



210 Clearview Avenue, Ottawa

Planning Rationale + Design Brief
Official Plan Amendment and Zoning By-law Amendment
October 25, 2022



Prepared for Homestead Land Holdings Ltd.

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

October 2022

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	1
1.1	Application Overview	1
2.0	Site Context and Surrounding Area	2
2.1	Subject Property	2
2.2	Surrounding Area	3
2.3	Road Network	4
2.4	Transit Network	4
2.5	Active Transportation Network	5
2.6	Neighbourhood Amenities	6
3.0	Proposed Development and Design Brief	7
3.1	Building Design	8
3.1.1	Building Massing and Scale	8
3.1.2	Views	8
3.1.3	Alternative Building Massing	12
3.2	Internal Circulation & Connectivity	13
3.3	Pedestrian Experience & Public Realm	13
3.4	Amenities	15
3.5	Sustainability	17
4.0	Policy and Regulatory Framework	18
4.1	Provincial Policy Statement (2020)	18
4.2	City of Ottawa Official Plan	19
4.2.1	Managing Growth	20
4.2.2	Land Use Designation	22
4.2.3	Urban Design and Compatibility	23
4.3	Richmond Road/Westboro Secondary Plan	30
4.3.1	Objectives and Principles	30
4.3.2	Westboro Beach / Atlantis Selby Policy Area	31
4.4	City of Ottawa New Official Plan (awaiting Ministerial approval)	33
4.4.1	Growth Management, Supporting Intensification	33
4.4.2	Inner Urban Transect Neighbourhood Designation	34
4.4.3	Evolving Overlay	37
4.4.4	Urban Design	38
4.4.5	Richmond Road/Westboro Secondary Plan	40
4.5	Richmond Road / Westboro Community Design Plan	42
4.6	Urban Design Guidelines for High-Rise Buildings	43
4.7	Transit-Oriented Development Guidelines	45
4.8	Bird Safe Design Guidelines	46
4.9	City of Ottawa Comprehensive Zoning By-law (2008-250)	47
5.0	Proposed Amendments	53
6.0	Supporting Studies	54
7.0	Public Consultation Strategy	57
8.0	Conclusions	58

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Homestead Land Holdings Limited (“Homestead”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment and Zoning By-law Amendment applications to facilitate the proposed development on the lands municipally known as 210 Clearview Avenue in the City of Ottawa.

1.1 Application Overview

The proposed development consists of a 25-storey high-rise residential-use building on a three-storey podium. A fourth storey amenity space is proposed along the north face of the building, towards Clearview Avenue. The 25th floor is strictly attributed to indoor and outdoor amenity spaces, as well as mechanical services. A total of 197 dwelling units are proposed and 278 underground parking spaces accessed from Clearview Avenue. A total of nine (9) surface parking spaces are proposed, accessed from Ellendale Crescent and Lanark Avenue. The development also provides for 169 enclosed bicycle parking spaces located within the underground parking levels. The proposal also provides for the extension of the existing internal road in a north-south direction, providing access to Lanark Avenue and strengthening the pedestrian connection between Lanark Avenue and Clearview Avenue through additional pathways.

To facilitate the proposed development, Official Plan Amendment and Zoning By-law Amendment applications are being submitted. The proposed Official Plan Amendment would amend the Richmond Road/Westboro Secondary Plan to assign the proposed building height to the subject property whereas there is currently no height assigned on the Secondary Plan schedules.

The subject property is currently split-zoned Residential Fifth Density, Subzone C with a maximum height of 28 meters and site specific Schedule 216 (R5C H(28) S216), Parks and Open Space Zone, Urban Exception 313 and site specific Schedule 216 (O1[313] S216), and Parks and Open Space Zone, Urban Exception 313 (O1[313]). The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property with site-specific zoning provisions to permit the built form of the development as proposed as well as an increase in maximum building height to 80 metres (25 storeys).

A Site Plan Control application for the proposed development will be submitted in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the property and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in proximity to higher-order transit (BRT currently and LRT in the near-term).

Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 210 Clearview Avenue, is located on the south side of Clearview Avenue, north of Lanark Avenue, between Ellendale Crescent to the east and Beechgrove Avenue to the west in Kitchissippi Ward (Ward 15) in the City of Ottawa. The lands for development make up a portion of the subject property, approximately 5,031.7 square metres in area. The subject property as a whole has frontage of approximately 124.87 metres along Clearview Avenue to the north, 123.13 metres along Lanark Avenue to the south, and 82.95 metres along Ellendale Crescent to the east, and a total lot area of approximately 117,886 square metres (1.10 hectares) (Figure 1).

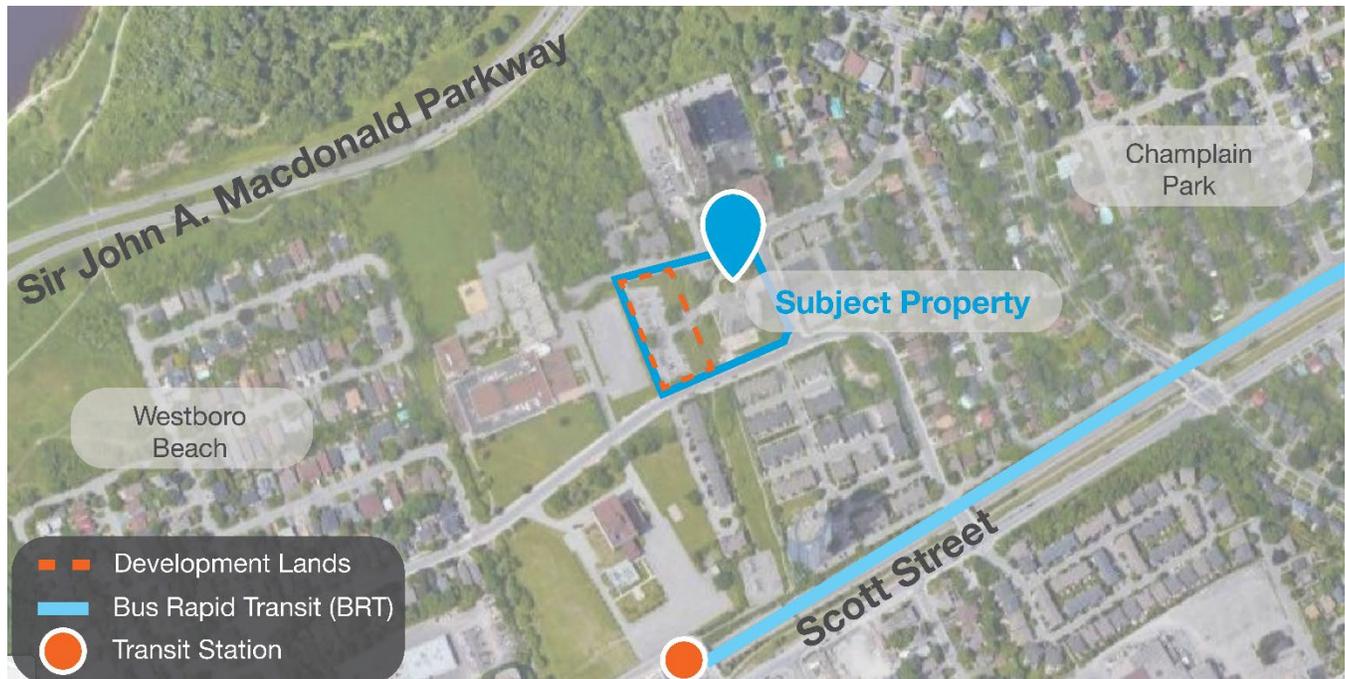


Figure 1: Subject Property

The subject property is currently developed with one high-rise residential development that is 26 storeys in height. The existing 26-storey tower is located along the southeast corner of the property. The property is currently accessed from all three street frontages, with one (1) existing surface parking lot being accessed from Clearview Avenue and Lanark Avenue. Existing underground parking access is provided from Clearview Avenue. The existing high-rise building is serviced by 201 parking spaces, 110 of which are provided underground and 91 surface parking spaces. As a result of the proposed development, 388 underground parking spaces and 9 surface parking spaces will serve both 200 and 210 Clearview Avenue, which will account for a parking rate of 0.9 spaces per unit.

Primary vehicular access to the property is from Ellendale Crescent, where an east-west internal road provides direct access to the surface parking lot on the west side of the property. This internal road connects with a pedestrian walkway that lines the west side of the existing high-rise building, which further connects to the sidewalks on the north side of Lanark Avenue. Sidewalks are provided along the street frontage of Lanark Avenue and Ellendale Crescent, while no sidewalks are provided on either side of Clearview Avenue. Street parking is provided along the south side of Clearview Avenue, directly abutting the subject property.

The property is currently landscaped, with pockets of soft landscaping located in the northeast and southeast corners, as well as in the middle of the property between the existing high-rise building and surface parking lot. Between the proposed development and existing building is a hydro corridor that extends from Clearview Avenue to the south, past the Transitway, with hydro lines present on the subject property.

2.2 Surrounding Area

The surrounding uses vary and can be described as follows:

North: Immediately north of the subject property, across Clearview Avenue, is a residential development consisting of townhouses located on a private road. Two (2) high-rise residential buildings are also located north of Clearview Avenue. Further north is a large, wooded area located south of Sir John A. Macdonald Parkway, with National Capital Commission (NCC) greenspace located north of Sir John A. Macdonald Parkway, along the Ottawa River. NCC multi-use pathways also line the Ottawa River, with a surface parking lot located east of Island Park Drive at Remic Rapids.



Figure 2. Surrounding Area

East: Immediately east of the subject property, across Ellendale Crescent, is a residential development consisting of townhouses located on a private road. Two (2) bus stops are located on Ellendale Crescent, one on each side of the street, servicing bus route 16 (Main to Tunney's Pasture/Westboro). Further east is the low-rise residential neighbourhood of Champlain Park, primarily consisting of single-detached dwellings, and Tunney's Pasture which consists of federal government buildings and the current LRT terminus station.

South: Immediately south of the subject property, across Lanark Avenue, are two (2) residential developments consisting of townhouses located on private roads, as well as the high-rise Metropole building which stands at 32 storeys in height. To the east of these townhouses, along Lanark Avenue, is Mahoney Park, which is a municipal park. To the west of these townhouses, south of Lanark Avenue, is the Graham Spry Building, which is a federal government office building. Further

south is the Transitway, as well as Scott Street, which is classified as an Arterial Road. South of Scott Street is a mix of residential and non-residential uses, including a Farm Boy grocery store, coffee shops, car dealerships and other retail stores.

West: Immediately west of the subject property is the Centre Jules-Léger, a Francophone special education school for students at the preschool, elementary and secondary levels. Further west is a low-rise residential neighbourhood, primarily consisting of single detached and semi-detached dwellings. At the western edge of this neighbourhood is the NCC's Sir John A. Macdonald Parkway and Ottawa River Pathway, Westboro Beach, and the Ottawa River.

2.3 Road Network

The subject property abuts Clearview Avenue and Ellendale Crescent, both identified as local streets. The subject property also abuts Lanark Avenue, which is designated as a Collector Road as per Schedule E – Urban Road Network, in the City of Ottawa's Official Plan (Figure 3). Lanark Avenue is a two-way street, with two lanes of east-west travel. Collector Roadways are roads that connect communities and distribute traffic between the arterial system and local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. Collector roads are the principal streets in urban neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians. Due to the reduced speed and volumes of traffic compared to Arterial Roads.



Figure 3. Schedule E - Urban Road Network, City of Ottawa Official Plan

2.4 Transit Network

The subject property is well-served by public transit options. As per Schedule D – Rapid Transit and Transit Priority Network, of the Official Plan, the subject property is located within approximately 350 metres of the future Westboro LRT station, as well as within 350 metres of the existing Westboro BRT station at the intersection of Scott Street and Tweedsmuir Avenue (Figure 4).

The nearest bus stop is located at the southwest corner of the subject property along Lanark Avenue, servicing OC Transpo Bus Routes #16 and #153. There are also bus stops located on the east side of the subject property along Ellendale Crescent servicing OC Transpo Bus Route #16.



Figure 4. Schedule D - Rapid Transit Network, City of Ottawa Official Plan

2.5 Active Transportation Network

The subject property is well-served by the greater cycling network as per Schedule C – Primary Urban Cycling Network, of the Official Plan (Figure 5). The subject property is within 300 metres of a cycling spine route along Scott Street and Island Park Drive, a cross-town bikeway along Scott Street, as well as multi-use pathways along Scott Street and the Sir John A. Macdonald Parkway. While cycling infrastructure does not currently exist along the portions of Lanark Avenue, Clearview Avenue and Ellendale Crescent adjacent to the subject property, the existing cycling infrastructure is located in proximity to the subject property, providing access to the greater cycling network.



Figure 5. Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan

2.6 Neighbourhood Amenities

As a property located in proximity to several established neighbourhoods, the subject property enjoys proximity to some neighbourhood amenities include a variety of locally oriented commercial uses such as restaurants, retail shops, and coffee shops, as well as larger commercial uses such as car dealerships and repair shops. The surrounding neighbourhood also benefits from access to two (2) grocery stores within a 5-minute drive – Farm Boy at 317 McRae Avenue and Real Canadian Superstore at 190 Richmond Road. The site is well-served with respect to parks. The property is within walking distance of Mahoney Park to the east, Roy Duncan Park to the west, and Atilla Altikat Memorial Park, Riverside Terrace Park, and NCC greenspace and pathways to the north.

A detailed list of neighbourhood amenities including a wide range of uses are listed below:

- / Commercial centres, including the shopping plaza that the Real Canadian Superstore is located in;
- / Recreational facilities including private gyms, Ottawa Gymnastics Club, Champlain Park Fieldhouse and the Van Lang Fieldhouse;
- / Parks including Riverside Terrace Park, Mahoney Park, Roy Duncan Park and Atilla Altikat Memorial Park;
- / Institutional uses such as the Centre Jules-Lèger, and Westboro Montessori School; and
- / Public schools including St. George School and Hilson Avenue Public School.

Proposed Development and Design Brief

Homestead Land Holdings Ltd. is proposing to construct a high-rise residential tower along the west side of the property that is 25 storeys tall including a three-storey podium along the south portion of the building, transitioning to a four-storey podium along the north portion of the building. The 25th floor is strictly attributed to indoor and outdoor amenity spaces, as well as mechanical services. A total of 197 units are proposed with 278 new underground parking spaces. The new underground garage would be accessible from the existing garage under 200 Clearview, and accessible via a new underground parking entrance and garage at the northwest corner of the property, from Clearview Avenue. The proposal provides for new pedestrian pathways in a north-south direction that create a midblock connection between Clearview Avenue and Lanark Avenue, strengthening the pedestrian routes throughout the property.

The proposed development maintains the existing greenspace on the northeast and southeast corners of the property, as well as between the existing and proposed high-rise buildings. Immediately southeast of the property at the corner of Lanark Avenue is an existing municipal park (Mahoney Park), providing a programmed space for residents of the proposed development and the greater area. As there is an existing park with a playground in proximity to the subject property, the proposed greenspace on the property is intended to be a passive recreational space for residents. Additional passive recreational space exists north of the subject property and along the Ottawa River.

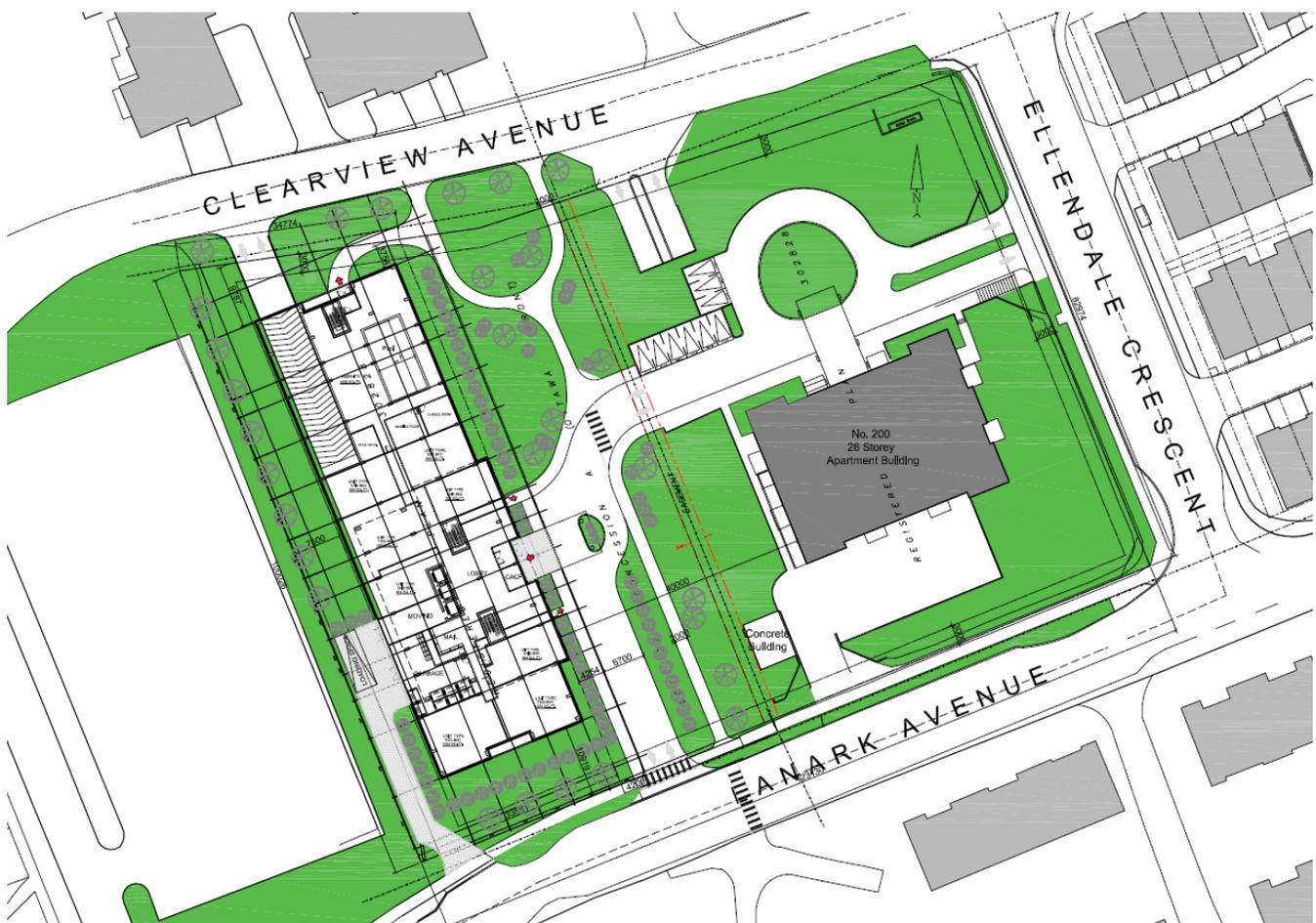


Figure 6. Concept Plan

In designing the proposed development, many components were considered to respond to the existing and planned context and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.1 Building Design

3.1.1 Building Massing and Scale

The building has been designed in a manner which contributes to a pedestrian scale and visual rhythm through the articulation of a three-storey podium along the south face and four-storey podium along the north face, and a single-storey top (Figure 7). By careful arrangement of different material colours and fenestration, vertical and horizontal variation in the building façade is provided. Stepped-backs have been strategically located above the third, fourth and 24th floors along the north face and above the third, 20th and 24th floors along the south face. These stepped-backs have been provided to reinforce the pedestrian scale of the podium, in addition to the use of high-quality materials and fenestration.



Figure 7. View of the Proposed Development from the West (Lanark Avenue)

The tower has been sensitively designed to provide sufficient tower separation distances (40 metres) to the existing tower already existing on the subject property (Figure 8). In addition to the pedestrian-scale podium, a building setback of 3.7 metres and 10.9 metres from Clearview Avenue and Lanark Avenue, respectively, ensures sufficient transition and separation from the neighbouring low-rise developments to the north and to the south. The proposed indoor amenity spaces on the fourth level and penthouse level have been significantly recessed. Sufficient separation distances and transition ensure privacy, minimizing any impacts related to overlook and shadowing while allow for natural light and maximizing balcony space.

3.1.2 Views

Views along Clearview Avenue, Lanark Avenue, and Ellendale Crescent (Figure 9 and Figure 10) show how building stepped-backs and materiality complement the existing context and provide transition. As shown in Figure 10, the façade of the ground level differs in materiality from that of the rest of the podium, addressing the low-rise character of the neighbouring residential buildings to the north and south.

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade. Ground level

façades are heavily fenestrated to create a positive relationship and interface between the building and the public realm. The remainder of the building is fenestrated to increase natural light for its residents. The top floors of the building are more heavily fenestrated compared to the middle of the building to blend into the skyline.



Figure 8. View of the Proposed Development from the Northwest



Figure 9. View of the Proposed Development from the Southwest

In response to the existing and planned context, the proposed development has been designed with appropriate setbacks, while also enhancing the pedestrian realm. Importantly, the proposed design has been sensitively located, thereby ensuring its integration with the existing high-rise tower on the property. The proposed tower will be delineated through a three-storey podium along the south face as well as a four-storey podium along the north face to reduce the massing impacts for neighbouring residents. The terraces above the third floor on the north and south side of the

building provide opportunity for public realm animation at a pedestrian scale. The terraces also create the notion of 'eyes on the street', contributing to safer streets.



Figure 10. View of the Proposed Development from the Northeast (Clearview Avenue)

Materiality and design have been used to articulate the different components of the proposed development, while grounding the podium within the pedestrian realm. The materiality of the podium uses the same colours throughout the building but delineates the different building components through increased fenestration and location of contrast colours on the exterior of the building. The fourth storey along the north face has been generously glazed to promote an open and engaging space, while also contributing to the illusion of a three-storey podium as opposed to four-storeys.



Figure 11. East (left) and West (right) building elevations



Figure 12. North (left) and South (right) building elevations

Finally, a 45-degree angular plane has been achieved through stepbacks away from Clearview Avenue, creating a transition between the proposed residential building and the low-rise residential development. Stepbacks from Lanark Avenue have also been provided to locate the proposed building within the 45-degree angular plane as much as possible and provide a maximized transition to the low-rise residential development to the south (Figure 13).



Figure 13. Angular Plane Demonstration

3.1.3 Alternative Building Massing

Alternative building massing was considered as part of the design process for the proposed development. The alternative design included a high-rise bar building, approximately 12 storeys in height, with a much larger floorplate (Figure 14). Although the alternative built form is not as tall as the proposed development, the massing is much bulkier than the tower that is being proposed. The bulky massing has significant shadowing implications on the nearby low-rise developments, and as such, it was determined that a taller point building would result in fewer shadowing impacts and would be more compatible with the building designs in the immediate area.



Figure 14. Alternative Building Massing

3.2 Internal Circulation & Connectivity

An important focus is placed on providing greater connectivity into and throughout the subject property, which currently features one (1) vehicular entrance from Ellendale Crescent, two (2) vehicular entrances from Clearview Avenue, one (1) vehicular entrance from Lanark Avenue, one (1) internal east-west vehicular road, one (1) disconnected pedestrian pathway, and one (1) informal pedestrian pathway (a north-south desire line).

The proposed development includes an improved internal road that connects to Lanark Avenue, providing continuous vehicular access from two municipal streets (Figure 15). The new street access will provide direct access to the front of the proposed building, reducing any street congestion associated with pick-up and drop-off of residents. The improved internal road also features a continuous pedestrian pathway, creating both a north-south connection and an east-west connection from Ellendale Crescent to the proposed building. A total of four (4) pedestrian connections into the property are proposed, while only one new vehicular entrance is proposed. Three additional exits are proposed from the building that connect directly to the pedestrian pathway network.

Access to the underground parking has been proposed as its own separate entrance into the site, to further reduce any traffic congestion on the abutting streets. As the internal road does not provide access to the underground parking garage, the only ingress and egress is on Clearview Avenue at the western limit of the property. Similarly, the proposed move-in and garbage pick-up area has ingress and egress on Lanark Avenue only and is not accessible by the internal road. As previously discussed, the underground parking garage will contain 278 vehicular parking spaces and 169 bicycle parking spaces. A surface parking lot located on the north side of the internal road, buffered by the existing underground parking garage access, will contain nine (9) parking spaces for short-term visitors.



Figure 15. Birdseye View of the Proposed Development from the Northeast

3.3 Pedestrian Experience & Public Realm

An important focus of the design for the proposed development was to enhance the public realm and provide connections to the existing pedestrian network around the property while complimenting the existing open space located in the middle of the property.

As discussed above, the proposed development includes improvements along the internal road. The proposed development also includes improvements along the edges of the property abutting municipal streets. The inclusion of landscaping and trees along the edge of the property in addition to active at-grade uses contributes to the animation and pedestrian friendliness of the property along all frontages (Figure 16). Street trees are also proposed to be located along the internal road and in front of the proposed building to provide for passive open space at-grade, interfacing with the active ground floor uses (Figure 17). Generous fenestration along the podium will provide visual transparency and improved safety for pedestrians in the area.

A small surface parking lot is proposed to be located on the north side of the internal road. This surface parking lot will be visually screened from the adjacent municipal streets through the use of landscaping and trees and the existing underground parking garage entrance. This surface parking lot will not be located any closer to the Clearview Avenue than the proposed building. Finally, all waste facilities will be located internally to the building, on the ground floor towards the rear of the property. The proposed service lane that will be used to access the garbage will be landscaped and visually screened from Lanark Avenue and the abutting property to the west, maintain a continuous public realm along all frontages of the subject property.



Figure 16. View of the Proposed Development from the East (Clearview Avenue)



Figure 17. View of the Proposed Development from the South (Lanark Avenue)

3.4 Amenities

An important consideration in the design of the proposed development was the inclusion of spaces that will maximum the liveability for residents of both the proposed and existing developments on the property. An important consideration was also the location of proposed amenity spaces within the tower.

The proposed development includes a combination of communal amenity areas and private balconies for building residents. As the existing three-buildings surrounding the site are underserved from an amenity standpoint, the proposed ground floor amenity space will be accessible by all residents at the proposed building, and the existing buildings at 185, 195 and 200 Clearview Avenue. The amenity space located on the fourth and 25th floors will be accessible to the residents of the proposed building only. The 25th floor (penthouse) is proposed to be strictly attributed to indoor and outdoor amenity spaces, as well as mechanical services.

The proposed development has taken into consideration all season use, providing a mix of interior and exterior amenity space, such as amenity rooms, an indoor pool, and exterior terraces. The interior amenity rooms will be spaces that can be tailored to meet the needs of residents and is adaptable over time. In addition to the active amenity spaces, many of the dwelling units will have access to a private balcony. The amount of amenity space that has been provided well exceeds the requirement under the Zoning By-law, highlighting the importance of providing ample amenity space as part of the proposed development. A total of 3,364 square metres of amenity space (communal and private) is proposed (Figure 18 and Figure 19).



Figure 18. Ground Floor and Fourth Floor Plans

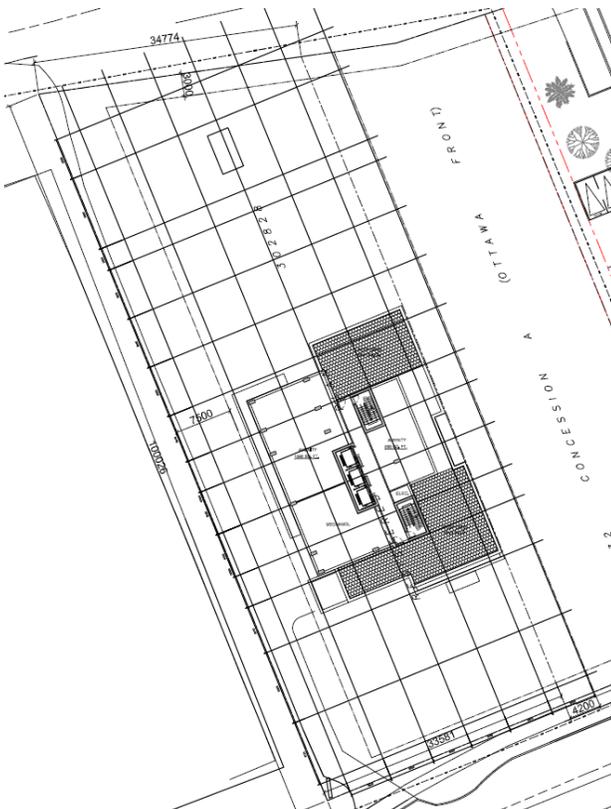


Figure 19. Twenty-fifth Floor Floorplan

3.5 Sustainability

The proposed development has incorporated preliminary sustainability measures, such as environmentally friendly materials, sustainable site management, and site connections, as outlined below. As the redevelopment is refined through the design review and Site Plan Control process, the sustainability considerations will also be updated to reflect any changes.

- / **Environmentally Friendly Materials:** The major cladding material proposed is masonry. Masonry is considered a sturdy and organic building material with good thermal and acoustic value, having less of an environmental impact. The insulation of the building envelope is XPS, which is an efficient insulation that will reduce heating and cooling loads. Finally, high-quality aluminum windows are currently proposed, which will also contribute to a reduced heating and cooling load.
- / **Sustainable Site Management:** The proposed development will maintain green open space between the development and municipal streets and will also include plantings along the street frontages. As part of the proposed tower, rooftop decks with landscaping will provide additional greenery to the development. The proposed development will be located on an existing surface parking lot, making use of land suitable for a residential development in proximity to rapid transit.
- / **Site Location and Connections:** The proposed development will provide a pedestrian connection through the site, providing better connectivity to the National Capital Commission (NCC) greenspace and pathway network to the north, and to rapid transit to the south along Scott Street. As previously noted in this Report, the proposed development is within 350 metres of rapid transit, which will promote transit ridership due to its proximity and connectivity to the subject property.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issues under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development:

4.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - (a) promoting efficient development and land use patterns...;
 - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment, 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...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 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...;
 - (e) support active transportation; and
 - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: 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.
- / 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;
 - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 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;
- / 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;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
 - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. As a site located in an established neighbourhood and within proximity of planned Light Rail Transit and existing Bus Rapid Transit, the proposed high-rise residential use building on the property and the proposed amenity space, advances the provincial goals of healthy, liveable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. This property possesses development potential in an area where infrastructure and public service facilities are available.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for the strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

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 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.

The scale of intensification in the **General Urban Area** will depend on factors such as existing built context and proximity to major roads and transit, although much of the major intensification will happen along Mainstreets and within Mixed-Use Centres and Town Centres. To achieve compatibility between existing and planned built form, emphasis will be placed on good urban design and architecture.

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, which often means taller buildings, should be located in areas that support 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 located closest to the station or corridor; and
- b) The Design and Compatibility of the development with the surrounding context and planned function, with buildings clustered with other buildings of similar height.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys and more

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

Policy 16 states that the location of high-rise and high-rise 31+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future high-rise buildings. Separation distances between buildings are to be considered when considering sites for development of high-rise and high-rise 31+ buildings.

Policy 17 states that for Official Plan amendments to increase building heights that are established in Section 3 of the Official Plan, or in a Secondary Plan, the proponent must demonstrate that the following criteria are met:

- a) The impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- b) The direction in Policy 10, above, is met;
- c) The requirements of Section 2.5.6 where the proposal involves a high-rise building; and

- d) An identified community amenity is provided.

Policy 22 states that the City supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: underdeveloped sites such as current or former parking lots, among other areas of the City.

The subject property is located within a community characterized by residential uses ranging in height from low-rise to high-rise. Several high-rise buildings are located in the General Urban Area in close proximity to the subject property, including an existing 26-storey building on the subject property itself.

Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property is located within 400 metres of the Westboro BRT station and the future Westboro LRT station, providing an opportunity for high-density, transit-oriented development within the City. The development provides a design compatible with adjacent existing uses and development and presents an appropriate building height and form as further discussed.

The proposed development conforms to the intent of the Official Plan policies with respect to managing growth in the City. Within the General Urban Area, intensification is to relate to the existing community character and is permitted on underdeveloped sites. The proposed development represents development of an underdeveloped site, as the development is proposed on the existing surface parking lot. The proposed development is also consistent with the scale and character of development in the immediate area, consisting of high-rise buildings on the subject property, to the north of the subject property, and to the south of the subject property. The large parcels of land that contain the Centre Jules-Léger and the Graham Spry Building (which has significant redevelopment potential in the future) act as a large buffer to the low-rise residential neighbourhood to the west, while the low-rise developments to the north and south benefit from building setbacks and approximately 20 metres road right-of-ways.

Section 2.5.6 discusses policies related to Secondary Plan processes, with specific policies for high-rise and high-rise 31+ buildings. Policy 13 states that the City intends that the highest density of development, including high-rise buildings, locate where rapid transit is being provided. High-rise buildings are also recognized as a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11 should be provided to reduce impacts on existing developed areas.

Policy 14 speaks to high-rise 31+ buildings, and therefore does not apply to the proposed development.

Policy 15 provides several items for consideration, which includes:

- a) A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;
- b) Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
- c) The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
- d) Conservation, retention and renovation of designated heritage buildings and significant heritage resources;
- e) Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11;
- f) The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided;
- g) Mechanisms to encourage architectural excellence and sustainable design;

h) Any specific requirements identified during the secondary planning process.

The impacts to the surrounding community have been evaluated through the studies and reports prepared in support of the current applications. As noted above, the direction of Policy 10 has also been carefully considered in the design of the development.

The considerations of Policy 15 have also been assessed through this report and the supporting studies prepared for the current applications, which includes transportation, noise impacts, wind impacts, and design (transition and massing).

4.2.2 Land Use Designation

The property is designated General Urban Area on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan as shown in Figure 20.

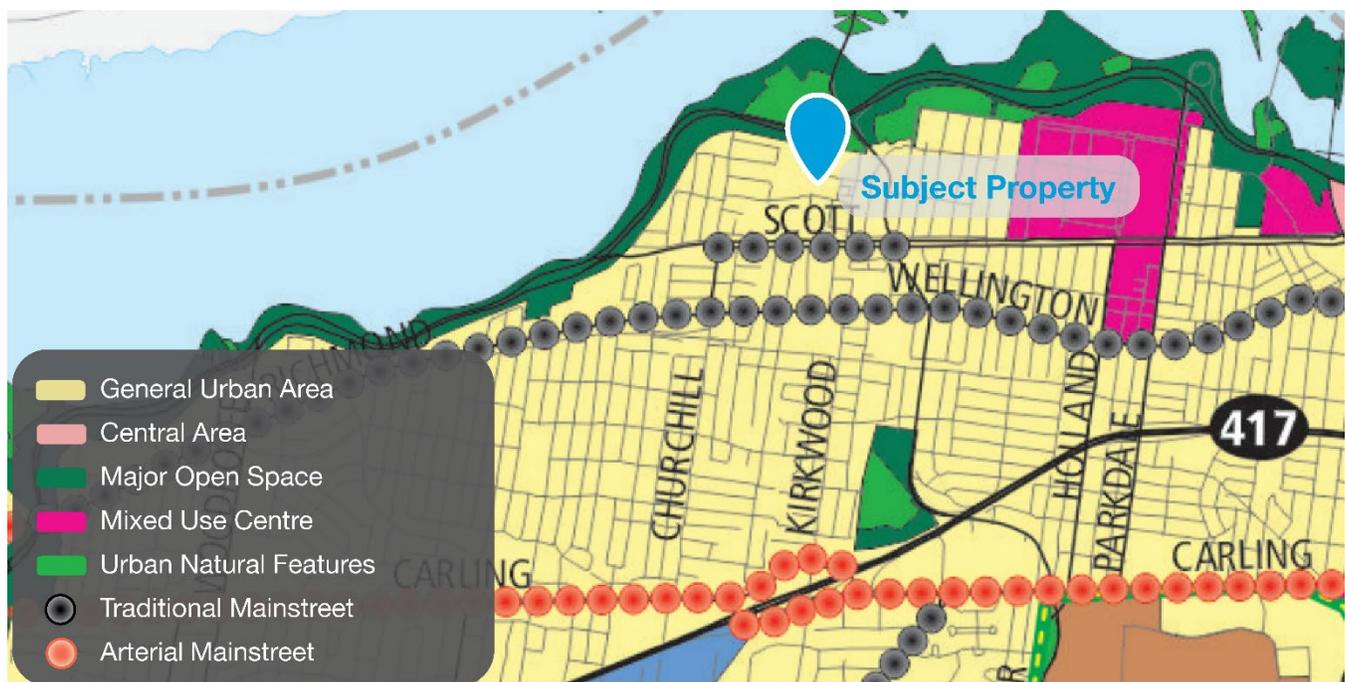


Figure 20. Schedule B - Urban Policy Plan, City of Ottawa Official Plan

The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities. The applicable policies of **Section 3.6.1** for the proposed development are as follows:

- / **Policy 2** – The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.
- / **Policy 3** – Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.
- / **Policy 4** – Notwithstanding Policy 3, new taller buildings may be considered for sites that:

- a) Front an Arterial Road on Schedule E or 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 characterized by taller buildings or sites zoned to permit taller buildings.

Policy 5 – The City supports intensification in the General Urban Area where it will complement the existing patterns and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple housing units. 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 relates 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 and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development conforms to the policies of the City of Ottawa Official Plan by encouraging development that contributes to the achievement of a balance of housing types and tenures within the immediate neighbourhood. The proposed residential building will provide for additional rental units within the community, thereby increasing the range and mix of housing supply to the area. Additionally, the proximity of the proposed development to rapid transit encourages and promotes transit use and can contribute to a greater number of transit users.

As previously outlined in the Design Brief, the proposed development contributes to the existing high-rise built form within the area, and provides a transition towards the low-rise neighbourhood to the north along Clearview Avenue. The proposed building has been designed to include a number of stepbacks along the north and south facades of the building. Along the north face of the building, stepbacks are proposed after the third floor, fourth floor, and 24th floor, while stepbacks along the south face are proposed after the third floor, 20th floor, and 24th floor, contributing to a design that has considered the nearby low-rise context. A tower separation of 40 metres has been provided between the proposed building and the existing high-rise building on the subject property, while setbacks of 3.7 metres and 10.9 metres have been provided towards Clearview Avenue and Lanark Avenue, respectively. Additionally, the proposed building will be setback 7.5 metres from the western property line, ensuring adequate buffering between the building and the Centre Jules Lèger.

4.2.3 Urban Design and Compatibility

With respect to urban design and compatibility of development, 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, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as, or similar to existing buildings in the vicinity, functions 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 Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The following Design Objectives are intended to influence Ottawa’s built environment as it grows and are applicable to the subject property and proposed development. The proposed development responds to the design objectives as follows:

1. **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
 - / The architectural design of the proposed tower uses materials and interesting architecture that fit within the established neighbourhood fabric.
 - / The proposed development will enhance the sense of community by upgrading the existing landscaping on the property, removing the surface parking, and locating attractive building facades along both the Clearview Avenue and Lanark Avenue frontages.
2. **To define quality public and private spaces through development**
 - / Along the street frontages, a minimum 3.7 metre setback has been provided at ground level, with additional setbacks above the third floor.
 - / Active frontages and landscaping along the street frontages will further enhance the pedestrian experience in and around the proposed development.
 - / The proposed parking spaces will be primarily located below ground, with the exception of 9 surface parking spaces that are visually screened from the public streets.
 - / The proposed development provides residents with amenity space including indoor amenity space at-grade and within the fourth and 25th floors, outdoor terraces at the fourth and 25th floors, and private balconies.
 - / The introduction of hardscape and softscape materials at the base of the building creates a quality public space that can be shared and enjoyed by all users of the proposed development and the existing development at large.
 - / The proposed tower provides a 40-metre separation distance from the existing tower to the east.
 - / The proposed tower provides a 10-metre separation distance from the rear property line, consistent with the high-rise zoning provisions, providing adequate separation from the abutting property to the west.
3. **To create places that are safe, accessible and are easy to get to, and move through.**
 - / The proposed development has been designed to be universally accessible, with a ground floor that does not require stairs for access.
 - / The proposed development has been designed with active spaces, such as the ground floor amenity space and indoor pool, the outdoor terraces on the fourth, and 25th floors, and the outdoor at-grade landscaped area. Significant glazing has been proposed to create the notion of “eyes on the street”, providing a sense of safety throughout all outdoor spaces.
 - / Directional pavers, various hardscape finishes, and raised curbs will ensure that the proposed connections are safe and easily navigable for both pedestrians and vehicles.
 - / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
 - / Proposed internal vehicular and pedestrian linkages strengthen wayfinding throughout the greater planned unit development.
4. **To ensure that new development respects the character of existing areas.**
 - / The proposed development creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
 - / The base of the building has been intentionally designed with a three-storey podium on the south face and a four-storey podium on the north face with a setback after the third storey to better relate to existing low-rise neighbourhood character along Lanark Avenue and Clearview Avenue, respectively.

- / The podium has been designed intentionally with lighter materiality under the tower and darker materiality on the edges of the podium to accentuate the podium, while still relating back to the tower.
- / The fourth storey terrace and indoor amenity space has been designed with significant glazing, accentuating the three-storey podium.
- / The proposed development integrates an increased floor to ceiling height ratio on the ground floor, street tree planting, fenestration and defined entrances to create a uniform and improved streetscape.
- / The proposed 25-storey tower is situated in an appropriate location with respect to the existing high-rise buildings surrounding the development. The proposed development is also setback from both Clearview Avenue (3.7 metres) and Lanark Avenue (10.9 metres), setback from the existing low-rise development to the north and to the south, and from the existing low-rise institutional use to the west.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

- / The proposed development helps to achieve a more compact urban form by developing a high-rise building that is in an area characterized by tall buildings, as well as in a location that is in close proximity (within 400 metres) of an existing BRT station and planned LRT station.
- / The proposed development will accommodate the needs of people within a broad range of income brackets and life stages, and will contribute to a range of housing options and tenures within the immediate neighbourhood.

6. To understand and respect natural processes and features in development design.

- / The proposal includes landscape features along all frontages to allow for natural percolation and to reduce the heat island effect.
- / The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

- / The proposed development is an active land use in proximity to rapid transit, creating opportunities for future residents to meet their daily needs by alternative modes of transportation.
- / The proposal includes a supply of bicycle parking spaces at a ratio of 0.85 spaces per residential unit, greater than the required amount. The increase in bicycle parking spaces will facilitate bicycle use by residents and visitors.

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. Some of these policies will be best addressed through a future Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference.	A Design Brief has been prepared and submitted as a separate document as per the requirements to satisfy a complete application package.
Building Design	

Policy	Proposed Development
<p>5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements, including windows, doors and projections; / Pre- and post-construction grades on site; and / Incorporating elements and details of common characteristics of the area. 	<p>The architectural articulation proposes a three (3) storey podium along the south face and a four (4) storey podium along the north face to create a visual interest and appropriate transition to surrounding development in the neighbourhood. Intentional stepbacks above the third level along the north and south interface ensure a transition between the existing low-rise developments and the proposed building is maintained. In addition to transition, these stepbacks have been used to interface the podium of the building with the public realm, maintaining a low-rise character along the street.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p>
<p>6. The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal façade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>As the proposal is part of a planned unit development, principal entrances are strategically oriented towards the abutting residential uses, improving the interaction with the existing building on the property and the internal road network. The three-storey podium has been intentionally designed with additional fenestration and balconies to provide an interface with the abutting landscaped area and public streets, while the treatment of the lower levels contributes to a human scale design.</p>
<p>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.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm. This will be confirmed at a future Site Plan Control application.</p>
<p>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.</p>	<p>The rooftop mechanical equipment and amenity spaces have been incorporated as one penthouse level that steps back from the top storey of the building. This will be confirmed at a future Site Plan Control application.</p>
<p>Massing and Scale</p>	

Policy	Proposed Development
<p>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.</p> <ul style="list-style-type: none"> / 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; / 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; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The height and scale of the proposed development is designed in a manner consistent with the planned function of the property and surrounding area, as per the Official Plan. The Richmond Road / Westboro Secondary Plan has established maximum building heights; however, the subject property has not been identified with a maximum height. The Secondary Plan directs that Sector 6 of the Plan be maintained as a low-rise area, despite existing high-rise development within the Sector.</p> <p>The proposed development is located on a property with an existing building of similar height and scale, and is located within 400 metres of an existing BRT station and a future LRT station. The building ensures strong transitions between existing low-rise buildings surrounding the property, mitigating potential impacts through architectural and design responses. Further, outdoor landscaping and pathways are designed in a manner that is consistent with the existing pattern of development, while acting as a buffer to surrounding properties and enhancing the street edges.</p>
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, which will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas.</p>	<p>The Wind Analysis demonstrates that the pedestrian realm will not be negatively impacted by the proposed development.</p> <p>A Shadow Analysis demonstrates that shadows will move quickly through the neighbourhood, as is expected in an urban context.</p>
<p>12. 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>The proposed development incorporates architectural and design elements which ensure appropriate transitions from the property to nearby low-rise buildings, minimizing the impact of the proposed development.</p> <p>The building is set back from all property lines to ensure separation from the surrounding low-rise developments. The portion of the building above the third, fourth and 24th floors on the north face, and above the third, 20th and 24th floor of the south face are stepped back from the remainder of the building to minimize any perceived impacts on surrounding properties and to achieve the 45 degree angular plane. Landscaping at-grade has also been provided to create buffers and separation between buildings and the street.</p>

Policy	Proposed Development
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. 	<p>Transition has been provided via increased setbacks, as outlined above in response to Policy 12, along with a three-storey podium, including a minimum 45-degree angular plane to the low-rise residential development to the north. The stepbacks along the north and south façades of the building are intended to reduce the impact of overlook and shadowing on the neighbouring properties. The tower portion of the building has strategically been located as close to the rapid transit station as possible, and furthest away from sensitive land uses to the north.</p> <p>A variety of building materiality, colours and fenestration ensure that the building addresses the street and the existing character of the surrounding neighbourhood. The materiality of the podium is similar to the rest of the tower, however the colours used vary in location along the podium as compared to the tower, resulting in a visual transition and an effect that serves to reduce the overall mass of the building. The articulation of the windows and balcony spaces further breaks up the massing of the building to reflect a finer grain building form that is appropriate for a transitional building.</p>
High-Rise Buildings	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> / Pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; / Public views, including view planes and viewsheds referred to in Policy 3 above / Proximity to heritage districts or buildings, / Reduced privacy for existing building occupants on the same lot or on adjacent lots, 	<p>The proposed development does not negatively impact any protected view planes or historically significant views. The wind study prepared for the proposed development show that the pedestrian realm will not be negatively impacted by the proposed development. Tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.</p>
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives</p>	<p>The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of properties to the north and south while providing a tower that</p>

Policy	Proposed Development
<p>and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> / The base of a high-rise building should respect the scale, proportion, and character of the surroundings. / The tower, which typically includes a middle and a top, should step back from the base where possible. / Floor plates may also vary depending on the uses and the context. 	<p>further steps back from north and south property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.</p> <p>The proposed floorplate is of an appropriate size to provide an efficient core while also providing flexibility in unit size and type.</p>
<p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p>	<p>The Richmond Road / Westboro Secondary Plan does not provide direction for the design of high-rise buildings within Sector 6 of the Planning Area.</p>
<p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>	<p>Apart from the maximum permitted building height, as well as the location of bicycle parking and limit of the underground parking location, the development meets the zoning provisions for high-rise development within the R5C zone. The development also strongly responds to the Design Guidelines for High-Rise Buildings.</p> <p>The subject property is of an adequate size and shape to accommodate high-rise development, and the tower portion of the development is appropriately setback to maintain tower separation from the existing high-rise building on the property.</p>
<p>18. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The building has been designed as a high-rise tower with a compact footprint, distinct base / top and ample setbacks and separation that strongly responds to the City's Urban Design Guidelines for High-Rise Buildings.</p>
Outdoor Amenity Areas	
<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>Amenity areas for residents are being provided in the form of private balconies, indoor amenity spaces, and outdoor amenity spaces, including an at-grade indoor swimming pool and rooftop terrace. Communal indoor amenity spaces are provided at-grade and within the fourth and 25th floors. Private balconies in the development are incorporated to provide additional outdoor space for residents.</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</p>	<p>Amenity space is provided via a combination of private balconies, indoor amenity spaces, and outdoor amenity spaces throughout the building.</p>

Policy	Proposed Development
<p>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>	

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through streetscape improvements and ensures high-quality architectural design. The development has been designed in a manner that will minimize impacts to the surrounding properties through enhanced architectural elements and appropriate transitions.

4.3 Richmond Road/Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is a guide to its long-term design and development, taking into consideration land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development and other issues of concern to the local communities. The Secondary Plan provides a framework for the overlying objectives and principles through the policy context for the specific sectoral strategies that focus on land use and building scale, as well as a greenspace network strategy.

4.3.1 Objectives and Principles

The Secondary Plan outlines three (3) objectives and corresponding principles for the Richmond Road / Westboro area:

/ Objective 1: Intensification

- Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites.

The proposed development will add an appropriate level of intensification given the subject property's location in proximity to the Westboro Transit Station. Further, the design proposes the tower to be set back on a three (3) storey podium to present a human-scale interface to pedestrians along Clearview Avenue and Lanark Avenue. Ample tower separation distance between buildings on the subject property will be provided.

/ Objective 2: Green Space Network

- Preserve, enhance and add to the green space network that provides access to the Ottawa River and serves local community needs.

The proposed development will not remove any parkland or green space. The proposal will ensure that a north-south connection is provided through the property to provide better connectivity towards the Ottawa River and NCC pathways.

/ Objective 3: Distinctive Neighbourhoods

- Define the distinct urban character of each sector of Richmond Road.

The proposed development will maintain the existing outdoor greenspace and create new pathway connections throughout the site that will contribute to the connectivity of all greenspaces in the area. As

part of this proposed development, the surface parking lot that currently exists will be removed, improving the public realm of the subject property and contributing to a distinct urban character.

4.3.2 Westboro Beach / Atlantis Selby Policy Area

Policy 1.3.4 addresses the land use strategy and maximum building heights in each of the planning area sectors. The subject property is located within Sector 6 – Westboro Beach/Atlantis Selby, as outlined in Figure 21. The policies within this Sector state that Council shall:

- / Confirm the Atlantis-Selby lands as open space to provide both a local community and city-wide attraction;
- / Maintain the area as a low-rise residential area and, specifically for the Bloomfield Yards and the Jules Leger Centre, support maximum four-storey residential zoning compatible with the adjacent low-rise neighbourhood, should these two sites be redevelopment in the future.

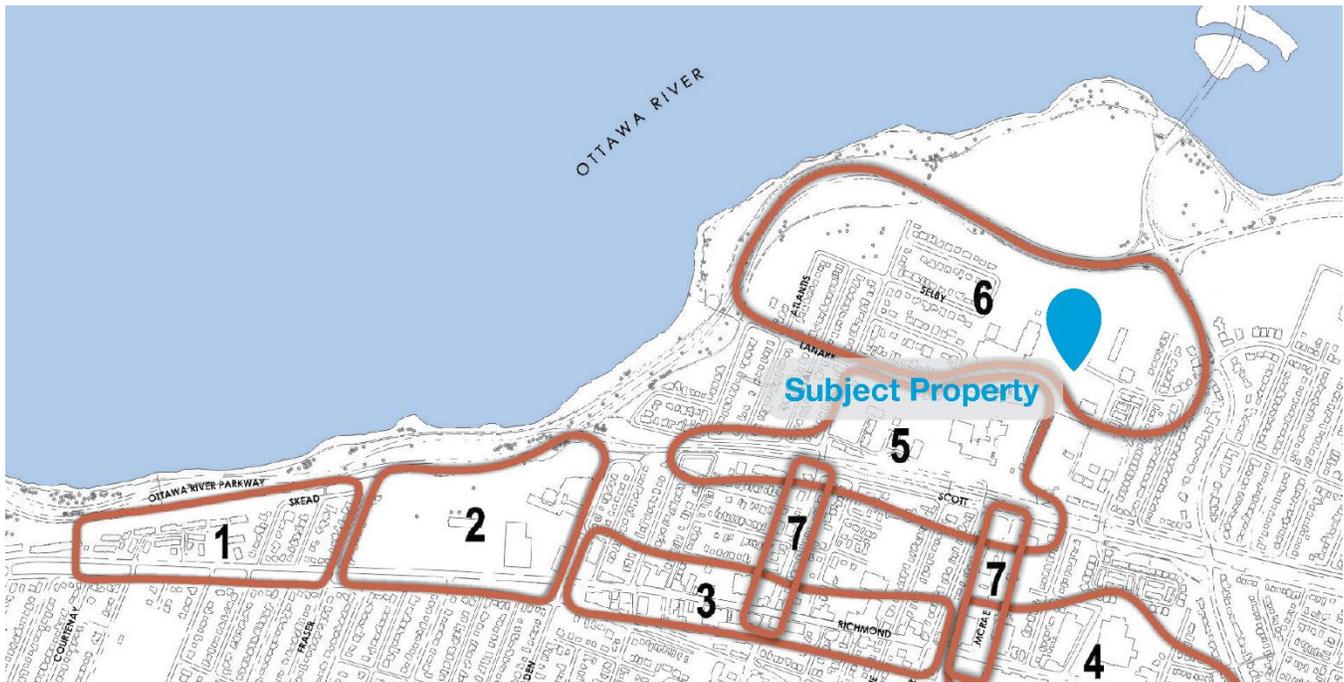


Figure 21. Schedule A - Planning Area Sectors, Richmond Road / Westboro Secondary Plan

Schedule C (General Maximum Building Height Ranges) identifies several properties with maximum building heights; however, the subject property has not been identified as having a maximum building height, as shown in Figure 22.



Figure 22. Schedule C2 - General Maximum Building Heights, Richmond Road / Westboro Secondary Plan

Finally, Lanark Avenue, one of the streets that the subject property abuts, has been identified as a Green Street on Schedule B (Components of the Greenspace Network) (Figure 23). Transforming this key local street into a green street will occur through tree planting, landscaping, provision of two-metre sidewalks and dedicated on-road cycle lanes or signed cycle route designations, as appropriate.

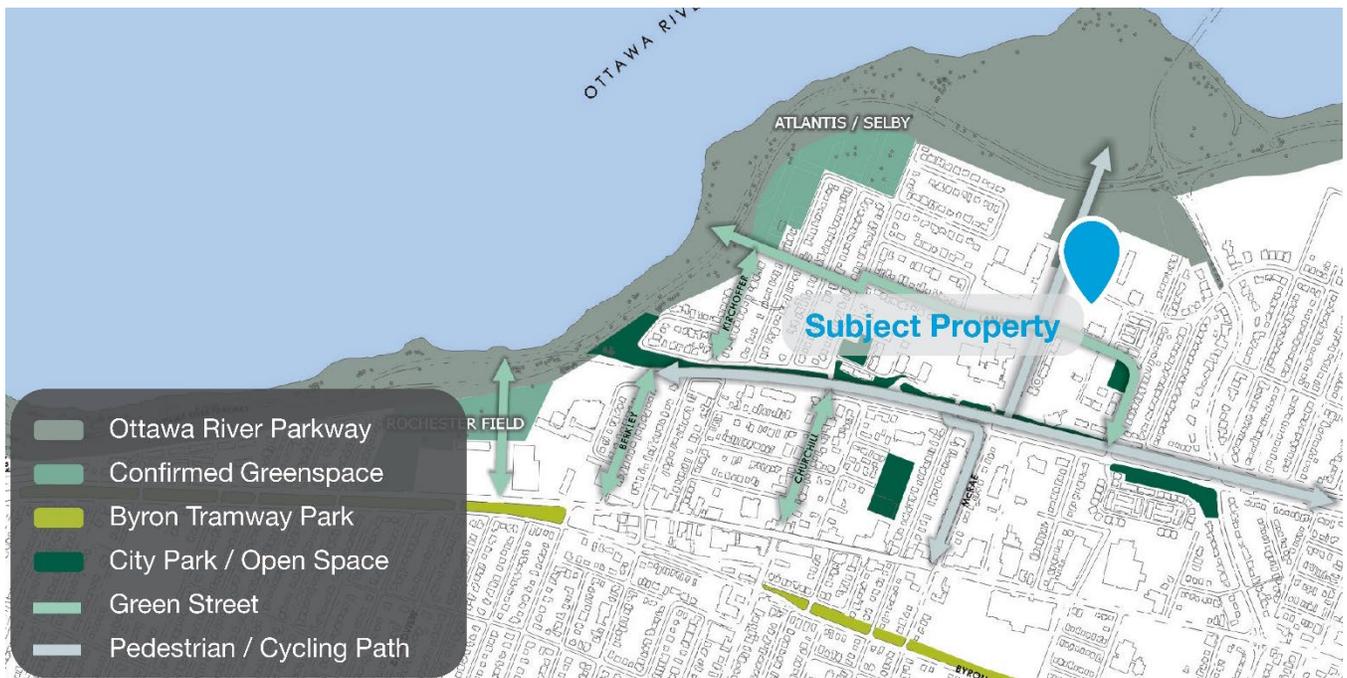


Figure 23. Schedule B - Components of the Greenspace Network, Richmond Road / Westboro Secondary Plan

The Secondary Plan contemplates low-rise building heights within Sector 6, despite not all properties within this Sector being identified with maximum building heights on Schedule C. As a result, an Official Plan Amendment is required to create a site-specific policy within the Secondary Plan to permit building heights of 25 storeys on the subject property. Despite the requirement for an Official Plan Amendment due to the height, the design of the proposed development conforms to the intent of the Secondary Plan and achieves appropriate transition to the nearby low-rise neighbourhoods through the use of setbacks and stepbacks and angular planes. Additionally, the proposed development is located in an area in proximity to rapid transit, in an area already characterized by high-rise development, and on a portion of a property that is underutilized. The proposed development has included a north-south connection that enhances the overall connectivity of the area and has also proposed at-grade amenities that can be utilized by residents in three (3) other buildings.

4.4 City of Ottawa New Official Plan (awaiting Ministerial approval)

The City of Ottawa undertook a comprehensive review of their Official Plan (OP), which resulted in a brand-new OP that will plan for a 25-year time horizon (2021-2046). The final New OP was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law on November 24, 2021. The final New Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in later 2022. While this Official Plan is not yet in force, the policy directions approved by City Council have been reviewed as they relate to the subject property.

4.4.1 Growth Management, Supporting Intensification

The City of Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. Section 3 of the City's New Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be in the form of larger dwelling units and apartments. The applicable policies of Section 3.2 for the proposed development are as follows:

- / **Policy 1** – The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.
- / **Policy 2** – Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.
- / **Policy 3** – 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 as shown on Schedules B1 through B8.
- / **Policy 4** – Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.
- / **Policy 8** – 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:

- a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- / Table 3b of the New Official Plan provides a target residential density range for intensification and a minimum proportion of large-household dwellings within intensification. For the subject property, which is designated as Neighbourhood and located within the Inner Urban Transect, the target residential density is 60 to 80 dwellings per net hectare, and a target of 5% proportion of large household dwellings.

The proposed development is supported by the New Official Plan policies as they relate to growth management and intensification. The proposed development provides a compact built form that makes use of an underutilized portion of land within proximity to rapid transit. The proposed development will also add an additional 224 rental units within the area, ensuring a mix of housing tenure within the neighbourhood.

4.4.2 Inner Urban Transect Neighbourhood Designation

The subject property is located within the Inner Urban Transect and designated a “Neighbourhood”, with the “Evolving Overlay” applied as shown in Schedule B2 – Inner Urban Transect (Figure 24).

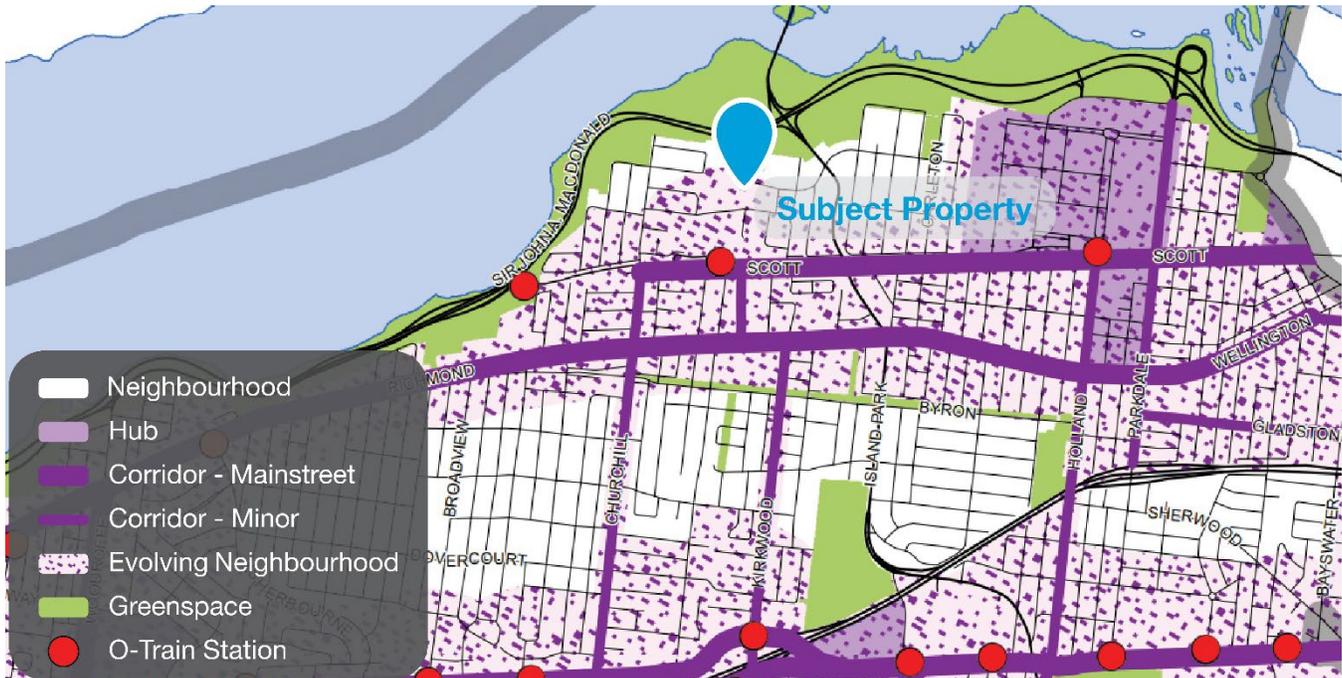


Figure 24. Schedule B2 - Inner Urban Transect, City of Ottawa New Official Plan

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics, while the post-war neighbourhoods reflect suburban characteristics.

The applicable Inner Urban Transect policies of **Section 5.2** include the following:

- / **Policy 1 of Section 5.2.1** – The Inner Urban Transect is generally planned for mid- to high-density development, subject to the following:
 - a) Proximity and access to frequent street transit or rapid transit;

- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Section 4.6; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

/ **Policy 5 of Section 5.2.1** – The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users
 - i. Is generally discouraged; and
 - ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to Reduce the number and/or width of private approaches on a site;
 - i. Reduce the number and / or width of private approaches on a site;
 - ii. Re-use existing private approaches; or
 - iii. Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

/ **Policy 2 of Section 5.2.2** – The transportation network for the Inner Urban Transect shall:

- a) Prioritize walking cycling and transit; and
- b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

/ **Policy 3 of Section 5.2.2** – Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 - i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;

- ii. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
- iii. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

/ **Policy 1 of Section 5.2.4** – Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors 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 built form requirements as described in Subsection 5.6.1, as applicable and that:

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

The proposed development represents high density development within walking distance of existing and planned rapid transit. Additionally, the proposed development makes use of underutilized land in the form of a surface parking lot, consistent with the policies of the Official Plan. The proposed development will retain the existing curb cuts and access/egress to/from the subject property along Clearview Avenue and Lanark Avenue, and an additional vehicular access/egress along Lanark Avenue has been proposed to ensure connectivity and circulation throughout the property. The only surface parking that will be located on the property includes nine spaces, which will be buffered by the entrance to the underground parking along Clearview Avenue, as well as existing landscaping.

The proposed development exceeds the target identified in Table 3b, as the proposed development of 197 units on a 1.10 hectare parcel of land represents a density of approximately 179 units per gross hectare. This density is appropriate considering the location of the property in proximity to transit, commercial opportunities and other community facilities. The proposed development will include 71 one-bedroom units and 126 two-bedroom units, with units ranging in size from 68.7 square metres (740 square feet) to 127 square metre (1,367 square feet).

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of the Official Plan to reinforce those that have elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. The applicable Neighbourhood policies of **Section 6.3** include the following:

- / **Policy 2 of Section 6.3.1** – Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.

- / Policy 3 of Section 6.3.1 – Development in the Neighbourhood designation which seeks additional heights beyond 4 storeys may be evaluated through a Zoning By-law Amendment, without the need to amend the Official Plan, in cases that fall under the provisions of Section 6.3.1, Policy 2, but where the Zoning does not provide corresponding permissions; and in all other cases, required an area-specific policy through an amendment to this Plan.
- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
 - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1;
 - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
 - f) Parks, open spaces and linkage areas meant to serve as public space.
- / Policy 5 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - a) 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;
 - b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
 - c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).
- / Policy 9 of Section 6.3.3 – Where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the Planning Act shall allow for development that establishes separate residential use buildings so as, on separate lots to allow for independent buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way.

The proposed development conforms to the intent and direction of the Inner Urban Transect and Neighbourhood policies of the New Official Plan. The proposed development provides a high-density built form in an area already characterized by high-rise buildings, within close proximity (walking distance) to existing and planned rapid transit, infrastructures and existing services, while also contributing to an underutilized portion of the property. The proposed development will replace surface parking with rental housing opportunities in a mix of one- and two-bedroom units. The proposed development also ensures that height transition occurs between the existing low-rise residential uses to the north and to the south, while maintaining high quality urban design and public realm. The 25-storey building height of the proposed development is appropriate considering the size of the subject property, the existing high-rise buildings in the area, and proximity to rapid transit.

4.4.3 Evolving Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of the Official Plan.

The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The applicable Evolving overlay policies of Section 5.6.1.1 include the following.

- / Policy 2 – Where an Evolving overlay is applied:
 - a) 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
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

The New Official Plan is not yet in full force and effect, and as such, the Zoning By-law has not been updated to reflect the policy direction of the Evolving overlay. The planned characteristics of the overlay area, as outlined in the Richmond Road / Westboro Secondary Plan and the existing Official Plan, have been considered, and the proposed development is consistent with this vision of intensification around the Westboro Transit Station.

- / Policy 3 – In the Evolving Overlay, the City:
 - a) Where the Zoning By-law for an area has not been updated either before adoption of this Plan in anticipation of this Plan’s policy direction, or post adoption of this Plan, to be consistent with the policy intent of this Plan, the City will generally be supportive of applications for low-rise intensification that seek to amend the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
 - b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

The proposed development is a high-rise development located within an area already characterized by high-rise buildings in close proximity to rapid transit. The proposed development is consistent with the policy direction as outlined in the existing Official Plan and Secondary Plan. As a high-rise building, the proposed development achieves the objectives of the Inner Urban Transect and Growth Management sections of the New Official Plan.

- / Policy 6 – Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The proposed development has been designed to intensify an underutilized portion of land, and therefore has a built form and site design characteristic to the urban area.

4.4.4 Urban Design

Urban Design is the process of giving form and context to our 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 development 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 New Official Plan contemplates an urban design framework to outline the City’s urban design program.

The applicable urban design policies of Section 4.6 include the following:

- / Policy 1 of Section 4.6.5 – Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

The proposed development is consistent with the Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines, as outlined further in this Report.

- / Policy 3 of Section 4.6.5 – 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 buildings, 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.

Servicing and mechanical equipment has been located internally within the proposed building. A loading space has been located at the rear of the property and will be visually screened from the public realm with soft landscaping. Access to the new underground parking lot will be from the existing street access along Clearview Avenue, while one new curb cut has been proposed on Lanark Avenue that will provide enhanced pedestrian connections throughout the property.

- / Policy 4 of Section 4.6.5 – Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the build environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development has been designed to be universally accessible. The ground floor has specifically been designed with no stairs to ensure accessibility for all residents and visitors.

- / Policy 1 of Section 4.6.6 – To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

As demonstrated throughout this Report, the proposed development is consistent with the transition in building heights as outlined in the Council-approved urban design guidelines.

- / Policy 2 of Section 4.6.6 – Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development is located adjacent to low-rise developments to the north and to the south of the subject property. The proposed development appropriately transitions to these low-rise areas, as demonstrated in the Design Brief and as demonstrated by the angular plane applied to the property.

- / Policy 3 of Section 4.6.6 – Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development is the second high-rise building on the subject property, and the fourth high-rise building in the immediate area. All of the buildings are of different heights, with the proposed building being slightly taller than the existing buildings. The proposed building will be located closer to rapid transit than two of the existing high-rise buildings.

- / Policy 4 of Section 4.6.6 – Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and

- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposal features both indoor and outdoor amenity space at-grade, within the fourth floor, and the 25th floor of the building. In addition to the communal amenity spaces, private balconies have been proposed as well. All of the spaces will feature high-quality materials, ample fenestration, planting, and protection from the environment. The proposed amenities comfortably exceed the requirements of the Zoning By-law.

- / Policy 8 of Section 4.6.6 – High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed development has been designed with a three-storey podium at the south face of the building and a four storey podium at the north face of the building. The design of the proposed building contains a defined base, middle and top, unlike the existing building on the property that is a single tower. The defined base, middle and top design will be achieved through the use of different materials and fenestration. The proposed development has also been designed with a compact floorplate size of 743.1 square metres, consistent with the policy direction of the New Official Plan.

- / Policy 9 of Section 4.6.6 – High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The separation distance between the proposed tower and the tower to the east is 40 metres. The tower separation between the proposed tower and the tower to the east has been maximized, while still complying with the required rear yard setback. Additionally, the proposed tower is located 3.7 metres from Clearview Avenue and 10.9 metres from Lanark Avenue, fully within the 45-degree angular plane from Clearview Avenue.

4.4.5 Richmond Road/Westboro Secondary Plan

As part of the New Official Plan, the existing Secondary Plans were updated to reflect the new terminology of the Official Plan. The Richmond Road/Westboro Secondary Plan has been updated to reflect new terminology, such as 'Hubs', 'Corridors', and 'Neighbourhood', but the policy direction has remained the same.

Within the Richmond Road / Westboro Secondary Plan, the subject property has been located within Sector 6 – Westboro Beach (Figure 25). Lanark Avenue, to the south of the subject property, has been identified as a Green Street on Schedule B – Greenspace Network (Figure 26). Schedule C of the Secondary Plan provides maximum building heights throughout the secondary plan area, however the subject property has not been identified as having a maximum building height (Figure 27).



Figure 25. Schedule A - Planning Area Sectors, Richmond Road / Westboro Secondary Plan, New Official Plan



Figure 26. Schedule B - Greenspace Network, Richmond Road / Westboro Secondary Plan, New Official Plan

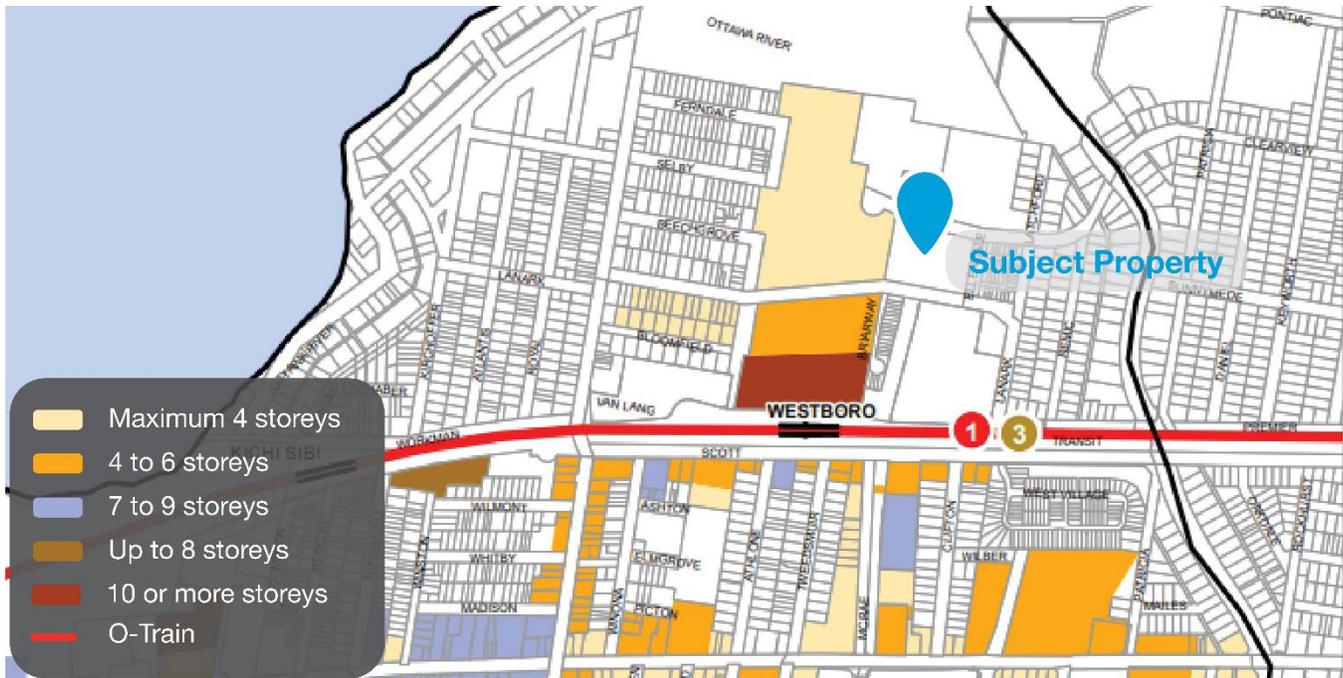


Figure 27. Schedule C - Maximum Building Height, Richmond Road / Westboro Secondary Plan, New Official Plan

Section 5.7 of the Secondary Plan provides policy direction for the lands located within Section 6 – Westboro Beach. Specifically, Policy 17 directs that the area be maintained as a low-rise neighbourhood.

The proposed development conforms with all of the policies of the Secondary Plan, except Policy 17 of Section 5.7 as outlined above. The proposed development is a high-rise development, located in an area already characterized by high-rise buildings, all of which are also located within Section 6 of the Secondary Plan area. An Official Plan Amendment makes up part of the submitted development applications to address this policy, as outlined in further detail in this Report. The proposed development will include landscaping along all street frontages, contributing to Lanark Avenue as a Green Street.

4.5 Richmond Road / Westboro Community Design Plan

The Richmond Road / Westboro Community Design Plan (CDP) was prepared to guide the long-term growth and development of the Richmond Road / Westboro area. The CDP provides guidelines for the day-to-day decision making on land use planning and sets out the community's priorities for the future. It should be noted that the Richmond Road / Westboro Secondary Plan has been created, which implements some of the vision from the CDP as statutory policy. The Richmond Road / Westboro Secondary Plan has been reviewed in Sections 4.3 and 4.4.6 of this Report.

4.5.1 Principles and Key Directions

Section 4.2 of the CDP has identified three (3) objectives, which are elaborated and supported by a set of principles. The objectives outlined in the CDP include:

- / Encourage intensification at a human scale that is compatible with the existing adjacent community on appropriate key potential redevelopment sites.
- / Preserve, enhance and add to the green space network providing access to the Ottawa River and also serving local community needs.
- / Define the distinct urban character of each sector of Richmond Road.

The proposed development represents intensification on an underutilized portion of land in proximity to rapid transit. Additionally, the proposed development will contribute to the greenspace network by providing a new north-south pedestrian pathway that will provide direct access to Clearview Avenue, and the greenspace and pathways north of Clearview Avenue along the Ottawa River, as well as to Lanark Avenue and the existing municipal park south of the subject property. Finally, the proposed development will remove an existing surface parking lot in an urban area, contributing to the urban character of the surrounding area.

4.5.2 Land Use Strategy and Appropriate Building Scale

Section 6.0 provides direction on the land uses and building scale of the CDP area. Similar to the maximum building heights within the Secondary Plan, the subject property has not been identified with a maximum building height. The subject property is located within Sector 8 – Westboro Beach / Atlantis Selby, which has been carried over into the Secondary Plan. The direction for lands within this sector is as follows:

- / Bloomfield Yards will remain in its present location as the main facility for the City’s forestry operations, according to the City’s recent Strategic Alignment Initiative study. In addition, there are no plans to redevelop the Jules Leger Centre and it will remain as a special needs educational facility for the foreseeable future. Accordingly, the existing industrial zoning of Bloomfield Yards and the institutional zoning of Jules Leger Centre will be retained. Should these properties redevelop in the future, a rezoning to residential use would be appropriate that is compatible with the adjacent neighbourhood and addresses traffic impacts on Lanark Avenue. These two properties are located adjacent to a low-density residential neighbourhood and are not on an arterial roadway designated as a Mainstreet. The maximum height limit for any future rezoning for residential uses should be four storeys to provide a transition to the low-rise, low-density residential neighbourhoods to the north and west.

The CDP has not considered Sector 8 and the subject property as a strong candidate for future development. The CDP directs that any future residential uses should be four storeys to provide a transition to the low-rise, low-density residential neighbourhoods to the north and west. The proposed development, despite being greater than four storeys, is able to provide an appropriate transition and setback to the low-rise development to the north, and institutional property to the west, respectively.

4.5.3 Infill Development Guidelines

Section 8.5 of the CDP provides guidelines that complement the existing guidelines within the CDP, and are intended to help ensure that new development will be compatible with the existing features, building scale and adjacent neighbourhoods.

The CDP states that should any new development be proposed within Sector 8, it must be compatible with the existing adjacent residential community.

As outlined throughout this report, the proposed development respects the existing low-rise neighbourhood and has also considered the existing high-rise development on the subject property and immediately to the north. The architectural design and transition, the proposed development is consistent with the direction in the CDP as it related to new development in Sector 8.

4.6 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. Where specific policies are provided in an area-specific policy document, the

area-specific policies will take precedent over the guidelines. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

Context

- / When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations [Guideline 1.11];
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context [Guideline 1.12];
- / An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas [Guideline 1.13];
- / When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition [Guideline 1.17];

Built Form

- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which: a) fits into the existing urban fabric, animates existing public spaces, and frames existing views; and b) creates a new urban fabric, defines and animates new public spaces, and establishes new views [Guideline 2.1];
- / Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives, and b) a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment [Guideline 2.3];
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS) [Guideline 2.13];
- / The minimum height of the base should be 2 storeys [Guideline 2.17];
- / For sites where the adjacent context is lower-scale and not anticipated to change: a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and b) provide a transition in height on the base through setbacks and architectural articulation [Guideline 2.19];
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale [Guideline 2.20];
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages [Guideline 2.23];
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces. The maximum tower floorplate for a high-rise residential building should be 750 m² [Guideline 2.24 a];
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces. The minimum separation between towers should be 23m [Guideline 2.25 a];

- / For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context [Guideline 2.33];
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors [Guideline 2.36];

Pedestrian Realm

- / Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area [Guideline 3.8];
- / Animate the streets, pathways, parks, open spaces, and POPS by: providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; and providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors [Guideline 3.12 c and e];
- / Locate parking underground or at the rear of the building [Guideline 3.14]; and
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible [Guideline 3.16].

The proposed development responds to the Urban Design Guidelines for High-Rise Buildings by providing a building that includes a high level of architectural detail, including glazing, active entrances, and appropriate building massing, siting, and stepbacks.

4.7 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

Land Use

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station [Guideline 1];
- / Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user [Guideline 2];

Layout

- / Create pedestrian and cycling “short cuts” that lead directly to transit [Guideline 6];
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station [Guideline 8];
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station [Guideline 9];

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street [Guideline 11];
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping. [Guideline 13];
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians [Guideline 14];

Pedestrians & Cyclists

- / Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists [Guideline 17];

Vehicles & Parking

- / Develop a Transportation Demand Management (TDM) plan that is integrated with the City's TDM initiatives and mechanisms [Guideline 33];
- / Design access driveways to be shared between facilities [Guideline 36];
- / Design and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes [Guideline 38];
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping [Guideline 39];
- / Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes [Guideline 43];

Streetscape & Environment

- / Plant shade trees and shrubs and use permeable surfaces and light coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate [Guideline 52];
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view [Guideline 54]; and
- / Consider opportunities to cluster and screen utilities together to minimize visual impact on the streetscape [Guideline 55].

The proposed development responds to the Transit-Oriented Development Guidelines by proposing a building that provides intensification, as well as a range of housing choices within close proximity to an existing BRT station and a future LRT station.

4.8 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to “inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.”

A total of seven (7) Bird Safe Design Guidelines are provided. They are as follows:

- / Consider the environmental context;

- / Minimize the transparency and reflectivity of glazing;
- / Avoid or mitigate design traps;
- / Consider other structural features;
- / Create safe bird-friendly landscaping;
- / Design exterior lighting to minimize light trespass at night; and
- / Avoid nighttime light trespass from the building's interior.

The above-noted guidelines, including glazing, lighting and landscaping, have been considered in the design of the proposed development. Further details as it relates to bird safe design will be refined during the Site Plan Control process.

4.9 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is currently split-zoned and subject to the 'Residential Fifth Density, Subzone C, with a site-specific maximum building height of 28 metres and site-specific schedule 216 (R5C H(28) S216)', the 'Parks and Open Space Zone, with a site-specific exception 313 and site-specific schedule 216 (O1[313] S216)', and the 'Parks and Open Space Zone, with a site-specific exception 313 (O1[313])'.

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 areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / 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.

The purpose of the O1 zone is to:

- / Permit parks, open space and related and compatible uses to locate in areas designation as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- / Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.



Figure 28. Zoning Map

The R5C Subzone permits high-rise apartment dwellings.

The proposal is also located within a Planned Unit Development. Provisions within Section 131 (Planned Unit Development) of the Zoning By-law have been further reviewed and incorporated in the provided zoning table below.

4.9.1 Zone Provisions and Analysis

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, Subzone C with site-specific provisions including a maximum building height of 79 metres (25 storeys) (R5C [X] H(79)).

Table 1 provides a summary of the Residential Fifth Density, Subzone C as well as Section 131 (Planned Unit Development) as detailed in Comprehensive Zoning By-law 2008-250. The table demonstrates how the development meets the provisions and the proposal’s compliance with the current zoning. Areas of non-compliance are noted with an ‘x’.

Table 1. Zoning Table

Zoning Mechanism	Requirement (Planned Unit Development & High-Rise Apartment)	Proposed	Compliance
Minimum Lot Area	1,400 m ²	10,967.2 m ²	✓
Maximum Building Height	28 m	80 m (25 storeys)	X
Minimum Front Yard Setback Ellendale Crescent	3 m	>3 m	✓

Zoning Mechanism	Requirement (Planned Unit Development & High-Rise Apartment)	Proposed	Compliance
Minimum Corner Side Yard Setback Clearview Avenue & Lanark Avenue	3 m	Clearview Avenue: 3.7 m Lanark Avenue: 10.9 m	✓ ✓
Minimum Rear Yard Setback	7.5 m	7.5 m	✓
Minimum Interior Side Yard Setback	N/A	N/A	N/A
Minimum Separation between Buildings	3 m	40 m	✓
Minimum Width for a Private Way	6 m	6.7 m	✓
Minimum Setback of a Building from Private Way	1.8 m	4.2 m	✓
Minimum Setback for any Garage or Carport Entrance from a Private Way	5.2 m	N/A	N/A
Landscaped Area (total lot area)	30%	47%	✓
Amenity Area	Total: 6 m ² / dwelling unit (1,182 m ²) Communal: 50% of the required total amenity area (591 m ²)	Total: 3,364 m ² Communal: 1,934 m ²	✓ ✓
Exception 313	Additional Permitted Land Uses: Accessory use to a permitted use on land immediately abutting an O1 zone		Exception to be removed through Zoning Amendment
	Accessory use listed above us permitted in an O1 zone provided that: <ul style="list-style-type: none"> / Use must be accessory to a use located on an abutting property in an abutting zone; / Use must be wholly contained within a radius of 120 metres from the abutting property to which that use is accessory; / Use must comply with the regulations in this by-law for the abutting zone as though that use were an accessory use to the permitted use on the abutting property; and 	Exception to be removed through Zoning Amendment	

Zoning Mechanism	Requirement (Planned Unit Development & High-Rise Apartment)	Proposed	Compliance
	/ No permanent building is allowed under these provisions		
	Despite the above provisions an underground parking garage is permitted as shown on Schedule 216 (Figure 26)		Schedule 216 to be removed through Zoning Amendment

Table 2. Provisions for High-Rise Buildings

Zoning Mechanism	Requirement (Section 77)	Proposed	Compliance
Minimum Lot Area	1,350 m ²	10,967.2 m ²	✓
Minimum Interior Side Yard and Rear Yard Setbacks	10 m	10 m	✓
Minimum Tower Separation of Towers on the Same Lot	20 m	40 m	✓

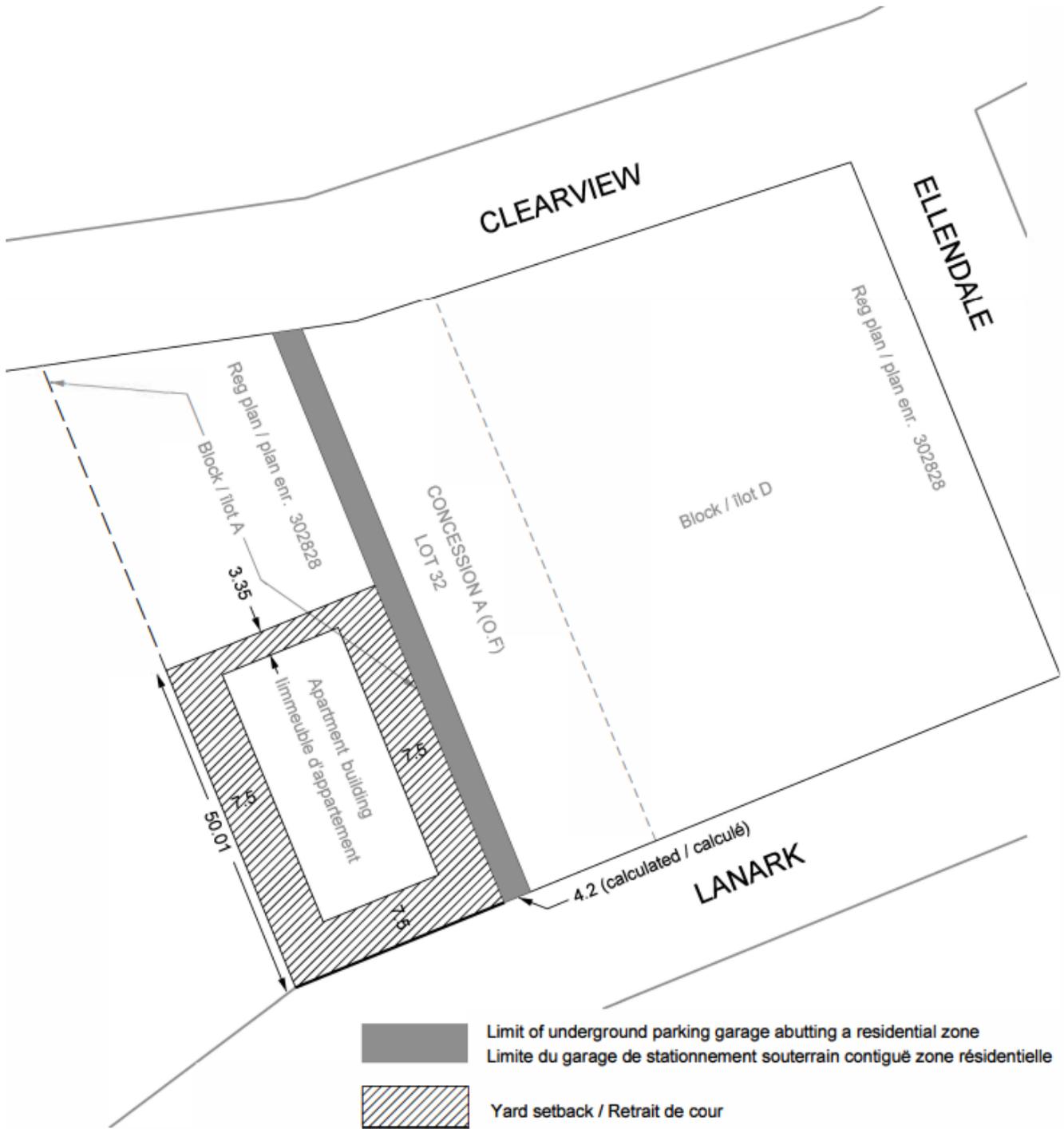


Figure 29. Schedule 216, Comprehensive Zoning By-law 2008-250

4.9.2 Parking Provisions

The property is considered as within Area X as shown on Schedule 1A of the City of Ottawa Zoning By-law.

Zoning Mechanism	Zoning Provision	Proposed	Compliance
Minimum Vehicle Parking Spaces Area X on Schedule 1A Dwelling, mid-high rise apartment	0.5 spaces / dwelling unit (after the first 12 units) Total: 93 spaces	Total (residential + visitor): 278 spaces 0.7 spaces/unit	✓
Minimum Visitor Parking Spaces Area X on Schedule 1A Apartment dwelling, low-rise or mid-high-rise	0.1 spaces / dwelling unit (after the first 12 units), up to 30 spaces Total: 19 spaces	Total (residential + visitor): 278 spaces	✓
Maximum Vehicle Parking Spaces Within 600 metres of Westboro Station	1.75 spaces / unit (combined resident and visitor parking) Total: 345 spaces	Total (residential + visitor): 278 spaces	✓
Parking Space Provisions	Minimum: 2.6 m x 5.2 m (up to 50% of spaces reduced to 2.4 m x 4.6 m)	Complies	✓
Aisle and Driveway Provisions	Minimum width (double traffic): 6 m Maximum width (double traffic): 6.7 m Minimum aisle: 6 m	Driveway: 6 m Aisle: 6 m	✓ ✓
Landscaping Provisions for Parking Lots	Minimum: 15% area of the parking lot provided as perimeter or interior landscaped area Minimum width of landscaped perimeter: None	5,166 m ² of soft landscaping within the property line No landscaped perimeter is required for a surface parking lot with 9 spaces, not abutting a street.	✓ ✓
Bicycle Parking Spaces	0.5 spaces / dwelling unit Total: 99 spaces	169 spaces	✓
Bicycle Parking Provisions	Horizontal: 0.6 m x 1.8 m (minimum of 50% at ground level) Vertical: 0.5 m x 1.5 m Aisle: 1.5 m	0.6 m x 1.8m Aisle: 1.5 m	✓ ✓

5.0 Proposed Amendments

5.1 Official Plan Amendment

The Official Plan Amendment proposes to amend the Richmond Road / Westboro Secondary Plan to recognize the proposed building height of 79 metres (25 storeys). The Secondary Plan currently provides direction to maintain the area within Sector 6 as low-rise and does not currently identify a maximum permitted building height on Schedule C of the Secondary Plan. As part of the Official Plan Amendment, a site-specific policy within Sector 6 will recognize the maximum permitted building height of 79 metres (25 storeys) on the subject property.

The Official Plan Amendment is appropriate, as the proposed development conforms to all other policies of the Official Plan and Secondary Plan. As there is no maximum building height identified, the Official Plan Amendment will bring the proposed development into conformity with the Secondary Plan. The proposed development is located in an area that is characterized by high-rise buildings, which are also located within Sector 6 of the Secondary Plan. In addition to the existing high-rise buildings, the subject property and proposed development is located in close proximity to rapid transit, which will be supported by a high-rise development and increased density in the area.

5.2 Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fifth Density, Subzone C (R5C) zoning of the property and to introduce new site-specific provisions to address building height, location of bicycle parking spaces, and location of underground parking. The following is appropriate for the proposed development:

- / **Maximum Building Height:** As shown on the site plan and described herein, the maximum proposed height is 80 metres with several height transitions incorporated within the building design to provide appropriate setbacks and stepbacks to the surrounding neighbourhood. The proposed 80 metre height conforms to the Official Plan policies, and in the absence of the property having a maximum building height identified on Schedule C of the Secondary Plan, the height conforms with the policies of the Richmond Road / Westboro Secondary Plan and is appropriate for the property. Additionally, efforts have been taken to reduce any possible impacts of the proposed height by providing multiple stepbacks, a three-storey podium along the south face, a four-storey podium along the north face, fenestration and change in materiality.
- / **Schedule 216 and Exception 313:** Schedule 216 of the Zoning By-law has established yard setbacks and a limit of the underground parking garage. This Schedule does not take into consideration the development of the subject property as a Planned Unit Development (due to lot consolidation), and as such, the yard setbacks are no longer applicable. The proposed development is compliant with all required setbacks under the R5C zone, which is the existing zoning of the subject property. As part of this Zoning By-law Amendment, it is requested that Schedule 216 and Urban Exception 313 be removed.

6.0 Supporting Studies

6.1 Pedestrian Level Wind Study, prepared by Gradient Wind Engineering, dated August 15, 2022

Gradient Wind Engineers & Scientists (Gradient) prepared a Pedestrian Level Wind Study to evaluate wind conditions at grade surrounding the proposed development. The study also considered wind conditions on outdoor communal amenity areas provided on the proposed rooftop terraces.

The study found that wind conditions for all grade-level areas within and surrounding the subject property are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. The proposed fourth-floor terrace on the north face of the building is predicted to be mostly suitable for sitting at the northeast corner, while a portion of the terrace is predicted to be mostly suitable for sitting and standing at the north and south sides. At the mechanical penthouse level, conditions are predicted to be mostly suitable for sitting with standing conditions along the north and south sides. The study suggests that wind screens could be included to provide additional sitting comfort. The mitigation measures will be further considered at the Site Plan Control stage of the proposed development.

6.2 Noise Study, prepared by Pinchin Ltd., dated August 23, 2022

Pinchin Ltd. prepared a noise impact study report for the proposed development in order to evaluate the noise impacts from the adjacent road traffic on the proposal as well as the impact of the proposal on nearby noise sensitive receptors.

A detailed noise assessment of the proposed development was completed by modelling the noise impact from road traffic on the development. The assessment and review show that the noise impact on the development meets the NPC-300 noise criteria with the included control measure (rooftop parapet/glass panels) and proposed installation of central air condition systems.

The predicted noise impacts from external stationary sources exceed the NPC-300 noise criteria, however, calculations show that with the implementation of the recommended noise mitigation measures will result in noise levels at or below the applicable MECP NPC-300 Class 1 guideline limits.

6.3 Adequacy of Services Report, prepared by WSP, dated September 28, 2022

WSP prepared the Adequacy of Services report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property.

The report identifies that the watermain on Lanark Avenue has sufficient capacity to supply the domestic and fire demand estimates within the system pressure limits. Preliminary water demand has been estimated at 6.75 L/s and fire flow has been estimated at 86.4 L/s.

The report also calculates the sewage flow to measure 4.45 L/s. WSP confirmed with the City that there were no sanitary sewer capacity constraints in the proposed receiving sewer on Clearview Avenue.

The report states that the site will be required to limit the stormwater flow to the pre-development 2-year storm flow rate for all events including and up to the post-development 100-year storm along with quality control prior to discharging to the municipal system on Clearview Avenue.

Overall, the report has concluded that the existing infrastructure is sufficient for the proposed development.

6.4 Tree Conservation Report, prepared by IFS Associates, dated September 28, 2022

IFS Associates prepared a Tree Conservation Report for the proposed development by highlighting the condition of any existing trees on site, the impact of the proposed development and measures recommended to preserve and minimize impact. The report makes several recommendations for the construction of any redevelopment on the lands.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. The report identified that there was a total of 40 identified species, that are generally in a variety of conditions.

In accordance with the Tree Protection By-law 2020-340, a protection fence is to be erected at vegetation that is to be preserved. The protection fence shall be maintained throughout all phases of the development. No work is to be done within the tree protection fence.

6.5 Geotechnical Investigation, prepared by Paterson Group, dated July 12, 2022

Paterson Group completed a Geotechnical Investigation for the proposed development by determining the subsoil and groundwater conditions and providing geotechnical recommendations for the design of the proposed development, including construction considerations which may affect the design of the building. The report makes several recommendations for the construction of any redevelopment on the lands.

These recommendations include:

- / Review of the proposed groundwater infiltration control system and requirements.
- / Review of the bedrock stabilization and excavation requirements,
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials.
- / Observation of all subgrades prior to backfilling.
- / Field density test to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

6.6 Phase I Environmental Site Assessment, prepared by Paterson Group, dated July 15, 2022

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns. Based on a review of available historical information, the subject property was first developed for residential purposes circa 1950, prior to being converted to a parking lot in the early 1970's. No environmental concerns were identified with respect to the historical use of the subject property.

The neighbouring lands in the vicinity of the subject property have historically contained a coal shed (8 Metropole Private), multiple waste generator records (250 Lanark Avenue), an oil spill (281 Lanark Avenue), industrial mould and metal window and door manufacturer (35 Briarway Private), and a railway. Based on the separation distances of these historical uses to the subject property, they are not considered to be areas of potential environmental concern and do not pose an environmental concern to the subject property.

Based on the results of this assessment, it was concluded that a Phase II Environmental Site Assessment is not required for the subject property.

6.7 EIS Requirement for Rezoning of 200 Clearview Avenue, prepared by Ecological Services, dated October 24, 2022

Ecological Services prepared an Environmental Impact Statement for the subject property. The EIS was confined to a desktop effort, due to the timing of the request for the report. The report states that Riverside Terrace Park has been an urban park for at least 60 years, and as such would have developed an urban tolerant ecology over time. The report provides the following recommendations:

- / A site visit be conducted in Spring 2023 to determine the relative sensitivity of the park ground cover for recreational use.
- / Any tree removal should occur outside of the roosting/maternity season for roosting bats (April 15 to September 15). Any felling that is to occur during this time period should be preceded by an exit survey to determine whether SAR bats are in residence.
- / Initial site clearing should take place outside of the migratory birds breeding season (April 15 to August 15) to avoid contravening the Migratory Birds Act.

6.8 Transportation Impact Assessment, prepared by CGH Transportation, dated October 2022

CGH Transportation prepared the Transportation Impact Assessment for the proposed development, which found that the proposed development would generate 14 AM and 19 PM two-way vehicle trips. New vehicle trips will be headed primarily south and east.

The report also included a multi-modal analysis of all intersections which identified that no change to the existing intersection control is recommended for the network intersections. Generally, the network intersections in the future horizons will operate similarly to existing and future background conditions.

The report concluded that the proposed development applications should proceed from a transportation perspective.

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.

- / Pre-Application Consultation Meeting
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on October 13, 2021. A member of the local community association (Westboro Community Association) was also in attendance.
- / Notification of Ward Councillor, Councillor Jeff Leiper
 - The Ward Councillor will be notified of the proposed development for the subject property prior to the Official Plan Amendment and Zoning By-law Amendment application being submitted.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process
- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

8.0 Conclusions

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to permit the proposed 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 an increase in choice of housing within an existing neighbourhood that is near rapid transit.
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for taller buildings in the General Urban Area. The proposed development responds to its context by proposing a high-rise building in an area characterized by existing tall buildings. The proposed development also proposes transitional building elements in the design, to ensure compatibility with, and transition to the low-rise neighbourhoods to the north and south.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Section 2.5.1 and 4.11 of the Official Plan.
- / The proposed development conforms to the Richmond Road/Westboro Secondary Plan, aside from the high-rise built form, by providing intensification in proximity to rapid transit. The high-rise built form will be addressed through the Official Plan Amendment.
- / The proposed development conforms to the New Official Plan's vision for managing growth and intensification. The proposed development responds to its context within the Inner Urban Transect and its Neighbourhood designation, proposing a high-rise building in proximity to rapid transit and in an area characterized by other tall buildings.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise Buildings by enhancing the public environment and streetscape, providing setbacks as well as appropriate tower separation distances.
- / The proposed development responds strongly to the Transit-Oriented Development Guidelines by proposing intensification near an existing BRT station and planned LRT station (Westboro).
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue adverse impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of a surface parking lot located on a large property in proximity to transit, making use of existing services, infrastructure, and amenities.
- / The proposed development is supported by technical studies submitted as part of this application.



Patricia Warren, M. Pl.
Planner



Paul Black, MCIP RPP
Associate