FOTENN

384 Arlington Avenue

Planning Rationale
Zoning By-law Amendment
August 24, 2022

FOTENN

Prepared for Windmill Developments

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1.0 Introduction

Fotenn Planning + Design has been retained by Windmill Developments on behalf of the Korean Church to prepare this Planning Rationale in support of a Zoning By-law Amendment for the site municipally known as 384 Arlington Avenue in the City of Ottawa ("the subject site").

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the submitted Urban Design Brief prepared by Neuf Architects provides additional analysis on the architectural and urban design merits of the proposal.

Windmill is seeking to develop the subject site with one 24-storey tower located on the southernmost portion of the property, adjacent to Highway 417 with the height stepping down to eight storeys in the middle portion of the site and down further to four storeys to the northernmost portion of the site abutting Arlington Avenue.

The subject site is the current location of the Ottawa Korean Church, a church that has outgrown its space and will utilize the proceeds from development of this site to build a new facility in a location more accessible to its member base. They will continue to maintain a presence in the community once the sale is finalized: a community room within the proposed development will be made available to the Korean Community Church to continue outreach programs within the area and to serve the local community.

The subject site consists of one main building on the site which also includes a brick two (2) storey dwelling addition to the east and a vinyl-clad building addition to the south. The two (2) storey dwelling was previously used for residential purposes until 2005 and is now utilized as office space. Although not designated under Part IV of the Ontario Heritage Act, the main church building has been listed in the City of Ottawa's Heritage Register as a property of interest under Section 27 of the Act. The north and west façades of the church will be retained and integrated into the overall redevelopment program, with the two-storey building facing Arlington Avenue and the addition to the south proposed to be demolished.

Figure 1: The walls of the north and west façade of the church, shown in the right of the photo, are proposed to be retained and the two (2) storey brick dwelling to the east of the church, shown in the left of the photo, is proposed to be demolished

Figure 2: The rear (southern) portion of the church is proposed to be demolished

The subject site represents a unique opportunity to retain elements of the existing building façade, develop the land to its highest and best use, and bring forward a development driven by One Planet Living® (OPL) guiding principals. The site will feature new housing, designed, and constructed to be one of the most sustainable new development projects in Ottawa.

The One Planet Living® framework is a comprehensive plan that contributes to addressing climate change, building resilient communities, and revitalizing the living systems around us. The project is pursuing international endorsement as a One Planet Living® community with third-party verification. Once endorsed, the proposed building would become only the fourth One Planet Living® community in Canada and the third in Ottawa.

One Planet Living® is comprehensive in its breadth and depth: the Guiding Principles tackle not only environmental sustainability but also social and economic sustainability. The Guiding Principles are infused throughout all phases of a project, beginning in design and construction, and carrying through to operations, programming, and lifestyle choices. The approach of One Planet Living® is woven throughout the lifecycle of a project, prioritizing sustainability so that it is at the core of the development, rather than being an afterthought or siloed policy goal.

The ten One Planet Living® Principles create a robust foundation and the Big Moves demonstrate the project's individuality. The Big Moves center the project, guiding how it will be designed, constructed, and operated, and how the project can influence the lifestyle choices and behaviour of future residents. The OPL Action Plan centers around the following three (3) big moves:

1. **Innovative Mobility** – Building on existing and planned transit infrastructure, the new project will create a community that enjoys unparalleled access to transportation options;
2. **Zero Carbon Living** – The project will develop and implement an ambitious zero carbon strategy that shows leadership in reducing greenhouse gas emissions over the life of the project – including embodied, operational, transportation, and lifestyle-related emissions; and
3. **Flourishing Community** – The project is part of a vibrant multicultural community with roots reaching back to the late 19th century. Steps away from Ottawa's historic Chinatown, Little Italy, Hintonburg and The Glebe, the project will preserve and enhance the site's unique character while delivering benefits to the community.

Also included under a separate cover is a Preliminary One Planet Action Plan. This document is intended to be dynamic; technical performance requirements will be updated based on the emerging design, feedback from the city, and the final Ottawa High Performance Development Standard. It will also continue to reflect new thinking, technological innovations, and local and global trends where possible. In this way, the development team will ensure the Plan stays meaningful, relevant, and impactful. Among other technical performance requirements, the development is already anticipating on-site photovoltaics and geothermal heating and cooling.

The proposed development will provide a cash-in-lieu contribution to parkland dedication and will also provide multiple private outdoor spaces for tenants, including an outdoor terrace on the ground floor and rooftop gardens on the fourth and ninth floors. The garden on the ninth floor will be used for urban farming.

1.1 Purpose of the Application

The subject site is currently zoned Minor Institutional, Subzone A (I1A) in the City of Ottawa Comprehensive Zoning By-law (2008-250). As the current zoning framework does not permit high-rise residential development, the proposed Zoning By-law Amendment would amend the zoning of the entire subject site to Residential Fifth Density, Subzone B, Exception XXXX, Schedule YYY (R5B [XXXX]SYYY) to permit the proposed development, including to permit the use of Apartment Dwelling, High Rise. The new site-specific zoning schedule would establish permitted building heights, and required setbacks and stepbacks, while the site-specific exception would provide the necessary relief from specific provisions of the proposed zone as detailed in section 5.0

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.

2.0
Subject Site and Surrounding Context

The subject site represents the entire block and is bounded on three sides by public roads and one side by a public laneway.

The subject site occupies an area of approximately 2177.25 square metres (0.22 hectares) on a rectangular parcel with approximately 38 metres of frontage on Arlington Avenue to the north, 58 metres of frontage on Bell Street North to the west, 38 metres of frontage on Raymond Street to the south, and 58 metres of frontage on Arthur Lane North to the east. The property is 38 metres wide at its widest point and 58 metres in depth. The front lot line is defined as Arlington Avenue.

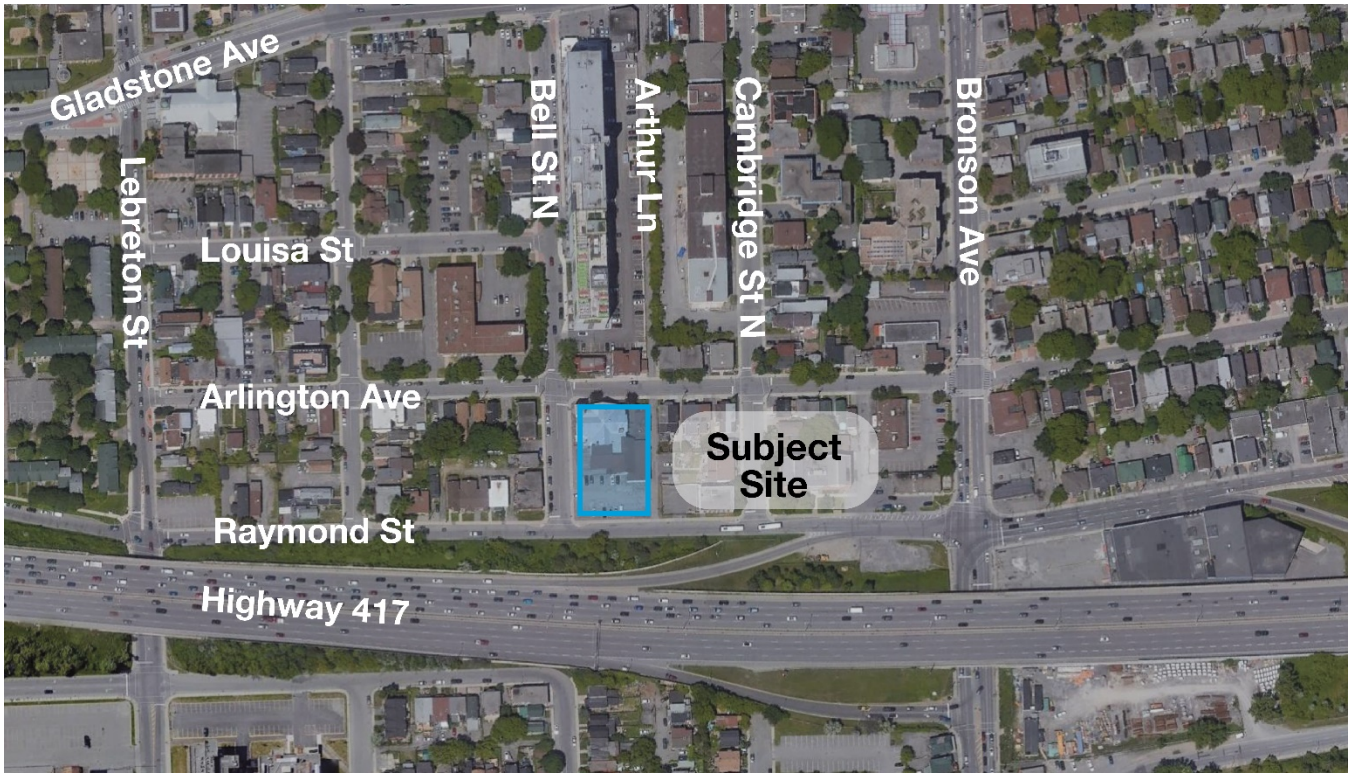

Figure 3: Site location (Blue) n and surrounding context

2.1 Area Context

The surrounding neighbourhood includes a variety of land uses, including low, mid, and high-rise residential, institutional, and commercial uses.

Figure 4: Key map

Figure 5: Looking east along Arlington Avenue from Lebreton Street North

Figure 6: Looking north on Bell Street toward Gladstone Avenue

Figure 7: Looking southwest on Bell Street from Arlington Avenue

Figure 8: Looking east along Arlington Avenue

Figure 9: Looking south on Arthur Lane from Gladstone Avenue

The following land uses are in the area surrounding the subject site:

North: To the north of the site is a two-storey single-detached dwelling and the Liv apartment building, a twelve (12) storey high-rise bar-building style residential building. North of the Liv building is a convenience store, which is bounded by Gladstone Avenue, and beyond which is a primarily residential neighbourhood with a mix of two-storey single detached, duplex, and rowhouse dwelling units, as well as an elementary school.

The Gladstone Avenue Traditional Mainstreet and Transit Priority Corridor is 150 metres north.

East: The subject site is bounded to the east by Arthur Lane, beyond which are two-storey duplexes and rowhouses which front onto Arlington Avenue and Cambridge Street North, some of which have rear yard access to Arthur Lane. The Embassy of Madagascar is located at the corner of Cambridge Street North and Raymond Street and has a gated parking area adjacent to Arthur Lane. A three (3) storey office building and one (1) storey retail plaza with parking are also located to the east, with frontage on Raymond Street, facing an on-ramp to Highway 417. A mix of single-detached, duplex, and rowhouse dwellings make up the residential context to the east. The neighbourhood is bounded by Bronson Avenue; an Arterial Roadway providing regional transportation access to various services, amenities, and employment areas.

South: Raymond Avenue forms the southern boundary, beyond which is Highway 417 and the Glebe-Dow's Lake residential neighbourhood, which includes a mix of two- and three-storey rowhouses, two-storey duplexes, and two-storey single-detached dwellings. Other land uses include a two-storey office building and a twelve (12) storey apartment building. Also located to the south is the federally-owned Booth Complex, a four (4) storey office building, and Geomatics Canada building, a seven (7) storey office building. The Booth Street Complex received planning approval from the City of Ottawa in 2019 for a comprehensive redevelopment program that would facilitate the development of a complete community including mid-and high-rise buildings, heritage preservation, and a city park.

West: Bell Street North forms the site's western boundary. The western neighbourhood is primarily residential in nature and includes a mix of housing types, including a three-storey apartment building, two-storey rowhouses, duplexes, and single detached dwelling units. Also located to the northwest is 18 Louisa Street, a three (3) storey sport and health centre which currently is undergoing development review for development applications for a zoning by-law amendment and site plan control. A ten (10) storey high-rise and eight (8) storey midrise apartment building is proposed to replace a portion of the existing building. Further west, the lands at 818 Rochester Street recently received City of Ottawa approval for building heights of 26 to 30-storeys along the Raymond Street frontage of the property.

The Preston Street Traditional Mainstreet with various amenities, services, and employment opportunities is located 700 metres west of the subject property.

The Corso Italia LRT station is located 800 metres west of the subject property.

2.2 Transportation Network

The subject property is well situated to promote multi-modal transportation options and provide additional residential density in close proximity to services and amenities as well as local and rapid transportation options. The subject site is located near (800 metres) a future LRT rapid transit station, as depicted in Schedule C2 – Transit Network, shown below in Figure 10. Corso Italia Station, a grade-separated LRT station, is currently under construction and is part of the Line 2 (Trillium) Line expansion, which will include the construction of eight (8) new stations. The Line 2 extension will continue the line south from the existing Greenboro terminus to Limebank Station and will include a spur to the airport. Transit priority measures are also planned for Gladstone Avenue and Bronson Avenue, which currently have bus service.

Nearby bus service is provided by eight (8) routes:

- 14 St. Laurent ↔ Tunney's Pasture and 114 Rideau ↔ Carlington on Gladstone Avenue,
- 85 Gatineau ↔ Bayshore and the Line 2 Replacement Bus serving Bayview ↔ South Keys on Preston Street,
- 55 Elmvale ↔ Westgate on Catherine Street and Raymond Street,
- 10 Hurdman ↔ Lyon on Bronson Avenue, and
- 6 Greenboro ↔ Rockcliffe and 7 Carleton ↔ St. Laurent on Bank Street.

These routes are shown on Figure 11, below.

The subject site is located near multiple cycling spine routes, including Arlington Avenue, Gladstone Avenue, Bronson Avenue, and Bank Street. Figure 12, below, is a map displaying nearby cycling routes. Bank Street is also identified as a Cross-Town Bikeway. Multiple pathways are also identified near the subject site, including the Trillium Pathway, which is also a Cross-Town Bikeway.

Arlington Avenue is identified as a local road and is surrounded by streets of many other classifications. Directly to the south is Highway 417, a Provincial Highway. Access is provided via Raymond Street, a local road, and Catherine Street, an arterial road. There are multiple nearby Arterial Roads, including Preston Avenue, Bronson Avenue, Lyon Street, Kent Street, and Bank Street. Nearby Major Collector roads include Gladstone Avenue, Rochester Street south of Gladstone Avenue, and Booth Street. Nearby roads and their classifications are shown on Figure 13, below.

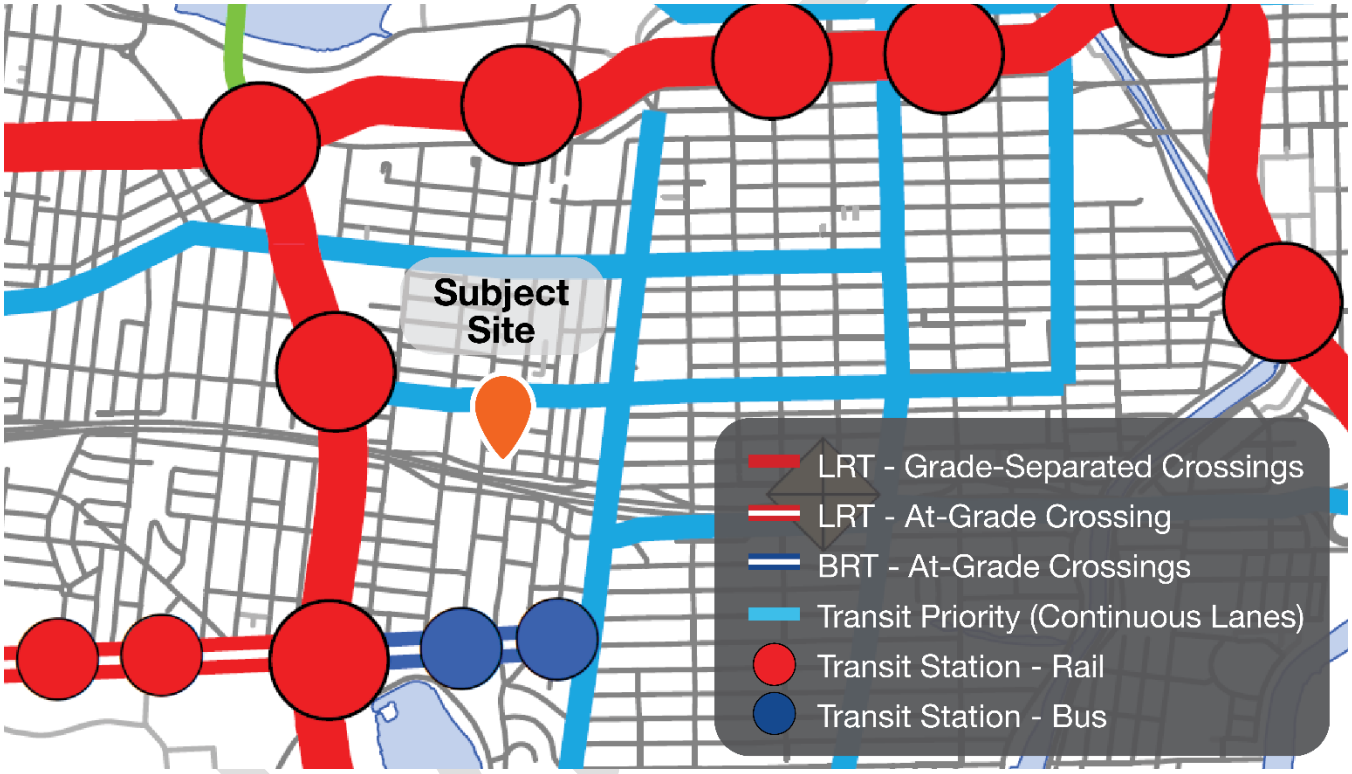

Figure 10: Schedule C2 – Transit Network (City of Ottawa New Official Plan, 2021)

Figure 11: Nearby OC Transpo bus routes (OC Transpo System Map, accessed April 25, 2022)

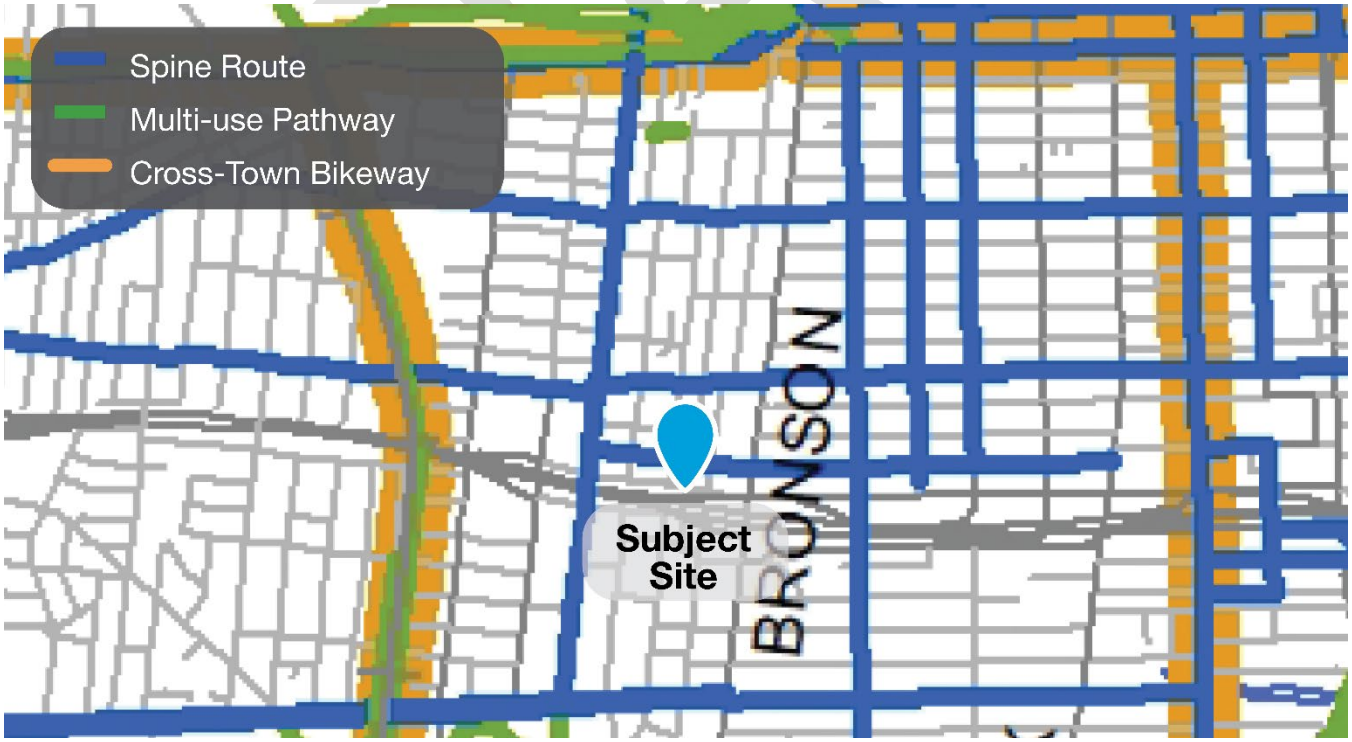

Figure 12: Schedule C – Primary Urban Cycling Network (City of Ottawa Official Plan, 2003)

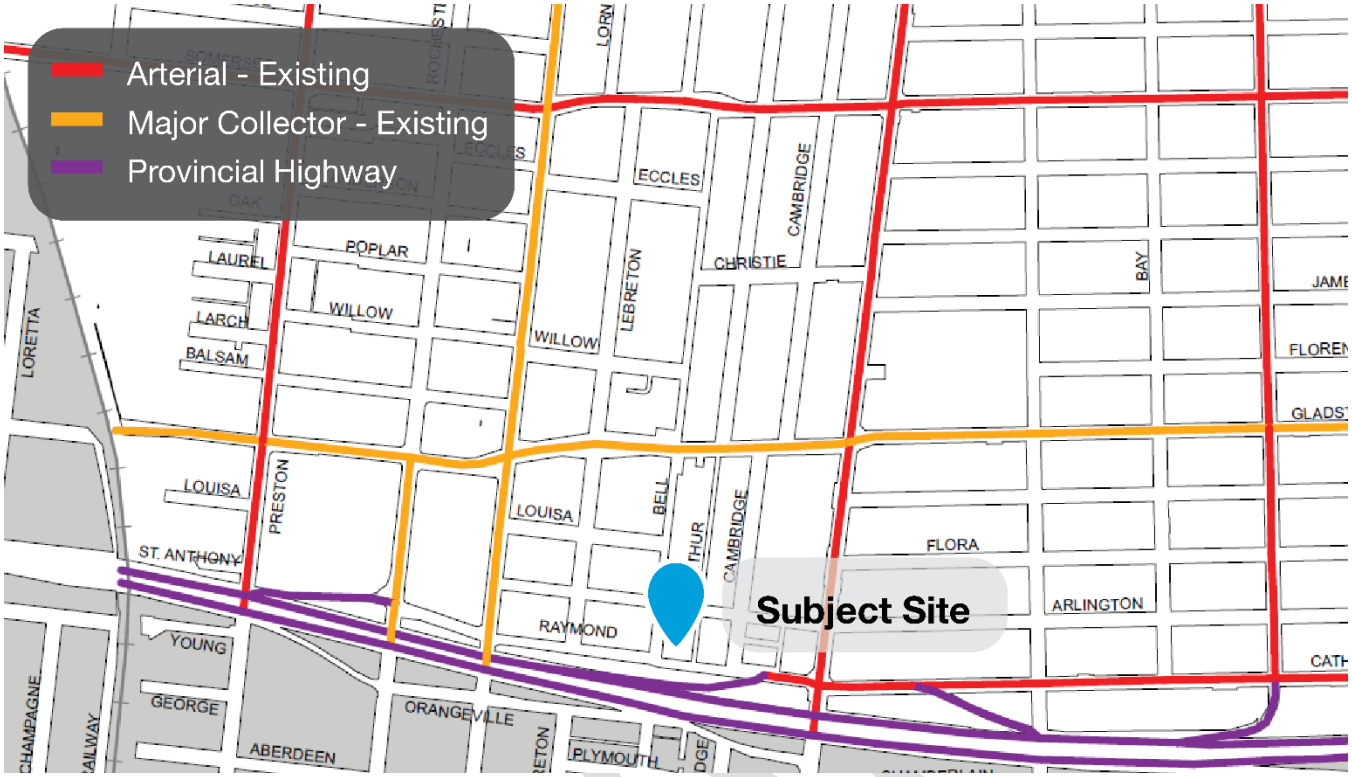

Figure 13: Schedule C5 – Downtown Core Road Network (New Official Plan, 2021)

3.0
Proposed Development

The proposed redevelopment of the subject property consists of the construction of a 24-storey tower on a 2,187 square metre corner lot with a three (3) and four (4) storey podium and eight (8) storey mid-level mass. The existing main-building will be partially retained, preserving key character-defining architectural details and elements, and integrating it into the three (3) storey podium at the northwest corner of the site. The two (2) storey portion to the south as well as the two (2) storey brick building located on the northeast corner of the property would both be demolished.

The proposed development would better utilize the subject site, which is a relatively large parcel of land with a large surface parking lot. The site's proximity to Highway 417 provides an edge against which to locate the increased density and building height.

Figure 14: Context view looking northwest toward the proposed development (prepared by Neuf Architects)

In designing the proposed development, many components were considered in order 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.

3.1.1 Unit Typology

The proposal includes 274 residential units. A diversity of unit types is proposed, including bachelor, 1-bedroom, 2-bedroom apartments, and 3-bedrooom apartments, which is shown below in Table 1.

Table 1: Proposed unit breakdown

Unit Type	Number	Percentage	Average Area
Bachelor	32	12%	43.9 m^2 (473 sf)
1-bedroom and 1-bedroom + den	142	52%	59.1 m^2-68.7 m^2 (636-739 sf)
2-bedroom and 2-bedroom + den	92	34%	88.2 m^2-105.0 m^2 (949-1,130 sf)
3-bedroom	8	3%	107.9 m^2 (1,158 sf)
Total	274	100%	

3.1.2 Amenity Space

A combination of indoor and outdoor shared amenity areas as well as private outdoor balconies are proposed for building residents. Indoor amenity spaces take up 685 square metres of space and include an 84.4 square metre gym, 135.4 square metre activities room, 55.6 square metre yoga studio, 98.2 square metre common area on the ground floor, and 311.5 square metre lobby.

The proposed amenity space also includes a 162.8-square metre at-grade outdoor courtyard, 143.7 square metre terrace on the roof of the fourth floor above the church, and 367.7 square metre urban farming garden on the ninth (9^{th}) floor. A total of 1,322.2 square metres is dedicated toward private patios are also proposed. A total of 2,680.8 square metres of amenity space is proposed.

3.1.3 Parking

Vehicular parking is proposed in an underground parking garage accessed from Raymond Street with two levels for a total of 91 parking spaces provided at a ratio of 0.33 parking spaces per unit. Bicycle parking is proposed at a ratio of one space per unit on the ground floor and in the underground parking garage. Loading and building servicing is proposed to be located in level P1 of the parking garage.

3.1.4 Access and Egress

Two entrances to the building are proposed with one primary entrance on Arlington Avenue and one on Bell Street. The entrance on Bell Street leads immediately to the lobby and the elevator bank, while the entrance on Arlington Avenue leads to the lobby via common space on the ground floor.

Figure 15: Aerial view looking east toward the proposed development (prepared by Neuf Architects)

3.2 Building Design

The building has been carefully designed with considerable attention paid to the relationship between the proposed 24-storey tower and the existing church.

3.2.1 Building Massing and Transition

Multiple refinements have been made throughout the design process and in collaboration with city staff to ensure that the retention of the north and west façades of the church is sensitive and appropriate. The building design reallocates building massing from the podium and middle portions of the building to the point tower; away from the public realm and nearby private amenity spaces.

As per ongoing discussions with City of Ottawa Planning and Design Staff, the building design has been articulated to transfer massing away from the public realm and into the slender point tower design. The restructured massing of the middle portion of the tower to the slender point tower ensures the proposed building is positively framing the public realm through reduced massing along that interface. The resulting effect is a less imposing building design that suits the character of the area and ensures the retained façades maintain prominence on the site.

The proposed development is broken up into three volumes: the three (3) and four (4) storey podium that defines the Arlington Avenue frontage, the middle eight (8) storey mass that is set back from the front yard, corner side yard, and interior side yard, and the 24-storey tower that is set back against Raymond Street. Locating the tower to the south provides a considerable stepback from the street wall along Arlington Avenue. Along Raymond Street, a 0-metre setback is proposed, as there are no buildings to the south since Raymond Steet is bounded by Highway 417.

Along Bell Street North, the at-grade courtyard provides a break in the massing and is also strategically located to bridge the three (3) and four (4) storey podium to the north, the eight (8) storey massing in the middle, and the 24-storey tower to the south. An entrance to the tower is also proposed along Bell Street North, south of the courtyard and facing the street. This will provide direct access to the elevator bank servicing the tower.

Private terraces are proposed for the units facing Arthur Lane and Raymond Street. These units will have access to a private entrance and patio, which will be sheltered by a 2.16-metre overhang of the building. This will soften the transition from the laneway to the development while also animating and creating a sense of place in the laneway.

The articulation and massing of the proposed development avoids overwhelming the pedestrian experience at ground level. For example, all development is set back from the property line by 1.5 metres on Bell Street North, 3.5 metres on Arlington Avenue, and 2 metres on Arthur Lane. Further stepbacks push the density away from the ground level, with the eight (8) storey mass set back 5.8 metres from the property line along Arlington Avenue and 4.8 metres from Arthur Lane; the 24-storey tower set back 33.6 metres from Arlington Avenue.

3.2.1.1 Design Progression

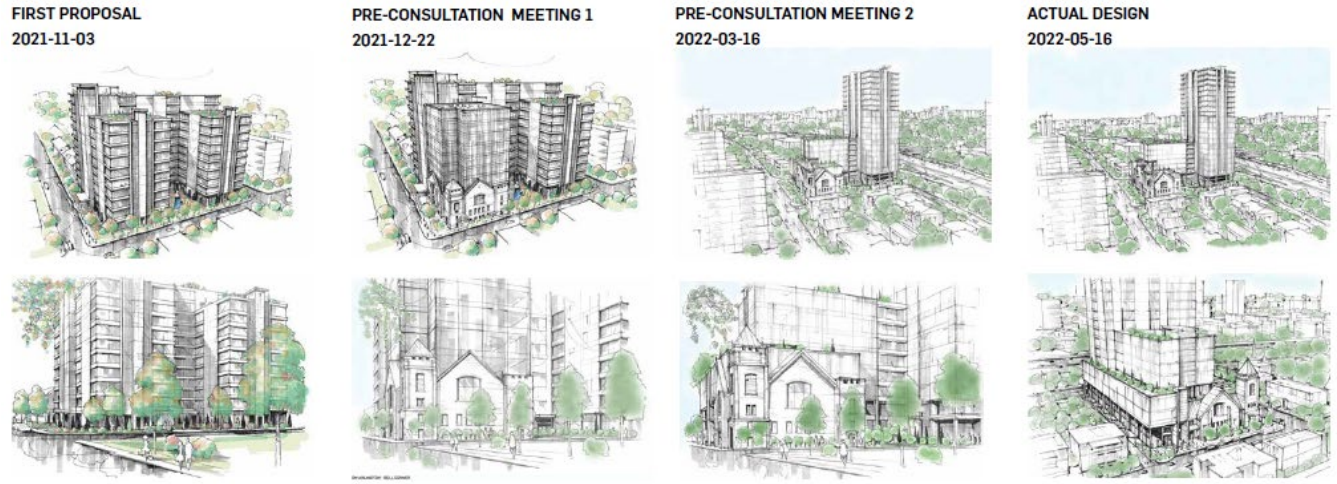

Figure 16: Design Evolution of proposed building from original bulky bar building (left) to slender point tower (right).

Figure 16, above, shows the evolution of the building design. The first proposal dated November 3, 2021, proposed a 12-storey slab-style building with an inner courtyard facing Bell Street. 12 storeys were proposed adjacent to Arthur Lane and stepped down to ten (10) storeys for two wings projecting from the north-south slab. Originally, the design contemplated demolishing all of the buildings on the property. However, this design was refined to retain the north and west facades of the existing church for the first Pre-Consultation meeting on December 22, 2021. This design added density above the church and maintained the 12 and ten (10) storey heights. The main entrance was accessed via Bell Street.

Following the meeting with city staff, the design was revised and presented at a follow-up meeting on March 16, 2022. The third iteration of the design reduced the density above the church to a maximum of four (4) storeys. This design established three height blocks: three (3) and four (4) storeys along Arlington Avenue, eight (8) storeys along the east portion of the site, and a 24-storey tower to the south. The main entrance and porte cochere was relocated to Bell Street as the interior designs progressed. The ground-floor courtyard facing Bell Street was also expanded in this design.

The fourth and final design developed dated May 16, 2022. This design better showcases the existing church façade by pushing the four storeys back to emphasize the roofline of the church façade. The relationship to Arthur Lane was improved by introducing private patios on the ground floor apartments facing the laneway, which also had the added

benefit of adding more greenspace to the laneway. The distribution of the density and massing was adjusted a final time to increase the height of the tower to 24 storeys and allow for small adjustments throughout the design. This design also finalized the amenity spaces throughout the site, including at-grade landscaped open space in the courtyard, a rooftop terrace on the fourth floor, and urban farming on the ninth floor.

3.2.2 Views

Views along Arlington Avenue, Bell Street North, and Raymond Street demonstrate how the building setbacks and stepbacks will complement the existing built context. As well, the proposed development will contribute to a new height paradigm: a 'bowl' effect that begins with buildings with heights of 18 to 35 storeys surrounding the Corso Italia Station per the Corso Italia Station District Secondary Plan, decreasing slightly when moving away from the station, and then increasing again along the highway corridor moving east towards the Raymond/Catherine Corridor in Centretown. The proposed development will both contribute to the 'bowl' height effect along the highway and also respond to the surrounding low-rise neighbourhood character with sensitively-designed setbacks and stepbacks.

3.2.3 Pedestrian Experience and Public Realm

The proposed building design provides active and animated facades on all public facing elevations. Multiple entryways, both to the development at large and to private units, frame the development. There are two entrances on Arlington Avenue, on to the west that would provide entry to the proposed development and a second to the east side of the site that would provide entry to a private ground-oriented unit. The additional private entryway is intended to help the proposed development continue the pattern of front door entrances along Arlington Avenue and to replace the entrance to the two-storey brick building that will be demolished.

The private terraces facing Arthur Lane and Raymond Street will help contextualize the building at the ground level. The terraces, which will be located underneath the overhang of the building, will provide a transition from the public laneway to the private space of the individual terraces.

Activation and/ or greening of Arthur Lane will be investigated in collaboration with the city. The Development team will explore solutions that may improve the pedestrian experience of Arthur Lane and look forward to discussing potential options further.

Figure 17: At-grade view from Arlington looking east with the church in foreground.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

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

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

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

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

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

e) support active transportation; and

f) are transit-supportive, where transit is planned, exists or may be developed;

1.3.3.3 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.

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

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

The proposed development is located within the urban boundary on a serviced lot and within proximity of a future light rail transit (LRT) Station and Transit Priority Corridors. The subject site's location adjacent to a highway and on the edge of an established neighbourhood provides an opportunity for the efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail, and transit while mitigating impacts on the established internal portions of the community.

The proposed development will contribute to the mix of housing types sizes to accommodate a variety of household, family, and tenant compositions. The proposed development is intended to be rental, which will help contribute to the rental stock in the city.

A healthy mix of unit sizes is proposed, with approximately 34% of the units proposed as two-bedroom. As well, private greenspace is proposed on the subject site for the enjoyment of residents. Outdoor space is provided at-grade as a courtyard feature and a rooftop community garden is also proposed. Cash-in-lieu of parkland will be provided to the city for parkland in the neighbourhood, which will contribute to supporting healthy communities.

The subject site is an appropriate location for transit-supportive development near a variety of services and retail opportunities and within close proximity to local and rapid transit. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

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

The proposed development represents the highest and best use of the land, which is currently underutilized with substantial surface parking area, and will contribute to providing new housing options and price ranges in the West Centretown neighbourhood. As well, the proposed development will contribute to achieving residential intensification in an appropriate location at the edge of an existing community, where existing services, such as and including servicing and public transportation, already exist.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
b) available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

b) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
    1. municipal sewage services and municipal water services; and
    2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
d) integrate servicing and land use considerations at all stages of the planning process; and
e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
b) minimize, or, where possible, prevent increases in contaminant loads;
c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
d) mitigate risks to human health, safety, property and the environment;
e) maximize the extent and function of vegetative and pervious surfaces; and
f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Development is proposed on a site that is presently serviced and therefore represents an efficient form of land use and servicing. The Assessment of Adequacy of Public Services Assessment conducted by CIMA has confirmed that sufficient capacity exists in the system to accommodate the proposed development. Finally, the proposed development is located within close proximity to rapid transit; the proposed development will contribute to developing a density that will support public transit and active transportation, as future residents will not require a private automobile, such as to commute or run errands.

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

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

The proposed development provides additional residential opportunities within the urban boundary, intensifies land in proximity to transit and active transportation networks, and enhances the vitality of the nearby residential community. The introduction of new one (1) and two (2) bedroom dwelling units and a minimal amount of bachelor units responds to the needs of the market. As well, the retention of the north and west façades of the existing Korean Community Church encourages a sense of place and defines the character of the proposed development.

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 provides additional residential intensification within an existing walkable community and is within close proximity both to existing bus routes and planned rapid transit. The proposed building is located on an infill site characterized by a substantial area of surface parking and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

2.1.1 Natural features and areas shall be protected for the long term.

The proposed development will not have any impact on natural features and areas.

2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Although not a designated heritage building, consideration of retention of certain important character defining elements of the main church building was an important aspect of the overall re-development program. The retention and conservation of two of the façades of the existing Korean Community Church ensures its cultural interest is retained. Many of the subject site's attributes are maintained, such as by locating new density behind the church so as not to overwhelm the retained façades and building three (3) storeys behind the church façade to ensure that the roofline remains legible.

In summary, through providing residential intensification on a serviced lot that is currently underutilized and by maintaining the subject site's façades and important attributes, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2036. All development applications must conform to the policies of the Official Plan. 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.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create complete communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

4.2.1 Strategic Directions

The Official Plan outlines existing and planned growth patterns for the entire City of Ottawa and contemplates that areas inside the greenbelt will increase in population from 562,000 in 2021 to 591,000 by 2031 and that the number of households in the urban area will increase from 258,000 in 2021 to 278,000. The city will seek to "meet the challenge of growth by managing it in ways that support liveable communities and healthy environments", including (s. 2.1):

1) pursuing a mix of land uses and a compact form of development to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities;
2) support liveable, sustainable communities based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary;
3) manage growth to ensure that Ottawa's communities are eminently liveable through a focus on community design and a concern for people and the quality of the spaces they occupy;
4) manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
5) direct growth to existing designated urban areas where it can be accommodated with compact and mixed-use development, and served with quality transit, walking, and cycling facilities; and
6) ensure that infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

The proposed development contributes to the Official Plan goals of encouraging development within the existing urban area, in a compact form, and within close proximity to planned rapid transit. The subject site is presently well-served by public transit, walking, and cycling facilities. The proposed height and density will support the existing and future transit network.

4.2.2 Managing Growth

The Official Plan seeks to manage growth within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. It is proposed that 90% of the City's growth in population, jobs, and housing is proposed to be accommodated within the urban boundary to best utilize existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible (s. 2.2).

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.

The Plan outlines the following policies with respect to intensification within the urban area (s. 2.2.2):

1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
    a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities) […]
    b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.

The proposed development represents the intensification of the subject site as defined by the Official Plan.

10. 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, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. […] Low-rise intensification will be the predominant form of intensification in the General Urban Area.
11. The distribution of appropriate building heights will be determined by:
    a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
    b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.
12. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan. The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights. An amendment to the Zoning By-law will be required for any increase in height within that height class.

Table 2: Building heights (Figure 2.4 in the City of Ottawa Official Plan, 2003)

Classification	Maximum Building Height (residential storeys)
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

17. Describes what must be demonstrated to determine if an increase in height is appropriate as being:
    a) The impacts on the surrounding area (e.g., the community design plan study area) have been assessed comprehensively;

    The generation of community, the integration of public areas with services, and the incorporation of a residential function are the main concepts of this development. Through building orientation and design placing height at the edge of the established community and providing a large inviting amenity space for the community, there is a better integration between the neighbourhood fabric already present in the area adjacent to the site and the project. In addition, a suite of required studies (i.e., wind, noise, shade) have determined the proposed development does not raise significant impacts on the surrounding community.

b) The direction in Policy 10 above is met;

The proposed development promotes residential intensification which due to its proximity to a Transit Priority Corridor and the future Corso Italia LRT station will support public transit options.

Policy 10 does not specify that denser development *must* be on a Transit Priority Corridor or within 800 metres of an LRT or BRT station. The policy does not outline distance or locational criteria, only that it should support the Rapid Transit and Transit Priority networks.

c) an identified community amenity is provided.

The increase in building height is consistent with the general direction of the Official Plan as per Section 3.6.1 which speaks to consideration of taller buildings in the General Urban Area. Further, the retention and integration of two façades of the existing structure will function as a community amenity.

Policy 22 and 23 below pertain to intensification outside of Target Areas:

/ Section 2.2.2, Policy 22 indicates 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 and sites that are no longer viable for the purpose for which they were originally used or intended.

The intensification of this proposal is compatible with the surrounding context; and represents an appropriate type of intensification for the site at the edge of an established community.

The subject site is an underutilized site consisting of predominantly surface parking within the General Urban Area. As such, compatible intensification is supported. As discussed herein, it is Fotenn's professional opinion that the proposed development is compatible and appropriate for the subject site.

The proposed development intensifies lands within the General Urban Area designation, and as such, the proposed design has thoughtfully responded to the existing pattern of development and character of the surrounding area through careful placement of each building to provide transition in built form, a focus on safe pedestrian movements within the site, and the provision of ample amenity spaces and communal areas.

The subject site is located within a community characterized by a wide variety of land uses and building heights in the General Urban Area. The proposed development comprises of residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below in section 4.2.5, and articulated in section 3.2 regarding the building design. Both sections demonstrate how the proposed development is compatible with the surrounding neighbourhood.

Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject site can support taller building heights due to its location on the edge of the neighbourhood, two (2) blocks south of a Transit Priority Corridor (Gladstone Avenue), 800 metres away from a future rapid transit station (Corso Italia Station), and near a mix of uses on both Gladstone Avenue and Bronson Avenue. The nearby 12-storey LIV Apartments at 207 Bell Street North and the proposed redevelopment of 18 Louisa Street into a building with up to 10 storeys provide a context for clustering high-rise buildings. The subject site's proximity to both transit and buildings of similar heights provides an opportunity for higher-density, transit-oriented development directly west of Ottawa's urban core.

The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein. The area is characterized by both high- and mid-rise apartment buildings located to the northeast of the subject site. The proposed development will contribute to the development of a 'bowl' effect, with greatest heights near the Corso Italia Station that gradually decrease as expanding outward and then scale up once again along the highway. Due to the subject site's relatively large lot size, this permits redevelopment of the scale proposed, as transition to the adjacent low-rise dwelling units is possible, thereby minimizing impacts. The proposed development has been carefully designed with respect to the urban design of the, with transition of both height and urban form, and ground-oriented units facing Arthur Lane and Raymond Street.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

4.2.3 Land Use Designation

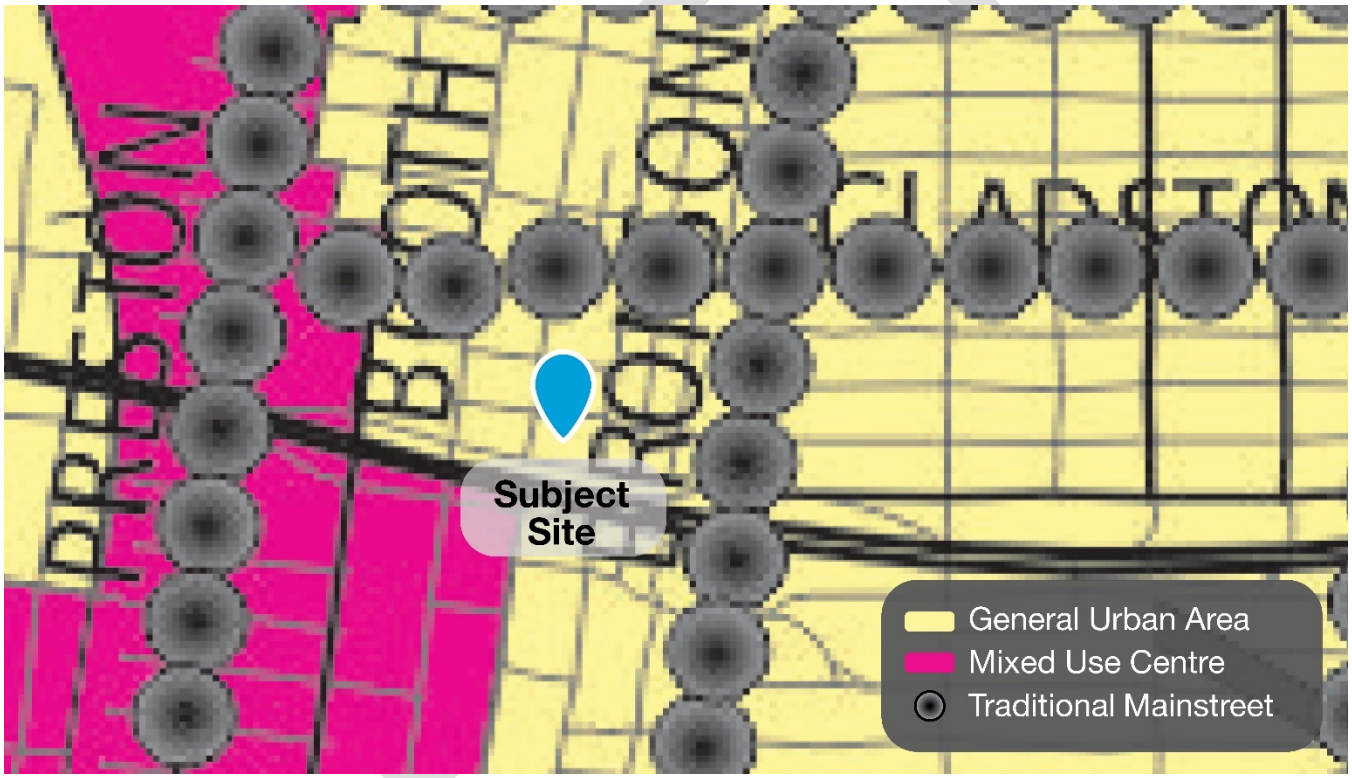

Figure 18: Schedule B – Urban Policy Plan (City of Ottawa Official Plan, 2003)

The subject site is designated as General Urban Area on Schedule B of the City of Ottawa Official Plan, as shown in 17, above. 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 proposed policies of the General Urban Area seek to support building heights that are compatible with the existing or planned context. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many

existing communities that make up the city. The policies maintain the low-rise limit within the general urban area with permitting multiple housing forms, such as duplexes, triplexes and fourplexes as a means of intensifying within established low-rise residential communities. Heights and uses within this range will be evaluated based on compatibility with the existing context and the planned function of the area.

The policies of the General Urban Area designation permit many types and densities of housing, however, building height is encouraged to be predominantly low-rise within this designation. Policy 3 of Section 3.6.1 states that building heights should continue to be low-rise, however, where Secondary Plans or the Zoning By-law permit greater heights than four storeys, these heights will remain in effect.

Furthermore, Policy 4 outlines that notwithstanding Policy 3, new taller buildings may be considered for sites that:

- Front an Arterial Road on Schedule E or F of this Plan and which are:
  - Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - On a Transit Priority Corridor on Schedule D of this Plan;
- Are in an area characterised by taller buildings or sites zoned for taller buildings.

The proposed development at 24-storeys is considered high-rise, which is above what is encouraged in the General Urban Area; however, the proposal meets criteria outlined in Policy 4 due to proximity to existing and proposed high-rise buildings. To the north and northwest is an area characterized by taller buildings, including the 12-storey LIV Apartments, and the proposed 10-storey development at 18 Louisa Street. The subject site is framed on three sides by public roads and on one side by a public laneway. To the south is Raymond Street and Highway 417. These public streets provide transition between the proposed heights and the surrounding neighbourhoods, and the density has been located as close as possible to the south side, adjacent to a public road and a highway, where the perceived impacts of the height and density can be lessened. While the lands do not have direct frontage on an Arterial Road as per the policy direction, they are located approximately 800 metres walking distance from the planned Corso Italia LRT Transit Station. Importantly, the subject site's proximity to Highway 417 and the strategic placement of building height along that interface provides for significant mitigation of adverse impacts on the established community to the north.

The Subject Property is also in proximity to various blocks considered for taller buildings in either the zoning by-law or established Secondary Planning framework. As illustrated below (Figure 19), along the Raymond/Catherine corridor east and west of the Subject Property, existing Secondary Plans (Corso Italia District Station & Centretown) have established permitted building heights ranging from 16 to 30 storeys. The proposed development, at 24-storeys, fits within this established high-rise corridor framework and similarly provides for appropriate transition to the low-rise community to the north and noise/sight-line mitigation to Highway 417 to the south.

As discussed above, the proposal also adheres to Section 2.2.2, Policy 17 which establishes criteria for increased building heights, The resulting height is a direct outcome of prioritizing the retention of the existing character defining qualities of the building façade and massing on the site.

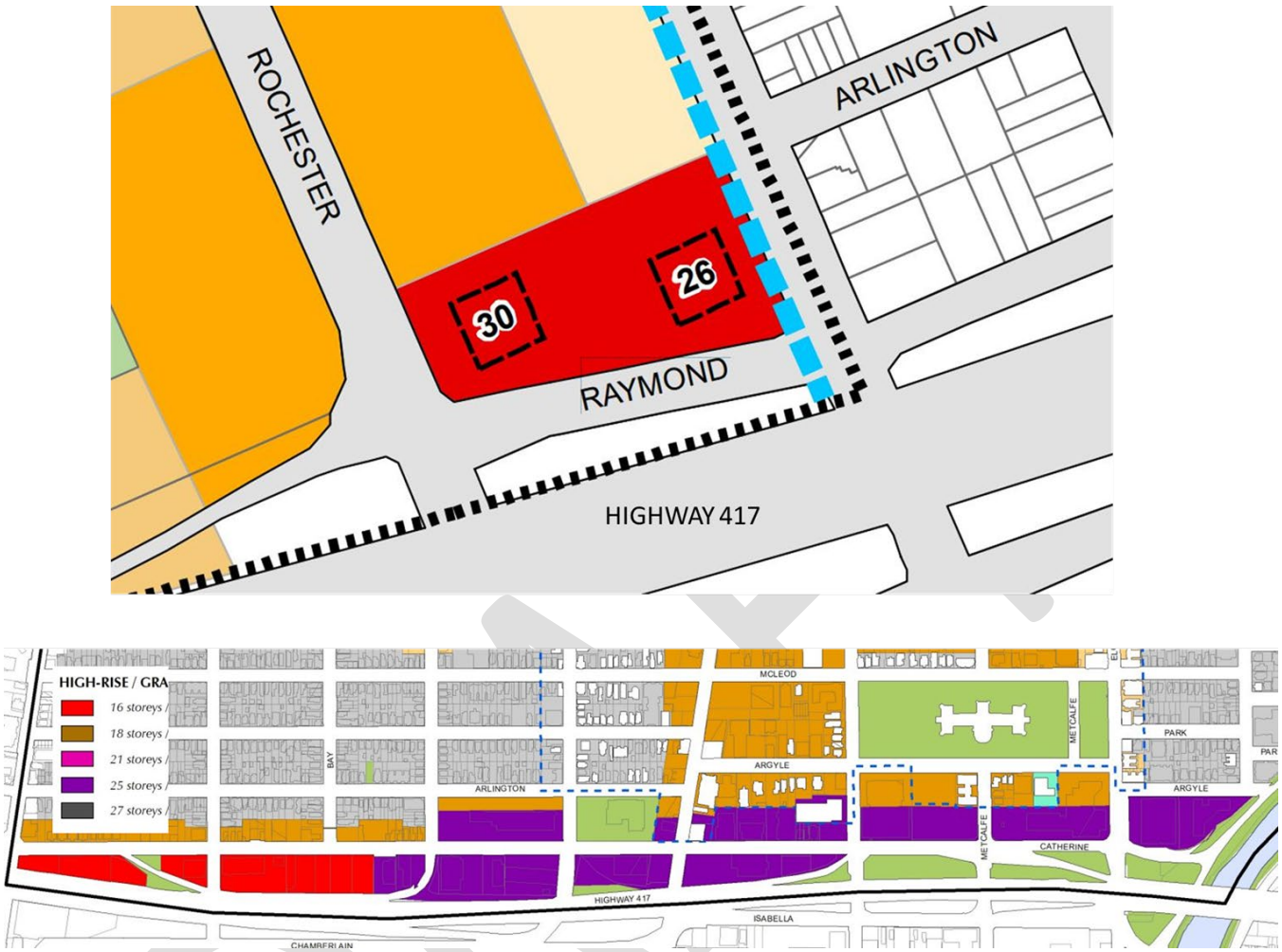

Figure 19: Established 20+ storey building heights along Raymond/Catherine Corridor (Corso Italia District SP above and Centretown SP below).

Policy 5 of Section 3.6.1 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will, among others:

1. 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; and
2. 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;

Intensification in the General Urban Area is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure 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.

The proposed development conforms to the policies of City of Ottawa Official Plan by encouraging development that utilizes existing infrastructure and is located in an area that promotes a complete community with a good balance of facilities and services. Building upon desirable established patterns and built form, the proposal contributes to the variety of housing options available in the established Centretown West neighbourhood.

As illustrated in Figure 19 above, the proposed development contributes to an established pattern of high-rise of built form along the Highway 417 corridor. It is located on the edge of a neighbourhood adjacent to Highway 417. The site area of approximately 2,177 square metre (0.22 hectare) provides a unique opportunity for density and provides ample room to transition to the surrounding low-rise neighbourhood. The design incorporates a three (3) and four (4) storey podium that both responds to the surrounding low-rise environment and allows the façade at the corner of Arlington Avenue and Bell Street North to take precedence.

4.2.4 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate.

The design objectives and principles in Section 2.5.1 require that development:

- Enhances the sense of community by creating and maintaining places with their own distinct identity;
- Defines quality public and private spaces through development;
- Creates places that are safe, accessible and easy to get to, and move through;
- Ensures that new development respects the character of existing areas, and;
- Considers 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 meets the objectives as follows:

1. It enhances the sense of community and creates a sense of identity:

- **The proposed development retains two façades of the existing church building located at the northwest corner of the site, which enhances the sense of the community and creates a sense of identity unique to the proposed development.**
- **The architectural design has an appropriately-scaled podium of three (3) and four (4) storeys, with three (3) storeys proposed to be located behind the two retained façades of the church building so as not to overwhelm the massing, and four storeys proposed for the remainder of the site to provide a gradual transition to the eight (8) storey mid-mass and the 24-storey tower.**
- **The combination of a human-scale podium and an articulated break mid-block in the massing with the at-grade outdoor space frames the street.**

2. It defines quality public and private spaces through development:

- **Since the subject site fronts onto three public roads, framing the development through human-scale massing of three (3) and four (4) storeys was essential in defining the private spaces.**
- **At-grade, the proposed development has multiple points of entry and egress: the main entrance for residents is via Bell Street and a secondary entrance is provided via Arlington Avenue. Entrance to the lobby is also accessible via Bell Street North immediately south of the at-grade outdoor courtyard. The entrance to the parking garage is accessed via Raymond Street, located away from the other primary entrances.**
- **The varying heights, setbacks, and stepbacks ensure that the proposed development does not overwhelm the surrounding neighbourhood. Along Arlington Avenue, approximately half of the frontage is comprised of the existing church at a height of three (3) storeys, then increasing to a maximum of four (4) storeys. The heights are low-rise and relate to the immediate context. By keeping the height of the new construction elements at three (3) storeys, this ensures that the building does not overwhelm the retained façade's features and allows the roofline of the church to project prominently.**

- **The eight (8) storey mass rises behind the church, framing but not overwhelming the church mass. By increasing the height of the building gradually and with a range of setback and stepbacks to the eight (8) storey mass and the 24-storey tower, this allows for a gradual introduction of height.**
- **To ensure appropriate massing and transition to the surrounding community:**
  - **The eight (8) storey mass is set back 15 metres from Bell Street, 5.9 metres from Arlington Street, and 4.8 metres from Arthur Lane.**
  - **The tower is set back 1.5 metres from Bell Street, 33.6 metres from Arlington Street, 5 metres from Arthur Lane, and 1.8 metres from Raymond Street.**

3. It creates places that are safe, accessible, and are easy to get to, and move through:

- **The proposed development has been designed with active spaces such as the lobby and at-grade internal courtyard. The courtyard will be framed at ground level with common space to maximize overlook and support the notion of 'eyes on the street'.**
- **280 bicycle parking spaces are proposed and will be distributed throughout parking level one (1) and floors two (2) and up. Parking for both traditional bicycles and e-bicycles will be provided.[1] For e-bikes, areas to plug in and charge will be provided. By locating bicycle parking spaces on the same floors as where people live, this will improve the convenience and security of bicycle parking in the building. Convenient and secure bicycle parking will make it easier for residents to get around by bicycle.**
- **Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.**
- **As mentioned previously, the proposal offers various access points and retains two façades of the existing building on site which ensure animation and activation for the interface between the private and public realm.**
- **The proposal provides significant residential intensification on a currently underutilized site which makes efficient use of the forthcoming Corso Italia LRT transit station to encourage active transportation and transit use.**

4. Ensures that new development respects the character of existing areas:

- **Most importantly, the proposed revitalization of the subject site retains and integrates two façades of the church in the overall development program, ensuring an important, character defining building for this community is preserved and respected.**
- **The proposed development creates a sense of human scale through architectural massing, careful placement of the tower, podium articulation, and architectural detailing to create visual interest.**
- **The varying heights creates visual interest while also stepping back heights gradually toward the highway.**
- **Development above the former church is limited to three (3) storeys, the shortest heights, so as not to overwhelm the retained façade and to ensure prominence of the old roofline.**
- **East of the former church, the podium is (4) storeys, which creates a comfortable pedestrian experience.**
- **The proposed development includes an at-grade courtyard to break up the massing and ensure that the new podium, middle portion, and tower do not overwhelm. The courtyard is framed to the north by the three (3) storey former church, to the east by the eight (8) storey middle massing, and to the south by the 24-storey tower, creating a gradual stepping up and transition of heights.**
- **The building's colour palette is intended to give prominence to the portions of the retained building and complement the existing materiality and colour scheme present in the immediate area. The church's colour palette includes grey masonry, red brick, and black metal panels. A grey and white colour scheme is proposed for the new development and the different tones of grey break up the massing of the new development, with the darkest colour proposed for the lowest storey. The first floor of the east and south elevation is dark grey,**

[1] In this context, e-bicycle refers to a bicycle with an electric assist rather than e-scooter or electric mopeds.

and the eight-storey mass is distinguished with a very light alpine grey colour. The tower has a dark grey exterior for the east elevation and light grey exterior for the south elevation. The majority of the west elevation is light grey, with a dark grey accent.

- **The proposed front yard setback is consistent with the surrounding neighbourhood's urban context, which is characterized by shallow front yard setbacks. The church will retain its legal non-conforming front yard setback and to the east, the new building footprint has a front yard setback of 2.5 metres.**

5. Considers the 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 achieves a more compact urban form by introducing density on an underutilized site.**
- **The development accommodates the needs of people within a broad range of income brackets and life stages.**
- **The proposal represents and important adaptive re-use of two façades of an existing building to rejuvenate this block and provide an important investment in a well-served and vibrant community.**

6. Understands and respects natural processes and features in development design:

- **The proposed development includes both soft and hard landscaping features along the perimeter of the building and in the at-grade courtyard.**
- **Rooftop urban agriculture is proposed on the ninth storey and outdoor amenity space is proposed on the fourth storey. Private rooftop terraces are also proposed for the fourth storey units.**

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

- **The proposed development is being designed in accordance with the One Planet Living (OPL) sustainability framework. The OPL is made up of 10 guiding principles that address all aspects of environmental, social, and economic sustainability. The 10 guiding principles are shown in Figure 20, on right, and include: health and happiness, equity and economy, culture and community, land use and wildlife, sustainable water, local and sustainable food, sustainable materials, sustainable transport, zero waste, and zero carbon.**

Figure 20: One Planet Living Guiding Principles

- **The subject site is well-located in a neighbourhood that is highly supportive of transportation via public transit, cycling, walking, and other forms of active and e-mobility.**
- **280 bicycle and e-bike parking spaces are proposed to promote active transportation. Bicycle parking is proposed on the first level of the parking garage and is also distributed throughout the second to twenty-second storeys.**
- **91 vehicle parking spaces are proposed for 274 dwelling units, a rate of 0.33 parking spaces per unit. The vehicle parking ratio is kept low to prioritize parking for active and e-mobility forms of transportation, such as bicycles, e-bicycles, and e-scooters and to help reduce reliance on internal combustion engine vehicles.**
- **All 91 vehicle parking spaces will be available for electric vehicle (EV) charging and the remaining vehicle parking spaces will be constructed with the ability to convert to EV charging to reduce reliance on gasoline and diesel-powered automobiles.**
- **Landscape elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.**

4.2.5 Urban Design and Compatibility

The Official Plan emphasizes the importance of compatibility and scale when mitigating design impacts of intensification. 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. Table 3, below, provides an analysis of how the proposed development meets the applicable policies of Section 4.11. Further detail on how each of these criteria is achieved would be provided through a future Site Plan Control application.

Table 3: Proposed development design responses to Official Plan Policies related to Urban Design and Compatibility (Section 4.11)

Policy	Proposed Development
Design Brief	
1. A Design Brief will be required as part of a complete application […] The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with the Official Plan, Design Guideline(s), and the design provisions of a Community Design Plan or Secondary Plan.	A design brief is provided with this application package under separate cover to assess the applicable design guidelines as they relate to proposal throughout this document.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: **a. Setbacks, heights and transition;** **b. Façade and roofline articulation;** **c. Colours and materials;** **d. Architectural elements including windows, doors and projections;** **e. On site grading; and** **f. Elements and details that reference common characteristics of the area.**	The proposed development has a three (3) and four (4) storey podium. The podium is compatible with the existing and planned context of the surrounding neighbourhood while also creating visual interest with a subtle height difference and change in materials. The built heights increase to eight (8) storeys, with a 5.9 metre stepback from the front property line, and a 24-storey tower, with a 33.6 metre stepback from the front property line. The façade of the development has been carefully designed to give prominence to the exterior of the former church. The massing behind and above church is primarily glazed windows so as not to overwhelm or detract from the retained church's features. The roofline of the church is given prominence, by maintaining three (3) storeys in the church, which allows the roofline to take precedence at the ground level. The building's colour palette is also intended to give prominence to the retained portions of the church. The church's colour palette includes grey masonry, red brick, and black metal panels. A grey and white colour scheme is proposed for the new development and the different tones of grey break up the massing of the new development, with the darkest colour proposed for the lowest storey. The first

Policy	Proposed Development
	floor of the east and south elevation is dark grey, and the eight-storey mass is distinguished with a very light alpine grey colour. The tower has a dark grey exterior for the east elevation and light grey exterior for the south elevation. The majority of the west elevation is light grey, with a dark grey accent. The windows of the church façade are retained to maintain the original exterior as much as possible. Individual private patios are proposed along Arthur Lane and vehicle access is proposed via Raymond Street. Servicing and loading are proposed to be accessed through the parking garage which ensures these functional uses of the building are screened from the public realm. 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.
6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	The principal entrances are oriented toward two public streets: Arlington Avenue and Bell Street North, which improves interaction with the public realm. One ground floor residential has its own individual entrance facing Arlington Avenue and ground floor residential units facing Arthur Lane and Raymond Street have their own at-grade private terraces. These elements together enhance the interface with the street and improve safety through passive surveillance.
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.	Servicing and loading areas are located within the underground parking garage and mechanical equipment is generally located internal to the site and away from the public realm, providing a high-quality, obstacle-free pedestrian environment.
9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop mechanical equipment has been incorporated into the conceptual building design as a penthouse unit with step backs from the top storey of the building.

Policy	Proposed Development
Massing and Scale	
10. […] the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria: **a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;** **b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;** **c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.**	The proposed development contributes to the development of height distribution in a 'bowl' pattern, with the tallest heights surrounding the under-construction Corso Italia Station, decreasing moving outward, and increasing again next to the highway. The proposed height of 24 storeys is appropriate due to its proximity abutting the highway and its proximity to other high-rise buildings, such as the high-rise at 207 Bell Street North. The massing and scale have been developed to respond to the adjacent low-rise properties by locating the tallest heights as far away as possible, adjacent to the southern frontage next to the highway and Raymond Street. To locate the height as close to the highway as possible, the proposed development does not have a rear yard. The proposed setbacks are largest for the front yard at 3.5 metres, followed by 2.16 metres for the interior side yard, and 1.5 metres for the corner side yard. The front yard setback maintains the existing front yard setback established by the church and is compliant with the proposed subzone. The interior side yard is proposed at 2.16 metres, set back to provide some space between the building and the laneway, but also recognizing that the laneway is a unique context that also provides transition from the building to the adjacent properties.
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. **13. Building height and massing transitions will be accomplished through a variety of means, including**: **a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);**	Transition has been carefully considered in the design of the proposed building. A 45-degree angular plane has been used to locate as much height within the angle as possible, with minimal projection. The building height is located at the edge of the site and community abutting Highway 417 and therefore providing adequate transition to the existing established community. The three (3) and four (4) storey podium and the eight (8) storey portion fit entirely within the angular plane. The top five (5) storeys of the 24-storey tower projects slightly into the angular plane. Angular plane is one way to measure compatibility of new development with the surrounding environment and this demonstrates that the proposed development is sensitive to the wider context and neighbourhood. The projection into the angular plane occurs as far south as possible to minimize impacts to the surrounding low-rise residential neighbourhood.

Policy	Proposed Development
b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); **c. Building setbacks and step-backs.**	Please note that it is consistently Fotenn's position that the angular plane is one of many mechanisms to assess and guide building transition to existing, low-rise residential properties. Other mechanisms can include lower podium heights, setbacks of podium and towers, upper-floor setbacks, and density and massing redistribution to upper floors, or other design approaches. Transition is also managed with multiple setbacks and stepbacks. The building façade along Arlington Avenue follows and reinforces the front yard context and the existing church façade, with a legal non-conforming front yard setback of 0 metres for the church and a 2.5 metre front yard setback proposed for the four (4) storey podium. The eight (8) storey mass is set back 5.9 metres from the front property line, 12.7 metres from the west, and 5.8 metres from the east; and the tower is set back 33.6 metres from the front property line. The existing church has a 0-metre setback along Bell Street North and the new development is set back 1.5 metres for the third to twenty-fourth storeys. Impacts to adjacent dwelling units is minimized, as this far south along Bell Street, the proposed development faces one building, a rowhouse with four dwelling units. Along Arthur Lane, the proposed development is set back 3.04 metres for the ground floor and second storey. To the south, the third to 24th floors are set back 1.8 metres. These various stepbacks and setbacks break up the massing and reduce the impacts of the scale on the surrounding neighbourhood and also allow the provision of balconies to provide future residents with private outdoor space. Nine (9) ground-oriented units are included in the development: seven (7) of the units face Arthur Lane and two (2) face Raymond Street. The seven (7) units facing Arthur Lane will have access to a private patios at-grade to better animate the public realm.
High-Rise Buildings	
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	The proposed development has been designed to mitigate sun and shadow impacts to pedestrian comfort, safety, and usability. The tower has a 762.4 -square metre floorplate and is located as far south as possible on the site to minimize the shadow cast on neighbouring buildings. The design utilizes a significant number of stepbacks, breaking

Policy	Proposed Development
of this Plan and avoid or reduce impacts or disruptions associated with: **a. 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;** **b. Public views, including view planes and view-sheds referred to in Policy 3 above** **c. Proximity to heritage districts or buildings,** **d. Reduced privacy for existing building occupants on the same lot or on adjacent lots.**	up the massing gradually as the height increases, which helps to reduce the impacts related to wind and also reduces the bulk of the shadows cast. The building is highly porous, with multiple points of entry and egress for pedestrians along Arlington Avenue and Bell Street North. The landscaped open space is accessible at grade as well. Access to one private unit at the northeast corner of Arlington Avenue and at-grade access to a publicly-accessible community space is also included. The submitted wind and shadow studies have assessed impacts to pedestrian comfort and usability and make recommendations for implementation in their respective reports. The proposed development will not negatively affect any public views as defined in policy 3. As a heritage-listed building is located on the subject site, careful attention has been paid to ensure that the high-rise development does not detract from or negatively impact the structure of the retained façades of the church. No additional mass has been added above the church and remains at three (3) storeys. The roofline and tower of the church are prominent and define the northwest corner. Privacy and overlook have been taken into consideration as part of the proposed development and has been mitigated with the multiple setbacks and stepbacks, as mentioned above, to create space between the proposed development and the adjacent neighbourhood. The three public roads and public lane provide a buffer between the proposed development and nearby residential dwellings.
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 and address the impacts described above in the following ways; **a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.** **b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by**	The base of the building is the three (3) and four (4) storey podium. The podium has been sensitively designed to respond to the street wall along Arlington Avenue, respect the attributes of the Korean Community Church, and provide space for at-grade landscaped open space, which frames and defines the building. The middle is the eight (8) storey mass, which steps back from the podium by 3.0 metres from the fourth storey to the north. The eight (8) storey middle mass provides a gradual transition from the three (3) and four (4) storey podium to the 24-storey tower.

Policy	Proposed Development
incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context. **c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.**	The top of the building has a stepback for the mechanical penthouse at the 24th storey.
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.	As is discussed further in section 4.5.3, the proposed development has been developed with consideration of the appealed High-Rise Zoning Provisions.
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.	The proposed development has been designed with consideration paid to the Urban Design Guidelines for High Rise Buildings, which are outlined in section 4.4.
Outdoor Amenity Areas	
19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). 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.	Balconies in the proposed development have been sensitively located to mitigate issues related to overlook and privacy.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas	The proposed development features generous communal amenity, including the at-grade open space, rooftop terraces on the third, eighth, and twenty-fourth storeys. Private amenity areas include private terraces for grade-related units as well as balconies for floors two and up.

Policy	Proposed Development
and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	

4.2.6 Cultural Heritage Resources

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

Section 27 of the Ontario Heritage Act permits municipalities to add properties of cultural heritage value or interest to the Heritage Register. Listing under Section 27 requires property owners wanting to demolish a building listed on the Register to provide the City notice at least 60 days prior to the demolition. This allows the City the opportunity to consult with the owner to consider designation under Part IV of the Heritage Act if warranted. Importantly, there are no restrictions on alterations to properties listed under Section 27 of the Ontario Heritage Act.

The proposed development retains two facades of the existing church in its existing location and will either be dismantled and reconstructed or retained in place while construction takes place around it. Work is underway to understand how to best retain the two existing church façades, which is complicated due to the tower's poor structural integrity. The design of the new building and in particular the portions directly interacting with the retained church façades will feature white cladding so that the retained façades are given prominence is emphasized, and its roofline is accentuated. The tower will be constructed with a light and dark grey colour palette to complement the brickwork of the church.

The proposal ensures that the retained façades are the most prominent feature by locating the tower as far to the south as possible and by pushing back the eight (8) storey middle mass behind the roofline of the church. A common area is proposed on top of the church, which will allow the roofline of the church to remain a dominant feature. The design of the proposed development is intended to ensure that the height, bulk, form, and massing of the new building do not detract from the retained church façades' attributes.

The proposed development highlights the red brick façade of the church and includes a grayscale exterior for the new massing, which both respects the existing neighbourhood's context – including the cement board paneling exterior of the nearby Liv Building as well as low-rise dwellings' red and painted brick exteriors – and establishes a new colour palette that is unique and unto its own time. The design of the proposed development ensures that the new and retained façades are compatible with the wider surrounding neighbourhood and its diversity of housing typologies and exterior materials.

Overall, while the subject site is not a heritage-designated property, careful consideration has been paid to preserve the cultural value of the church. The development team met with staff from the City of Ottawa Heritage department to better understand which elements of the church should be preserved. The north and west façades of the church will be retained and conserved.

4.3 City of Ottawa New Official Plan (2021, pending approval from the province)

The City of Ottawa has undertaken a comprehensive review of their Official Plan, which will resulted in the creation of a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- The first draft of the new Official Plan was released in November 2020.

- The new Official Plan was reviewed at Planning Committee and the Agriculture and Rural Affairs Committee at a multi-day meeting beginning October 14, 2021, and by full City Council on October 27, 2021, where it was adopted.
- The Ministry of Municipal Affairs and Housing (MMAH) are currently reviewing the document, which may result in modifications. The Ministry's review is underway and may extend into early 2023.
- When the new Official Plan is approved, the current Official Plan will be repealed.

Since the current Official Plan is currently in force and the new Official Plan is adopted, but not yet in force, policies from both Official Plans have therefore been reviewed. The proposed development is tested against the policies of both Official Plans to demonstrate that it meets the general intent and purpose of both the current and new Official Plans.

Per Section 22(2.1) of the *Planning A*ct, following the adoption of the new Official Plan, there will be a two-year period where Official Plan Amendments are prohibited barring a special declaration by Council.

4.3.1 Strategic Directions

The New Official Plan provides guidance for major strategic directions, including (s. 2.2.1):

Policy Intent **i) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods**

Ensuring that by 2046, 60% of all new dwelling units are constructed in existing neighbourhoods as opposed to undeveloped greenfield lands. This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods.

Policy Intent **iii) Improve public amenities and services**

To achieve the goal of directing 60% of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to residential Neighbourhoods within a short walking distance of those Hubs and Corridors and help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The city's goals for intensification and diversification of housing options generally seek to develop in the existing built-up area. The proposed development will add a new infill tower in a built-up neighbourhood within a short walking distance to the future Corso Italia LRT Station, and will be located close to shops and services, contributing toward the development of a 15-minute neighbourhood.

4.3.2 Growth Management Framework

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

The New Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. Most of the employment growth will occur within the built-up portion of the urban area. Most of the remaining rural growth will be directed to villages with some rural highway interchanges reserved as strategic locations for future Industrial and Logistics uses. The Plan states: "enough land is designated in the urban and rural areas to meet the projected housing, employment and other land uses to 2046" (s. 3). The urban area and villages shall be the focus of growth and development (s. 3.1.3). The City will allocate household growth targets as follows (s. 3.1.4) and as shown in Figure 21, below:

- 93 per cent within the urban area where:
  - 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
  - 46 per cent is within the greenfield portion of the urban area;
- 7 per cent within the rural area where:
  - 5 per cent is within the villages; and
  - 2 per cent is outside of villages.

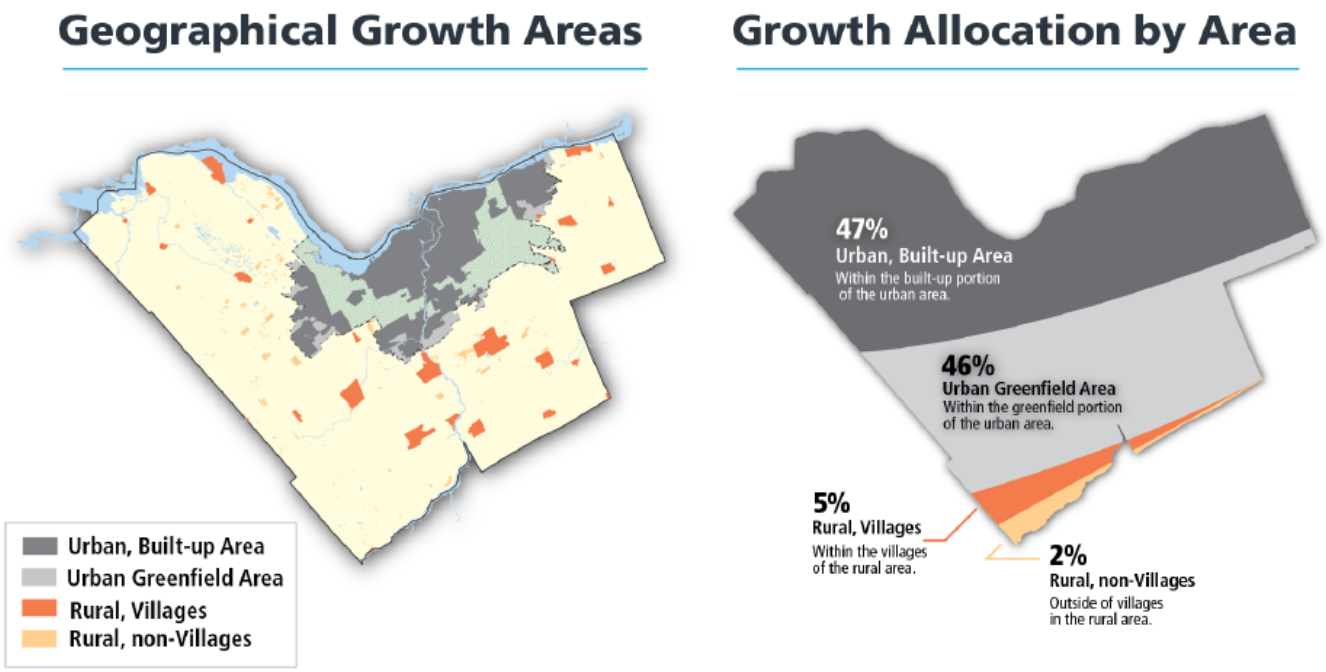

Figure 21: Household growth targets

In section 3.2., the New Official Plan outlines its goals for intensification, including focusing Residential intensification in 15-minute neighbourhoods in Neighbourhood-designated lands and on serviced lands. Per Policy 1, the target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units. Policy 4 notes that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

The proposed development, which is located within the urban boundary and on a site that is presently serviced, represents an ideal location for residential intensification and contributes to the city's goals of directing growth to its built-up areas.

4.3.3 Cultural Heritage and Archaeology

Section 4.5 of the New Official Plan outlines the City's approach to conserving cultural heritage resources and honouring diverse cultural communities as part of the City's planning and decision-making. In section 4.5.1, policy 1 states that identification and evaluation of properties and areas of potential cultural heritage value shall be consistent with provincial regulations and will include the consideration of design or physical value; historical or associative value; and contextual value. Per Policy 4, Individual buildings, structures, and sites shall be designated as properties of cultural heritage value under Part IV of the Ontario Heritage Act. Policy 7 notes that the City shall maintain a Heritage Register of properties of cultural heritage value or interest. The Register will include properties that have been designated under Part IV or Part V, or listed under Section 27 of the *Ontario Heritage Act*.

As previously mentioned, the subject site is listed on the City of Ottawa heritage register but is not designated under either Part IV or V of the *Ontario Heritage Act*. The proposed development is compatible with the surrounding neighbourhood as it respects and conserves the attributes of the existing church, including the façade on Arlington Avenue and Bell Avenue, and maintains the roofline to reinforce the former church's massing. The proposed development integrates these retained façades into the overall massing.

Section 4.5.3 details the how the city intends to promote partnerships through leadership, community engagement and incentives. Policy 2 notes that the City may work with faith groups in order to find approaches to the adaptive re-use of their places of worship that shall preserve and honour their cultural heritage value in changing urban, suburban or rural environments.

The proposed redevelopment is an example of adaptive re-use of the existing façades, which have been thoughtfully incorporated into the building design. The redevelopment of the site will enable the Korean Community Church to explore opportunities to construct a new facility while also maintaining a presence in the community by accessing a community room on the subject site. The design of the proposed development preserves key attributes of the church and honours its cultural history.

4.3.4 Transect, Designation, and Overlay

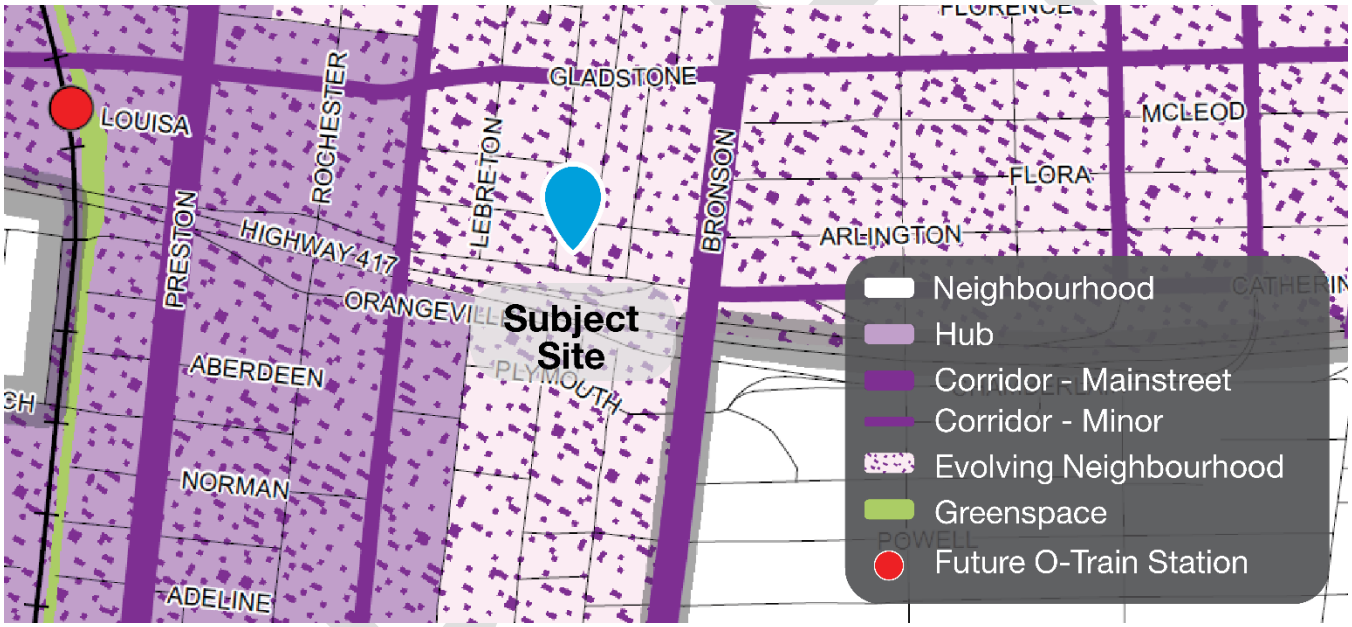

Figure 22: Schedule B1 – Downtown Core Transect (City of Ottawa New Official Plan, 2021)

The subject site is located in the Inner Urban Transect and is designated as Neighbourhood in the New Official Plan and is also affected by an Evolving Neighbourhood Overlay. To the north, east, west, and south, the surrounding lands are designated as Neighbourhood; lands fronting on to Gladstone Avenue and Booth Street are designated as Minor Corridor; and lands fronting onto Preston Street and Bronson Avenue are designated as Mainstreet Corridor.

Inner Urban Transect: 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 urban built form characteristics, while the postwar neighbourhoods reflect suburban characteristics. Its intended pattern is urban. The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- Proximity and access to frequent street transit or rapid transit;
- Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements; and
- Subject to servicing constraints.

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 the Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (identified as Table 3b in the New Official Plan and shown as Table 4, below).

Table 4: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets within the Downtown Transect

Target Residential Density Range for Intensification, Dwellings per Net Hectare	**Minimum Proportion of Large-household Dwellings within Intensification**
80 to 120	Within the Neighbourhood designation: Existing lots with a frontage 15 metres or wider: - Target of 25 per cent for Low-rise buildings; - Target of 5 per cent for Mid-rise or taller buildings; All other cases: none Minor Corridors: No minimum

Neighbourhood: Neighborhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

Permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights or in areas already characterized by taller buildings.

A range of residential and non-residential built forms will be permitted throughout the Neigbbourhood designation, including:

- Low-rise housing options sufficient to meet and exceed the goals of the Residential Intensification Targets (Table 2 in the New Official Plan, shown below as Table 5) and Neighbourhood residential density and large dwelling targets;

Table 5: Residential Intensification Targets

Residential Intensification Targets	**Total**
Ground-oriented / Large-household dwellings	49,000
Apartment / Small-household dwellings	43,000
Total dwellings	92,000

- Housing options with the predominant new building form being missing middle housing, which meet the intent of the following policy:

  - Innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities; and
- In appropriate locations including near rapid-transit stations, where zoning may prohibit lower-density housing forms.

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

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

The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- Local context and character of existing development;
- Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
- Proximity to Hubs, Corridors and rapid-transit stations;
- Transition in building form to and from abutting designations;
- The intended density to be accommodated within the permitted building envelope; and
- The provisions of Subsection 4.2 Policy 1)(d):
  - A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by: establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability.

Evolving Neighbourhoods Overlay: The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

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

Where an Evolving overlay is applied:

- The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- The Zoning By-law shall include minimum-density requirements as identified in Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements (Table 3a), and permissions to meet or exceed the density targets of Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b, shown as Table 4, above).

The subject site is located in an area already characterized by taller buildings. As well, it contributes to achieving the neighbourhood residential density targets, as outlined in Table 5, above. As well, the subject site's location in proximity to a new rapid transit station is worth noting, where the new Official Plan notes that may prohibit lower-density housing through the zoning by-law.

4.4 Urban Design Guidelines for High-Rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- The proposed development does not impact any views or angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols (Guideline 1.2);
- The base of the building defines the street wall context along Arlington Avenue (Guideline 1.12);
- The proposed development mostly fits within a 45° angular plane as measured from the north side of Arlington Avenue (Guideline 1.13);
- The lot of the proposed development is regular in shape and permits the design to transition from 24 to eight (8), four (4), and three (3) storeys (Guideline 1.14);
- The lot of the proposed development abuts the public realm on all sides: on three sides, it abuts a public road, and on one side, it abuts a public laneway (Guideline 1.15);
- The lot size is sufficient for a high-rise building, 2,187 square metres when 1,350 square metres is required (Guideline 1.16);
- The base of the high rise has been designed to respect the architectural scale, proportion, rhythm, and character of the retained façades by following the height pattern established by the Korean Community Church. This is done by ensuring that there is no massing above the third storey of the Korean Community Church, allowing the roofline to dominate. Along Arlington Avenue and east of the church, the mass of the base is four (4) storeys, which lines up with the peak of the roof of the church (Guideline 1.20);
- The proposed development is designed so that the retained façades are the character-defining element of the site. The tower is placed as far away from the retained façades so as to frame and not overwhelm it. The design is broken up into multiple masses, with a four (4) storey podium to the east and adjacent to Arlington Avenue and Arthur Lane, then increases to eight (8) storeys, also to the east and south of the proposed building. A final stepback is after the eighth storey, where the tower rises to 24 storeys (Guideline 1.21);
- The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm with a three (3) and four (4) storey well-designed podium and a pedestrian-scale entry point at the landscaped courtyard (Guideline 2.1);

- The proposed building enhances and creates the image of a community and a city both with the retention and preservation of two façades of the church and through the design of the upper portion of the building that creates views and landmarks and enhances the skyline (Guideline 2.2);
- The tower of the proposed development has a defined base, middle, and top: a three (3), four (4), and eight (8) storey base, nine (9) to 24-storey middle, and top above the 24th floor of the building (Guideline 2.3);
- The base of the building creates a continuous building edge along four public spaces: three public roads and one public laneway. The facade of the building along Arlington Avenue responds to the existing facades, which are generally two (2) storeys tall; the tallest portion of the base is three (3) storeys where it is adjacent to the two (2) storey buildings to the east along Arlington Avenue. On Bell Street, Raymond Street, and Arthur Lane, the proposed development creates a new street wall condition (Guideline 2.13, 2.18);
- The height of the four (4) storey base responds to the road right of way (ROW): the base is 12.4 metres tall, and the ROW is approximately 15.4 metres on Arlington Avenue and 16.2 metres on Bell Street. The height of the base ensures that the proposed development encloses the street without overwhelming it (Guideline 2.15);
- Long facades are broken up with massing and articulation; the middle (8) storey mass uses entirely white cladding, while portions of the tower use gray cladding to define and articulate the masses (Guideline 2.20);
- Bio-based materials will be used to construct the development, per the One Planet Living Principles (Guideline 2.21);
- The base of the building is animated with multiple points of entrance and egress, including building entrances on Arlington Avenue and Bell Street, private entrances on Arthur Lane, and a landscaped open space at grade on the ground floor on Bell Street. Many of the spaces facing the public realm at grade will be amenity spaces and will be highly transparent (Guideline 2.23);
- A 762.4 -square metre floorplate minimizes shadows and wind impacts, preserves sky views, and allows for the passage of natural light into interior spaces (Guideline 2.24);
- Generous step backs from the base are proposed, including:
  - To the north along Arlington Avenue: 5.9-metre step back from the third to eighth floors, 3-metre step back from the fourth to eighth floors, and a 27.7-metre step back from the ninth to 24th floors;
  - To the west along Bell Street: 12.7-metre step back from the fourth to eighth floors; and
  - To the east along Arthur Lane: the ground floor is set back 3.035 metres underneath the overhang of the second and third floors above. The second and third floors are set back 1.5 metres from the property line. There is a 3.5-metre step back for floors four (4) through nine (9) and there is a 1.3 metre step back for floors ten (10) through 24.
- None of the tower frontage extends straight down to the street to address the corner of Bell Street and Raymond Street; the entirety of the tower floorplate is stepped back from the property line (Guideline 2.30);
- The tower has been oriented to minimize impacts to shadow and wind on the public and private spaces, locating the tower as far south as possible, as far away from adjacent low-rise development, and as close as possible to the highway (Guideline 2.31); and
- The top of the building integrates into its overall architecture, continuing the white panelling (Guideline 2.35).

4.5 City of Ottawa Zoning By-law (2008-250)

The subject property is currently subject to the 'Minor Institutional, Subzone A (I1A)' zone. With a maximum building height established at 15 metres, the I1A zone does not permit high-rise, mixed-use buildings.

The site is also located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking. The provisions of the overlay do not generally apply beyond low rise-built form, some of the characters of the overlay, such as walkway width and driveway width, are required to be met.

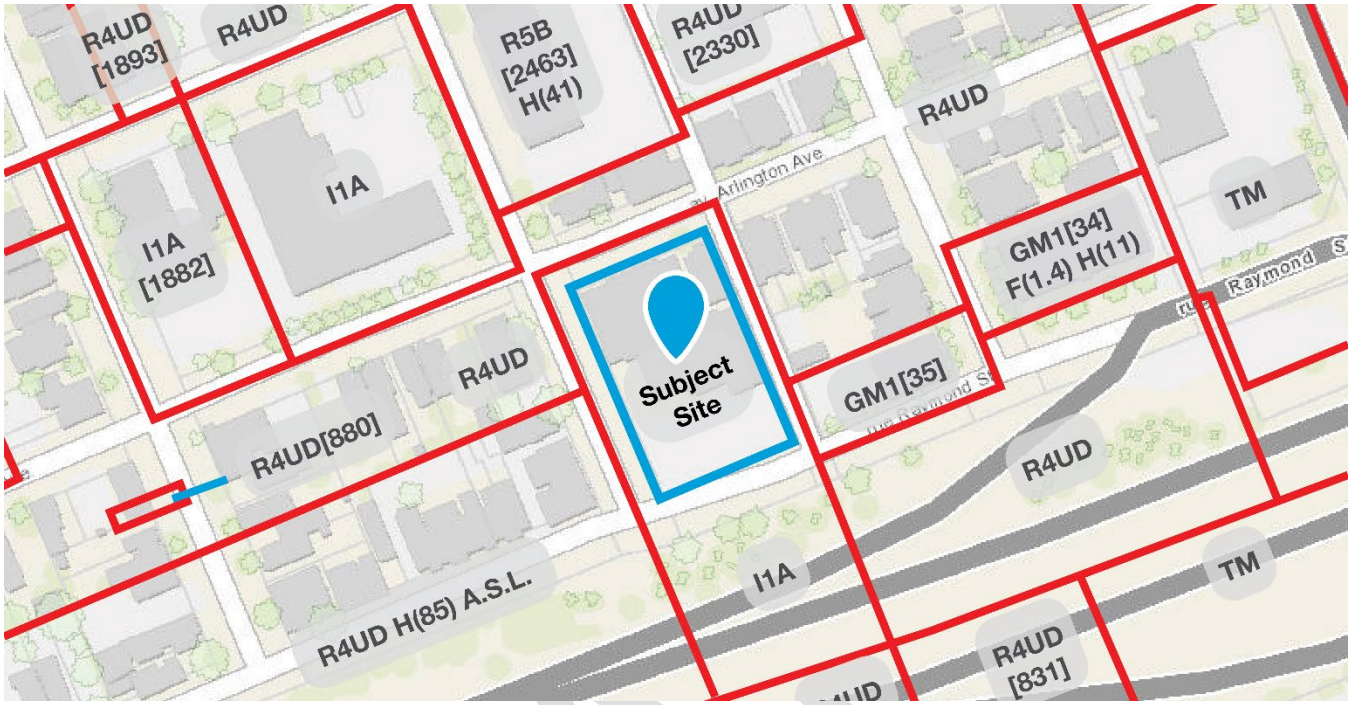

Figure 23: Current zoning of the subject site

4.5.1 Zone Provisions and Analysis

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, Subzone B with site-specific provisions to address the proposed development (R5B [XXXX]SYYY)

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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; and
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

Table 6, below, provides a summary of the Residential Fifth Density, Subzone B (R5B) as detailed in Zoning By-law 2008*-250. The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (X).

Table 6: Proposed R5B Subzone performance standards and analysis

R5B	Requirement	Provided	Compliance?
Minimum Lot Width (m) Table 164A	22.5 m	37.99 m	✓

R5B		Requirement	Provided	Compliance?
Minimum Lot Area (m²) Table 164A		675 m^2	2,187 m^2	✓
Maximum Building Height (m) Table 164A		Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	70.95 m	✓
Minimum Front Yard Setback (m) Table 164A		3 m	0 m Legal non-conforming	✓
Minimum Corner Yard Setback (m) Table 164A		3 m	1.5 m	X
Minimum Rear Yard Setback (m) Table 164A		7.5 m	0 m	X
Minimum Interior Side Yard Setback (m) Table 164A		Within the first 21 m from the front yard: 1.5 m 21 m from the front lot line: 6 m	Within the first 21 m from the front yard: 1.5 m 21 m from the front lot line: 1.5 m	✓ X
Corner Sight Triangle s. 57		A triangular corner site triangle measuring 6 m x 6 m extending from the corner of two streets shall be observed. No buildings are permitted within 3 m of the triangle formed.	Arlington Ave and Bell St N: existing legal non-conforming Bell St N and Raymond St: intrusion into corner sight triangle	✓ X
Landscaped Area s. 163(9)		30% of the lot area must be provided as landscaped area	24%	X
Amenity Area Table 137 s. 137(4)	Total Amenity Area	6m^2 per dwelling unit: 1,644 m^2	Indoor amenity: 684.8 m^2 Outdoor amenity: 674.2 m^2 Private balconies/ terraces: 1,322.2 m^2 Total: 2,680.8 m^2	✓
	Communal Amenity Area	A minimum of 50% of the required total amenity area: 822 m^2	1,359 m^2 Includes communal amenity areas and terraces	✓
	Layout of Amenity Area	Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	Ground floor courtyard: 162.8 m^2 4th floor terrace: 143.7 m^2 9th floor terrace: 367.7 m^2	✓

R5B		Requirement	Provided	Compliance?
			Multiple areas of more than 54 m^2	
	Amenity area as part of landscaped area	Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements	Included	✓
Parking Requirements				
Parking Requirements Area X on Schedule 1A		0.5 spaces/unit, less the first 12 units (resident): 125 parking spaces 0.1 spaces/unit, less first 12 units (visitor): 15.4 parking spaces Total: 140 parking spaces	91 vehicle parking spaces	X
Vehicle Parking Space Dimensions s. 106		Must be 2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Aisle and Driveway Provisions s. 107		Width of double-lane driveway providing access to a parking garage: 6m Width of aisles in a parking garage for parking oriented at 90°: 6 m	Driveway width: 6 m Aisle width: 6 m	✓
Bicycle Parking s. 111		0.5 per dwelling unit: 138 bicycle parking spaces	280 bicycle parking spaces	✓
Bicycle Parking Space Dimensions s. 111		Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m (Max 50% of required spaces)	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m	✓
Bicycle parking access aisle width s. 111		1.5 m	1.5 m	✓

As demonstrated in the table above, the proposed development complies with the general intent and most of the provisions of the zone. The proposed Zoning By-law Amendment would address the areas in which relief will be sought through a site-specific exception. The proposed amendment is outlined in section 5.0 of this report.

4.5.2 Corner Sight Triangle

Pursuant to section 57, corner sight triangles will need to be maintained at the intersection of Bell Street North where it intersects with Arlington Avenue and Raymond Avenue. The area required for each setback will be determined through consultation with City staff during the Site Plan Control process.

As part of the proposed redevelopment, the following corner sight triangles are proposed:

- Bell Street North and Arlington Avenue: existing legal non-conforming
- Bell Street North and Raymond Avenue: intrusion into the corner sight triangle

The proposed reduction to the corner sight triangle at the intersections where Bell Street North intersects with Arlington Avenue and Raymond Avenue. At the intersection of Bell Street North and Raymond Avenue, the first storey is set back. However, the second storey and above intrude into the corner sight triangle area.

4.5.3 High-Rise Zoning Provisions

In September 2019, the City of Ottawa adopted new High-Rise Zoning provisions; however, these provisions were appealed and remain under appeal as of writing. A comparison of the proposed provisions and the proposed development are presented in Table 7, below.

In addition, the proposed development is subject to the new regulations related to the development of high-rise buildings in the City of Ottawa (By-law 2019-353). The new regulations provide minimum lot areas for corner and interior lots, as well as minimum distance separations to property lines and other towers on the same property. The regulations are currently under appeal and the appeal remains active and unresolved. The subject property is located within Area A, being outside of the MD zone but within the Greenbelt.

Table 7: Proposed Provisions for High-Rise Buildings Inside the Greenbelt (excluding the MD zone) - Proposed High-Right Zoning Provisions (September 26, 2019).

Proposed HRZP Provision	Mechanism	Proposed	Compliance
Minimum lot area for a corner lot	1,150 m^2	2,187 m	✓
Rear yard setback for a tower	10 m	2.4 m	X

5.0
Proposed Zoning By-law Amendment

To facilitate the proposed development, a Zoning By-law Amendment is being submitted to rezone the lands to "Residential Fifth Density, Subzone B, Special Exception XXXX, Schedule YYY (R5B[XXXX] SYYY)". The special exception would address specific performance standards, while the proposed site-specific schedule would establish building heights, setbacks, and stepbacks. The new zoning schedule and exception would provide relief from specific provisions of the proposed zoning as detailed throughout this report to address non-compliance in the following areas:

Increase Permitted Maximum Building Height and Application of the R5 Zone:
The zoning by-law amendment to apply the Residential Fifth Density Zone and permit high-rise development on the subject property is appropriate as it will accommodate a broad range of uses and foster and promote compact, mixed-use, pedestrian-oriented development while ensuring that scale and character of the area is maintained. The site-specific schedule will establish height permissions on the lands that promote a shift from mid to high-rise built-form as the building transitions away from the existing community towards Highway 417 to the north. This height allocation on the edge of the neighbourhood ensures the tallest portion of the building is positioned furthest from the established low-rise portions of the existing community.

The permitted maximum height of 15 metres of the current zone is proposed to be increased to 71 metres. The height and tower design are appropriate given the subject lands unique buffer condition along the Highway 417. Moreover, the subject lands are currently underutilized and represent significant opportunity for residential intensification in close proximity to private and public amenities and services in support of the City's overall growth management strategy. Further, the building has been designed as a high-rise point tower building advancing several of the City's Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline.

The podium and slender tower design will ensure minimal shadow, wind, and privacy impacts while providing for noise mitigation from Highway 417 for those residents in the immediate area. Further, due to the slender tower design, along with reducing shadowing, the design will also preserve sky plane views for the immediately abutting neighbours.

Additionally, abutting properties are already characterized by taller buildings, including the Liv at 12-storeys in height. The proposed development is compatible with other lower profile dwellings in the area and along the Raymond/Catherine corridor by providing appropriate transition, separation distance, podium massing, and urban design measures. It is our opinion that the proposed high-rise tower at 24-storeys in height represents an appropriate height and use for these lands.

Finally, the Residential Fifth Density Zone is well represented in the area with multiple properties zoned for high-rise development including the recently approved City-led initiative to rezone the lands at 818 Rochester Street to permit high-rise development in the range of 26 to 30-storeys.

Reduced Corner, Rear, and Interior Yard Setbacks:

- Reduced Minimum corner side yard setback of 1.5 metres whereas 3.5 metres is required;
- Reduced Minimum rear yard setback of 0 metres whereas 7.5 metres is required; and
- Reduced Minimum interior side yard setback of 1.5 metres is provided as a setback 21 metres from the front lot line when 6 metres is required

The subject property comprises the entire block with frontage on all sides of the public realm including three public streets and a public laneway. This unique condition requires a building design that will animate and frame the public realm providing for an improved streetscape rhythm and scale on all four public facing interfaces.

Further, considering the context of the surrounding neighbourhood, which generally provides development built to the lot line, the requested reductions are appropriate. Also, the design of the building enhances the pedestrian realm

through active street frontages on all sides and beneficial framing of the pedestrian realm. Finally, it is recognized that on narrow lots, using design and materiality – as opposed to physical stepbacks – can achieve appropriate delineation and separation of the podium and base.

Although relief is sought from three of the setbacks, this is due principally to the nature of the site configuration. The proposed development has been broken into three masses, which have a range of setbacks and stepbacks, and can mitigate impacts resulting from the relief sought. Along with the considerate tower design which offers a slender point tower floorplate, the proposed stepbacks are able to provide an appropriate transition to mitigate the impact of height on the planned and existing nearby community.

Reduced Minimum landscaped area of 24% of landscaped area whereas 30% is required:
Although 30% of landscaped space could not be provided at grade, greenspace is distributed throughout the site and includes a rooftop garden. While 24% of the landscaped area is provided, the proposed development includes a range of private and shared terraces and balconies, as well as a landscaped open space at grade.

As a site within an urban context, it is not an efficient use of space to dedicate a third of the lot to landscaping at-grade. However, it is recognized that amenity space and access to the outdoors is an important component of residential development. As such, as discussed above, the proposed development includes indoor amenity spaces for residents, as well as rooftop amenity space and at-grade communal amenity space. Further to this, the subject site is in walkable distance with access to nearby outdoor amenity spaces including the Trillium Pathway system and McNabb Park.

Reduced Corner sight triangle at the intersection of Bell Street North and Raymond Street:
Relief is sought from the corner sight triangle requirements for the intersection of Bell Street North and Raymond Street, however, the building has been designed to set the first storey back at this intersection to preserve the sight lines and mitigate against negative impacts.

Reduced Parking requirements of 91 vehicle parking spaces whereas 140 vehicle parking spaces are required:
The proposed parking requirements are consistent with urban developments in the city and strikes a balance between providing parking while also featuring a 1:1 ratio of bicycle parking to encourage healthy and active lifestyles.

The reduced parking space rate as well as providing a 1:1 bicycle parking space ratio will promote a balanced modal share split for personal trips. The subject site is in close proximity to local and regional public transportation options as well as the greater bicycle network at the Trillium Pathway. Further, the lands are located within the well established Centretown-West community with key amenities and employment hubs within walking distance. Therefore, the modest reduction in required parking requested is appropriate for this development proposal.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant mixed-use character and provide an appropriately scaled, high-rise building that is compatible with its surroundings, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along all public realm Street frontages.

Future Applications
An application for Demolition Control will also be submitted in the future to facilitate the proposed development. The Demolition Control form will be submitted with a 60-day notice period, during which time city staff will determine whether the existing building meets the criteria for designation under Part IV of the Ontario Heritage Act contained in Ontario Regulation 09/06. Further, a Site Plan Control Application will be submitted at a future date to further determine site development details such as site servicing, landscaping, vehicle access/egress, and building materiality.

6.0
Supporting Studies

6.1 Geotechnical Study

Paterson Group prepared the Geotechnical Investigation dated July 28, 2022. The objectives of the geotechnical investigation were to: determine the subsoil and groundwater conditions at this site by means of boreholes and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

The report found that from a geotechnical perspective, the subject site is considered suitable for the proposed development. The proposed multi-storey building is recommended to be founded on conventional spread footings placed on a clean, surface sounded shale/limestone bedrock. Bedrock removal will be required to complete the underground parking levels.

6.2 Transportation Impact Analysis (TIA)

CGH Transportation prepared the Transportation Impact Assessment (TIA) dated July 2022. The TIA found that the site-generated trips on all the local and collector roads will be less than 30 two-way trips in the peak hours. As it will be distributed across a number of roadways, the overall impact will be negligible to the roadway classification.

The proposed development is forecasted produce 117 two-way people trips during the AM peak hour and 117 two-way people trips during the PM peak hour. Of the forecasted people trips, 27 two-way trips will be vehicle trips during the AM peak hour and 27 two-way trips will be vehicle trips during the PM peak hour based on a 26% AM and 25% PM auto share target. Of the forecasted trips, 30% are anticipated to travel north, 20% to travel south, 40% to travel east, and 10% to travel west.

The proposed development is anticipated to generate an additional 34 AM peak hour transit trips and 24 PM peak hour transit trips. Of these trips, 24 outbound AM trips and 14 inbound PM trips are anticipated.

The report suggested the following supportive TDM measures should be included within the proposed development:

- Display local area information with walking/cycling maps and relevant transit schedules and route maps
- Provide a multimodal travel option information package to new residents
- Inclusion of a 1-year Presto card for first time new condo purchase and apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- Unbundle parking cost from purchase or rental costs

The report indicated that from a transportation perspective, the proposed development applications proceed.

6.3 Urban Design Brief

Neuf Architects prepared the Urban Design Brief dated August 18, 2022. As there is some overlap between the Urban Design Brief and the Planning Rationale, the Planning Rationale should be referenced for details related to the ‘Response to City Documents’ section. The remainder of the requirements in the Urban Design Brief Terms of Reference are available in the Urban Design Brief itself.

6.4 Phase I Environmental Site Assessment

Pinchin prepared the Phase I Environmental Site Assessment dated March 31, 2021. Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) was recommended at the time.

6.5 Site Servicing Plan

CIMA+ prepared an Assessment of Adequacy of Public Services Report dated July 28, 2022. The findings are as follows:

- **Water Servicing**: a minimum of two (2) water service connections, separated by an isolation valve, are required to provide redundant supply, and avoid a vulnerable service area because basic day demand exceeds 50 m³/day (or 0.57 L/s). There is adequate flow and pressure in the water distribution system to meet the required water demands for the proposed development.
- **Sanitary Servicing**: Peak wastewater demands were provided to the City, who confirmed that there is adequate residual capacity in the city system to accommodate the proposed wastewater flow.
- **Stormwater Servicing and Stormwater Management**: Based on communications with the City, the preferred and anticipated stormwater connection from the proposed development will discharge to the existing 300 mm combined sewer on Bell Street. Considering the mainline sewer is PVC a new maintenance hole will not be required at the point of connection. The proposed discharge to the storm sewer was provided to the City, who confirmed that there is adequate capacity in the city system to accommodate the proposed flow. An anticipated storage volume of 86.5 m³ shall be required on-site via underground storage tank to restrict stormwater discharge to the allowable release rate of 18.2 L/s and may be further reduced to 65.2 m³ using a pump and appropriate backup power within the system.

6.6 Pedestrian Level Wind Study

Gradient Wind Engineers & Scientists prepared a Pedestrian Level Wind Study dated August 22, 2022. The report found that:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, green space, and in the vicinity of building access points, are considered acceptable.
- Calm and acceptable wind conditions are predicted over the common amenity terrace serving the proposed development at Level 4 during the typical use period.
- Conditions over the roof area at Level 9 are predicted to be suitable for a mix of sitting and standing during the typical use period. Additionally, the areas that are predicted to be suitable for standing, according to the comfort classification in Section 4.4, are also predicted to be suitable for sitting for at least 75% of the time during the same period. Since the roof area is intended to serve as a garden, the noted conditions are considered acceptable.
- The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

6.7 Roadway Traffic Noise Feasibility Assessment

Gradient Wind Engineers & Scientists completed a Roadway Traffic Noise Feasibility Assessment dated July 27, 2022.The report found that levels at the building façades will range between 54 and 79 dBA during the daytime period (07:00-

23:00) and between 46 and 71 dBA during the nighttime period (23:00-07:00). The highest noise level (79 dBA) occurs at the south façade of the building, which is nearest and most exposed to Queensway.

Upgraded building components will be required for all residential buildings where noise levels exceed 65 dBA. Based on the results, select facades where noise level exceeds this criterion will require upgraded building components. The report notes that a more detailed study including a review of the window and wall assemblies will be required during the detailed design stage of the building at a later time.

The results indicate that noise levels at the outdoor amenity areas are expected to be between 72 dBA and 73 dBA. The highest noise level at an OLA occurs at the Level 4 and Level 9 Amenity Areas. As noise levels are above 55 dBA in all outdoor amenity areas, noise mitigation is required in the form of a noise barrier or perimeter guard.

7.0
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 with the City of Ottawa and the Dalhousie Community Association.
  - A pre-application consultation meeting was held with city staff, the development team, members of the Dalhousie Community Association, and delegates from the Korean Community Church on January 14, 2022

- Follow-up informal meeting with city staff
  - The development team met with city staff, including the Heritage department and Urban Design department, on March 17, 2022, to discuss revisions made to the design resulting from the pre-application consultation meeting. The meeting focused on changes to the massing, relationship between the new and retained façades', massing, and building height. Delegates from the Ottawa Korean Church were also in attendance.

- Notification of Ward Councillor, Councillor Catherine McKenney
  - The Development Team and delegates from the Korean Community Church met with the Ward Councillor on May 16, 2022. In addition, the Development Team circulated the final plans to the Ward Councillor in advance of application submission.

- Notification to residents and local registered Community Associations
  - The Dalhousie Community Association joined the pre-application consultation meeting on March 17, 2022. Ongoing engagement with the Community Association and local residents will be an important aspect of the community consultation process for this proposal.

- Community Information Session
  - A community information session will be held to discuss the proposed development following this submission
  - It is anticipated that due to COVID-19 restrictions, the community information session would be held in an online format organized and moderated by the Ward Councillor and their staff members.

- Committee meeting advertisement and report mail out to public (City of Ottawa)

- Statutory Public Meeting - Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee

8.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment to permit development on the subject site constitutes good planning and is in the public interest. As outlined in the proceeding sections, the proposed development:

- Is consistent with the Provincial Policy Statement (2020) as it provides residential development intensification, thereby increasing choices for housing, within the built-up area where existing infrastructure and public service facilities are available and where public and active transportation will be supported and encouraged;
- Conforms to the City of Ottawa Official Plan (2003, as amended) regarding residential intensification, managing growth, and land use policies for the General Urban Area designation, including policies for taller buildings in the General Urban Area;
- Complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The built form, massing, articulation, and materials reflect the character of the retained façades of the church and overall community and will contribute positively to the neighbourhood;
- The proposed development conforms to the Neighbourhood designation within the New Official Plan, as well as overarching policy guidance for residential intensification and contributes to the City's goals of directing growth to its built-up areas;
- Advances the City's Urban Design Guidelines for High-Rise Buildings including a distinguished base, middle, and top of the building, adequate tower separation distances, and providing a slender tower floorplate (<750m2) which reduces impacts of shadowing and loss of sky-views;
- Complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties;
- Permits the redevelopment and revitalization of an underutilized site;
- Retains and integrates two façades of the church building in the community, demonstrating adaptive reuse and providing vital re-investment in the building while retaining important character defining elements;
- Features new housing, designed, and constructed to be one of the most sustainable new development projects in Ottawa through commitment to the One Planet Living® principles which embed sustainability into the project's DNA; and
- Is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

Sincerely,

Tamara Nahal, MPl
Planner

Timothy Beed, MCIP RPP
Senior Planner