / To increase the amount of surface water infiltration, use permeable paving for hard surface areas (s. 4.10);
- / Integrate and screen service into the design of the building so that they are not visible from the street and/or adjacent public spaces (s. 6.1):
 - The garbage and recycling storage is contained beneath the rear porch, which utilizes otherwise unused space, shelters the storage from view from the street, and also maximizes the rear yard by avoiding construction of an additional building for storage.

2.6 Comprehensive Zoning By-law (2008-250)

The subject site is zoned "Residential Fourth Density, Subzone UD, Urban Exception 479" (R4UD[479]) and is subject to a Heritage Overlay and a Mature Neighbourhoods Overlay.

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

- / allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
- / permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Permitted uses include:

- | | |
|--|--|
| / apartment dwelling, low rise | / planned unit development |
| / bed and breakfast (maximum three (3) guest bedrooms) | / retirement home, converted |
| / detached dwelling | / retirement home |
| / diplomatic mission | / rooming house (maximum (7) rooming units, secondary dwelling unit not permitted) |
| / duplex dwelling | / secondary dwelling unit |
| / dwelling unit | / semi-detached dwelling |
| / group home | / stacked dwelling |
| / home-based business | / three-unit dwelling |
| / home-based daycare | / townhouse dwelling |
| / linked-detached dwelling | / urban agriculture |
| / park | |

Urban Exception 479 permits an additional land use: dwelling unit.

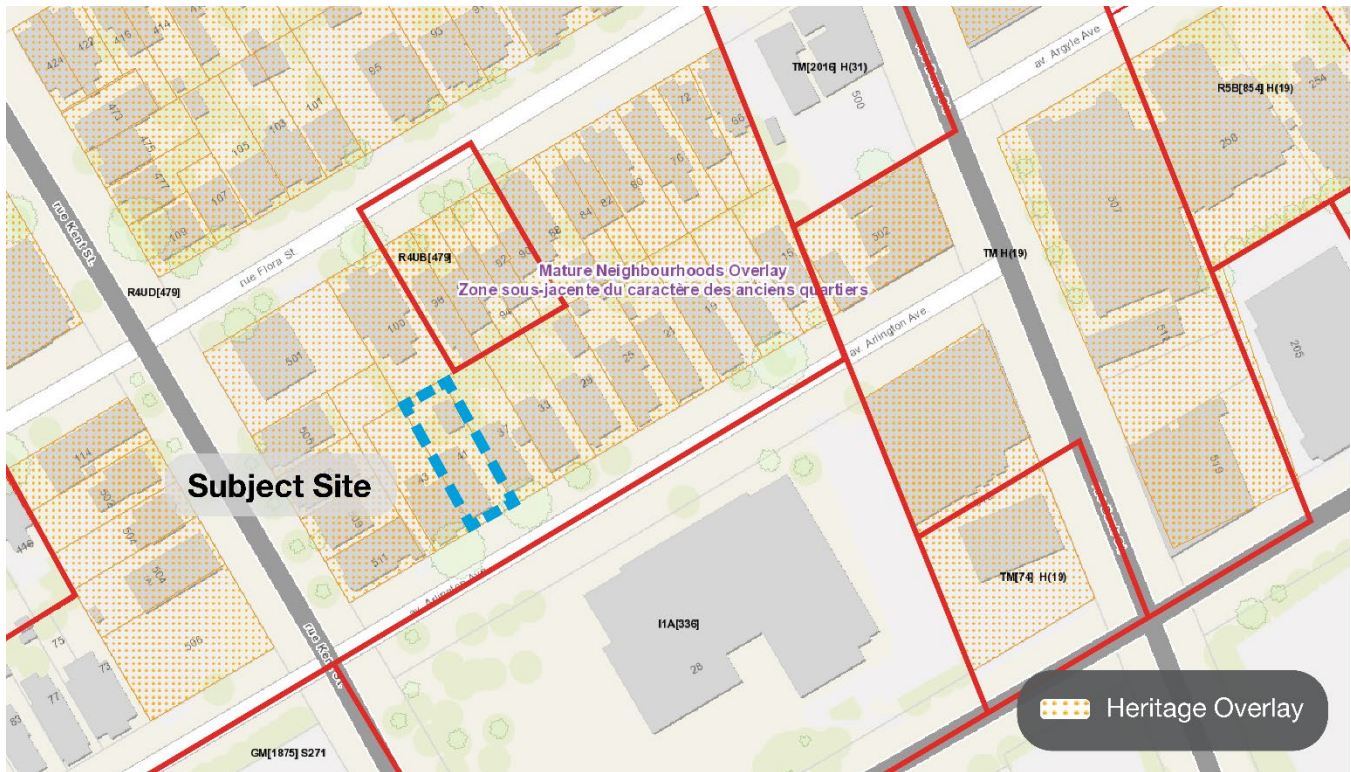


Figure 7: Zoning Map (City of Ottawa Zoning By-law 2008-250)

2.6.1 Heritage Overlay Analysis

The site is located within the Heritage Overlay. The intent of the overlay is to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the buildings, and to limit the size and location of additions to preserve the heritage character of the original building:

- / General Provisions - Where a building in an area to which a 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.

As the proposed development will not retain the building with the same character, scale, massing, volume, floor area, and location, a minor variance is required to seek relief from s. 60(1). The existing building is proposed to be demolished and a new three (3) storey low-rise apartment building will be constructed in its place. As previously noted, the proposed development has already received a Heritage Permit for demolition and new construction.

2.6.2 Mature Neighbourhoods Overlay Analysis

The site is located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking through the completion of a Streetscape Character Analysis. The Mature Neighbourhoods Overlay generally applies to low rise-built form, and provides guidance on elements of the built form, such as walkway and driveway width, garage permissibility, location, and orientation, and parking space location and size.

As per policy 8(d) under Section 140 of the Zoning By-law, the subject site is absolved from the completion of a Streetscape Character Analysis as it does not result in the addition or expansion of a driveway or carport.

2.6.3 Zone Performance Standards and Analysis

Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

R4UD[479] Zone	Provision	Provided	Compliance?
Maximum building height s. 161(9)	4 storeys	3.5 storeys	✓
Maximum building height s. 162, Table 162A	11 m	11 m	✓
Minimum lot width s. 162, Table 162A	10 m	10.06 m	✓
Minimum lot area s. 162, Table 162A	300 m ²	304.52 m ²	✓
Minimum front yard setback s. 144(1)	3.5 m	3.5 m	✓
Minimum rear yard setback s. 144(3)(a)(i), Table 144A	30% of lot depth: 9.08 m	9.1 m	✓
Minimum interior side yard setback s. 162, Table 162A	1.5 m	1.5 m	✓
Minimum rear yard area s. 144(3)(a)	25% of lot area: 76.13 m ²	91.3 m ²	✓
Front yard landscaping s. 139, Table 139	Minimum aggregated soft landscaped area of front yard: 35% 35% * 35.21 = 12.33 m ²	25 m ²	✓
Soft landscaping minimum area s.161(15)(b)(i)	35 m ²	92.4 m ²	✓
Soft landscaping aggregated area s.161(15)(b)(iv)	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	38.55 m ² (4.6 m x 8.5 m)	✓
Rear yard s.161(15)(a)	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.	Landscaped as indicated	✓
Minimum area of soft landscaping in front yard s. 161, Table 161	Front yard setback > 3 m, lot width between 8.25 and 12 m: 40% of front yard	25 m ²	✓

R4UD[479] Zone		Provision	Provided	Compliance?
Front yard s. 161(15)(e)		The front yard and corner side yard must be equipped with solid, permanent fixtures sufficient to prevent motor vehicle parking in contravention of this By-law, and for greater clarity: / such parking exclusion fixtures may include bicycle racks, benches, bollards, ornamental fences or garden walls, raised planters, trees, wheelchair lifting devices, wheelchair lifting devices or some combination thereof; and / raised planters are deemed to be soft landscaping	A bench and soft landscaping will be provided	✓
Parking prohibited s. 161(16)(a)		No motor vehicle parking is permitted	No motor vehicle parking provided	✓
Vehicle Parking Area X on Schedule 1A s. 101(4)(a)		Where a residential use is located within a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided under this section for the residential use;		
Bicycle Parking Area A s. 111, Table 111A		0.50 per dwelling unit 0.50 * 8 dwelling units = 4 bicycle parking spaces	6 bicycle parking spaces	✓
Minimum Bicycle Parking Space Dimensions s. 111, Table 111B		Orientation	2.4m x 0.9m	✓
		Minimum Space Width		
		Minimum Space Length		
		Horizontal	0.6 metres	1.8 metres
		Vertical	0.5 metres	1.5 metres
Heritage Overlay	Demolition and Reconstruction s. 60(1)	Where a building in an area to which a 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.	Building will be demolished and will not be rebuilt with the same character, scale, massing, volume, floor area, and location	✗
	Parking prohibited in front or corner side yard s. 60(6)	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 proposed	✓

R4UD[479] Zone	Provision	Provided	Compliance?	
	Parking Garage s. 60(7)	A parking garage in an area to which an heritage overlay applies must be setback from a front or corner side lot line a minimum of: / the same distance as the building to which it is an addition; or / the equivalent of the setback required for the underlying zone, whichever is greater.	No parking garage structure is proposed	✓
Permitted Projections into Required Yards	Bay Windows s. 161 (15)(k)	Bay window projecting into a required front yard may extend to grade provided such bay window: / Is located on the part of a front or corner side facade other than the recessed part required by (j); / Has a horizontal area of two square metres or less; and / Projects by no more than one metre into the yard, but in any case, no closer than three metres from the front lot line.	Bay window projects 0.5m leaving 3m to the lot line with an area of 1.44m ² .	✓
	Exit stairs s. 161(15)(m)	Exit stairs providing required egress under the Building Code may project a maximum of 2.2 metres into the required rear yard	Exit stairs project 3.4m into required rear yard	✗
	Fire escapes, open stairways, stoop, landing, steps and ramps Table 54, s. (5)(ii)	Switchback stairs and landings may project 2.2 m into the rear yard where these are intended to provide a means of egress for dwelling units located on the second and higher storeys		✗
Principal entrance to ground-floor unit or common interior corridor or stairwell s. 161(15)(f)	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	Principal entrance to at-grade unit is on the façade	n/a	
Minimum percentage of windows on front façade s. 161(15)(g)	25%	Exempt due to location in lands designated under Part V of the		
Front façade recession s. 161(15)(h) and (j)	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.	<i>Ontario Heritage Act</i> (s. 161(15)(n))		

R4UD[479] Zone	Provision	Provided	Compliance?
	<p>Despite (h), no additional recession of the front facade is required when balconies or porches are provided on the front or corner side facade as follows:</p> <ul style="list-style-type: none"> / In the case of a lot of less than 15 metres width, one balcony or porch for each storey at or above the first storey is provided; and / In any case each balcony or porch must have a horizontal area of at least two square metres. 	Exempt due to location in lands designated under Part V of the <i>Ontario Heritage Act</i> (s. 161(15)(n))	n/a
<p>Walkway located in a front yard is permitted subject to the following: s. 139(4)</p>	Where it provides access between a right-of-way or driveway, and an entranceway to a dwelling or any other incidental or accessory use on the lot.	Walkway provides fork to access bench	✘
	The width of the walkway may not exceed 1.2 m;	Width is 1.2 m	✓
	A walkway may traverse an area required for soft landscaping per Table 139(1), and may be included in the calculated area.	Walkway is included in soft landscaping calculation	✓

The proposed development generally conforms to the performance standards of the Zoning By-law. The variances sought are technical in nature, such as and including removing the site from the heritage overlay to permit the demolition of the existing dwelling. The variance related to the walkway is included out of an abundance of caution to ensure that a pathway can be constructed to provide access to a bench. The interlock paver stones, if extended to the bench, would be more accessible than providing stepping stones.

The exit stairs project slightly further than the permitted 2.2 metres to permit the storage of bicycles in a sheltered canopy and to utilize space for garbage and recycling. This will maximize the rear yard space for tenants because accessory buildings will not be required; this innovative use of otherwise underutilized space creates a better rear yard and amenity space for future tenants.

3.0

Minor Variance Application: The Four Tests

It is our professional opinion that the proposed development constitutes good planning and meets the four (4) tests outlined in the Planning Act as discussed below.

3.1 Does the Proposal Maintain the General Intent and Purpose of the Official Plan?

The subject site is located in the Downtown Core transect, designated Neighbourhood, and subject to an Evolving Neighbourhood Overlay in the City of Ottawa Official Plan. The proposed minor variance application conforms to the general intent and purpose of the Official Plan.

The minor variance application is consistent with the policies related to the transect, designation, and overlay; as well growth management framework, urban design, and cultural heritage and archaeology.

The proposed development contributes to the vision of the Downtown Core higher-density, urban development forms without vehicular parking. The proposed three (3) storey height is consistent with the maximum permitted four (4) storey height and anticipated evolution toward denser urban fabric. The building design builds upon the existing neighbourhood context and introduces a new missing middle housing type to the neighbourhood, expanding housing type and choice for future residents.

Within the Neighbourhood designation, a range of residential and non-residential built forms are permitted. The proposed development is consistent with the designation policies, as it introduces residential intensification to a well-serviced existing neighbourhood within close proximity to retail, commercial, and employment uses, thereby contributing to the development of a 15-minute neighbourhood.

Per the Evolving Neighbourhood overlay, the proposed development contributes to achieving an urban form in terms of use, density, built form and site design.

As discussed in the Growth Management Framework, the city seeks to direct growth to the built-up area to capitalize on opportunities for sustainable and public transportation and to reduce greenhouse gas emissions. The site's location in Centretown is within the built-up urban area, where growth can be accommodated.

The Urban Design section of the Official Plan provides direction related to development in Neighbourhoods, such as reducing conflict between people who drive personal vehicles and those who choose sustainable and/ or active modes of transportation. As well, the Official Plan seeks to improve the attractiveness of the public realm, such as by internalizing servicing and utilities, and by expanding universally accessible places to provide a healthy, equitable and inclusive environment. The proposed development includes multiple stylistic, aesthetic, and functional design choices that seek to not only improve the perceived attractiveness of the design but also, for example, reinvent underutilized spaces for functional garbage and waste storage. Accessibility guided the floor and building layouts to introduce a ground-floor, zero-step unit to provide greater housing choice for future tenants. The building was therefore designed to respond to context and Plan policies and integrate architecturally to complement the surrounding context.

Preservation of cultural heritage resources and honouring diverse cultural communities is also highlighted in the Official Plan. The building design takes cues from neighbouring buildings, such as the red brick and triangular porch roof. The scale, massing, materiality, and composition of the building elements also respect the cultural heritage value and attributes of the Centretown and Minto Park HCD.

The proposed minor variance application maintains the general intent and purpose of the Official Plan. The proposed variances will permit the construction of a new building that will provide low-rise, residential infill development in a serviced, existing neighbourhood proximate to amenities and transportation options. The proposed development will

replace one (1) detached dwelling unit with eight (8), of which one (1) is accessible and three (3) are three (3) bedroom units, contributing to expanding housing choice and diversity.

3.2 Does the Proposal Maintain the General Intent and Purpose of the Zoning By-law?

The subject site is zoned “Residential Fourth Density, Subzone UD, Urban Exception 479” (R4UD[479]) in the City of Ottawa Zoning By-law 2008-250 and is subject to a Heritage Overlay and a Mature Neighbourhoods Overlay. The intent of the R4UD zone is to allow a wide mix of residential building forms, allow a number of other residential uses to provide additional housing choices, and regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

A zoning compliance table has been provided in section 2.6.2 of this rationale and summarizes the provisions of the zone. The proposed development seeks relief from the heritage overlay, a provision that require “solid, permanent fixtures [...] to prevent motor vehicle parking”, and the maximum permitted projection into the rear yard. Removal from the heritage overlay is required to demolish the existing and build with a larger building footprint. While fixtures are not proposed to be installed as part of the redevelopment, the existing front yard parking space will be removed and replaced with pavers and soft landscaping. Finally, the exit stairs will project further into the rear yard to utilize otherwise overlooked space for bicycle parking and garbage and recycling storage, which will preclude the construction of a shed to provide this required storage.

The minor variance application meets the general intent and purpose of the zoning by-law.

3.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The variances will enable compatible intensification of eight (8) dwelling units within an established low-rise residential neighbourhood, conforming with strategic direction for managing growth within Ottawa’s urban areas. This type of incremental, contextually sensitive, residential intensification capitalizes on existing infrastructure, including public transit routes on Bank Street to the east and Gladstone Avenue to the north.

The proposed variances do not modify the lot shape or size, the building shape or height, and are primarily technical in nature, and will not generate undue impacts on the broader community.

The proposed variances are desirable and appropriate for the development of the property.

3.4 Is the Proposal Minor in Nature?

The requested variances do not preclude the ability of the proposed low-rise apartment building to meet other requirements in the Zoning By-law and will continue to allow the subject site and neighbouring properties to develop in a manner consistent with the built form of the surrounding area. The variances required, to remove the site from the heritage overlay, exempt it from providing a fixture in the front yard, and increased projection of the exit stair into the rear yard, will all contribute to the construction of a high quality low-rise apartment building. The variances are not expected to generate any undue adverse impacts on neighbouring properties or the local heritage context, as per the submitted CHIS report.

The proposed variances are minor in nature.

Conclusion

The proposed variance represents appropriate, orderly development, and function of 41 Arlington Avenue. It is our professional planning opinion that the proposed Minor Variance application constitutes good planning as:

- / The proposal conforms to the Provincial Policy Statement (2020);
- / The proposal conforms to the policies and objectives of the Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law; and
- / The proposed minor variances meet the four tests, as set out in the Planning Act.

Sincerely,



Jacob Bolduc, MCIP RPP
Associate



Tamara Nahal, MPI
Planner