



## **335 Roosevelt Avenue**

Planning Rationale + Design Brief  
Official Plan Amendment + Zoning By-law Amendment  
August 5, 2020



Prepared for Uniform Urban Developments

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# 1.0

## Introduction

Fotenn Planning + Design has been retained by Uniform Urban Developments to prepare this Planning Rationale & Design Brief report in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands known municipally as 335 Roosevelt Avenue in the Westboro community of the City of Ottawa.

The intent of this Planning Rationale & Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject property and compatible with existing, adjacent developments and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, specifically related to high-rise towers in close proximity to Dominion Station, a rapid transit station soon to become a full light-rail transit (LRT) station.

### 1.1 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Notification of Ward Councillor, Councillor Jeff Leiper
  - The Ward Councillor was notified of the proposed development for the subject property prior to the application being submitted.
  - A pre-application meeting with the Councillor's office was held in July 2020.
  - An open-house format community meeting will be held in coordination with the Councillor's office.
- / Community "Heads Up" to local registered Community Associations (City of Ottawa)
  - A pre-application meeting with the Westboro Community Association was held in August 2019. The Community Association also attended the pre-application consultation meeting with City Staff in July 2020.
- / Statutory Public Meeting - Planning Committee



## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property is located in Ward 15 (Kitchissippi) in the Westboro community of the City of Ottawa. The subject property is the consolidation of several properties acquired by the property owner:

- / 335 Roosevelt Avenue;
- / 339 Roosevelt Avenue;
- / 344 Winston Avenue;
- / 379 Wilmont Avenue; and,
- / 389 Wilmont Avenue.

As these properties are to be merged on title, the properties shall be known in this report as the “subject property” having the municipal address of 335 Roosevelt Avenue. The subject property has a total lot area of 77,070m<sup>2</sup>.

The subject property has municipal frontage on multiple public rights-of-way including Roosevelt Avenue (west), Winston Avenue (south), Wilmont Avenue (south), and the Transitway (north). The Transitway is currently a bus-rapid transit (BRT) line, but is planned to be converted to a light-rail transit (LRT) line as part of the Stage 2 West Confederation Line.

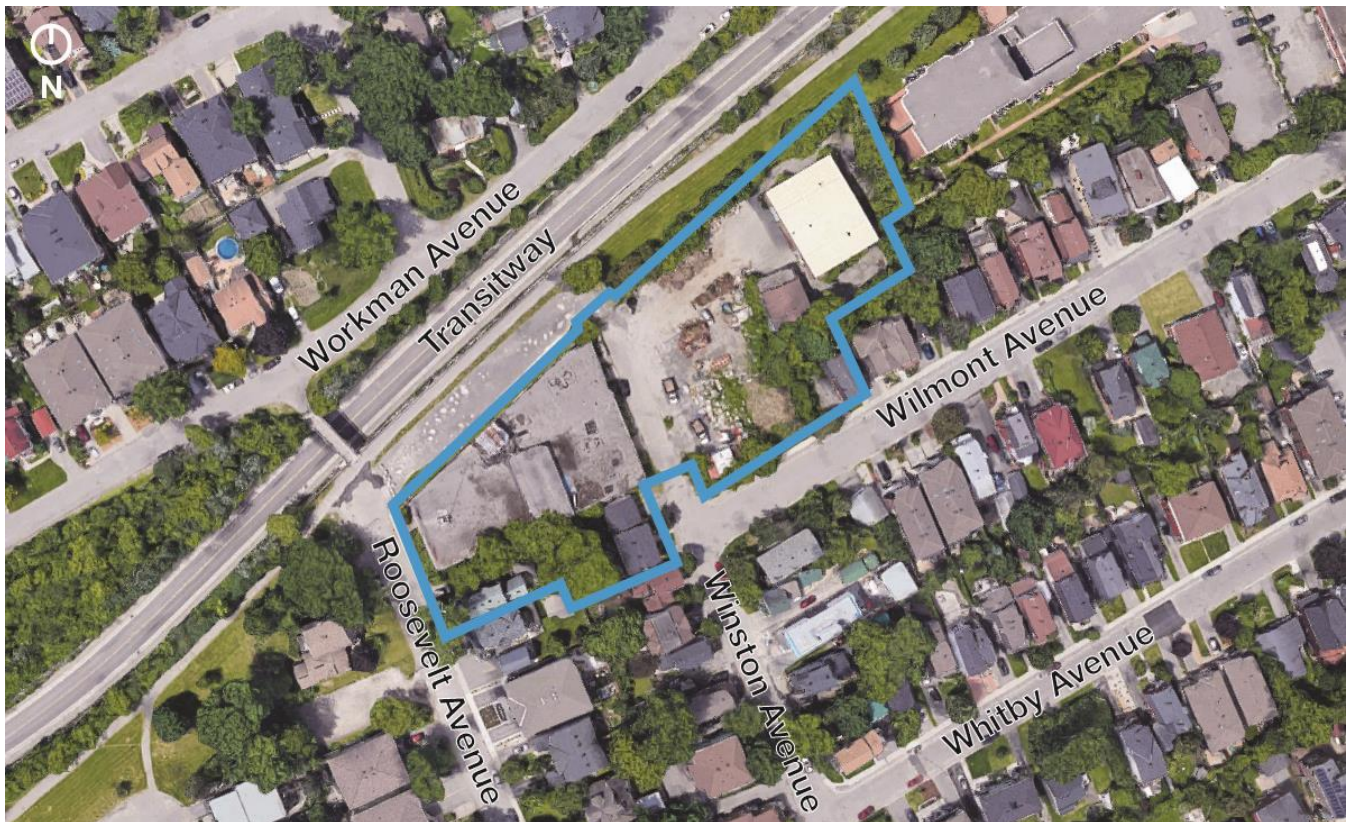


Figure 1: Aerial image of the subject property.



The subject property currently contains a large, vacant industrial building that is formerly the home of Fendor Glass & Aluminum, a local window and door manufacturer. Along the southern edge of the property along Roosevelt Avenue, Winston Avenue and Wilmont Avenue are multiple single-detached dwellings.



Figure 2: View of the subject property, looking northeast from Roosevelt Avenue.



Figure 3: View of the subject property from the multi-use pathway at the end of Roosevelt Avenue, looking east.





Figure 4: View of the subject property and adjacent mid-rise building from the multi-use pathway, looking west.



Figure 5: View of the subject property from the intersection of Wilmont and Winston Avenues, looking Northeast.



## 2.2 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

- / **North** of the subject property is the Transitway, a dedicated right-of-way (approximately 30 metres) for transit that passes through the City of Ottawa. The Transitway is currently a bud-rapid transit (BRT) system which is to be converted to a light-rail transit (LRT) line as part of the Stage 2 West extension of the Confederation Line. Across the Transitway is an existing low-rise residential community, the Sir John A. MacDonald Parkway, and Westboro Beach.
- / **East** of the subject property is a mid-rise residential building and low-rise residential dwellings along Wilmont Avenue. At the end of Wilmont Avenue is Churchill Avenue North, which intersects with Scott Street and Richmond Road to the east of the subject property. All three streets contain a mix of residential and commercial uses serving the local and surrounding communities.
- / **South** of the subject property is a predominantly low-rise residential community. Richmond Road, approximately 260 metres south of the subject site, is a Traditional Mainstreet containing a diversity of lands uses including residential, commercial, service, retail and institutional in low-to-mid rise buildings.
- / **West** of the subject property is an existing low-rise residential community containing several multi-unit dwellings. At the northern terminus of Dominion Ave is Dominion Station, a BRT station to become part of the LRT network as part of the Stage 2 West extension of the Confederation Line. To the west of Dominion Avenue are multiple high-rise residential buildings.



Figure 6: Community Amenities in proximity to the subject property.

## 2.3 Transportation

The subject property is adjacent to several municipal rights-of-way, including Roosevelt Avenue, Winston Avenue and Wilmont Avenue, all identified as local roads on Schedule E – Urban Road Network. To the north, the subject property abuts the Transitway, which is currently a bus-rapid transit (BRT) line but is being converted to an light-rail transit (LRT) line as part of the Confederation Line Stage 2 West project. Between the Transitway and the subject property is a multi-use pathway that provides multi-modal transportation connections to the larger City-wide transportation network.



Figure 7: Schedule C - Primary Cycling Network, City of Ottawa Official Plan.

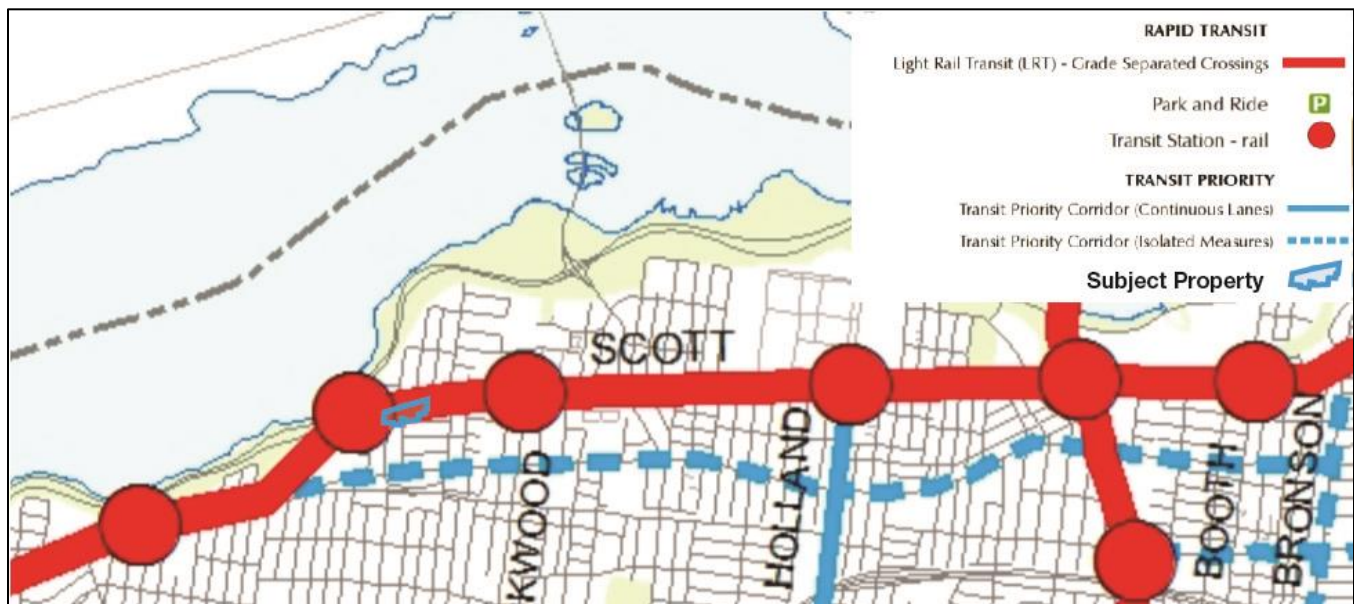


Figure 8: Schedule D – Rapid Transit Network, City of Ottawa Official Plan.



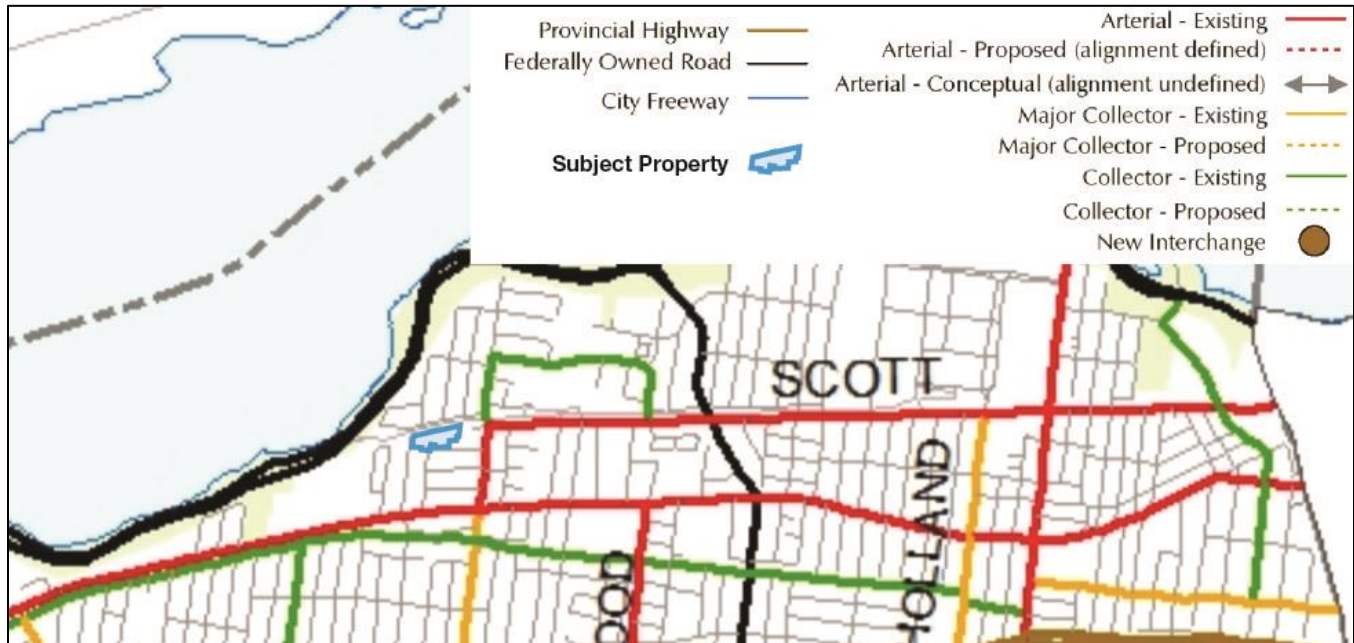


Figure 9: Schedule E - Urban Road Network, City of Ottawa Official Plan.

The subject property is located less than 200 metres from the existing Dominion BRT Station, accessed via elevated pedestrian walkway at the northern terminus of Roosevelt Avenue. As part of the conversion of Dominion station and the Transitway to a full LRT line, Dominion station is being relocated eastward, closer to the subject property. The new Dominion Station will be located approximately 150 metres walking distance from the subject property.

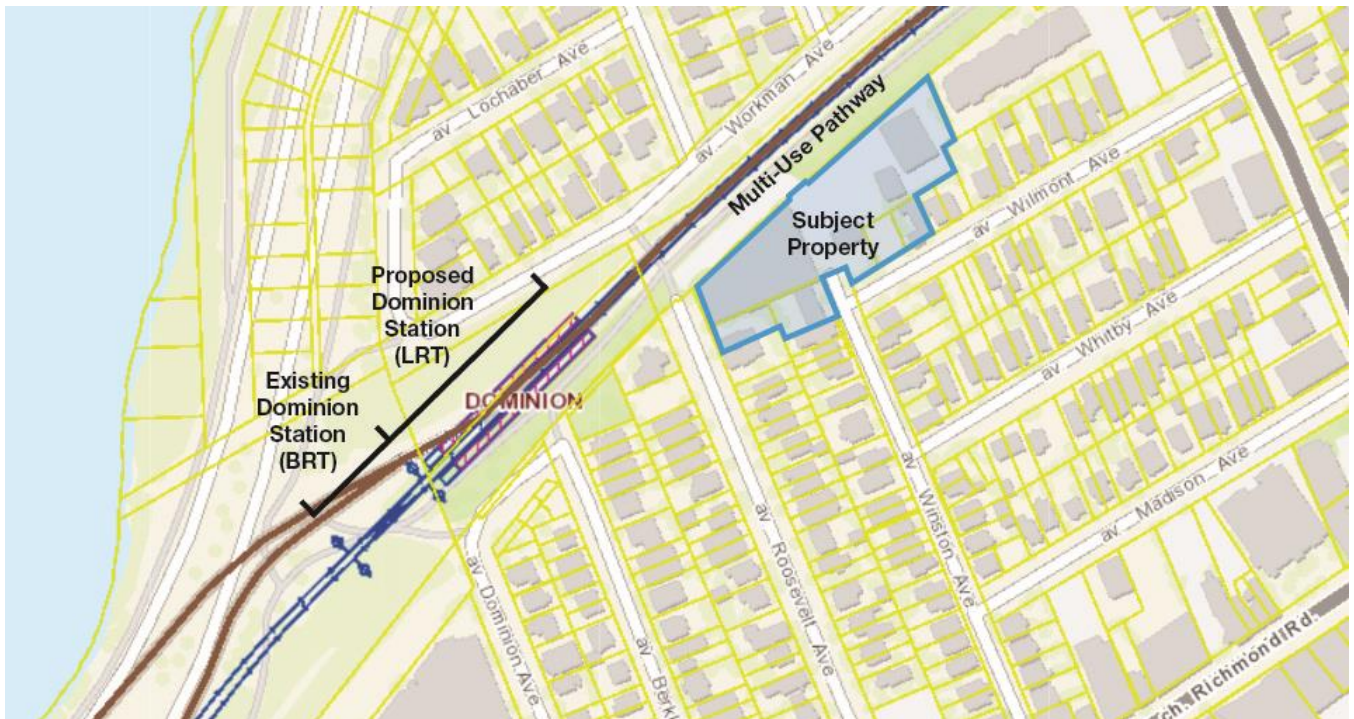


Figure 10: Existing location and proposed location of Dominion Station.





Figure 11: Perspective image (looking south) from above the community to the north of the proposed development and the surrounding context for existing high-rise buildings.



Figure 12: Perspective image (looking northeast) from above Richmond Road, showing the buildings within the context of other, existing high-rise buildings in the community.



## Development Proposal & Design Brief

### 3.1 Project Statistics

Uniform Urban Developments is proposing the development of two (2) high-rise residential buildings and three (3) low-rise residential buildings on the subject property, containing a total of 361 residential units. The two (2) towers are 21-and 18-storeys in height, the tallest being 65 metres in height. The low-rise residential buildings are three (3) storeys in height (11 metres) and are designed to provide transition to the existing low-rise area to the south.

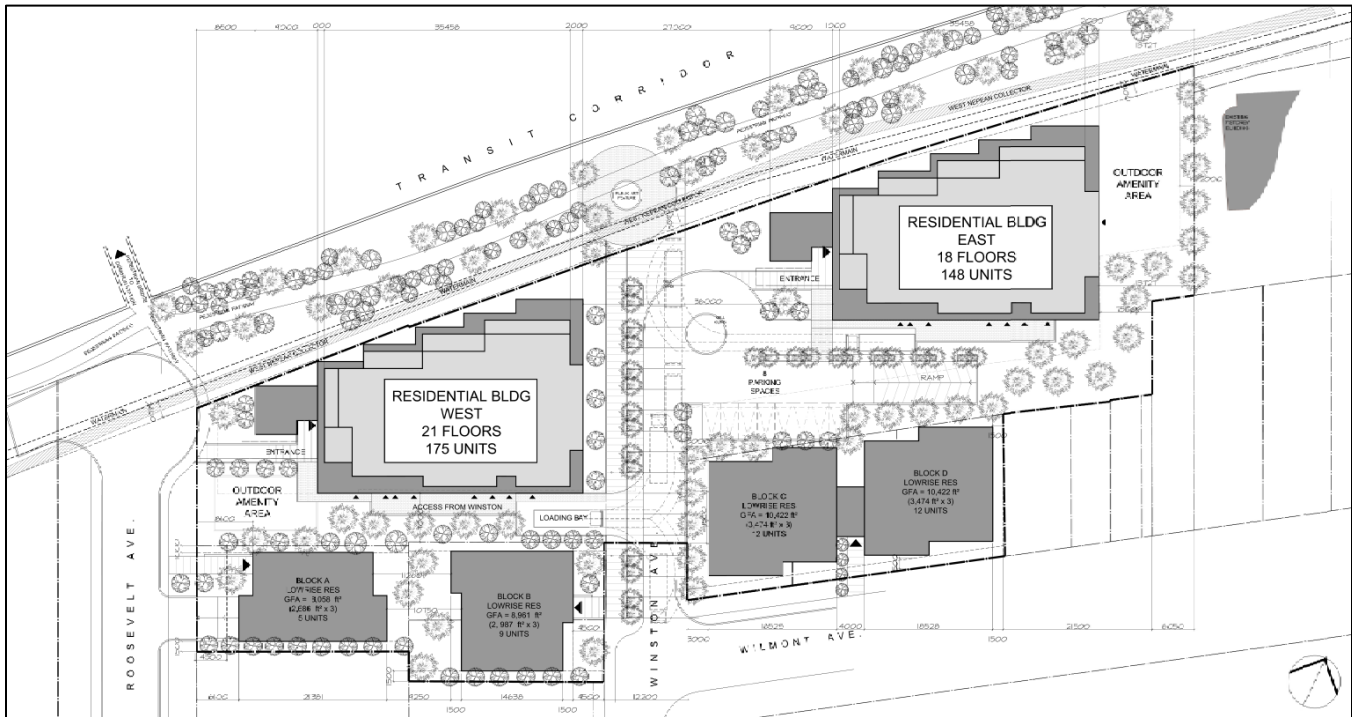


Figure 13: Site Plan.

There are two (2) vehicular access points on the subject property. One is located to the west on Roosevelt Avenue and passes under the proposed low-rise building, adjacent to the outdoor amenity area at the main entrance to the west tower. The other is located between the east tower and the low-rise buildings along Wilmont Avenue, and is accessed via the terminus of Winston Avenue. At this terminus, the east side of Winston Avenue becomes a vehicular entrance to the short-term surface parking spaces, loading spaces for both buildings and the other ramp to the underground parking garage. The west side of the Winston Avenue extension becomes a landscaped, mid-block pedestrian connection to the multi-use pathway to the north, itself leading to Dominion Station. A total of 343 parking spaces are proposed, including the eight (8) short-term surface parking spaces, and the 24 underground visitor parking spaces. In addition to the vehicular parking spaces, 363 secure bicycle parking spaces are provided, 152 of which are located on the ground floor for easy access and the remainder are located in the underground parking garage.

The proposed buildings include both public and private (balconies, terraces, etc.) amenity spaces. Two (2) large outdoor amenity spaces are located on the east and west ends of the subject property, accessible by all residents of the proposed development. The proposed tower buildings also include a significant amount of amenity space on the ground floor and within the podiums, facing internal to the site and also to the north along the multi-use pathway, providing active uses on

the north façade to create “eyes on the street” for the multi-use pathway. A total of 5,274 square metres of amenity space is proposed, of which 3,246 square metres (61.5%) is communal amenity space.

## 3.2 Building Design

### 3.2.1 Massing and Transition

The proposed development include two (2) towers of 21- and 18-storeys, the tallest of which measures 65 metres in height. The towers are based on a base/middle/top design that provides strong architectural interest and relationship to the surrounding community. The podiums have a height of four (4) storeys to provide a low-rise context when walking through the side on the mid-block pedestrian connection, or along the multi-use pathway to the north. The setbacks to the middle provide terraces and other outdoor spaces while providing for a proper transition. Finally, the top of the buildings are articulated to provide for visual interest, and to screen and incorporate the rooftop mechanical penthouses.

The low-rise buildings on the south side of the subject property are three (3) storeys in height and are positioned to provide progressive transition to the community to the south through the use of ground-oriented residential buildings. These buildings are representative of the maximum permitted building height in the low-rise zoning of the area (R3S, 11 metres) and provide a streetscape interface that is in keeping with the existing context and character of the area.



Figure 14: Aerial rendering view of the proposed development, looking northwest.





Figure 15: View of the east tower and the low-rise buildings along Wilmont Avenue, from Winston Avenue. The mid-block pedestrian pathway is shown on the left, at the end corner of Winston Avenue and Wilmont Avenue.

### 3.2.2 Streetscape and Public Realm

The proposed development has frontage on multiple rights-of way, including Roosevelt Avenue (west), the multi-use pathway and Transitway (north) and Winston Avenue and Wilmonth Avenue (south). The project is sensitively designed to provide good form and enhancements to the public realm on all street frontages.



Figure 16: View of the entrance to the west tower building, as seen looking west from the multi-use pathway at the end of Roosevelt Avenue.



The active entrance to the west buildings is located along Roosevelt Avenue and includes an outdoor amenity area at the front between the two (2) buildings. The entrances are heavily landscaped to provide a corner lot treatment at the intersection of Roosevelt Avenue and the multi-use pathway. This provides an active entrance facing the new Dominion Station, located just west of the subject property.



Figure 17: Looking north from Winston Avenue, the proposed low-rise buildings provide active entrances along Winston Avenue and Wilmont Avenue and the proposed mid-block pedestrian connection.



Figure 18: View of the courtyard / mid-block connection, as seen from the multi-use pathway, looking southeast.



On the north side of the buildings, the public realm is a multi-use pathway and transitway, differing from the other frontages. The mid-block connection is heavily landscaped with planting beds, boxes and trees to provide a lush, welcoming setting for cyclists and pedestrians passing through the site, or residents accessing their building. The highly-fenestrated ground floor and podium, as well as the terraces above the 4<sup>th</sup> floor, provide active uses and “eyes on the street” for passing pedestrians and overall safety for the public realm both on and adjacent to the subject property.

### 3.2.3 Materiality

As no Site Plan Control application is being submitted with this application, the materiality of the buildings is subject to change through the detailed designed process. A Site Plan Control application is planned for submission within one (1) year of the decision for these applications. The proposal includes heavier, stone materials at the base to promote a solid, ground-oriented foundation. This treatment is also present on the first two (2) storeys of the low-rise buildings to provide a similar heavy-bottom / light-top treatment.

The south façade of the middle of the towers is red brick, borrowing tones and feel from the surrounding residential community. The north façade is heavily fenestrated, taking advantage of the views towards the Ottawa River and presenting a lighter materiality and framed shapes to break down the massing of the overall buildings. The tops are also heavily fenestrated and articulated to screen and incorporate the mechanical penthouse equipment.



Figure 19: View looking northwest showing the materiality of the proposed development, including heavy stone bases, red brick on the middle portion and highly-fenestrated, articulated treatments on the top.





Figure 20: View looking south across the subject site, showing the difference between the north (shown above) and south facades.

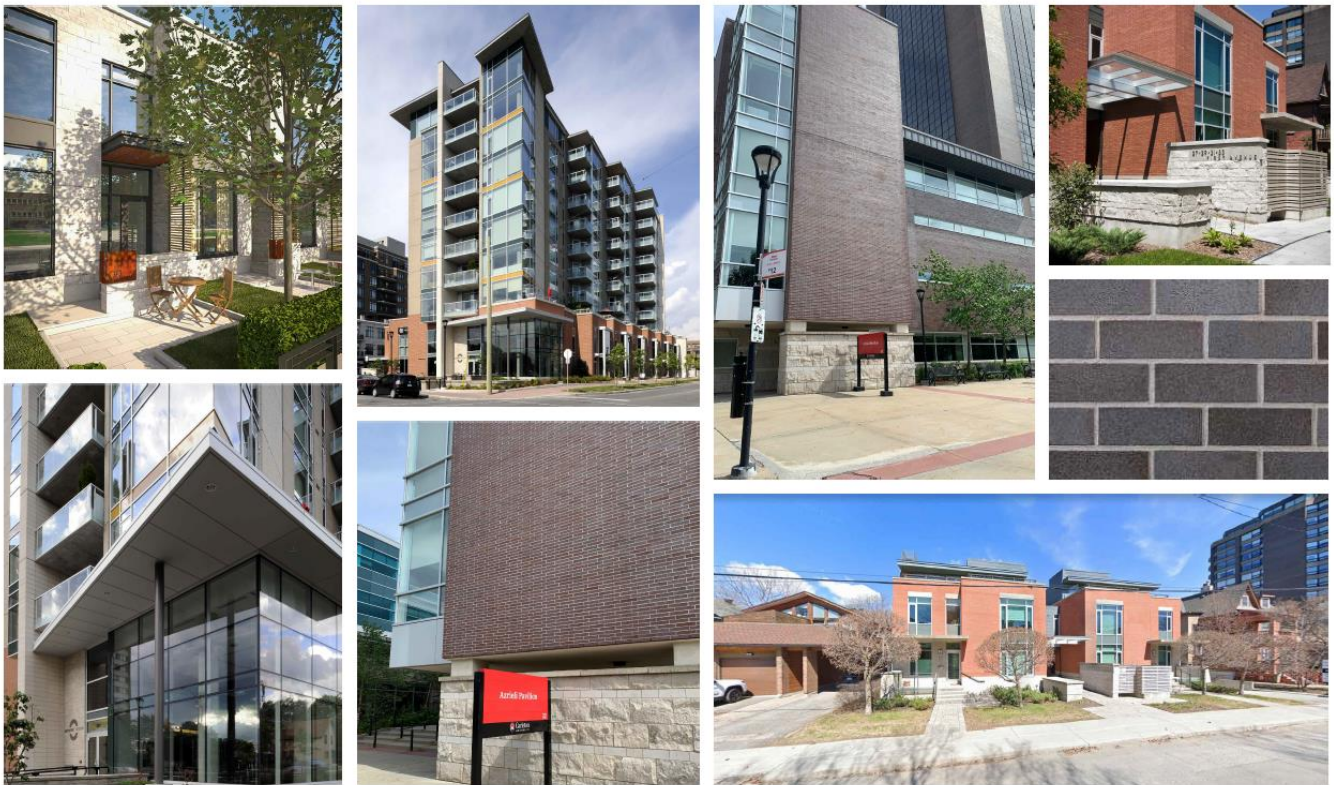


Figure 21: Image showing influences and proposed materiality for the development.



### 3.2.4 Landscaping

Due to the proposed two (2) tower design, the project is able to include a mid-block pedestrian connection at the end of Winston Avenue that provides direct access to the multi-use pathway and eventually, Dominion Station. The mid-block connection is heavily landscaped and features planting boxes and trees to provide shade and an inviting, lush atmosphere. The hard landscaping provides a visual differentiation to the asphalt street, delineating the interior courtyard portions of the site for both pedestrians and vehicles. The site also includes two (2) outdoor, landscaped amenity areas on the east and west sides of the site.



Figure 22: Image showing the landscaping along the mid-block pedestrian connection and interior vehicular entrance.



Figure 23: Image showing the interior courtyard and mid-block connection.

## Policy and Regulatory Context

### 4.1 Provincial Policy Statement, 2020

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act. It 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.

Some of the key policies most relevant to the proposed development are as follows:

Section 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;
- 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;

Section 1.1.3.3 – Settlement Areas

- / Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 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;



**The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located in close proximity to a major transit station (and future Light Rail Transit station), the redevelopment of an underutilized property advances the provincial goals of healthy, livable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use.**

## 4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2036. This Plan sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character, and the landmarks and landforms that distinguish Ottawa from all other places. The following subsections provide a detailed overview of the most relevant policies in the Official Plan.

### 4.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as “the development of a property, building or area that results in a net increase in residential units or accommodation”. It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions.

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, often meaning taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

**The proposed development represents residential intensification through the redevelopment of an underutilized property at the perimeter of an existing community and within 200 metres of a major transit station (and future LRT station). The subject site is located as close or closer to Dominion Transit Station as any lot along Richmond Road, a Traditional Mainstreet, which is a target area for intensification. Further, the surrounding community includes a number of existing and emerging high-rise buildings, including those to the southwest of Dominion Station on Dominion Avenue and Richmond Road, as well as several existing, approved and proposed high-rise developments at Westboro Station. The development provides a compatible design and an appropriate building height as further discussed herein.**

### 4.2.2 Land Use Designation

The subject property is designated ‘General Urban Area’, as shown on Schedule B – Urban Policy Area of the Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment retail, service, cultural, leisure, entertainment and institutional uses. Subject to the policies of Section 3.6.1, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the City.

As per Policy 3, building heights in the General Urban Area are predominantly low-rise. Notwithstanding, Policy 4 states that new taller buildings may be considered for sites that:

- a. Front an Arterial Road on Schedules E and F of this Plan and which are:
  - i. Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this plan; or,
  - ii. On a Transit Priority Corridor on Schedule D of this Plan.
- b. Are in an area already characterized by taller buildings or sites zoned to permit taller buildings.

Further, Policy 5 states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. While the predominant form of intensification will be ground-oriented multiple unit housing, when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Assess the compatibility of new development as it related to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b. Consider its contribution to the maintenance of housing types and tenures to provide a full range of housing for a variety of demographics profiles throughout the General Urban Area.

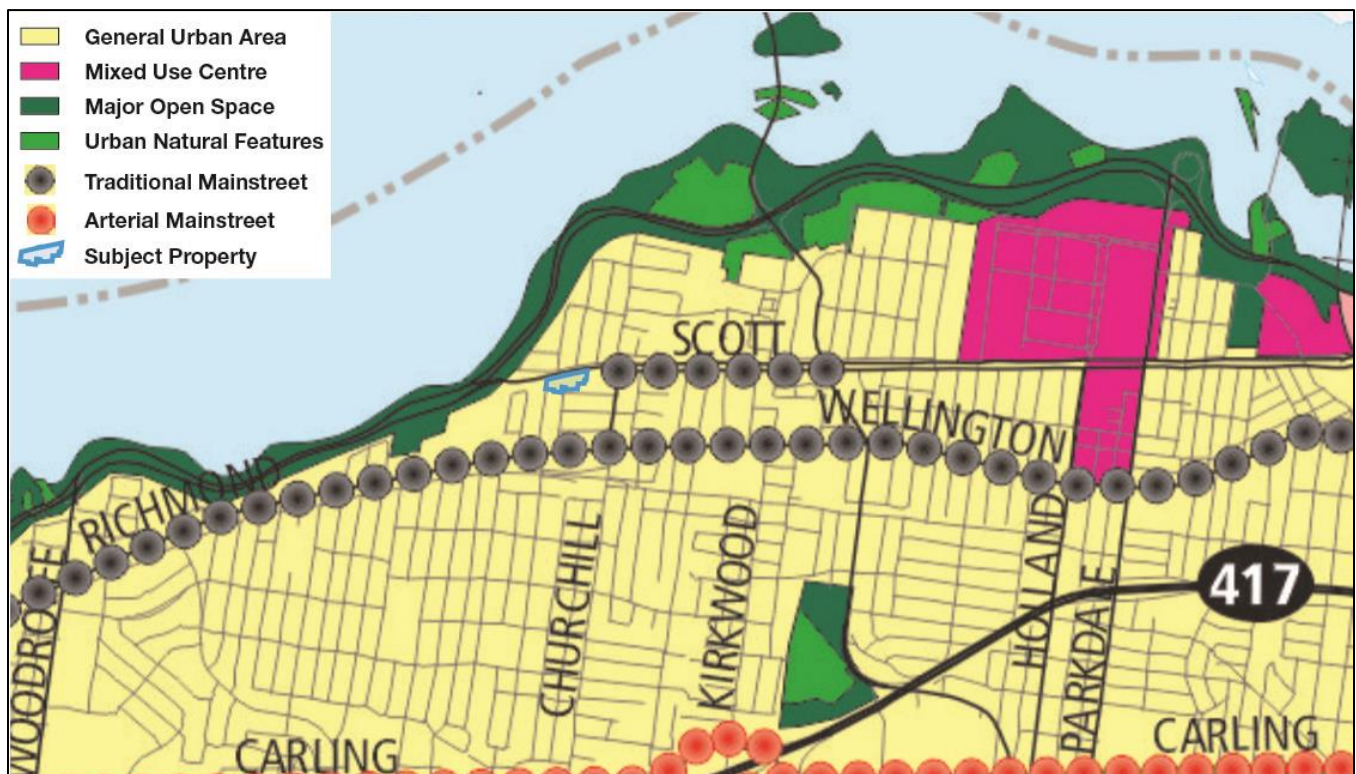


Figure 24: Schedule B - Urban Policy Area, City of Ottawa Official Plan.

Policy 7 states that the General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding community. While the City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed, such uses will be directed to:

- a. Locations on the Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
- b. Suitable locations on the perimeter of, or isolated from, established residential development or other sensitive uses. In this regard, existing or proposed building orientation, massing and design, and the presence of



mitigating circumstances such as distance, changes in topography, natural and constructed buffering, or the presence of features such as significant depths of mature forest may be taken into account.

**The proposed development is located in the General Urban Area and is in close proximity (150 metres) to Dominion Station, located on the Transitway, part of the Rapid Transit Network. Further, the station is set to be converted to a full LRT Station as part of Stage 2 of the Confederation Line. The subject property immediately abuts the Transitway and multi-use path alongside it, situated at the perimeter of the existing low-rise community to the south, and set back from the existing community to the north.**

**As per Policy 3, intensification in the General Urban Area with building heights greater than four (4) storeys will be limited to sites which are located within 800 metres of a rapid transit station and are located on an arterial road. While the subject site does not directly abut an arterial road as shown on Schedule E of the Official Plan, the multi-use pathway and Transitway act as an arterial road, moving people across the City. The proposed development interfaces with this right-of-way to the north, providing active amenity uses at grade and high-quality fenestration. Further, the site is designed with minimal northern setbacks to treat the right-of-way as an arterial, moving parking underground and screening servicing and loading bays. The proposed development complements the surrounding character by locating the greatest heights to the northern portion of the site, reserving the southern portion of the site for three (3) storey progressive transition buildings, which align with the overall permitted height of the surrounding neighbourhood and match the general height and form of the building podiums on site. The proposed high-rise buildings will contribute to the diversification of the unit mix in an area adjacent to a future LRT station, while the low-rise buildings provide ground-oriented housing characteristic of the immediate neighbourhood. The criteria for intensification in the General Urban Area are discussed in further detail in the two (2) following sections of this report.**

#### **4.2.3 Designing Ottawa**

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

Though it is not part of the formal list of design priority areas provided in Section 2.5.1, Policy 3 states that the City recognizes High-Rise Buildings, Major Urban Facilities, and that portion of Ottawa's downtown bounded by the Rideau River, Queensway and O-Train, are types of development and are areas that will be subject to evaluation using the policies of Section 4.11.

**The proposed development meets the design objectives under Section 2.5.1. The subject property is located at the perimeter of an existing neighbourhood and has long been used for non-residential uses, including most recently a light industrial use. The new residential development proposes residential uses that are much more in keeping with the established character of the surrounding area. Whereas the property currently restricts pedestrian traffic along Wilmont**

Avenue and Winston Avenue, the proposed development creates a new, well-lit and safe pedestrian walkway through the development to connect to the multi-use pathway to the south of the Transitway. Due to its strategic location in close proximity to Dominion Station and on the edge of a predominantly low-rise neighbourhood, the proposed development diversifies the range of housing options in the area and contributes to the userbase of the future LRT station. The compact built form of the main buildings, comprised of two (2) podium-tower designs, is complemented by ground-oriented, multi-unit residential buildings that create appropriate built form transitions to the established neighbourhood to the south.

The subject property is not located within a design priority area, but does propose the construction of two (2) high-rise towers. Section 4.11 is discussed in detail below.

#### 4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
<b>Building Design</b>	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>a. Setbacks, heights and transition;</li> <li>b. Façade and roofline articulation;</li> <li>c. Colours and materials;</li> <li>d. Architectural elements including windows, doors and projections;</li> <li>e. On site grading; and</li> <li>f. Elements and details that reference common characteristics of the area.</li> </ul>	<b>The proposed development includes multiple building, situated on site to minimize any potential for negative adverse impacts on existing buildings in the surrounding area. The greatest heights, the two (2) towers of 21- and 18-storeys, are located closer to the north property line which abuts a large, wide right-of-way. This provides the greatest amount of transition from the towers to the low-rise community to the south. To provide appropriate built form transition on site, low-rise buildings aligned with the height of the building podium and the existing three (3) storey heights in the community are proposed along the south side of the project. This provides a ground-oriented façade to the proposed development as it relates to the south.</b>
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	<b>The main entrance to the west tower building is located at the terminus of Roosevelt Avenue and is accentuated by large windows and a framed, covered entrance. An outdoor amenity space is located between the entrance to the west tower and the low-rise building, which has a separate entrance facing the street with large windows to ensure “eyes on the street”. The other low-rise buildings have a similar entrance treatment along Winston Avenue and Wilmont Avenue, providing a ground-oriented façade for the development. The east tower is accessed via the mid-block pedestrian connection, creating a more active streetscape along the pathway, and the separate entrance to the underground parking garage. The hard landscaping</b>



Policy	Proposed Development
	treatment of the inner courtyard area which includes the mid-block crossing creates an open, inviting plaza and acts as an extension of Winston Avenue.
7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.	The subject site is not located on an arterial road or collector road as shown on Schedule E of the Official Plan, but is located along the Transitway and multi-use pathway which serves the purpose of an arterial road: moving people. Further, the site provides a new mid-block crossing for pedestrian and cyclist traffic, connecting Winston Avenue with the pathway to the north. The two (2) vehicular accesses to the parking garage ensure vehicular traffic is dispersed and allows provides quick access to Churchill Avenue North and Richmond Road, both of which are Arterial Roads. The closest main intersection to the development is the intersection of Scott Street and Churchill Avenue North, approximately 140 metres east of the subject property, an intersection of two (2) arterial roads.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	The servicing and loading areas are accessed from the east entrance to the development at the end of Winston Avenue. For the west building, the servicing and loading area is located in a small internal courtyard screened from the public street. The east building loading area is located between the main entrance and the access to the underground parking garage, screened from Wilmont Avenue by the proposed low-rise buildings.
9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment is designed to integrate into the design of the building, forming part of the “top” of the base/middle/top design. The rooftop architectural features and projections provide architectural interest while screening or accentuating the required equipment.
<b>Massing and Scale</b>	
10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness	The Secondary Plan and Design Guidelines are discussed in greater detail in Sections 4.3 and 4.6 of this report. The proposed development proposes a height that is not contemplated in the Secondary Plan, which was created years before the City’s plans for the Confederation Line LRT. As we approach completion of Stage 2 of the project in the next few years, the City must seize major intensification opportunities near rapid-transit stations. Further, the forthcoming new City of Ottawa Official Plan (Fall 2020) has

Policy	Proposed Development
<p>of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> <li>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</li> <li>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</li> <li>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</li> </ul>	<p><b>taken over the revision process for the Secondary Plan, which is under review.</b></p>
<p>11. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p><b>The proposed development situates the greatest building heights to the north, adjacent to the wide combined right-of-way of the multi-use pathway, the Transitway and Workman Avenue. The submitted sun shadow studies (see Figures 12 and 13) show the greatest shadowing impacts are focused on the large right-of-way, having little to no impact on the surrounding existing communities. Further, the proposed development includes multiple low-rise buildings at the south end of the site, located on properties that were acquired specifically to provide for a progressive, ground-oriented transition to the low-rise community to the south. Architecturally, these low-rise buildings match the maximum permitted height in the R3S zone (11 metres) and are aligned with the height of the podiums for the tower buildings.</b></p>
<p>12. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c. Building setbacks and step-backs.</li> </ul>	<p><b>In addition to the low-rise buildings and architectural methods for transition, the 45 degree angular plane images (Figures 27 and 28) show that the proposed towers generally meet the 45 degree angular plane and, together with the sun shadow studies, show minimal shadowing and microclimate impacts on existing buildings on adjacent properties.</b></p> <p><b>The intent of the policy was considered in the design of the buildings and while it does not meet the 45 degree angular plane exactly, the proposed design positively responds to the general intent. Most notably, the south façade of the west building does not strictly meet the 45 degree angular plane. However, the 45 degree angular plane exists to protect against particular potential adverse impacts, most notably shadowing and overlook. As shown in the sun shadow studies, the shadowing impacts are localized to the</b></p>



Policy	Proposed Development
	<p>north of the proposed buildings, primarily impacting the large municipal rights-of-way, ensuring there is little to no shadowing impacts on the existing community to the south. With regards to overlook, the proposed low-rise buildings provide for a large separation (over 20 metres) between the towers and the adjacent existing buildings, ensuring any impacts related to overlook from the towers fall on the proposed development and not on existing buildings.</p> <p>Further, the design of the low-rise buildings ensures appropriate rear yard setbacks so that the rear yard character of the block between Roosevelt and Winston Avenues are protected.</p>
<b>Outdoor Amenity Areas</b>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>As per the previous response, the towers are sensitively located to the north of the proposed development to ensure the greatest amount of transition between the towers and the existing amenity spaces (rear yards, etc.) of the existing buildings in the surrounding community. Transitions are achieved via the introduction of low-rise buildings to the south and amenity and other greenspaces.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>The subject site includes two (2) large defined outdoor amenity spaces adjacent to each tower and for shared use by the tenants of the low-rise buildings for a truly integrated development. Further, all tenants will have access to the indoor amenity spaces.</p> <p>In total, the site has 5,724 square metres of amenity space, of which 3,246 is communal, including the outdoor amenity spaces.</p>
<b>Design Priority Areas</b>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.</p>	<p>The subject property is not located within a design priority area, but as the site is located at Dominion Station, an important hub for intensification, the buildings are designed with high architectural integrity including strong bases and highly-fenestrated facades to provide for an inviting streetscape.</p>

Policy	Proposed Development
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	<b>The proposed development treats the multi-use path and Transitway on the north side as a public realm, interfacing with it as an arterial road by locating parking and loading facilities internal to the site and having active amenity uses on the ground floor facing the path. Together with the new mid-block crossing and internal courtyard/entrance area, and the new low-rise buildings to the south, the proposed development appropriately interacts with all of its facades to ensure the public realm is maintained and enhanced.</b>
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	<b>The massing and scale of the proposed development includes a two (2) tower design rather than a slab design to achieve a transit-supportive density on this key site at Dominion Station. The height utilizes the wide rights-of-way to ensure shadowing impacts are minimized on adjacent communities. Further, the design allows for the creation of a new internal courtyard and mid-block crossing, as well as an increase in greenspace and outdoor amenity areas that provide additional transition to the existing low-rise communities and improve the streetscape with landscaping.</b>

The proposed development meets the compatibility criteria of Section 4.11, as described above, and is therefore generally compatible with the surrounding community while also advancing key goals of the City of Ottawa, including supporting the new LRT system through transit-oriented development and densities. Further, the design proposes low-rise buildings along the southern edge to provide a ground-oriented streetscape and the tower design allows for a new, landscaped mid-block crossing in the community.



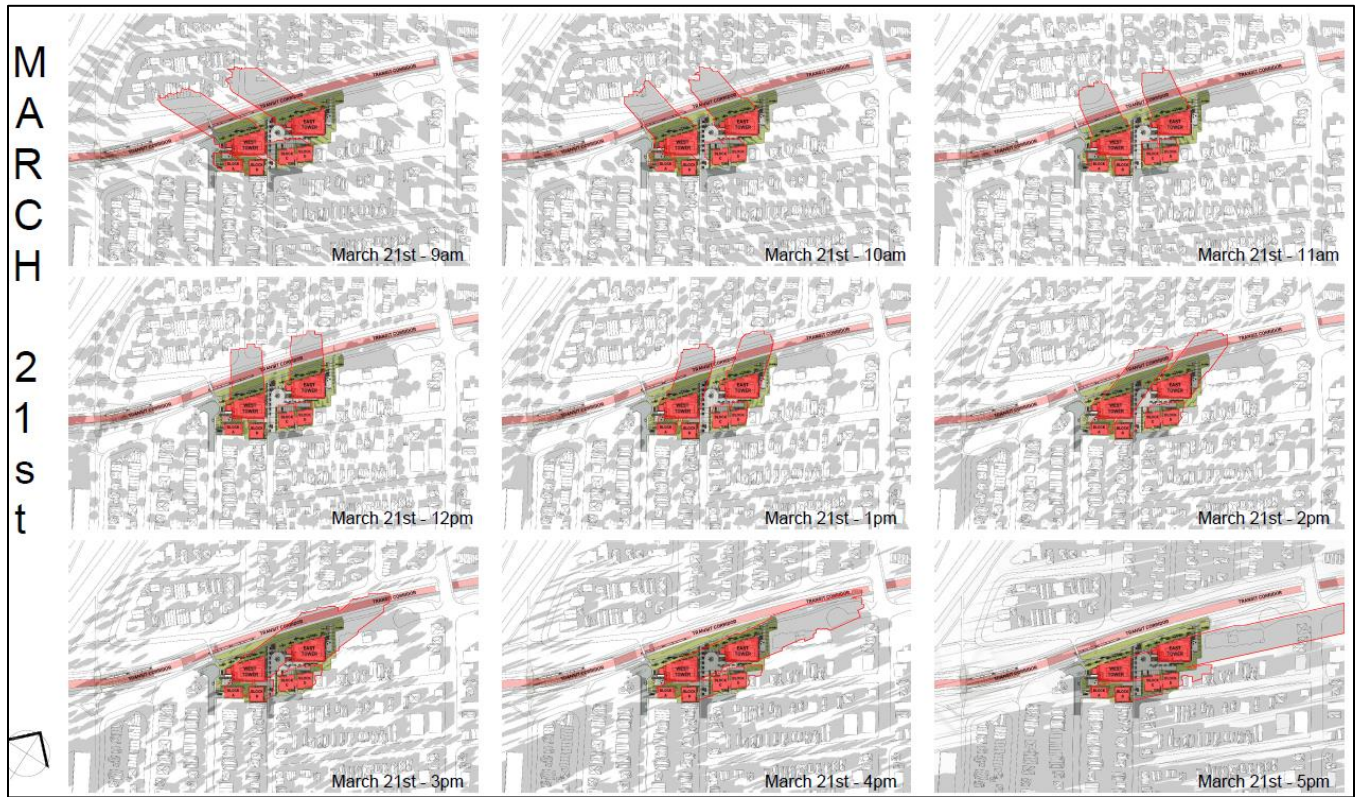


Figure 25: Sun shadow study for March 21st.



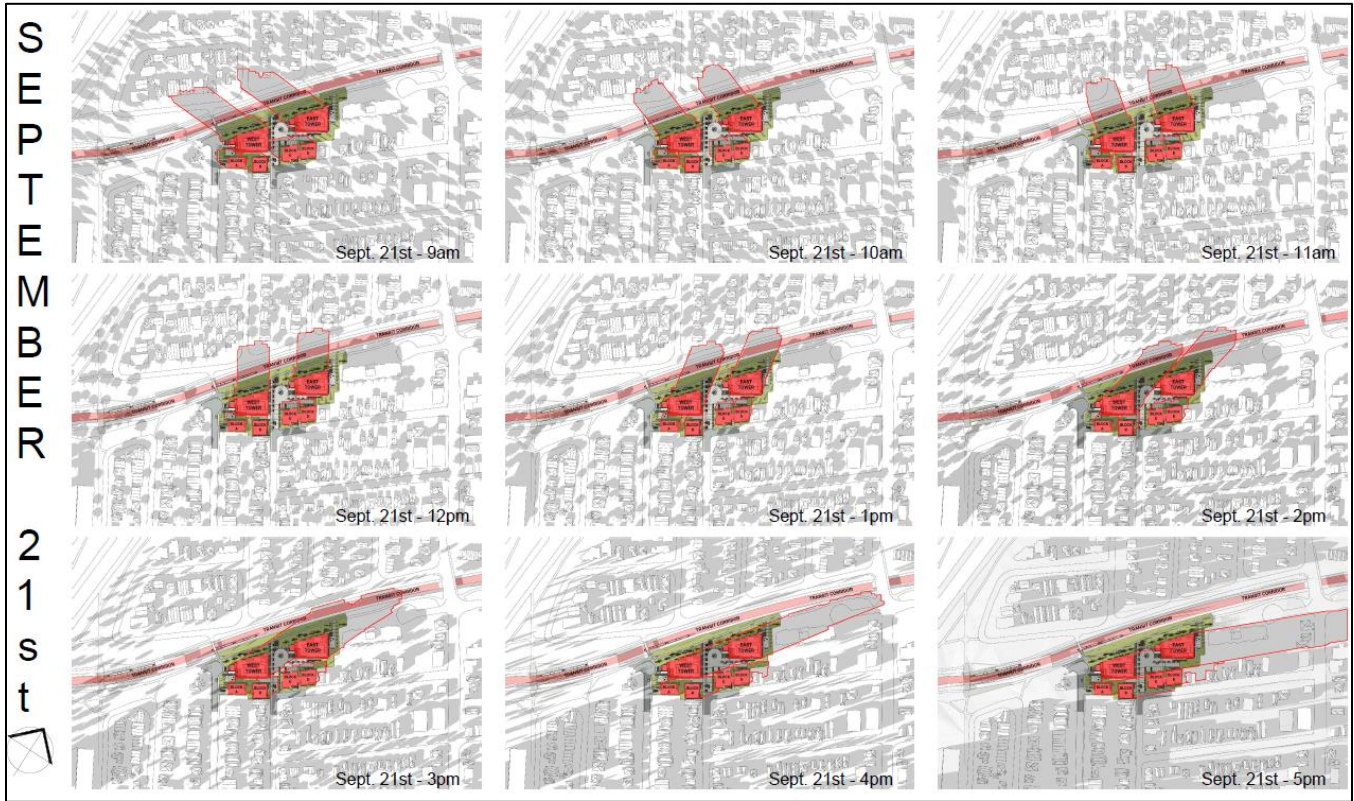


Figure 26: Sun shadow study for September 21st.

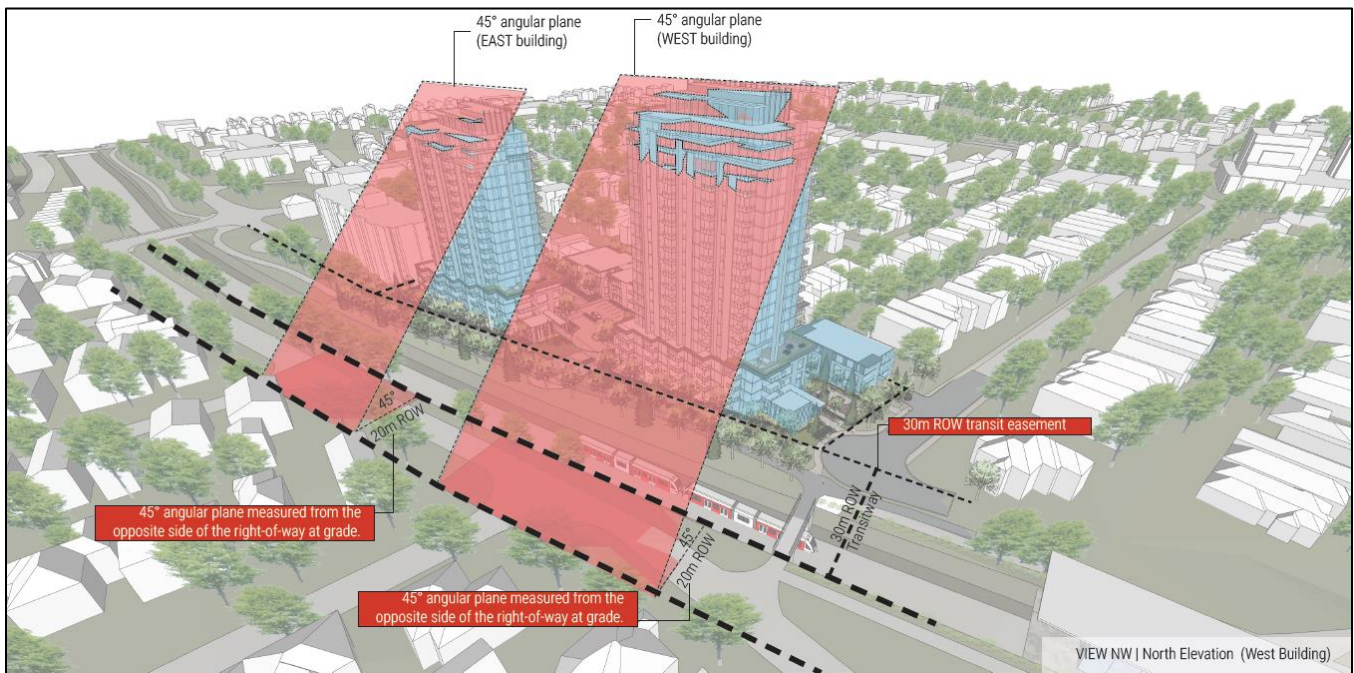


Figure 27: 45 degree angular plane, north façade.



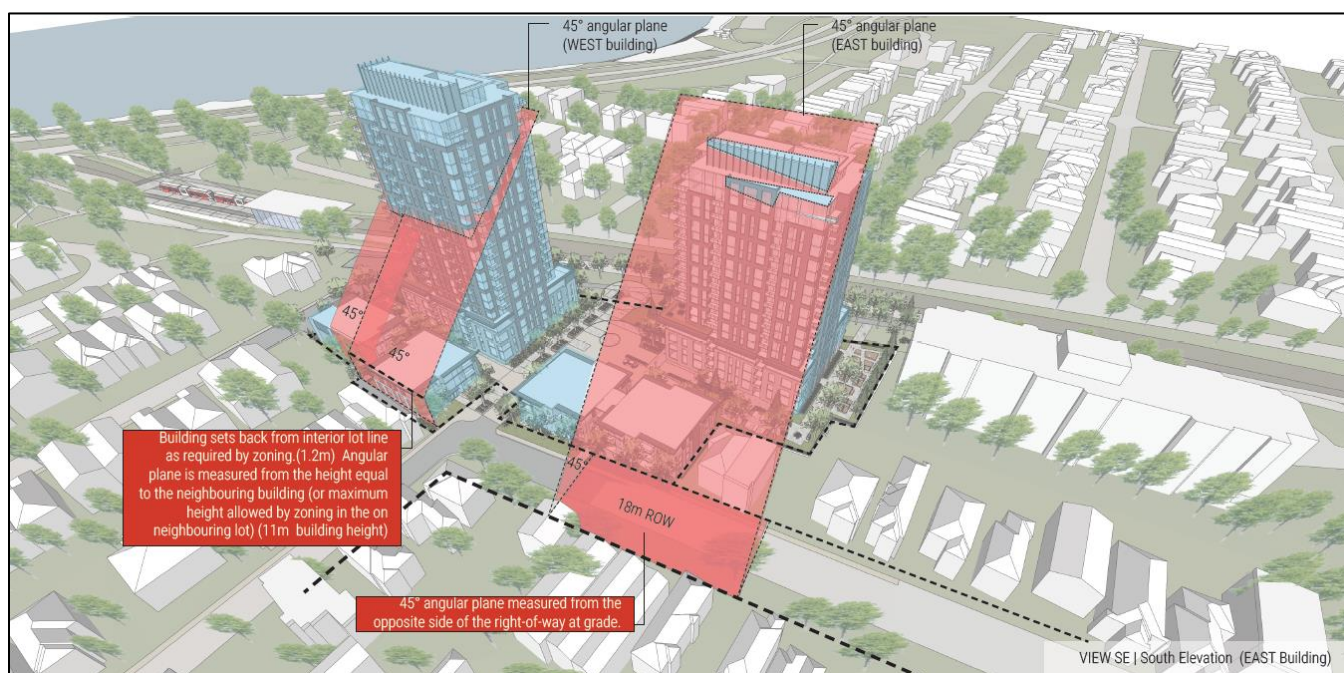


Figure 28: 45 degree angular plane, south elevation.

### 4.3 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

**In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design. The proposed development is consistent with these directions.**

#### 4.4 Richmond Road / Westboro Secondary Plan

The Richmond Road / Westboro Secondary Plan is a guide to the long term design and development of the larger portion of Richmond Road and Westboro, and provides direction on land use, built form, design, parking, circulation and modes of transportation. The unifying vision of the Secondary Plan is that Richmond Road and Westboro will continue to be an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

The unifying vision of the plan is based on its four (4) guiding principles:

- / Retain all useable public greenspace; increase greenspace where possible;
- / Increase recreational facilities;
- / Ensure the area develops in such a way as to ensure that it is pedestrian and cyclist friendly; and,
- / Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development.

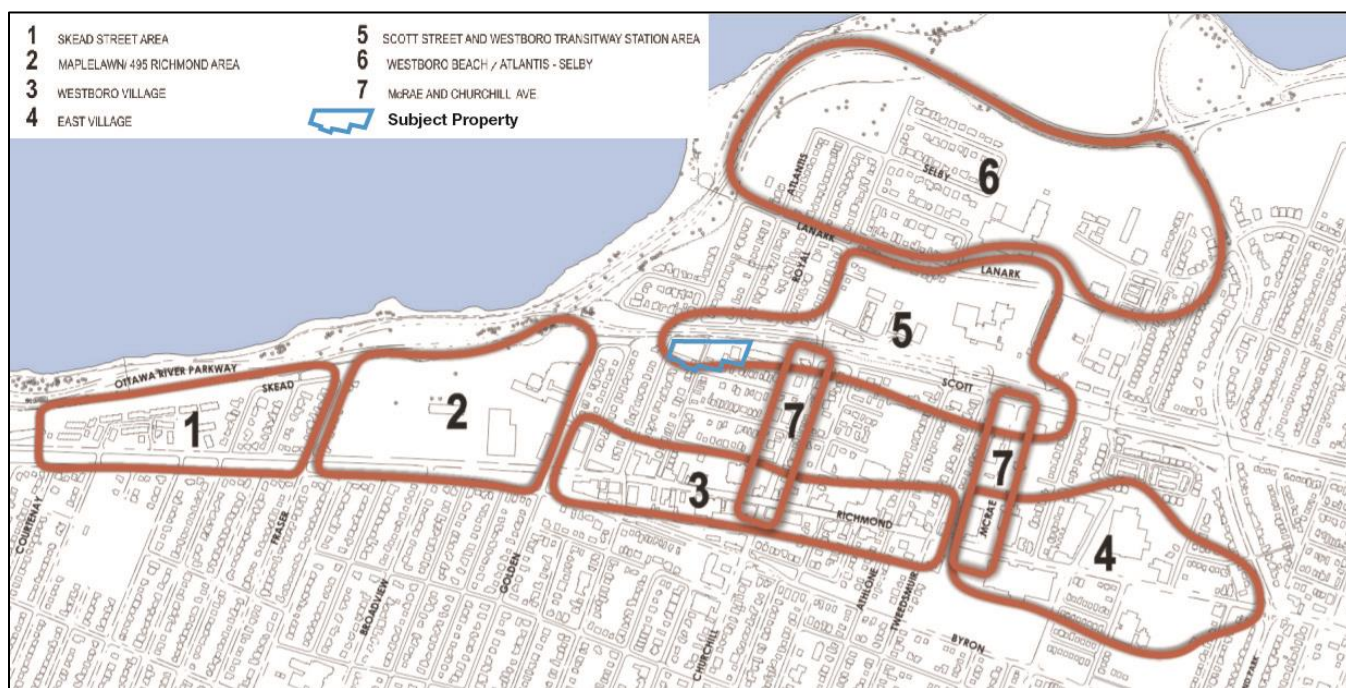


Figure 29: Richmond Road / Westboro Secondary Plan, Schedule A - Planning Sectors.

The subject property is located in Sector 5 – Scott Street and Westboro Transitway Station Area. The sector is characterized by two (2) distinct areas, each having their own set of applicable policies:

##### 1. Scott Street Area

- / Encourage the evolution of Scott Street to a mixed use live/work environment, including ground floor employment/commercial uses, to take advantage of the proximity of the Westboro Transit Station;
- / Ensure that new infill development is generally four- to six-storey range, and is compatible with an provides an appropriate transition to the adjacent low-rise residential community;



- / Recognize the Granite Curling Club as a future redevelopment opportunity for a mixed-use project, providing a transition in building scale to the low-rise residential area to the south and potentially incorporating the existing building.
2. Westboro Transitway Station Area
- / Recognize the 250 Lanark Avenue site as a redevelopment/intensification opportunity, with the southerly half, closest to the Transitway station, as an appropriate location for higher buildings in the ten-storey or more range. The northerly half should be generally in the four- to six-storey range in order to provide a transition to the adjacent low-rise residential neighbourhood. Mixed use could occur either in separate buildings, with office uses on the southerly half and residential on the northerly half;
  - / Require the proposed redevelopment to be the subject of a sun/shadow study to address potential shadow impacts on the Lanark Avenue residential area;
  - / Require the proposed redevelopment to be the subject of a study to address potential traffic impact issues on Lanark Avenue and adjacent streets;
  - / Enhance the pedestrian walkway to the Transitway from 250 Lanark Avenue to help promote transit use;
  - / Support the development of a public plaza over the Transitway adjacent to the Transitway station in order to create a pedestrian-friendly environment, including streetscaping and a one- or two-storey building, and to provide convenience retail and other services to transit passengers.

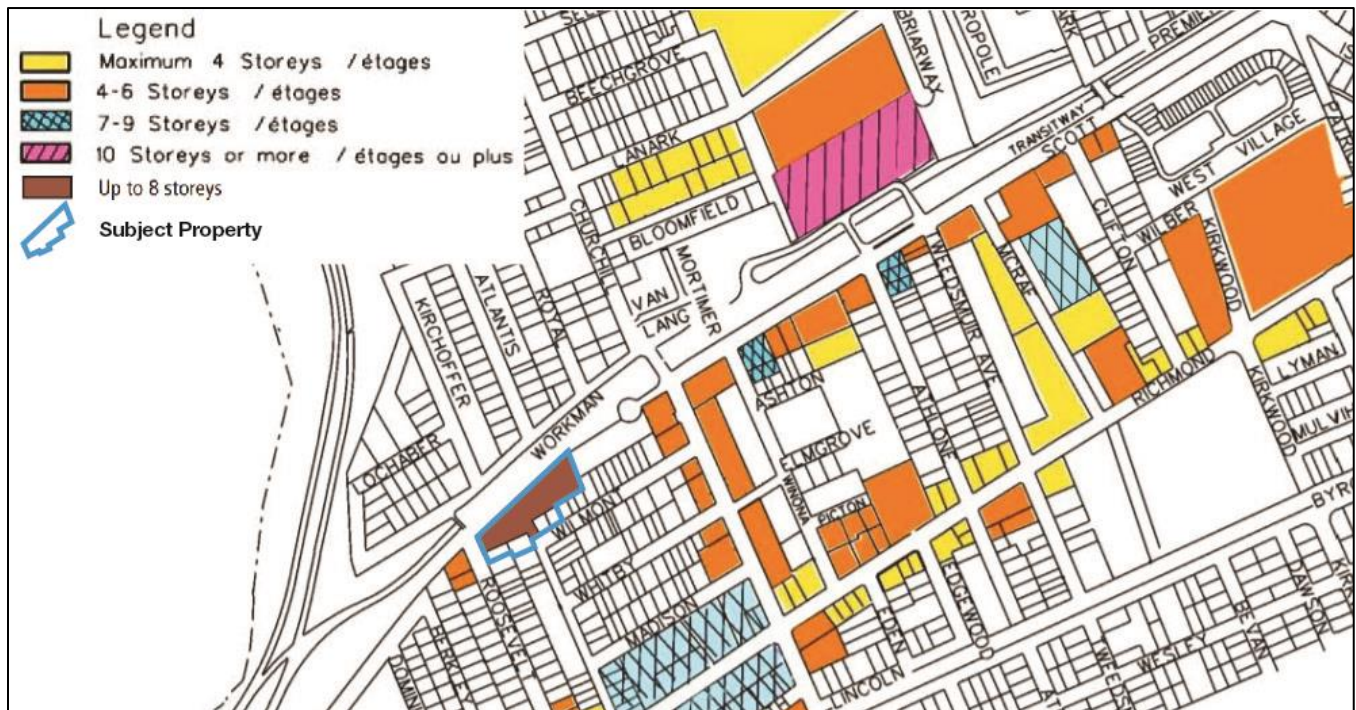


Figure 30: Richmond Road / Westboro Secondary Plan, Schedule C2 - Maximum Building Heights.

As the subject property is located approximately 140 metres west of the intersection of Scott Street and Churchill Avenue North, and as the subject property is not located near Westboro Station but is located essentially adjacent to Dominion Station, the policies above generally apply to the proposed development but does not provide detailed direction in the same way it does for other large-scale redevelopment properties, such as 250 Lanark Avenue or the Granite Curling Club. However, the Secondary Plan does include reference to intensification around Dominion Station in Section 1.2 – Overlying Objectives and Principles.

Objective #1 in the Secondary Plan is intensification, specifically to encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites. The Secondary Plan lists several principles that seek to meet the objective of intensification:

1. Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
2. Preserve and enhance the human scale (generally four to six storeys) of the Westboro Village traditional mainstreet, Richmond Road;
3. Consider Churchill Avenue (between Richmond Road and Scott Street) and McRae Avenue to be pedestrian-oriented, mixed-use streets linking the Westboro Village and Scott Street mainstreets;
4. Consider the traffic impact on north-south residential streets south of the planning area;
5. Achieve compatible infill/intensification on key redevelopment sites by:
  - / Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas,
  - / Contributing to the restoration of the urban fabric and helping promote transit usage. The Westboro Transitway Station area has the greatest potential for intensification/high-rise buildings with appropriate transition to their surroundings, while Dominion Station has more limited potential;
  - / Conforming to the maximum recommended general maximum building height ranges for each sector. Buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided;
  - / Conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, shared use of facilities, more energy efficient buildings, setbacks, relationship of the building to the adjacent neighbourhood's character, and other criteria aimed at achieving compatible intensification/ infill development while minimizing impacts on adjacent residential neighbourhoods;
  - / Respecting a transition in building scale and density and compatibility of land use from Richmond Road to the Ottawa River Parkway in a north-south direction and along Richmond Road between different sectors in an east-west direction;
  - / Avoiding creating a wall of buildings by using periodic breaks in the street wall where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

Principle 5 above states that Westboro Transitway Station has the greatest potential for intensification and high-rise buildings with appropriate transition to their surroundings, while Dominion Station has more "limited potential". The Secondary Plan came into effect in 2009, 3 years before the City of Ottawa approved Stage 1 of the Confederation LRT line in late 2012. The full plan for Stage 2 includes the relocation/re-orientation of Dominion Station further east, closer to the proposed development. Considering the principles above, the subject property represents the prime redevelopment opportunity for Dominion Station, much in the same way 250 Lanark Avenue is considered the major opportunity at Westboro Station. The subject property is a formal industrial site located at the edge of an existing community, abutting a 40 metre wide transit corridor. As the area is generally characterized by smaller lots containing low-rise residential building forms, it would take significant effort from a landowner to consolidate enough properties to develop a high-rise building in proximity to Dominion Station.

**An amendment to the Secondary Plan is required for this project, to permit a building height (65 metres / 21 storeys) greater than the maximum permitted height of 8 storeys, as per Schedule C2 of the Plan. The City of Ottawa has approved a review of the existing Secondary Plan, as at the time the existing Plan was prepared, the significance of the Confederation Line LRT, especially Dominion Station, did not figure significantly into the document policies. This review of the Secondary Plan now forms part of the City of Ottawa's new Official Plan, as briefly discussed in Section 4.3 of this report.**



The owner has worked to acquire several properties along the southern edge of the site, adjacent to the low-rise community, in order to build-in an appropriate progressive transition to the existing community. The proposed development also meets other objectives outlined above through sensitive design to achieve a density that supports the City's investment in Dominion Station and the promotion of multi-modal transportation. The existing 8-storey permitted building height is based on a previous development application and LPAT decision from 2014. An 8-storey slab building, similar in design to the adjacent building to the east, would require full utilization of the site and result in a larger, more imposing footprint. The proposed two (2) tower design with low-rise perimeter buildings maintains a transit-supportive density at Dominion station while reducing the total floorplate required, allowing more greenspace and a mid-block pedestrian connection to the multi-use pathway. The proposed development achieves compatible infill and intensification by providing appropriate setbacks and building transition, providing pedestrian connections and greenspace, and contributing to the transit-supportive density around Dominion Station. The proposed development meets the general intent of the Richmond Road / Westboro Secondary Plan.

#### 4.5 Richmond Road / Westboro Community Design Plan

The Richmond Road / Westboro Community Design Plan (CDP), approved by Council in 2007, is a CDP for the areas around Richmond Road in Westboro and Westboro Village. The CDP is positioned as the backbone for any significant change in the community, in keeping with the Official Plan and other related urban design principles. Other key objectives of the CDP are to:

- / Identify appropriate locations for intensification and infill that will be compatible with adjacent land uses;
- / Ensure that infill development is well-integrated and compatible in scale and character with existing neighbourhoods;
- / Create an attractive, pedestrian-friendly built environment;
- / Create a well-designed and vital pedestrian streetscape along the designated Traditional Mainstreets; and,
- / Balance the transportation needs among pedestrians, cyclists, transit-users and motorists.

Akin to the Secondary Plan, the CDP is divided into sectors that further define the permitted land uses, built form, and design within the planning area. The CDP identifies a maximum building height on the subject property of six (6) storeys, and identifies the subject property as being located in the Scott Street and Westboro Transitway Station Area.

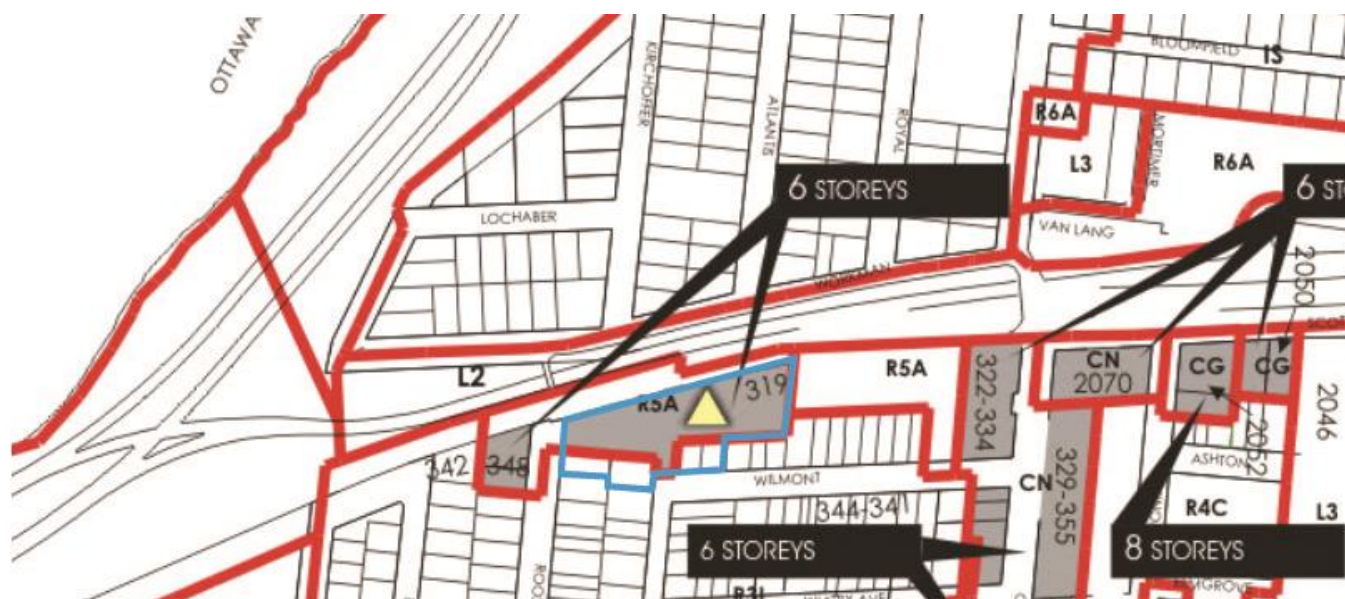


Figure 31: Plan 9B - Proposed building height changes, Richmond Road / Westboro Community Design Plan.

Section 6.8 of the CDP provides a planning vision for the Scott Street and Westboro Transitway Station Area, and includes the following paragraphs about the subject property circa 2007:

*“Two additional properties to the west of Scott Street between Winston and Roosevelt (335 and 342-60 Roosevelt) currently have industrial uses, but have an existing residential zoning with an 18.3 metre height limit. There is an anomaly in the zoning that allows a six-storey retirement home, but only a four-storey apartment building. This zoning was established in 1997, as part of the MI zoning study, to encourage the industrial uses to be redeveloped for more appropriate residential uses compatible with the adjacent low-rise residential community. (A similar zoning situation exists for 1946-50 Scott Street.)*

*The rationale for this zoning is consistent with the compatibility principles established in the CDP. However, to correct the zoning anomaly, the CDP recommends that the existing Zoning By-law term “high-rise apartment building” be added as a permitted use. This will allow a six-storey apartment building consistent with the 18.3 metre height limit. In the new draft Zoning By-law, the new term “apartment dwelling, mid-high rise” will be used to provide a more accurate definition of the building form.”*

**The proposal proposes the redevelopment of a vacant, underutilized site in close proximity to the new Dominion LRT Station. As one of the largest sites in close proximity to the station, and as the City has made a major investment in public transit for which we are now, in 2020, advancing towards Stage 2, the context under which the CDP was created has significantly changed. The development proposes a transit-supportive density and a built form which allows for a greater amount of greenspace, pedestrian mid-block crossing and low-rise progressive transition buildings to the existing low-rise community to the south.**

## 4.6 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. As the proposed development is within 600 metres of Dominion Station, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification on an underdeveloped lot in close proximity to a major rapid transit station (Guideline 1);
- / The proposed development includes only transit-supportive land uses. With the exception of some visitor parking spaces near the main entrance to the east building, all parking is located underground. The portion of the property abutting the multi-use pathway is sensitively designed to support the pedestrian environment, for both residents and the public, and the mid-block connection provides connections to the rapid transit station (Guideline 2);
- / The mid-block pedestrian connection that bisects the subject property at the terminus of Winston Avenue provides a new pedestrian and cycling connection to the multi-use pathway and Dominion station. The existing conditions require extensive detours for residents on Winston Avenue and Wilmont Avenue (Guidelines 4 & 6);
- / The subject property is located within 100-200 metres of Dominion station, and proposes high-density residential development in close proximity to a future LRT station (Guideline 8);
- / The proposed development is sensitively designed to create transition to the adjacent low-rise communities to the north and south. The towers are located to the north of the site, adjacent to the wide rights-of-way of the Transitway and Workman Avenue. The south side of the proposed development includes three (3) storey buildings to provide separation and transition to the low-rise community to the south. (Guideline 9);
- / The proposed development fronts on multiple roads, but also fronts on a multi-use pathway to the north as well as the mid-block pedestrian connection through the property. The buildings are designed to be oriented on multiple frontages to ensure residents and pedestrians are both connected to the transit station (Guideline 10);



- / The proposed development includes a podium/tower design and low-rise buildings on the south side to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);
- / The proposed development will introduce distinctive buildings at a major transit station (Guideline 12);
- / The mid-block pedestrian connection provides safe, barrier-free, and convenient access to the multi-use path and Dominion Station (Guideline 16).

**The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to a future major transit station.**

## 4.7 Urban Design Guidelines for High-Rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- / The proposed development acts as a landmark that identifies Dominion Station within the existing community and provides pedestrian access across the site to connect the surrounding neighbourhood with the transit station (Guideline 1.1, 1.3, 1.4);
- / The proposed development is sensitively designed to include low-rise buildings along the southern property lines to build-in progressive transition to the low-rise neighbourhoods to the south (Guideline 1.10);
- / The high-rise buildings feature a podium/tower design and generally respect the 45 degree angular plane. The west tower, while it does not meet the 45 degree angular plane, is situated to the north of the low-rise community and is not anticipated to generate any undue shadowing impacts. Further, as the west tower is set back from the existing community by the proposed low-rise transition buildings, any impacts from overlook are also mitigated (Guidelines 1.12, 1.13 and 1.17)
- / The proposed development abuts and provides linkages to multiple streets and a multi-use pathway (Guideline 1.15);
- / The proposed development includes a base/middle/top design and the base is designed to interface with the existing multi-use pathway to the north (Guidelines 2.3 and 2.13);
- / The height of the base of the building, and the proposed three (3) storey low-rise buildings to the south, matches the height of the potential neighbouring buildings in the surrounding community based on existing zoning (Guideline 2.19);
- / The ground floor of the proposed development is primarily lobby and amenity space, and is heavily fenestrated especially to the north along the multi-use pathway and at the entrances internal to the site and along the mid-block pedestrian connection (Guideline 2.23);

- / The proposed towers are sufficiently separated from themselves and other potential adjacent sites where a tower may exist in the future (Guideline 2.25);
- / The proposed buildings includes stepbacks after the 4<sup>th</sup> storey to provide for a base/middle/top design and to make the base the primary defining element of the design (Guideline 2.29);

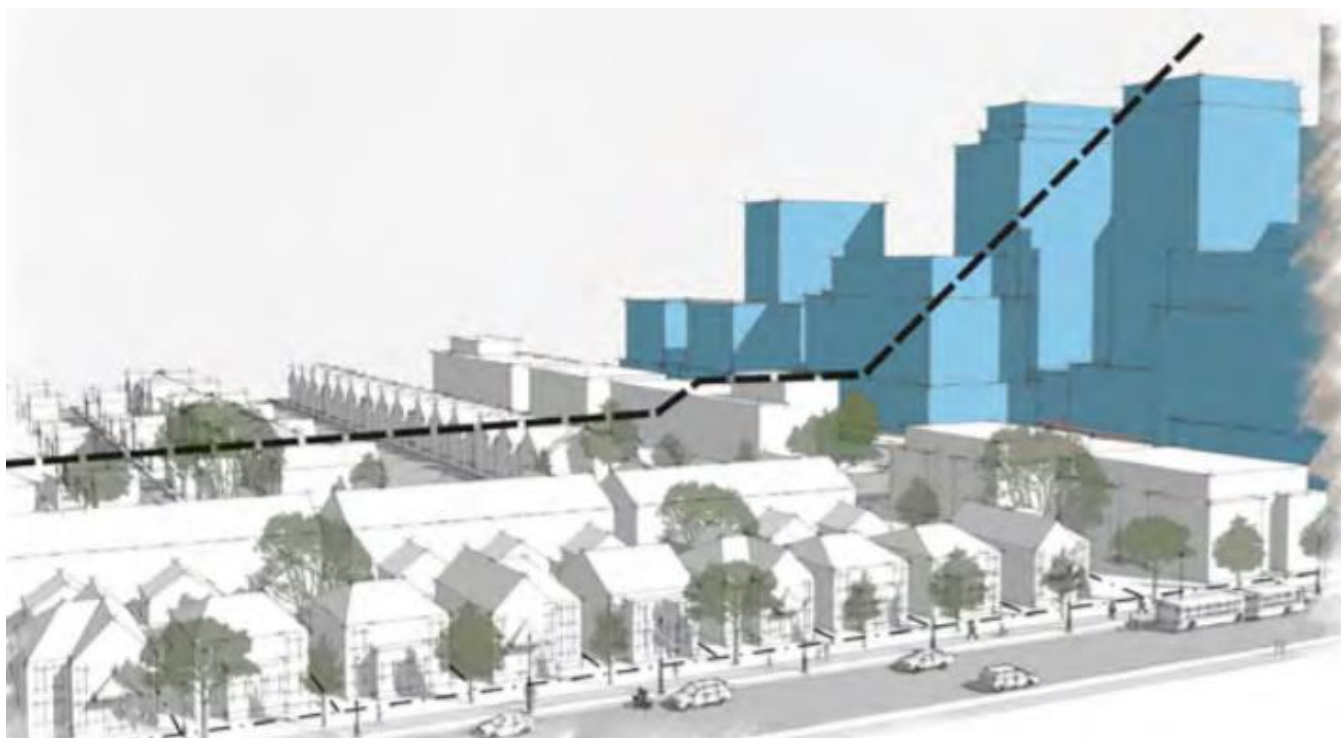


Figure 32: Diagram 1-1 from the Urban Design Guidelines for High-Rise Buildings showing progressive transition from a growth area down to a lower-scale area.

- / The proposed development includes a new mid-block crossing connecting Winston Avenue with the multi-use pathway to the north, and entrances to the two (2) tower buildings (Guidelines 3.4, 3.8 and 3.11);
- / Parking is primarily located underground via two (2) ingress/egress points on Roosevelt Avenue and at the terminus of Winston Avenue. The small surface parking lot is located near the main entrance to the east building and is reserved for visitors, courriers and other short-term parking. Servicing, loading and other utilities are incorporated into the design of the base of the buildings and screened behind the proposed low-rise buildings (Guidelined 3.14, 3.15, 3.16 and 3.17); and,
- / The shadow analysis shows that there are minimal shadowing impacts on the existing low-rise communities to the north and south (Guideline 3.27).

**The proposed development generally meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The buildings are sensitively designed to provide transition to the surrounding, existing low-rise communities adjacent to Dominion Station. The overall design of the project generally meets the intent of the 45 degree angular plane, to permit sunlight and restrict overlook into these existing communities. On the ground, the project proposes a mid-block pedestrian connection to provide access to the multi-use pathway and Dominion Station. The building base along the multi-use pathway is designed as a front façade to interact with the multi-use pathway and features active uses, such as amenities, and a high degree of glazing for safety and “eyes on the street.” Overall, the project is aligned with the design guidelines above.**



## 4.8 Zoning By-law 2008-250

### 4.8.1 Existing Zoning

The subject property is currently split zoned, dividing the site into “north” and “south” portions:

/ **North: R5B[1897]**

- Residential Fifth Density Zone, Subzone B
- Urban Exception 1897 - from previous 2014 OMB (now LPAT) decision:
  - Setbacks for north property line: minimum 0 metres.
  - Maximum lot coverage: 60%
  - Maximum height: 7 storeys, except parts of the complex may be a maximum height of 8 storeys provided that the footprint of the 7 storey portion of a building must be at least 60% of that building's footprint.

/ **South: R3S**

- Residential Third Density Zone, Subzone S

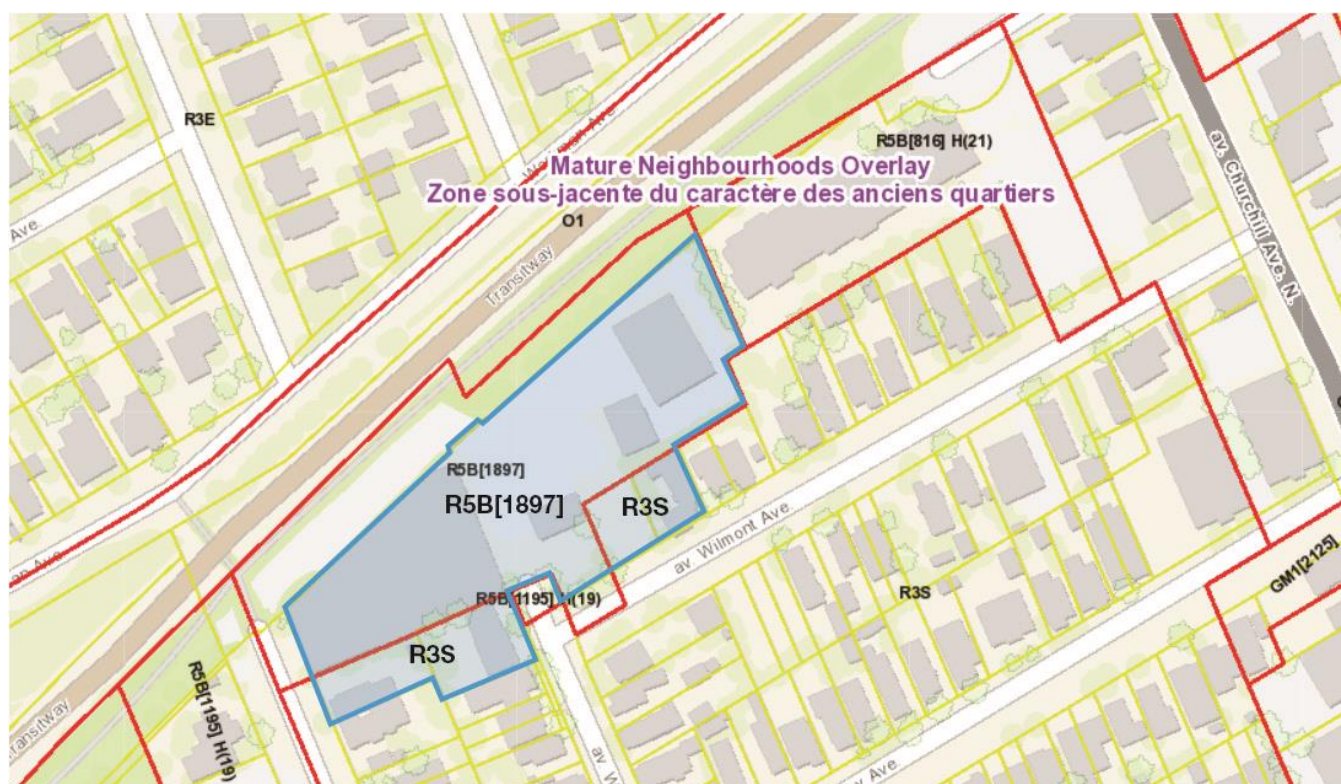


Figure 33: The subject property is zoned R5B[1897] and R3S.

The purpose of the R5 zone is to allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in designated areas, such as the General Urban Area, and to allow a number of other residential uses to provide additional housing choices within the fifth density residential area.

The purpose of the R3 zone is to allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan, and to allow a number of other residential uses to provide additional housing choices within the third density residential areas.

In both zones, development is to be regulated in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

The proposed use of **apartment dwelling, high rise** is permitted in the R5B zone. The proposed use of **apartment dwelling, low rise** is not currently permitted in the R3S zone.

#### 4.8.2 Zoning Table

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions.

With respect to the proposed development, the intent is to consider all properties (R3 and R5) as “one lot for zoning purposes” and re-zone the entirety of the property as R5B with an exception [XXXX]. The table below compares the proposed development against the provisions of the R5B[1897] zoning.

Table 1 – Zoning Compliance

Provision	Permitted / Required	Provided	Compliance
<b>Min. Lot Area</b> Sections 163 & 164	675 square metres	7,168 square metres	Yes
<b>Min. Lot Width</b> Sections 163 & 164	22.5 metres	144 metres	Yes
<b>Min. Front Yard setback</b> Sections 163 & 164	3 metres	3 metres (west side of Block C)	Yes
<b>Min. Corner Side Yard setback</b> Sections 163 & 164	3 metres	1.5 metres (north side of Wilmont Ave.)	No
<b>Min. Interior Side Yard setback</b> Sections 163 & 164	7.5 metres	Within R3S, 1.5 metres	No
		Remainder of site: 7.5 metres	Yes
<b>Min. Interior Side Yard setback</b> [1897]	Setbacks from the north property line reduced to 0.0 metres	0 metres	Yes
<b>Min. Rear Yard setback</b> Sections 163 & 164	7.5 metres	Within R3S, 1.5 metres	No
		Remainder of site: 7.5 metres	Yes
<b>Max. Building Height</b> Sections 163 & 164	7 storeys, but 40% of the footprint may be 8 storeys.	65 metres (21 storeys)	No
<b>Amenity Area</b> Section 137	6m <sup>2</sup> per dwelling unit.  A minimum of 50% of the required total amenity area must be communal, and	Total: 5,294 sq. m.	Yes



Provision	Permitted / Required	Provided	Compliance
	<p>aggregated into areas up to 54m<sup>2</sup>, and when more than one aggregated area is provided, at least one must be 54m<sup>2</sup>.</p> <p>Total required: 361 units x 6sq. m. = 2,166 sq. m.</p> <p>Total communal amenity area required: 2,166 x 50% = 1,083 sq. m.</p>	Total communal: 3,246 sq. m.	
<b>Min. Landscaped Area</b> Sections 163 & 164	30%	42.4%	<b>Yes</b>
<b>Min. Vehicle Parking</b> Section 101	<p>Area X: Inner urban</p> <p>No parking required for the first 12 dwelling units.</p> <p>0.5 spaces required per dwelling unit.</p> <p>361(-12) x 0.5 = 174.5 spaces</p> <p>Total required parking: 175 spaces</p>	<p>311 spaces</p> <p>(0.86 spaces per unit)</p>	<b>Yes</b>
<b>Min. Visitor Parking</b> Section 102	<p>0.1 spaces per dwelling unit, with no more than 30 spaces required.</p> <p>Total required visitor parking: 30</p>	<p>8 spaces at grade</p> <p>24 spaces underground</p> <p>Total: 32 spaces</p>	<b>Yes</b>
<b>Min. Bicycle Parking</b> Section 111	<p>0.5 spaces per dwelling unit.</p> <p>Total required bicycle parking: 181 spaces</p>	<p>152 spaces at grade</p> <p>211 spaces underground</p> <p>Total: 363 spaces</p>	<b>Yes</b>
<b>Min. Drive Aisle Width</b> Section 107	<p>6.0 metres (within parking garage)</p> <p>6.7 metres (surface parking)</p>	<p>6.0 metres (within parking garage)</p> <p>6.7 metres (surface parking)</p>	<b>Yes</b>
<b>Min. Parking Space Dimensions</b> Section 106	5.2 metres x 2.6 metres	5.2 metres x 2.6 metres	<b>Yes</b>

#### 4.8.3 High-rise Zoning Regulations

In addition to the above provisions, City Council approved new regulations related to the development of high-rise buildings in the City of Ottawa. The new regulations provide minimum lot areas for corner and interior lots, as well as minimum distance separations to property lines and other towers on the same property. The regulations are currently under appeal by the owner of the subject lands (and others) and the appeal remains active and unresolved.

The subject property is located within Area A, being outside of the MD zone but within the Greenbelt.

Provision	Permitted / Required	Provided	Compliance
Min. Lot Area	Corner Lot: 1,150m <sup>2</sup>	7,168 square metres	Yes
	Interior Lot: 1,350m <sup>2</sup>		
Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less.	Towers are 21 and 18 storeys tall.	N/A
Min. Interior Side Yard and Rear Yard Setbacks for a Tower	10 metres	North: 0 metres (as per existing exception) East: 13.7 metres	Yes
Min. Separation Distance between Towers on the same Lot	20 metres	36 metres	Yes

The proposed development meets the intent of the regulations above. As the north property line abuts the Transitway, there is no need for a 10 metre setback for the towers as there is no opportunity for tower development to the north of the subject property. The property meets the minimum required lot size and minimum separation distance between the two (2) proposed towers.

#### 4.8.4 Proposed Zoning

A Zoning By-law Amendment is required to permit the development as proposed due to the following provisions, which the proposal does not meet:

- / To permit a maximum building height of 65 metres (21 storeys), whereas the maximum permitted building height under the existing policy and regulatory framework is 8 storeys; and,
- / To permit reduced corner side yard, interior side yard and rear yard setbacks of 1.5 metres, whereas the minimum required is 3 metres and 7.5 metres.
- / To permit the use of “apartment building, low-rise” on the lands currently zoned R3S, proposed to form part of the larger R5 site.

It is therefore proposed that a new urban exception be established and applied to the entirety of the subject property, being R5B[XXXX]. A maximum building height schedule could be established to limit the height of the three (3) storey buildings on the south side of the property even within the R5B zone.

**As discussed in the previous sections, the proposed building height increase will allow for the development of two (2) new tower buildings which are at an appropriate height and scale for buildings adjacent to a major transit station and a large municipal right-of-way. With regards to the proposed setbacks, the 1.5 metre side yards proposed along Wilmont**



Avenue, Winston Avenue and Roosevelt Avenue are greater than the 1.2 metre side yard setback in the R3S zone and equal to the minimum required for a low-rise apartment building in the R5B zone.

The low-rise buildings are designed to provide for an appropriate, progressive built form transition between the tower buildings and the existing low-rise community. The setbacks proposed are appropriate for the proposed development, and are consistent with and inspired by the setbacks of the two (2) underlying zones on the subject property. The low-rise buildings are located on the lands zoned R3S and the purpose of the development applications is to respect the maximum building height in the R3S zone (11 metres), but propose a new dwelling type (low-rise apartment building) which is still ground oriented but provides an increase in density over the existing permitted dwelling types. The proposed low-rise buildings are ground-oriented and are designed to complement and enhance the existing streetscape character along Roosevelt Avenue, Wilmont Avenue and Winston Avenue.

## Summary of Technical Studies

### 5.1.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services has been completed by Novatech. The report concludes that the proposed development can be adequately serviced with storm and sanitary sewers and watermain. The existing storm and sanitary sewers have adequate capacity to service the proposed development, as well as the water supply system for domestic and fire demands.

### 5.1.2 Pedestrian Level Wind Study

A Pedestrian Level Wind Study has been completed by Gradient Wind. The study notes that conditions are generally suitable on and around the subject site, while providing some input for mitigation strategies at the detailed design stage during Site Plan Control. The study confirms that all grade-level pedestrian sidewalks, pathways, and walkways achieve the City of Ottawa's comfort criteria and are suitable for their intended uses throughout the year. Proposed mitigation strategies on the ground floor include recessing the side entrance (south) to the west building and shifting the east amenity area southeast. On the upper levels, the study recommends a more detailed report for mitigation strategies at the Site Plan Control stage, such as the terraces at the fifth level.

### 5.1.3 Transportation Noise and Ground Vibrations Impact Study

A Transportation Noise and Ground Vibrations Impact Study has been completed by Gradient Wind to examine the impact of the future LRT corridor on the proposed development. The study concludes that dwellings should be designed with forced air heating and provisions for the installation of central air conditioning, as well as standard warning clauses on all Lease, Purchase and Sale Agreements. Mitigation for ground-borne vibrations and noise is not required and no barriers are required for the outdoor living areas. With regards to stationary noise impacts, a stationary noise study will be performed once mechanical plans for the proposed building become available at the Site Plan Control stage.

### 5.1.4 Geotechnical Investigation

A Geotechnical Investigation has been completed by Paterson Group. The objectives of the report are to determine the subsoil and groundwater conditions at the site and provide recommendations for the design of the proposed development, including construction considerations which may affect the design. The report provides recommendations for a material testing and observation program by the geotechnical consultant, such as a review of the bedrock excavation faces and the installation of rock anchors, if applicable.

### 5.1.5 Confederation Line Level 1 Proximity Study

A Proximity Study has been completed by Paterson Group. The report concludes that the project consists of a Level 1 project and provides a detailed review of other reports and plans (i.e. Transportation Noise & Ground Vibrations Impact Study, prepared by Gradient Wind) included as part of the submission. The primary issue identified is the vibrations associated with the bedrock blasting removal program. It is recommended that a bedrock monitoring program be implemented to ensure vibration levels remain below recommended tolerances.

### 5.1.6 Phase I & II Environmental Site Assessment

A Phase I and Phase II Environmental Site Assessment was completed by Paterson Group. The Phase II was conducted to address the areas of environmental concern (APECs) that were identified in the Phase I report and was carried out in conjunction with the Geotechnical Investigation. The report concludes that a Record of Site Condition (RSC) will be required, and any metals impacted soil/fill and BTEX impacted groundwater that does not comply with Table 7 Residential Standards be remediated.

### 5.1.7 Transportation Impact Assessment

A Transportation Impact Assessment has been prepared by Novatech. The report makes specific recommendations regarding transportation of all modes in the surrounding community and concludes that traffic generated by the proposed development is not anticipated to have a significant impact on intersection operations within the study area. All study area intersections are anticipated to continue to operate with a LOS D or better during weekday hours.



**5.1.8 Tree Conservation Report**

A Tree Conservation Report has been completed by McKinley Environmental Solutions. The report concludes that no distinctive trees and/or endangered Butternut Tress were found within the site area. Pending that the regulatory, mitigation and avoidance measures outlined in the report are implemented appropriately, the redevelopment of the site is not anticipated to have a significant negative effect on the natural features and functions.

## Conclusion

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to permit a new residential development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit and is walkable;
- / The proposed development will allow greater intensification and the addition of residential density to a adjacent to a future LRT station, helping to implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility;
- / The proposed development generally conforms to the policies in the existing Richmond Road / Westboro Secondary Plan;
- / The proposed development responds to the Transit-oriented Design Guidelines by introducing intensification and broader range of housing options within 600 metres of an existing rapid transit station, soon to become a full LRT station;
- / The proposed development meets the vast majority of the Design Guidelines for High-Rise Buildings, as well as the new High-Rise regulations in the Zoning By-law, currently under appeal;
- / The proposed development meets the majority of the applicable performance standards in the zoning by-law and proposes modifications to create a fully integrated project with appropriate transitions to the existing adjacent properties;
- / As per the plans and studies prepared in support of the proposed development, no major issues are anticipated from the perspective of constructability or operation of the residential units on the subject site or the surrounding area; and,
- / The proposed development will allow the redevelopment of an underutilized property at the edge of an existing neighbourhood, in close proximity to several amenities and a rapid transit station.

Sincerely,



Jacob Bolduc, MCIP, RPP  
Planner



Brian Casagrande, MCIP, RPP  
Partner