



1500 Merivale Road

Planning Rationale + Design Brief
Site Plan Control
October 1, 2021



Prepared for Claridge Homes

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October 2021

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1.0	Introduction	1
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
2.0	Site Context and Surrounding Area	3
2.1	Subject Property	3
2.2	Surrounding Context	3
2.3	Road Network	4
2.4	Transportation Network	5
2.5	Neighbourhood Amenities	7
3.0	Proposed Development and Design Brief	9
3.1	Project Overview	9
3.2	Contextual Analysis	10
3.2.1	Relation to the Urban Fabric – “The Arteries”	10
3.3	Building Design	11
3.3.1	Massing & Scale	11
3.3.2	Expression and Treatments	12
3.4	Vehicular Access	14
3.5	Dedicated Parkland	15
3.6	Grade Level Change	15
3.7	Views and Scale Transitions	15
3.8	Public Realm and Open Space	18
3.8.1	Semi-Private Open Space	22
3.9	Sustainability	23
4.0	Policy and Regulatory Review	25
4.1	Provincial Policy Statement	25
4.2	City of Ottawa Official Plan (2003, as consolidated)	26
4.2.1	Managing Growth	26
4.2.2	Land Use Designation	27
4.2.3	Designing Ottawa	27
4.2.4	Urban Design and Compatibility	28
4.3	Merivale Road Secondary Plan	32
4.4	New City of Ottawa Official Plan (Anticipated 2021 – 2046)	33
4.5	Transit-Oriented Development Guidelines	34
4.6	Urban Design Guidelines for Development Along Arterial Mainstreets	35
4.7	Urban Design Guidelines for High-Rise Buildings	36
4.8	Bird-Safe Design Guidelines	37
4.9	Zoning By-law 2008-250	38
5.0	Supporting Studies	42
5.1	Geotechnical Investigation	42
5.2	Serviceability and Stormwater Management Report	42
5.3	Phase I and II Environmental Impact Assessment	42
5.4	Transportation Impact Assessment	42
5.5	Traffic Noise Assessment	43
5.6	Tree Conservation Report	43
5.7	Wind Study	43
6.0	Conclusion	44

1.0

Introduction

1

Fotenn Planning + Design (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to prepare this Planning Rationale in support of a Site Plan Control application to facilitate the proposed development on the property known as 1500 Merivale Road (municipally known as 1366 Baseline Road and 1490 Merivale Road) in the City of Ottawa.

The proposed development is located in the Skyline-Fisher Heights neighbourhood and includes the phased development of five (5) mid-rise to high-rise mixed-use buildings between nine-storeys and 11-storeys at 1500 Merivale Road (the “subject site”). The development is proposed to contain a total of 1,967 residential units, including a range of unit types from studio to three-bedroom units. Approximately 1,129m² of commercial space is proposed at-grade, generally fronting each corridor. A total of 2,008 vehicle parking spaces are proposed within two levels of underground parking, while 1,686 bicycle parking spaces are proposed. The development includes a series of landscaped and amenity spaces connecting through the site with a total amenity area of 52,586m². The total amount of communal amenity spaces proposed, which includes both indoor and outdoor spaces, is 37,688.5m². A 6,572m² public park is proposed on site, to be dedicated to the City.

1.1 Required Applications

To facilitate the proposed development, a Site Plan Control application is being submitted. This comprehensive Site Plan Control process will be initiated to address the detailed design of the site and buildings, including such aspects as site layout, site servicing, landscaping, and building materiality.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff, a member of the local community association, and the applicant team on March 25, 2021.
- / Community Information Session #1
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the Site Plan Control application being submitted. A community information session was held by the Ward Councillor, Keith Egli, a member of the local community association, and the applicant team on April 27, 2021.
- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Community Information Session #2
 - o If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - o It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.

- Due to COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Urban Design Review Panel Consultation
 - Review of the proposed development will be undertaken by the Urban Design Review Panel upon the application being deemed complete.
- / Public Consultation for the Site Plan Control Application
 - The public consultation meeting will take place to discuss the proposal.

Site Context and Surrounding Area

2.1 Subject Property

The subject property, located in the Knoxdale-Merivale Ward (Ward 9), is an irregular shaped lot with a total area of approximately 62,066m² (6.2 ha). The property is located within the north western portion of Skyline-Fisher Heights neighbourhood, and was the former site of CTV Ottawa television studios, which was demolished by a fire in 2010. The majority of site has since remained vacant and contains sporadic paved areas and vegetation. An auto repair shop is located within the site boundaries at the north of the property along Baseline Road. The property contains frontage along three arterial streets; Merivale Road, Baseline Road and Clyde Avenue and can be accessed from all frontages, including where Kimway Crescent connects into the site from Merivale Road to the south.



Figure 1: Boundaries of the 1500 Merivale Road

2.2 Surrounding Context

North: Along the southern edge of Baseline Road are stand alone commercial buildings containing restaurants on both sides of the auto repair shop. Immediately north across Baseline Road are commercial buildings containing commercial and retail along the northern edge Baseline Road, and a large format retail store surrounded by surface parking. Additional commercial buildings containing offices can be found on the northern side of Baseline Road to the east of this. Further north is a residential neighbourhood which contains low-rise detached, semi-detached and townhome buildings, a condition which continues through to Clyde Woods Park.

East: Immediately east of the subject property is a large format commercial building containing retail uses, surrounded by surface parking. Stand alone commercial buildings containing additional retail and commercial uses with surface parking are found further east between Baseline Road and Merivale Road. Further east are

additional commercial buildings at the intersection of Merivale Road and Baseline Road, and a residential neighbourhood which contains low-rise detached, semi-detached, and townhouse buildings. North of Baseline Road are lands which contain the Central Experimental Farm, an agricultural facility, farmlands, research centre, and National Historic site owned by the research branch of Agriculture and Agri-Food Canada (AAFC).

South: Immediately south of the subject property are single and two-storey commercial and retail buildings along the southern and eastern edges of Merivale Road, behind which are low-rise residential buildings. Low-rise commercial, mid-rise office buildings and large format retail buildings with surrounding surface parking are located south along either side of Merivale Road through to Viewmount Drive. Residential neighbourhoods abut the Merivale Road commercial strip, containing low-rise residential buildings

West: Immediately west of the subject property are low-rise commercial and retail buildings along Merivale Road, and a gas station at the southeast corner of Merivale Road and Baseline Road. Further west beyond the commercial buildings along Merivale Road is a residential neighbourhood which contains low-rise detached, semi-detached and townhome buildings, a condition which continues through to Algonquin College and large format buildings located along Baseline Road at Woodroffe Avenue.

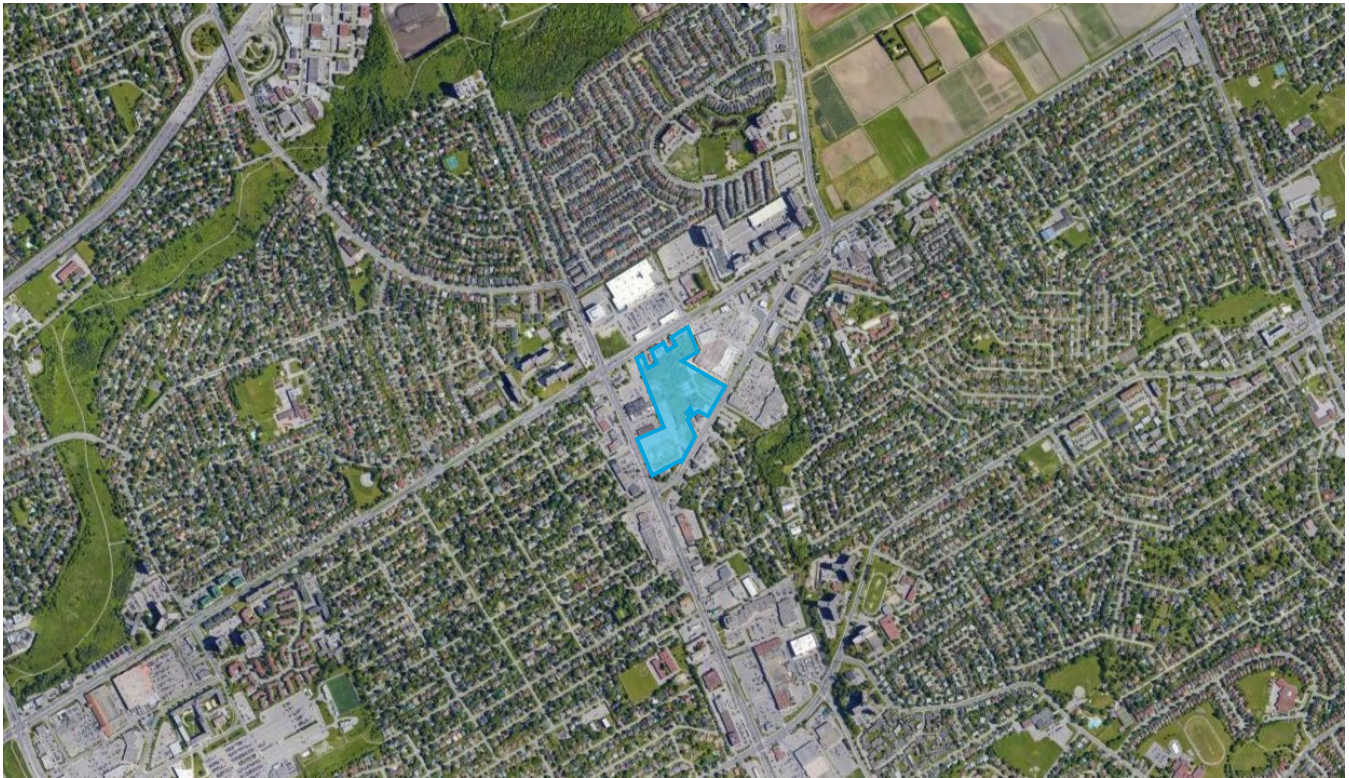


Figure 2: Surrounding context of 1500 Merivale Road

2.3 Road Network

The subject property is generally bounded between Baseline Road, Merivale Road, and Clyde Avenue, and contains frontage along each of these roads. Each of these roads are designated as an Arterial Road on Schedule F of the Official Plan. Arterial roads primarily function as the major corridors of the urban communities and are intended to accommodate multiple modes of transit including vehicles, pedestrians, bicycles, and public transportation. Arterial roads are designed to meet the specific needs of these users through the provision of, where appropriate, sidewalks, cycling lanes, and transit

stops. Lotta Avenue, which is located where Merivale Road intersects with Clyde Avenue, is designated a Collector Road and is one of several Collector Roads near the site (Figure 3).

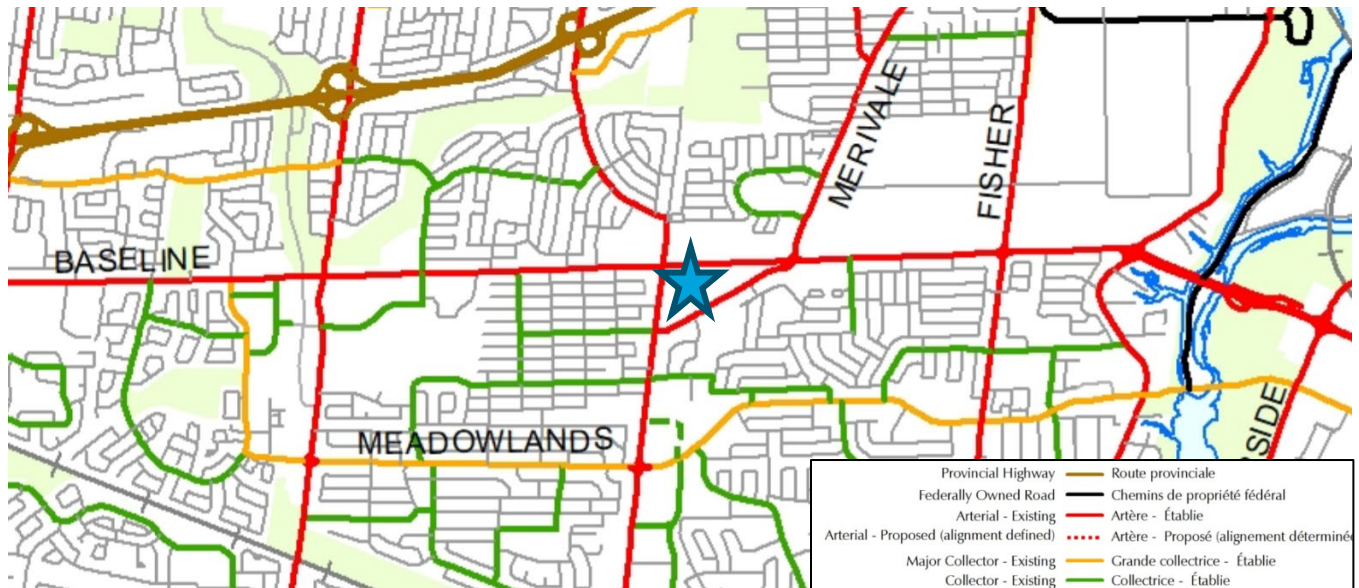


Figure 3: Schedule F, *Urban Road Network* of the City of Ottawa Official Plan, subject property indicated

2.4 Transportation Network

The subject property is well-connected to transit, cycling, and the pedestrian networks. The site contains frontage along Baseline Road, which is designated a Bus Rapid Transit corridor, and frontage along Merivale Road, which is designated a Transit Priority Corridor, per Schedule D of the Official Plan (Figure 4). In particular, the subject property is located within close proximity to several proposed BRT stations located along Baseline Road, including where Baseline Road intersects with Clyde Avenue and Merivale Road.

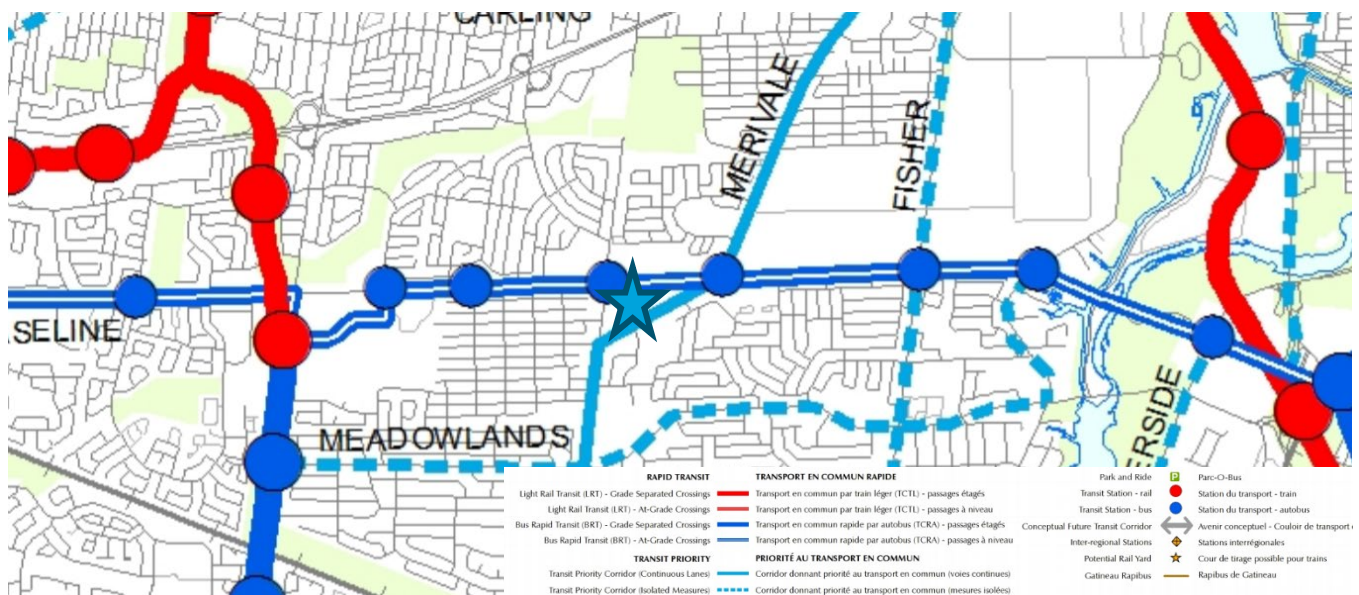


Figure 4: Schedule D, *Rapid Transit and Transit Priority Network* of the City of Ottawa Official Plan, subject property indicated

OCTranspo serves the site with Routes 80, 81, and 88 (Figure 5). The property is located near several stops, including stops along Baseline Road, Merivale Road and Clyde Avenue. Bus routes along Baseline Road provide connection to the Baseline LRT station, while other routes connect the site with the wider OCTranspo network. OCTranspo Bus Route 80 is a frequent route which generally runs in an east-west direction, providing connection from the Baseline LRT Station in the west to the Billings Bridge BRT Station in the east. OCTranspo Bus Route 88 is a frequent route which generally runs in a north-south direction along Merivale Road, connecting from Tunney's Pasture Station in the north to Nepean in the south. OCTranspo Bus Route 81 is a local route which generally runs in a north-south direction from Tunney's Pasture Station to a closed loop along the roads surrounding the site.



Figure 5: OCTranspo Network Map, subject property indicated

The subject property is well served by Ottawa's greater cycling network through city-wide and community-level multi-use pathways following Baseline Road, Merivale Road, and Clyde Avenue (Figure 6). A Cross-Town Bikeway along Baseline Road provides connection to the greater cycling network both east and west of the site, including to multi-use pathways along the Rideau Canal and Rideau River. Spine routes along Clyde Avenue and Merivale Road, as well as a multi-use pathway along Merivale Road and through the Central Experimental Farm provide further cycling connections through the City of Ottawa. These cycling accesses allow bicycle access to various areas and neighbourhoods throughout the city and promote multi-modal transportation by connecting with nearby transit routes.

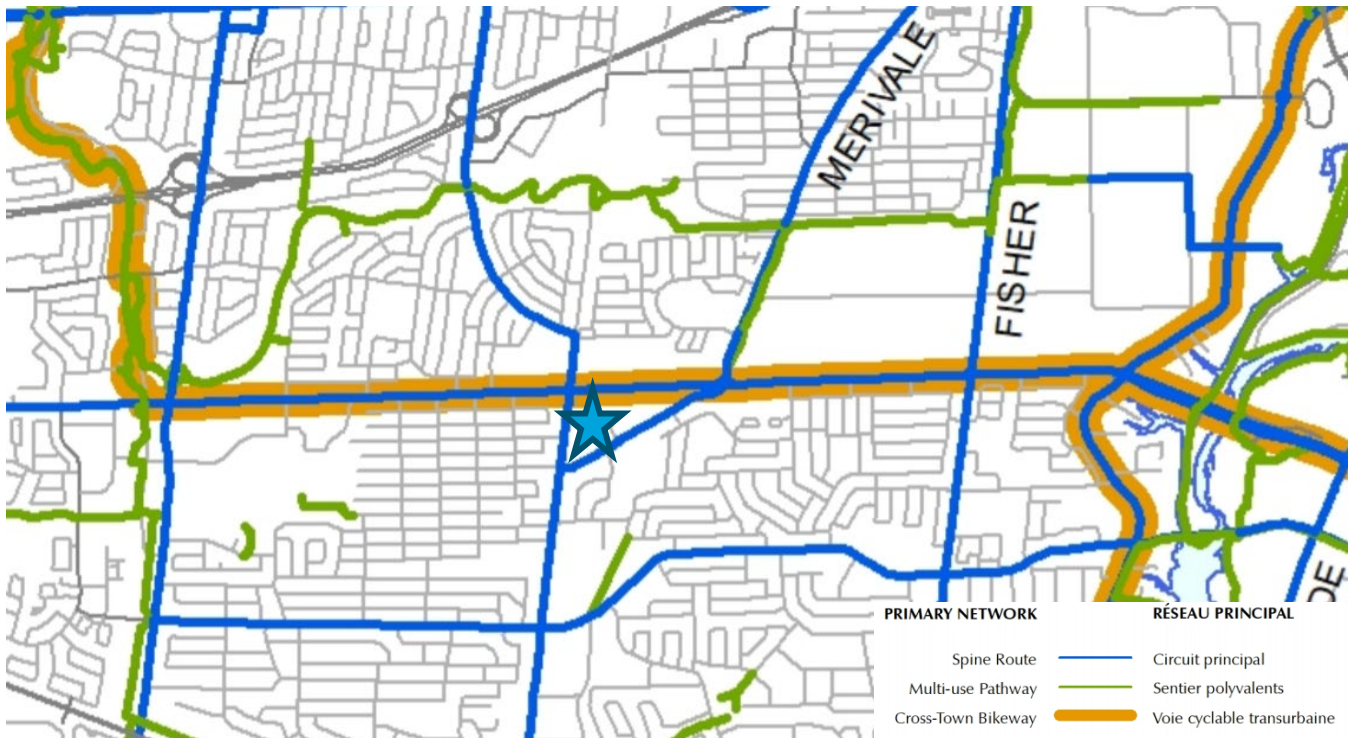


Figure 6: Schedule C, *Primary Urban Cycling Network* of the City of Ottawa Official Plan, subject property indicated

2.5 Neighbourhood Amenities

The subject property enjoys close proximity to many neighbourhood amenities including a variety of commercial, retail, recreational, and institutional uses. The surrounding neighbourhood benefits from many nearby park spaces and is well-served with respect to community facilities and neighbourhood amenities.

A non-exhaustive list of nearby neighbourhood amenities including a wide range of uses is listed below (Figure 7):

- / Parks and public greenspaces, which contain public recreation facilities, including Gilby Park, Celebration Park, the Central Experimental Farm, Agincourt Park, Carlington Community Bike Park, Fisher Heights Park, Steve MacLean Park, and the General Burns Park. Note that this list does not include many nearby parks of a smaller scale which serve the local community;
- / Community centres, including the Fisher Heights Community Centre, Nepean Rideau Osgoode Community Resource Centre, Howard Darwin Centennial Arena, Alexander Community Centre, and the Carleton Heights Community Centre;
- / Commercial and retail services located along Merivale Road and Baseline Road, including RioCan Merivale Place, Meadowlands Mall, Merivale Mall, and the College Square Mall, and grocery stores including Loblaws, Walmart, Food Basics, and FreshCo Merivale & Meadowlands;
- / Libraries, including the Emerald Plaza Ottawa Public Library and the Canadian Agriculture Library;
- / Institutional uses and schools including Algonquin College, Sir Winston Churchill Public School, Agincourt Road Public School, Century Public School, Meadowlands Public School, Ottawa Islamic School, St Augustine School, Laurier-Carriere Catholic School and School Secondary Public Omer Deslauriers.



Figure 7: Nearby neighbourhood amenities within the context area of 1500 Merivale Road.

3.0

Proposed Development and Design Brief

3.1 Project Overview

The project site is located on a large triangular block, known as the “Triangle Lands”, bounded by Merivale Road to the southeast, Baseline Road to the north and Clyde Avenue to the west. The site is approximately 6.2 hectares and is highly irregular with discontinuous frontages on each of the three thoroughfares, which has greatly informed the planning and architectural approach to this project. The areas immediately adjacent to the site are not developed in a manner that creates any notable or relevant architectural or urban context.

The proposed development is located in the Skyline-Fisher Heights neighbourhood and includes the phased development of five (5) mid-rise to high-rise mixed-use buildings between nine-storeys and 11-storeys at 1500 Merivale Road (Building's 'A' through 'E'). The development is proposed to contain a total of 1,967 residential units, including a range of unit types from studio to three-bedroom units. Approximately 1,129m² of commercial space is proposed at-grade, generally fronting each corridor. A total of 2,008 vehicle parking spaces are proposed within two levels of underground parking, with 1,869 spaces allocated for resident use. A total of 1,686 bicycle parking spaces are proposed. The development includes a series of landscaped and amenity spaces connecting through the site with a total landscaped area of 26,177m². A 6,572m² park space is located to the north of Building 'A', proposed to be dedicated to the City. The total amount of communal amenity spaces proposed, which includes both indoor and outdoor spaces, is 37,688m².

SMT SUMMARY										
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9	TOTAL
COMMERCE (M)	7	8	8	8	8	8	8	8	8	28
RESIDENTIAL (M)	8	8	8	8	8	8	8	8	8	40
LANDSCAPE (M)	10	10	10	10	10	10	10	10	10	100
2 BEDROOM (M)	20	20	20	20	20	20	20	20	20	200
3 BEDROOM (M)	10	10	10	10	10	10	10	10	10	100
TOTAL	55	55	55	55	55	55	55	55	55	550
PHASE 10 SUMMARY										
	PHASE 10	PHASE 11	PHASE 12	PHASE 13	PHASE 14	PHASE 15	PHASE 16	PHASE 17	PHASE 18	TOTAL
COMMERCE (M)	10	10	10	10	10	10	10	10	10	100
RESIDENTIAL (M)	10	10	10	10	10	10	10	10	10	100
LANDSCAPE (M)	10	10	10	10	10	10	10	10	10	100
2 BEDROOM (M)	20	20	20	20	20	20	20	20	20	200
3 BEDROOM (M)	10	10	10	10	10	10	10	10	10	100
TOTAL	60	60	60	60	60	60	60	60	60	600
AGGREGATED SUMMARY										
	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8	PHASE 9	TOTAL
Commercial	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	100.00
Residential	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	100.00
Landscaped	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	100.00
2 Bedroom	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	20.00	200.00
3 Bedroom	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	10.00	100.00
TOTAL	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	60.00	600.00



3.2 Contextual Analysis

The site is bounded on the east by a commercial complex featuring a Loblaws supermarket. The Baseline Road frontage, interrupted by two small commercial lots, is in three sections with frontages of 23 metres, 74 metres, and 62 metres. The Clyde Avenue frontage is 125 metres limited to the southwest sector of the site but does not extend to either corner of the block. The Merivale Road frontage is interrupted by a smaller commercial lot and measures 89 and 109 metres in its two sections. Notably, there is a grade change of between 5 metres and 7 metres from Baseline Road to Merivale Road, which contributes significantly to the design of the project.

The immediate area surrounding the site is currently occupied mostly by low-rise commercial and retail buildings. The north-west corner of Clyde Avenue and Baseline Road is occupied by three high-rise (12 storey) residential blocks. A five-storey commercial building (with offices above retail ground) is found on the eastern side of Clyde Avenue slightly north of Baseline Road. Towards the intersection of Baseline Road and Merivale Road is a large mid-rise, commercial-office complex occupied by federal government offices.

The area is extremely well served by large and small retail offering a full variety of services and products. The neighbourhood beyond this commercial sector are generally low-rise residential, comprised of predominantly detached dwellings on individual lots such as in the blocks surrounding Gilbey Park (to the southeast of the subject site) or semi-detached dwellings as found in the area around Central Park to the northwest. The Experimental Farm is located immediately to the northeast of the block but does not face the subject site. Considering that the low-rise residential neighbourhoods are separated from the subject site by the broad commercial zones on the outer edges of the triangle, the introduction of new scale and vocabulary to the site will not abruptly impose on the scale of these neighbourhoods. Conversely, the proposed development will contribute to the public realm in this currently underdeveloped area and provides a public amenity via a through-block planning strategy, while establishing a re-imagined urban face onto the three arterial roads.

Considering the surrounding large, retail establishments and the general lack of mid to high density residential infrastructure in this sector of the city, the proposed development contributes a predominantly residential, mid-rise built form with limited commercial space to serve the residents. The proposal is a pioneer development for this area, integrating new architectural approaches for the neighbourhood and setting precedent for the urban redevelopment and residential intensification within an area of highly concentrated commercial uses that is near future high-order transit.

3.2.1 Relation to the Urban Fabric – “The Arteries”

The development has six distinct frontages on the three arterial roads, each separated from the other by underdeveloped land parcels under different ownership. As mentioned previously, the immediate environment does not offer any contextual design guidelines. The frontage zones are treated with a recurring vocabulary, which proposes a sense of rediscovery of a theme as one circulates around the triangle. Unmistakably fronting on their respective major streets and presenting active facades, the street alignment of these seven new building faces creates a new outer edge to the built form of the triangle and signals the built envelope of future developments into coherent urban walls defining the block.

The frontages act as portals to the interior of the block, where most of the built mass of the project is located. These portals act as gateways to a public and Privately Owned Public Space (POPS) corridor connecting each right-of-way through a sequence of urban experiences including a new dedicated parkland at the centre of the site facing Merivale Road. The corridor, sculpted by the irregular form of the buildings which address them, creates an urban landmark space linking the arteries and offering pedestrians and cyclists a hospitable limited vehicle traffic environment isolated from but connected to the main arteries. Further discussion related to this is found in the Public Realm section below.

3.3 Building Design

3.3.1 Massing & Scale

The project is designed to conform to the provisions of the Zoning By-law which permits a maximum 34 metre building height, and contains specific provisions related to setbacks, amenity spaces, parking rates and other requirements. The following criteria directed the overall massing and scale of the project:

- / The irregular nature of the large site with small discontinuous frontages;
- / The desirability of establishing clear aligned street facades;
- / The desirability of a substantial residential densification in the neighbourhood;
- / The centralized placement of a designated public park of a minimum of 10% of the site area in a central location, accessible from a public thoroughfare; and,
- / The important consideration of the form and quality of exterior space formed by the surrounding buildings.

The resulting general massing of the project is a dialogue of linear midrise buildings and pavilions – five defined structures in all – of generally nine-storeys in height. The ‘short’ ends of each element face the main arteries and are expressed as defined and distinct street façades, defining the eventual urban wall around the triangle.

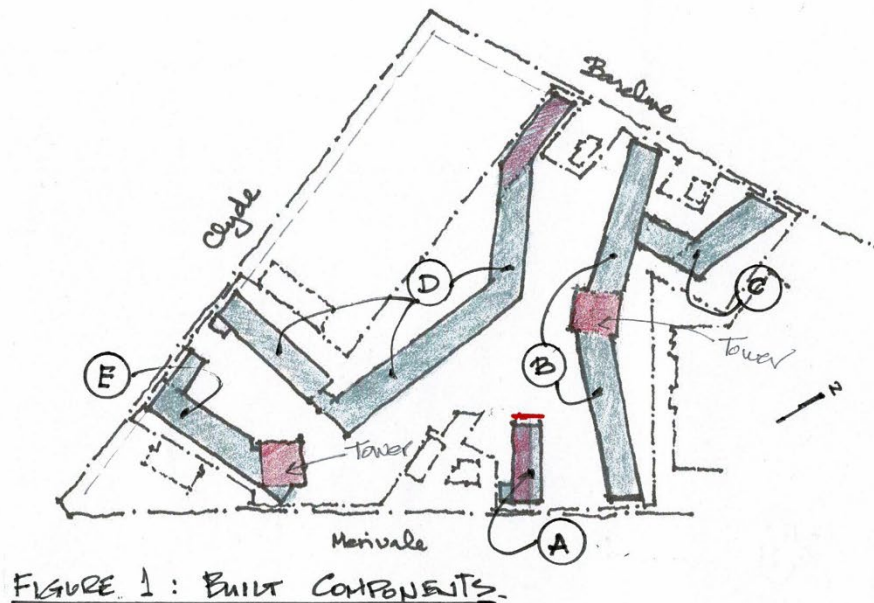


FIGURE 1: BUILT COMPONENTS.

The overall composition consists of two linear or ‘ribbon’ buildings (Buildings B and D), to be constructed in phases separated by firewalls and breezeways which extend through the site, connecting the arterial streets. The project is punctuated by three pavilion buildings, free-standing or auxiliary to the ribbon buildings. The two ribbon buildings face each other in an irregular manner, creating the main central corridor which continuously varies in width. Pavilion A (Merivale Pavilion) faces Ribbon B to create the Merivale Portal; Pavilion E (Clyde Pavilion) faces the Clyde wing of Building D to form the Clyde Portal. Pavilion C (Baseline Pavilion) connects to Ribbon B to complete the planning composition. Ribbon B on the east side of the site extends from Baseline Road to Merivale Road (290 metres) in a slightly bent form with a higher 11 storey ‘knuckle’ at the vertex of the bend at its mid point. Due to the elevation change between Merivale and Baseline, the northern wing, Ribbon D is higher than the southern wing facing Merivale Road. The knuckle takes the form of a truncated tower and is expressed in a contrasting material. It is limited to 750m² in floorplate area where it rises

above the adjacent 9 storey structures, conforming to the city's high-rise guidelines. The southeast leg of Ribbon B faces Pavilion A to form the Merivale Courtyard.

Ribbon D on the west side of the site is longer and more complex in form connecting Baseline Road to Clyde Avenue with three bends forming the approximate shape in plan of a sickle. The southwest leg faces Pavilion E to form the Clyde Courtyard.

Clyde Avenue and Merivale Road meet at a fork at the southern corner of the triangle. While the actual corner lot is not a part of the site, Pavilion E bridges Clyde Avenue and Merivale Road at the site limit, creating a 3-sided street façade addressing the fork and terminating at Merivale Road with another truncated tower similar to that of Ribbon B. This element signals the gateway to the dedicated public parkland.

Generally, the form of the linear structures of the project are simple and modular – repeated structural bays coordinated between parking units and unit widths provide an economical, rational and flexible building system. The elevations are modulated through the introduction of aligned or random loggias creating gaps and exceptions, introduction of coloured planes within the loggias and by the breaking of the cornice line. Grade levels are treated with greater transparency, vertical rhythms and large openings accessible to pedestrians and cyclists. As mentioned earlier, the overall spatial interest of the project is found in the bending and juxtaposition of the structurally elemental components creating sequences of contained exterior space dedicated to the public realm.



Figure 10: Looking north to site from Merivale Road

3.3.2 Expression and Treatments

The design of the built structures themselves are intended to complement the overall planning, massing, and spatial design of the project. Beyond the massing concept discussed above, several strategies have been developed to provide an expression of regularity without monotony.

- / **Distinct Street Frontage Expression:** The frontages of the long buildings are treated in a particular and distinct manner where they meet the main arteries featuring projected frame and balconies above set-back double-height fully glazed base. Vertical planting screens provide privacy and add greenery to street-facing elevations. Neutral-coloured metal panel walls separate slab-to-slab vertically oriented openings.
- / **Distinct Grade-Level Treatment:** Throughout the project, at-grade and 2nd storeys are treated in a manner that distinguishes them from the long facades above, creating a clear base and an animated experience for users of the open spaces. This is achieved through introduction of two-storey pilasters at a differentiated rhythm from elevations above, offset setbacks; presence and expression of two-storey townhome units and their entrances and entrance terraces; continuous glazed bands at grade and second floor, set back or skewed to open views, widen passageways, provide sheltered zones. The treatment of the two base levels lightens the impact of the 9 to 11 storey structures by 'floating' the upper floors above pedestrian level.
- / **Varied Overall Façade Treatment:** Four typical façade treatments have been developed which appear and reappear throughout the project:
 - Street frontage facades, as discussed above.
 - A majority of Ribbons B and D, Pavilion C and long walls of Pavilion E are nearly-white pre-cast concrete panels, smooth and textured, with narrow multiple punch windows in combination with long loggias. Balconies are all inset. Loggia interiors feature angled walls and are clad in metal panels. Periodic loggias will be treated in varied rich colour. The modular nature of the floor plans will permit variation from floor-to-floor allowing loggias and windows to be vertically offset, creating a strong horizontal expression when viewed in perspective. This is frequently broken by vertically aligned openings. The flexibility of this system allows for composition within an established system.
 - A minority of the Ribbon Building facades feature an alternative *sawtooth* treatment with obliquely projected balconies which interrupts the more typical treatment. This treatment and the manner of transition is illustrated on the west elevation of the Baseline leg of Ribbon B and the Ribbon B facing the Park near Merivale. This introduces a change in texture and sky-profile where it is applied with the majority system.
 - Focal element treatment is applied to Pavilion A and the tower elements of Ribbon B and Pavilion E. These taller place-defining components of the project are clad in a contrasting material – deep-earth coloured clay brick and cartesian openings, aligned vertically – a more sober treatment to the other structures of the project, and each more anchored to place than the other more dynamic elements. Each of these elements also feature slightly inclined rooflines to provide a modulated sky-profile compared to the horizontality of the lower structures.
- / **Gaps and Exceptions:** The systematic nature of the planning and the extreme length of the plans invites occasional exceptions to the planning to provide locations where double-loaded corridors open directly to the exterior common space or, in the case of the breezeways, the passages through the Ribbon buildings where the floor above the openings sets back to the corridor to create a bridge across the breezeway. These elements enrich the overall design, increase the apparent size of the breezeways making them more welcoming, provide common exterior space above grade and relieve the horizontality of the longer structures and modulate the cornice line. The breezeways themselves are generous high spaces so as to be perceived as gateways and not tunnels. As mentioned above, corridors cross them as bridges or as single-loaded glazed hallways to enhance the scale of the openings from the public corridor sides. Adjacent functions are active as amenity or lobby spaces and are highly glazed to avoid any security issues. Solid surfaces are treated distinctly and preciously with shiny flat-seamed metal panels similar to traditional 'tole Canadienne'.

Pavilion A is the proposed first phase of the project and serves, in the interim, as a stand alone project and then as a focal element in the overall planning of the project. Its general treatment, as mentioned above, is in the same vocabulary as the tower structures, but it is distinct in the project in several respects, due to its free-standing nature:

- / It has a more uniform treatment on all facades
- / It is articulated on its narrow facades, facing Merivale Road and the dedicated public park to create slender vertical components of different heights.
- / The lower component of Merivale Road elevation is a formal composition of deep regular bays descending to grade as a colonnade. This treatment turns the corner to face the Merivale courtyard, the formal gateway to the project.

Towards the public park, the courtyard façade bends gently while continuous balconies extend straight and turn North-east corner. Facing the public park, the balcony supports a perforated screen intended to accommodate a mural. This emblematic element is visible from the public park, Town square, from Baseline Road and the plaza. It signals the axis of the central corridor which itself defines the overall project.

Residential units are offered in a range of typologies, including grade level exterior accessed townhomes, double-orientation units and conventional apartments from studios to family-friendly in size. The modularity of the construction system of the project will permit a flexibility of planning without altering the concept to adjust to market needs as the project rolls out. Virtually all units face landscaped exterior open space. Very few units face the main arteries which present noise issues, and most of those turn the corner and face quieter landscaped areas.

3.4 Vehicular Access

Vehicular and emergency vehicle access to the site is provided from Merivale Road from a V-shaped private roadway (the "Park Crescent") which will be shared with cyclists. The roadway enters through the Merivale courtyard between Pavilion A and the south leg of Ribbon B. It turns sharply at 115 degrees to slow traffic at the approximate mid-point of the site, returning towards Merivale Road where it exits the site. A branch roadway extends into the Clyde courtyard to access the private underground parking structure below the southwest portion of the project. Traffic engineers recommended not linking this branch road to Clyde Avenue for vehicles, however it is accessible by bicycles and pedestrians. Traffic studies have validated the number of vehicular accesses to the site from the arterial roads is appropriate.

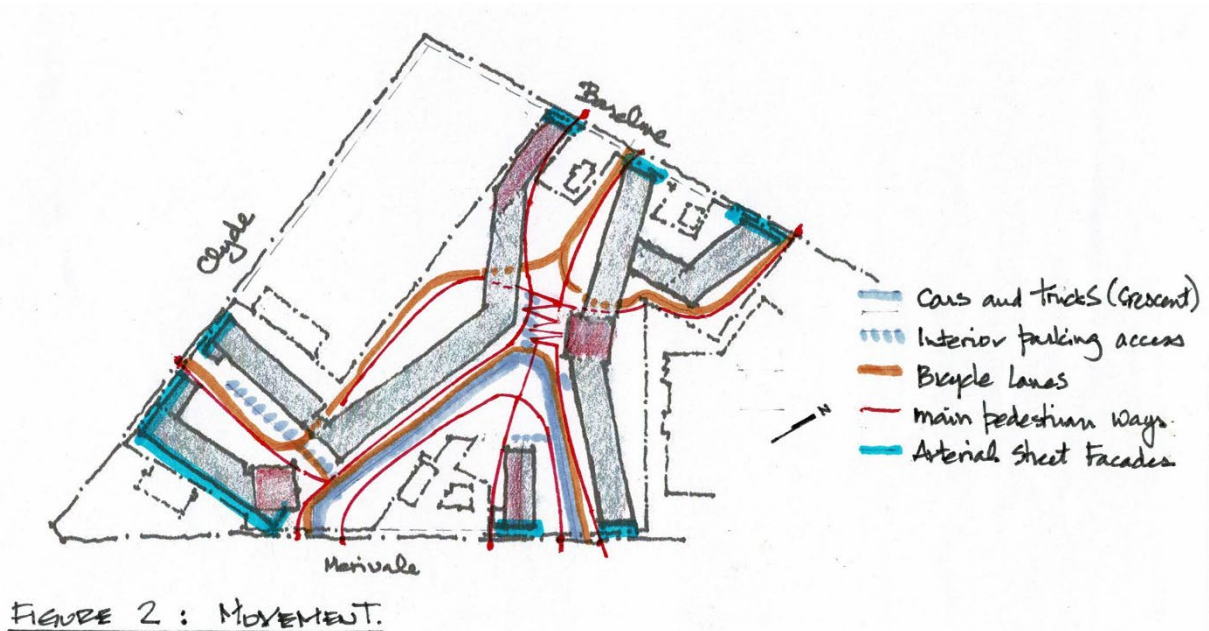


Figure 11: Conceptual Movement diagram for the subject site

It was decided to leave the Baseline level of open space traffic-free to enhance the pedestrian urban experience. Traffic engineers saw no compelling reason for a direct vehicular link between Baseline Road and Merivale Road, and the replacement of a through-roadway with a pedestrian plaza oriented treatment of the Baseline Road level (the Baseline Plaza) offers an exceptional urban environment for residents, neighbours and the general public who will be welcome to this space.

3.5 Dedicated Parkland

Beyond the Merivale courtyard, the Park Crescent forms the outer perimeter of the 6,572m² (0.65 ha) dedicated parkland, which extends from Merivale Road at the southeast to the centroid of the site, allowing for the ability to bring an intensively vegetated public leisure ground into the heart of the site from Merivale Road. The roadway facing this park is flanked by the southern legs of Ribbons B and D and will feature amenities, lobbies and street-accessed townhomes on grade and second floors.

3.6 Grade Level Change

The site features an important and surprising grade differential between Baseline Road and Merivale Road. At mid-site, the difference is as high as 7.7 metres. The average distance between Baseline and Merivale is in the order of 275 metres meaning the nominal slope between the two arteries is under 3%. The site size and configuration has permitted the grade change to be an important feature affecting the overall design. By creating a built landscaped plateau at the higher Baseline Road levels, dropping mid-site to the more-or-less natural grade level and slope from there to Merivale Road, a partially raised parking structure is created, fulfilling visitor parking requirements without extensive surface parking, freeing open space for landscaping and pedestrian use. The parking structure is accessed from the Park Crescent at the point of level change, so ramps are not required here. The transition between the Merivale Road and Baseline Road levels becomes a focal public space featuring terraced gardens, ramps, and integrated seating oriented towards the south and the public park.

3.7 Views and Scale Transitions

The site is mainly viewed from the three arteries which surround it and from Gilbey Drive looking north. From a distance, approaching from the east along Baseline Road, the long east elevations of Ribbon B and Pavilion C will be visible above the rooflines of Loblaw's Plaza and the small commercial buildings in the eastern point of the triangle. Future mid or high-rise developments on the eastern portion of the triangle would obscure the lateral view of Ribbon B and Pavilion C. The height of the new structure is harmonious with those of the mid and high-rise buildings on the north side of Baseline. The street alignment of the three active Baseline Road facades establishes a clear block envelope. Upon passing in front of the site, one would perceive the three separate elements, and glimpse the access to the Baseline Plaza to the west of the Ribbon B Baseline lobby, offering a framed view through the project to the public park, Merivale Road and to Gilbey Park. The experience from the west along Baseline Road is similar, with a view of the west side of Ribbon D visible above the existing low-rise buildings on the lots on the corner of Clyde Avenue and Baseline Road. As in the case of the approach from the east, future midrise developments on the corner lots would conceal the west elevations of Building D.



Figure 12: Looking east to the subject site from Baseline Road

From Clyde Avenue, approaching from the north, Ribbon D presents a concave envelope of moderately modulated cornice line which will be visible - in fact will architecturally frame – the low-rise commercial and industrial buildings on the northwest corner of the triangle. Towards the Merivale intersection, the view into the Merivale courtyard is seen with a framed view to the new dedicated parkland and the tower component of Pavilion E.



Figure 13: Looking south through the site to public park

Approaching from the south on Merivale Road, the south elevation of Pavilion E addresses the fork at the intersection of Merivale Road and Clyde Avenue and turns the corner behind the small building occupying the actual corner lot, providing a strongly defined element while creating a new street alignment on Clyde Avenue. Continuing north on Clyde Avenue, the pairing of the street elevations of Buildings D and E is perceived. At street level at Clyde Avenue, a two-story glass structure housing commercial space and building amenities extends and reinforces the street façade of pavilion E, creating a more secluded courtyard space beyond it. Past this structure, the Clyde courtyard and view to the dedicated parkland are seen. The scale of the new streetscape on Clyde Avenue is in keeping with the residential towers on the northwest corner of Clyde Avenue and Baseline Road and should establish a new street frontage line and scale for both sides of Clyde Avenue.

Merivale Road, north of the fork, presents an eclectic streetscape. Approaching from the southwest, one will face the long-angled façade of Pavilion E terminating at its tower element of contrasting masonry. The west façade of Pavilion A presents a strong wall announcing the access to the dedicated parkland located just beyond Building E. Pavilion A and the Merivale Road leg of Building B align at the street and create the envelope of the Merivale courtyard, where the private road enters the project. As in Building E facing Clyde Avenue, Pavilion A features a similar glass extension to its street façade housing commercial space and amenities, reinforcing the street façade.

As one passes this courtyard, the interior network of the public corridor leading to Baseline Road is viewed as well as the eastern edge of the dedicated parkland. This portion of Merivale offers an interesting and momentary axial view towards the Experimental Farm with the downtown skyline visible in the distance. The new scale and alignment along Merivale Road will coherently frame this view in a manner which is currently lacking.



Figure 14: Looking along Clyde Avenue

Approaching from the northeast, the experience is reversed. The tower element of Pavilion E acts a backdrop for the parkland. A view through the parkland through the Clyde Courtyard out to Clyde Avenue occurs as one passes the small commercial buildings at mid-block.



Figure 15: Streetscape along Merivale Road

Pavilion A, an independent structure with its narrow, articulated façade and differentiated treatment relates across Merivale Road to the Calvin Christian Reformed Church which is a stand-alone structure of contrasting treatment to its neighbours. From Gilbey Drive which terminates at Merivale facing the small mid-block commercial buildings, the presence of the dedicated parkland will be felt, within the triangular spatial envelope framed by Pavilion A and Ribbon D.

Approaching the project from the west along Lotta, an oblique view of Pavilion E is seen above the low-rise commercial structures. The Clyde Road elevation of Ribbon D is on axis with Starwood Road from where a view through the Clyde Courtyard terminating at the public park is afforded.

From the Baseline Plaza within the subject site, the view of the pleasant green neighbourhood around Gilbey Park will be visible. As well, an axial view through the Clyde Courtyard and from the Clyde Avenue façade of Ribbon D through to Starwood links the project to the Skyline neighbourhood to the west. Otherwise, there is little in the current immediate context worth noting. It is anticipated that future developments will fill the many urban voids in the immediate vicinity. To the east of the project, the loading zone of the Loblaws Plaza will be screened from the residents at lower floors by extending the raised parking structure to face the Loblaws area. The roof of the parking structure will provide landscaped private and semi-private garden space for Ribbon B residents, and a massive garden wall will offer acoustic and visual protection.

3.8 Public Realm and Open Space

The project features two principle public realm experiences, one from the arterial streets which surround the block and another from the interior of the block.

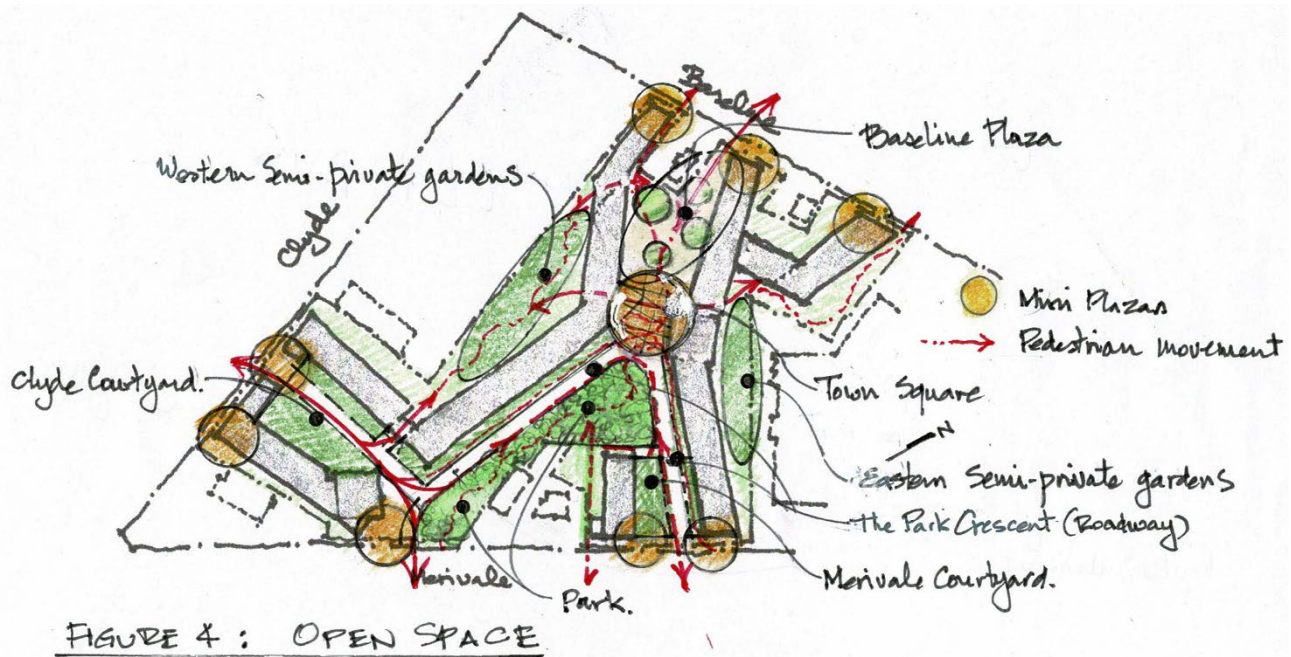


Figure 16: Conceptual Open Space Diagram for the subject site

The street approaches to the project feature (the terminal facades of the ribbon buildings and pavilions), aligned to minimum setback, and expressed distinctly from the long elevations which create the spatial envelopes of the block's interior. At the street frontage, the mass of the buildings is raised above double height glass bases which are set back to create semi-protected mini-plazas. In Buildings A and E, the glass bases extend beyond the footprint of the buildings above along the street façade to create 'wings'. Facing the plazas are building entry lobbies, small commercial/retail spaces and common amenity spaces. The mini plazas will feature street furniture for sitting, pedestrian level lighting attractive bicycle parking structures and spaces for public art. There are eight such mini plazas, where each plaza demarks a particular building entrance and creates open public space in front of each street-facing structure.

Between the ribbon structures of the project and within the block are public open spaces, clearly defined by the structures which enclose them, interconnected, directional, and varied in form and treatment. They create a network of public access through the site, intended to offer a green, accessible link from Baseline to Merivale, free of vehicular through-traffic. Dedicated bicycle paths and pedestrian walkways weave through openings at grade levels of the buildings offering east-west porosity to complement the major north-south corridor.

The public space is divided into 5 distinct zones:

- / The public dedicated parkland (the Park)
- / The Merivale Courtyard
- / The Clyde Courtyard
- / The Baseline Plaza
- / The Town Square

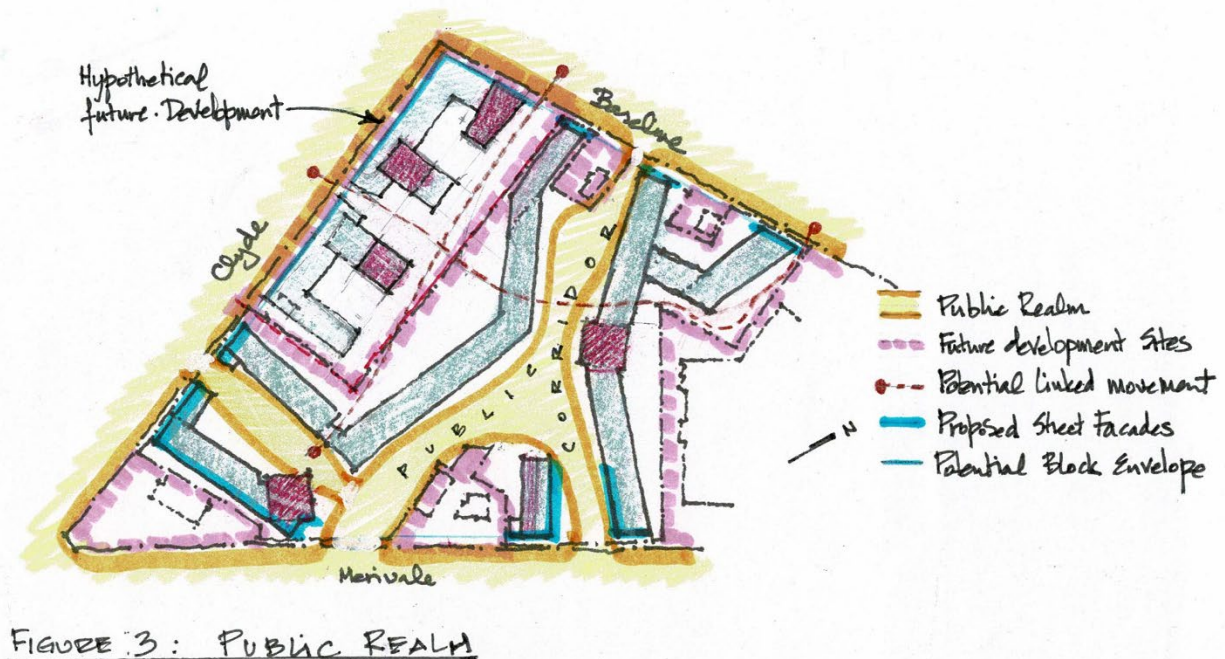


Figure 17: Conceptual Public Realm diagram for the subject site

The public dedicated parkland is described briefly above (Section 3.5). It is directly accessed from Merivale at mid-block and extends into the heart of the site. The public can also access the Park via the Merivale courtyard and through the Clyde courtyard. A pathway can also be provided from Merivale Road facing the front yard of the church, along the west façade of Pavilion A. While the City will ultimately decide on its form and structure, it was designed to be a densely wooded park traversed by a central walkway through its 'panhandle' leading to the wider zone at the centre of the site. Activity zones can be 'islands' within the woods. The Park is bounded by the Park Crescent.

The Merivale Courtyard is the roughly rectangular (35 x 50m) space defined by Pavilion A and the facing façade of the Merivale leg of ribbon B. It is asymmetrically bisected by the Park Crescent and provides the main vehicular and pedestrian access point to the site from Merivale Road. It serves as a transitional portal space providing a more typical street envelope before opening up beyond pavilion A to the dedicated parkland. It is landscaped with plazas, broad gardens and walkways towards the townhomes at the base of Pavilion A, and a more traditional streetscape of sidewalk separated by planted band facing the street-accessed townhomes of Ribbon B. Direct sunlight will enter the courtyard from the southeast and from the west to northwest.

Similarly, the larger Clyde Courtyard (50 x 75m) provides a transitional portal space connecting Clyde Avenue to the Park Crescent, terminating at the park's 'panhandle'. It is framed by the Clyde leg of Ribbon D and Pavilion E. The rotated tower component of Pavilion E anchors the northwest corner of the courtyard. It is more enclosed than the Merivale Courtyard – the volume created by the flattened U-shaped plan of Building E is isolated from public circulation for private terraces by a wide planted band. A semi-private cul-de-sac spur road accesses drop-off zone, short-term parking and underground parking from the Park Crescent. There is no vehicular access to and from Clyde to avoid a new intersection near the Merivale Road to Clyde Avenue right-turn lane and to discourage through-traffic on the site. A dedicated separate bicycle path and walkway cross the courtyard from Clyde Avenue to the Park Crescent, both accessed from Clyde Avenue over a mini plaza between the main street facades of Buildings D and E. Direct sunlight will enter the plaza from the east and from the west to northwest.

The Baseline Plaza is a large (nominally 50m x 50m) motor-vehicle-free, civic-scaled space framed by the northern arms of Ribbons B and D. The plaza connects to Baseline across a minimum 12m wide panhandle, skirting the Baseline lobby of Ribbon B. It is also accessed by a narrower walkway along the ground floor lobby and amenity spaces of Ribbon D. The plaza is the landscaped roof of the parking podium. It is flat and level with Baseline Road and sits roughly 7 metres above Merivale Road, 4 metres above the north end of the park. It is intended as a Privately-Owned Public Space (POPS), forming the northern part of the main public corridor through the site. It has been conceived in this early stage of conceptualization as a balanced mix of hard and soft landscaping, crossed by separate bicycle and pedestrian ways. The pedestrian paths are varied and multiple offering either direct or meandering passage across the plaza. They are punctuated by several pockets of small gathering and activity spaces framed by generous integrated benches intended for small groupings of people – residents and the public. The soft landscaped areas will occupy the larger part of the plaza and should feature varied indigenous flora – mostly in the form of grasses, groundcover and low shrubs. Trees will be localized in planters. Grade-level residences facing the plaza will generally be accessed from the interior and have private terraces separated from the plaza by slight level changes and by vegetated garden walls, hedges, and broad inaccessible planted zones. Lighting will all be pedestrian level focussed around the activity pockets and along pathways for wayfinding – either bollard-type or integrated in furnishings and planter walls. The Baseline Plaza offers a generous and pleasing urban spatial envelope, enhanced by the embracing bend of Ribbon D which yields a tighten at north and south extremities. At each of the four corners of the plaza, breezeways through the ribbons connect the central open space to more intimate open spaces to the east and west for pedestrians and cyclists, introducing a visual and physical porosity through the built elements, linking the open space. Facing Merivale Road from the plaza, a view opens widely towards the park with the north façade of Pavilion A and its screen-like perforated panel, intended as a place to potentially accommodate mural art.



Figure 18: Looking through the plaza area central to the proposed development

The Town Square is located at the transitional mid-point of the central corridor at the narrowest point (40 metres) between Ribbons B and D and is conceived as the spatial 'nucleus' of the project. It encompasses most of the level change between Merivale Road and Baseline Road, starting across the Park Crescent from the head of the park, and rising through a series of irregular plateaus, ramps and steps to the south extremity of the Baseline Plaza. The level transition is fully accessible,

with short ramps at 5% grade, minimizing the need for handrails. Bicycles, strollers, shopping carts can easily be rolled up or down. Its steps and bleachers extend through the lower floors of Ribbon B connecting to the gardens on the east side of the site. At its upper level, it connects through Ribbon D to the gardens on the west side. At its lower level, the main access to the interior parking structure takes the form of a vomitory-style opening. The central tower element of Ribbon B addresses the town square over a double-height glazed base housing community amenities adjacent to the breezeway. The plateaus are separated by bands of planting and are large enough to accommodate small gatherings. Stepping at bleacher height, they inherently provide comfortable seating, facing a near true southern orientation. The view of those descending or seated is towards the park with Pavilion A on axis, as from the Baseline Plaza. Pedestrian level lighting will be provided with bollards, step lights and lighting integrated into the bleacher structures. Public art can be integrated on the plateaus. Overall, the Town Square is intended to be a dynamic linking space, funneling the movement across the site in a focussed gesture. It ties together the Baseline Plateau to the Park Crescent and the park; is the centre of east-west movement through the ribbons and across the site; it accesses community amenities and building lobbies and it provides a noble central entrance to its underground parking system without interfering with pedestrian movement as well as a central drop off point for the entire project. Along with the Baseline Plaza, the Town Square is intended to provide pleasant and experiential space for the use of residents and the public, also to be enjoyed as viewed by residents from above.



Figure 19: View of plaza central to the proposed development

3.8.1 Semi-Private Open Space

The configuration of the built structures on the site provides pockets of open space, mainly in the site periphery, which are naturally segregated from the public open spaces described above. The two principal zones are to the west of Ribbon D and to the east of Ribbon B, which is intended as a more intimate shade garden. Both areas are built above the parking deck and are at the same level as the Baseline Plaza to the north before sloping to the south towards Merivale. The raised elevation provides separation from the commercial sites to the east and west along with acoustic garden walls. The western area which is crossed by the dedicated bicycle path is intended as a sport and activity zone featuring court sport facilities, ping pong and exercise stations. On its lower level, community gardens are also a potential usage with its favourable sun exposure. The garden to the east is intended as a more private, intimate series of shade gardens intended for exclusive use of residents. It is completely isolated from the public realm.

Other peripheral open spaces will be treated mainly as soft-landscaped spaces with private terraces for individual units and larger hard-surfaced areas for adjacent amenity spaces serving specific phases of the project. These will be elaborated at the planning stage of each subsequent phase. The partly vegetated extensive roofs of the project will also be partially occupied with terraces, sport and athletic facilities.

3.9 Sustainability

The design and construction of the project at 1500 Merivale Road will pursue principles of sustainability consistent with the requirements of LEED silver.

The densification of the site which will provide approximately 2000 new residential units and associated amenity and commercial space in a medium-density (nominally, a Floor Space Index of 3.0) development. The project proposes an appropriate increase in density and height in relation to its environment, consolidating active residential use on a currently underdeveloped property in the middle of a low-density commercial-industrial car-oriented sector. The project anticipates future improvements to priority and rapid transit networks as well as bicycle path networks. The phasing of the project will allow for possible reduction of anticipated parking space as needs and city requirements diminish.

The subject site presently offers within easy pedestrian reach a wide range of shopping and amenities. The project design highly promotes walking and cycling by providing a pleasant network of green and experiential spaces through the large site connecting the surrounding arteries and movement networks. The future developments of this sector around the currently inhospitable triangle lands will only improve the walkability of the address, reducing the need for private motor vehicle use for most tasks.

The project will provide a minimum 6.2 hectare dedicated public parkland to the city. Located at mid-block along Merivale Road and extending to the centre of the site, it is imagined as an intensely planted zone, where, with natural soil, trees will be able to eventually reach their normal heights under good growth conditions and provide a new canopy. The site itself, excluding the park is over 55% landscaped (open space excluding roadways, bicycle paths, surface parking, and underground parking access) at grade. The public corridor through the site, the courtyards and peripheral gardens will be substantially vegetated, contributing the greening of the neighbourhood. Hard surfaces of plazas and walkways will be finished with permeable and semi-permeable pavers. All other areas will be permeable planted surfaces.

The project design has avoided through streets to create large zones of motor-vehicle free public open space, in order to enhance the public pedestrian and bicycle networks and to provide a quieter more agreeable living environment for residents. The main private roadway, open to the public, is shared with bicycles, by the nature of its sharp bend at its apex and other measures, will control vehicle speed.

Surface parking is minimized to mainly short-term use. Visitor parking is mainly provided below the Baseline Plaza which is a full storey above grade at mid-block. The balance of parking is underground and is provided in numbers between the city's minimum and maximum permitted rate. It is hoped that, as the project develops and with improvement of transit, bicycle and walking networks in the sector improve, that city minimum parking requirements – particularly guest parking – will be reduced. Electric car-charging stations will be provided, and communal carshare spots will be considered. Secure, indoor ride-in bicycle storage is provided below grade, and ample exterior bicycle parking is provided for guests and residents. Bicycle parking is provided in numbers exceeding municipal requirements and LEED standards.

Heat islands will be avoided through partial vegetated, occupied roofs and reflective roof treatments, and by minimizing asphalt surfaced roadways. Rain-water management principles will be strictly applied with consideration of using storm water collected in sub-grade cisterns for irrigation of landscaping. Exterior lighting will be designed to reduce light pollution to a minimum and be kept mainly at pedestrian level.

The building design including envelope and heating and cooling systems will optimize energy consumption through modeling to meet and exceed all provincial and federal requirements. Although the project is still at an early stage,

alternate energy source strategies are currently under study. Due to its size and the large area of flat roofs with access to direct sunlight, the site is a good candidate for solar and geothermal technologies to be considered.

The building envelope will be predominantly pre-cast concrete with continuous insulation behind, rain-screen masonry and punch windows, allowing for higher overall energy efficiency than can be achieved with all-glass wall systems. Where full glazing is used, the efficiency of glazing units and spandrel panels will be optimized to assure comfort and overall energy model performance. Pre-glazed concrete panel systems and curtainwalls will be considered to provide more energy-efficient envelopes. Where necessary for compliance, heat losses through balcony slabs, anchoring elements and other projections will be mitigated using thermally broken attachment systems.

Construction will favour locally sourced, durable, sustainable, and recycled materials. Contractors will be required to follow best waste-management principles. Interior finishes will also favour local sourcing and will be selected for durability and low-emissivity. Heat Recovery Ventilation (HRVs) will efficiently condition air within units and provide suitable fresh air into each unit, while operable windows will permit natural ventilation to all living and sleeping spaces. Units are designed for maximum penetration of natural light, and most corridors will open to natural light at various locations through the buildings. These measures will reduce energy consumption and reliance on electrical and mechanical systems.

Policy and Regulatory Review

4.1 Provincial Policy Statement

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters shall be consistent with this document. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. As part of this response, a range of housing options is encouraged through new development and intensification.

The PPS contains policies which support the development and intensification of the subject property, including:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
 - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - 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 (1.1.1.e);
- / 1.1.3: Settlement areas shall be the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; 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 (1.1.3.2).
 - Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- / 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 or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - 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 (1.4.3.b.1); and
 - All types of residential intensification, including second additional residential units, and redevelopment (1.4.3.b.2);
 - 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 (1.4.3.d);
- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services;
- / 1.7.1: Long-term economic prosperity should be supported by:
 - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

- / 1.8.1: 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:
 - o promote compact form and a structure of nodes and corridors (1.8.1.a);
 - o promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and,
 - o encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

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

The proposed development is consistent with the Provincial Policy Statement, 2020. The underutilized subject property is located within the City of Ottawa Urban Area and abuts three Arterial Mainstreets which contain bus rapid transit, including the future Baseline Road Rapid Transit Corridor. Redevelopment of the subject property advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use.

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

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

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section describes residential intensification as the most efficient pattern of development, defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development".

The subject property is designated an Arterial Mainstreet, which is identified as a target area for intensification (Policy 3). The minimum density target for the Merivale, Clyde, and Baseline Arterial Mainstreets is described as 120 people and jobs per gross hectare. Intensification is encouraged in these areas through a variety of built forms, with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, greater building heights and densities should be located closest to the transit station or transit priority corridor (Policy 11).

The proposed development represents residential intensification through the redevelopment of an underutilized lot within a Target Area for Intensification. As the development has been designated as Arterial Mainstreet, the site represents the opportunity for this type of intensification in achieving the areas minimum density targets. The development provides a compatible design and appropriate building scales. Further, the proposed development provides appropriate transition and compatibility to its existing surrounding context and provides community amenity space throughout the site. The proposed development is in keeping with the policy directions of the Land Use designation by proposing a compact built form in proximity to rapid transit corridors and stations.

4.2.2 Land Use Designation

The subject property is designated as “Arterial Mainstreet” on Schedule B of the Official Plan (Figure 20). Arterial Mainstreets are areas which contain significant opportunity for intensification through medium-density and mixed-use development, particularly along Transit Priority Corridors or corridors which are well-served by transit. Intensification is expected to occur over time through redevelopment of vacant or underutilized lands and shall encourage a higher density built form which supports, and is supported by, increased walking, cycling and transit use.

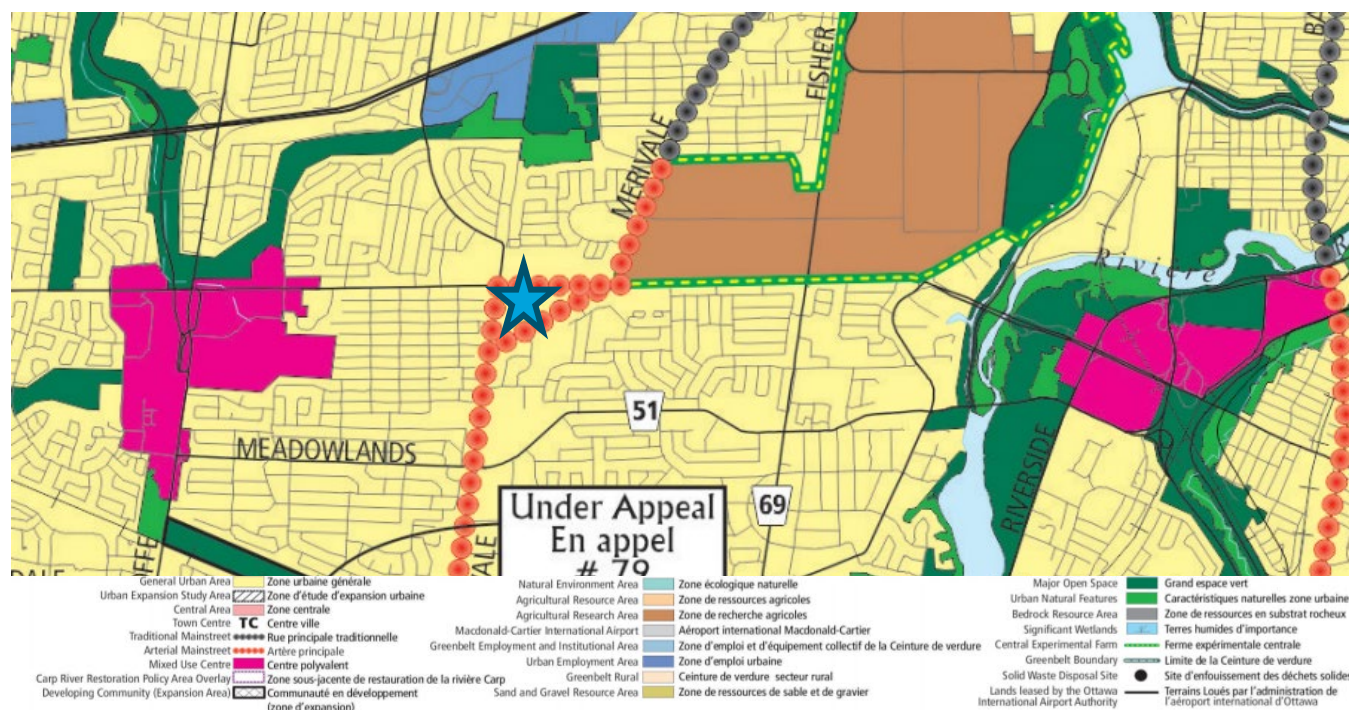


Figure 20: Schedule B, *Urban Policy Plan*, of the City of Ottawa Official Plan, subject property indicated

Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places (Policy 1). A broad range of uses is permitted on Arterial Mainstreets, including retail, commercial, office, residential and institutional uses, and may be mixed in individual buildings or occur side by side in separate buildings (Policy 5). Redevelopment along Arterial Mainstreets is encouraged to optimize the land use through intensification and by providing a building format which encloses and defines the street edge with active frontages and provides direct pedestrian access to the sidewalk (Policy 10).

The proposed development implements and conforms to the policy directions described for the Arterial Mainstreet designation. The lands represent significant opportunity for redevelopment of an underutilized property which can facilitate new high-density residential uses in close proximity to rapid transit. The redevelopment of the property will promote the use of transit and increase housing options in the area and has been designed in a manner that will further support increased use of pedestrian and cycling infrastructure in the surrounding area.

4.2.3 Designing Ottawa

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

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

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

Arterial Mainstreets are recognized as 'Design Priority Areas' (Policy 2b) and are therefore required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives of the City and achieve good urban design.

The proposed development addresses the City's Design Objectives by proposing a plan which enhances an under-utilized site with frontage along three Arterial Mainstreets and providing new residential uses and at-grade enhancements to the site. The development will enhance the pedestrian environment by providing multi-modal connections through the site. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm and connectivity.

4.2.4 Urban Design and Compatibility

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

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale contains a Design Brief (Section 3) which satisfies this requirement.
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: <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area. 	The proposed development provides a complementary street wall along all frontages, creating visual interest through setbacks and providing distinct gateways into the site. Architectural elements of each building contribute to a cohesive and well-designed site which enhances the character of the area. Architectural treatments such as glazing, materiality, and colours are distinct yet compatible with the surroundings, contributing to high-quality design. The design of each building creates visual interest in the area and reduces the impact of massing on nearby existing uses.

Policy	Proposed Development
6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Principal entrances are oriented towards the abutting public streets. Principal residential entrances are separated from commercial entrances and are strategically located to delineate between uses. Architectural elements and landscaping have been incorporated along public right of ways and throughout the site to ensure that the buildings are well-defined at street-level.
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, loading areas, and mechanical equipment are located internal to the site and away from the public realm, while building orientation and landscaping through the site and along abutting streets provide a high quality, pedestrian friendly 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 and amenity spaces have been incorporated into the design and massing of the building.
Massing and Scale	
10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.	The proposed development includes both mid-rise and high-rise building that create a sense of identity and continuity along all frontages, while transitioning the site to the surrounding low-rise context. The pedestrian realm will be improved along Baseline Road, Merivale Road, and Clyde Road, while at-grade outdoor amenity areas and Privately-Owned-Publicly-Accessible (POPS) spaces provide new linkages and connect pedestrians and cyclists through the site.
11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	<p>A Shadow Analysis submitted as part of this package demonstrates that shadows will fall to the north and not impact any nearby residential lands. As is common within an urban context, these shadows will move quickly throughout the day and will not cause undue adverse impacts.</p> <p>A wind study submitted as part of this package demonstrates that the conditions at-grade will be acceptable for the intended pedestrian uses throughout the year.</p>
12. Transition refers to the integration of buildings that have greater height or massing than their	The proposed development includes mid-rise buildings strategically located to transition the site to existing nearby

Policy	Proposed Development
<p>surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>buildings, minimizing the impact of the proposed development. Taller building heights are located adjacent to the arterial roads or more internal to the site, where setbacks and surrounding greenspace enhance the public realm. The built form transition respects the surrounding low-rise commercial context and provides a residential use which supports this existing context.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); 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. 	<p>The building height transitions are accomplished by through setbacks and building orientations. The buildings are setback from the lot lines to provide greater at-grade outdoor space, creating a pedestrian-level experience and visual interest at street-level. Articulation in the massing through private balconies and building materials provide visual interest and break up the facade of the building. Each building provides architectural variety as facades are generally irregular pattern and are visually interesting.</p>
High-Rise Buildings	
<p>15. High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.</p>	<p>The proposed development respects the base-middle-top approach and given the abutting arterial road and nearby transit, features a taller podium level that is well-proportioned to the context.</p> <p>Taller buildings are set back from property lines, providing adequate separation from abutting properties and contributing to an enhanced pedestrian realm. The separation adheres to the desired 23 metres, and floorplate sizes respond to the uses and context.</p> <p>The top of the buildings has been designed to integrate the mechanical requirements. The continuation of materials to clad the equipment penthouse will ensure a seamless integration.</p>
Outdoor Amenity Areas	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Outdoor amenity areas for residents are being provided in the form of balconies, adjacent POPS and private outdoor amenity spaces, and the introduction of a public park. Additionally, ground-oriented uses have been provided along all frontages to provide additional outdoor space for tenants</p>

Policy	Proposed Development
	A 6,572 m ² park is provided on the southern portion of the site, leading into a central POPS space. This parkland adds a new public outdoor space to the area, and further enhancing the building's public realm and at-grade treatment. The parks space complements the outdoor POPS space which connects through the site.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	Amenity space is provided via a combination of private balconies, indoor amenity space, communal at-grade outdoor amenity space and parkland dedication.
Design Priority Areas	
22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The subject property is located in an Arterial Mainstreet Design Priority Area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve the arterial mainstreet frontages. Sidewalks and landscaping elements are also provided adjacent to the building. The massing and scale of the proposed development is designed to define new public and private spaces.
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, streetscape improvements will be made including expanded pedestrian realm, new street trees, additional landscaping, and parkland dedication on site. POPS space will be provided throughout the site, further facilitating new connections and integration into the area.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The massing and scale of the overall development will enhance the abutting streets and will define the public space through landscaping and fenestration along the streetscape to improve the public realm.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the site and surrounding neighbourhood through public realm and streetscape improvements, ensuring

high-quality built form and urban design. The development has been designed to minimize impacts to surrounding properties through enhanced site layout, building design, and appropriate transition.

4.3 Merivale Road Secondary Plan

The subject property is located within the Merivale Road Secondary Plan area. The original secondary plan, adopted in 1982, was updated in 1997 and is a continuation of the previously successful elements of the Plan while including improvements to the areas identified as deficient or undesirable. The goals of the Secondary Plan include:

- / Strengthening the visual character of the area;
- / Improve the quality and consistency of pedestrian amenities in the public and private realm;
- / Provide opportunities for residential development and intensification along the Merivale corridor;
- / Provide for a safe and efficient environment for all users, including transit riders, pedestrians, cyclists and drivers travelling within and through the area;
- / Enhance the relationship between the physical elements of residential uses within and adjacent to the area and the commercial component along Merivale Road; and
- / Provide stability for the adjacent low density residential neighbourhoods as well as for existing residential uses within the Merivale Road Mixed Use Area.

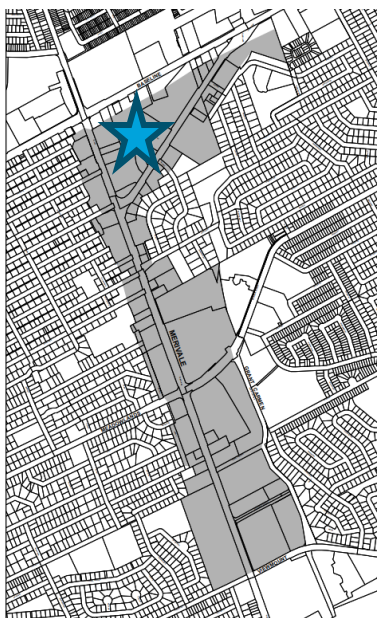


Figure 21: Schedule I, Land Use, of the Merivale Road Secondary Plan, subject property indicated

The objectives of this Secondary Plan are grouped according to common themes, which include aesthetic quality, built form, land use, employment, pedestrian and cycling linkages, and transportation. In achieving the goals and objectives of The Plan, land use designation policies have been developed, with the primary focus of supporting the ongoing retail function of the Merivale Road Corridor while encouraging a stronger movement to mixed uses, including the introduction of new residential uses. The land use designation which applies to lands within the Merivale Corridor as described by Schedule I, which includes the subject property, is Merivale Road Mixed Use (Figure 21).

The Secondary Plan contains specific policies for the Merivale Corridor. Built form policies which relate to this corridor encourage development to contribute to creating a distinct mixed-use district by developing street-edge or court buildings, providing landscaped areas and signage, and directing parking to the interior of the block. More specifically, for lands

located within the triangle formed by Merivale Road, Clyde Avenue and Baseline Road, the plan recognizes a number of development constraints which may arise, and states that proposals to develop this area may be considered on a staged basis to accommodate a transition to a more coordinated and integrated built form (Policy 3.1.1.2.1). Further, policies are described related to the streetscape along Merivale Road, requiring treatment of the streetscape to be consistent with an environment which supports and encourages pedestrian activity (Policy 3.1.1.3.1).

Policies related to the Pedestrian Realm state that well furnished, protected, and continuous pedestrian sidewalks should be provided along all frontages in all developments. Policies require that all frontages should provide continuous pedestrian sidewalks connected directly to the sidewalks of the adjoining street and separated from the parking or service vehicle areas. Further, a minimum of 25 percent of the length of any frontage shall include significant landscape features and public area. Finally, pedestrian routes to individual properties shall be coordinated with pedestrian routes of people moving to/from parking, public sidewalks, transit stops and other locations (Policy 3.1.2.2.1).

Policies related to ensuring new development integrates with neighbouring communities encourage efficient and safe connections between adjacent residential areas and may require new roads, pedestrian paths and cycling routes be incorporated into site design (Policy 3.1.3.1.1). These connections are to be well-landscaped, comfortable and attractive for pedestrian and cyclist connections, by providing amenities, linking to parks and community facilities, and providing adequate space for landscaping which does not interrupt vehicle and pedestrian movement (Policy 3.1.3.2.1). Policies related to compatibility between residential and non-residential uses require appropriate separations, setbacks and transitions be provided between uses. Further, mitigation measures should be taken in assessing alternative approaches and locations for service and loading areas to ensure compatibility between commercial and residential uses (Policy 3.1.3.3.1).

Policies related to interconnected vehicle access seek encourage shared vehicular routes between sites within large blocks be provided to reduce the number of inter-site movements occurring on Merivale Road or other major roads (Policy 3.1.4.1.1).

Finally, the Secondary Plan contains specific policies related to the Merivale Road Mixed Use Land designation, which permits a broad range of commercial uses, including retail and office uses, entertainment and intensive recreational uses, residential development at medium and high densities, and a range of community and institutional facilities and services (Policy 3.2.1.1). Commercial, retail, and office uses are intended to be located at the ground floor of new development, where residential uses adjacent to Merivale Road are permitted above these uses (Policy 3.2.1.2).

The proposed development conforms to the goals, objectives, design guidelines, and policies of the Merivale Road Secondary Plan. The proposed development introduces a medium to high density residential use which intensifies the Merivale corridor, improves the pedestrian and public realm of the property, and strengthens the visual character of the area. The proposed development does not adversely impact the surrounding context, providing a compatible and complementary use to the existing area. The development proposes a built form and public realm which enhances the subject property and pedestrian environment, with strong integration into the surrounding context and existing community.

4.4 New City of Ottawa Official Plan (Anticipated 2021 – 2046)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in 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 majority of the draft Official Plan was released on November 20th, 2020. The City received many comments regarding this draft.
- / A second draft of the OP has recently been released for review before it is considered by the Joint Committee in October 2021.

- / The new Official Plan is scheduled to go to Council for endorsement October 27th, 2021, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

While this proposed development will be evaluated under the current Official Plan it is important to note that this proposed site plan aligns with the direction of the available draft of the new Official Plan. It supports the intensification goals put forward for development in proximity to rapid transit, and transit priority corridors. The intensification at this location contributes to a land use pattern and housing type which is supportive in achieving 15-minute neighbourhoods, one of the key goals of the future Official Plan.

4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development apply to all development located within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The subject property is located abutting Baseline Road, which is a Rapid Transit Corridor containing multiple stations. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development is supportive of the following guidelines:

- / Provide a transit-supportive land use within a 600-metre walking distance of a rapid transit station (Guideline 1);
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements should include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Developments should locate the proposed building along the front of the street to encourage ease of walking between the building and to public transit (Guideline 3);
- / Create pedestrian and cycling "short cuts" that lead directly to transit (Guideline 6);
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Create a transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- / Provide architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists (Guideline 17);
- / Provide a ground floor that has been designed to be appealing to pedestrians and includes space for commercial and retail uses (Guideline 28);
- / Provide convenient and attractive bicycle parking that is close to building entrances (Guideline 29);
- / Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists (Guideline 31);
- / Provide no more than the required number of vehicle parking spaces to minimize surface parking and encourage transit use (Guideline 32); and,
- / Encourage underground parking or parking structures over surface parking lots (Guideline 39).

The proposed development is consistent with and applies many of the Transit-Oriented Development Guidelines to the subject property. The proposal provides a mixed-use, transit supportive development adjacent to Baseline Road, a Rapid

Transit Corridor containing multiple transit stations. The mix of land uses creates a multi-purpose site that will enhance and complement the existing context of the Skyline-Fisher Heights neighbourhood. The buildings are designed to be consistent to the guidelines and ensure visual interest and human scale along Baseline Road, Clyde Road, and Merivale Road. The proposed development ensures high-quality urban design which enhances the streetscape and public realm along all frontages, and throughout the site. Pedestrian and cycling connections through the site encourage pedestrian activity while providing more convenient access to public transit. The proposed development does not exceed required parking provided on site, providing an appropriate amount considering the property's context. The location of the parking has been placed underground to minimize visual impacts and avoid potential compatibility issues with its surrounding uses.

4.6 Urban Design Guidelines for Development Along Arterial Mainstreets

Urban Design Guidelines for Development along Arterial Mainstreets apply to all development with frontage along an Arterial Mainstreet, as described by the City of Ottawa Official Plan. Arterial Mainstreets are generally characterised as post-1945 automobile-oriented streets with lower densities, larger buildings, varied setbacks, and single purpose commercial uses. The guidelines propose recommendations for urban design measures intended to support compatible development that respects the character of existing streets and adjacent neighbourhoods while promoting a gradual transformation to a more compact, pedestrian friendly pattern of development. This transformation is intended to be accommodated through a combination of higher density mixed-use and residential developments and the redevelopment of surface parking lots.

The proposed development is supportive of the following guidelines:

- / Locate new buildings along the public street edge (Guideline 1);
- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes (Guideline 4);
- / Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb (Guideline 5);
- / Set new buildings 0 to 3.0 metres back from the front property line (Guideline 6);
- / Design new development to be compatible with the general physical character of adjacent neighbourhoods (Guideline 7);
- / Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- / Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact (Guideline 14);
- / Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls (Guideline 15);
- / Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street (Guideline 16);
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street (Guideline 17);
- / Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent (Guideline 18);
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 20); and,
- / Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas (Guideline 24).

The proposed development applies many of the Urban Design Guidelines for Development along Arterial Mainstreets. The proposed development applies a site design which is compatible with the surrounding context, enhancing an underutilized site in the area. The development proposed landscaping at all frontages and throughout the site, contributing to the public realm and streetscapes. The buildings are designed in a manner which are distinct, yet

complementary to surrounding contexts, and provide rich detail through architectural details, materiality, design, and massing. The site is easily accessible from all frontages at the pedestrian level, where the proposed built form contributes to an enhanced urban environment.

4.7 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines focus largely on the context for high-rise buildings to ensure appropriate transition and compatibility of built form to surrounding land uses. High-rise is defined as built form over 9-storeys in height. These are general guidelines and are not intended to be used as a checklist for evaluating a proposal as not all of the guidelines are applicable to every site. The relevant guidelines have been reviewed for the purposes of this report.

The proposed development is supportive of the following guidelines:

- / When a high-rise building is proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre” (Guideline 1.10);
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context (Guideline 1.12);
- / The interior lot has an area greater than 1,800 square metres (Guideline 1.16);
- / Enhance and create the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- / Enhance and create the image of a community and a city through the design of the upper portion of the building that respects and enhances the urban fabric (Guideline 2.2);
- / A high-rise bar building is appropriate when it is oriented along the north-south direction to provide greater opportunities to minimize shadow impacts and allow for better access to natural light and is placed to effectively frame streets and public open spaces (Guideline 2.4);
- / The maximum height of a bar building should be 12 storeys (Guideline 2.6);
- / A bar building should follow the base-middle-top approach in design and general guidelines for each portion of the building (Guideline 2.9);
- / The base and middle portions of a bar building should contribute to enhancing the existing or planned street wall condition (Guideline 2.10);
- / Articulate the facades of the base and/or middle to vertically to break up the overall mass (Guideline 2.11);
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS) (Guideline 2.13);
- / The minimum base height should be two storeys (Guideline 2.17);
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by breaking up a long façade vertically through massing and architectural articulation to fit into the existing context and introducing multiple entrances (Guideline 2.20);
- / Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade (Guideline 2.21);
- / The ground floor of the base should be animated and highly transparent and avoid blank walls (Guideline 2.23);
- / Encourage small floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces where the maximum tower floor plate for a high-rise residential building should be 750m² (Guideline 2.24);
- / Ensure appropriate separation distances between adjacent towers (Guideline 2.25);
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity (Guideline 2.32);

- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors (Guideline 2.36);
- / Provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards (Guideline 3.4);
- / Provide a privately owned public space (POPS) which is complimentary and integrated into the existing network of streets, pathways parks and open spaces, and provides direct physical connect to the surrounding streets (Guideline 3.5);
- / Break up the long street blocks (Baseline Road, Merivale Road, Clyde Road) by introducing a mid-block multi-use connection, which increases and enhances the overall pedestrian accessibility and walkability of the area (Guideline 3.8);
- / Locate the main building accesses at the same level as the street (Guideline 3.10);
- / Animate the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency (Guideline 3.12);
- / Locate parking underground (Guideline 3.14);
- / Internalize loading and service facilities (Guideline 3.16)
- / Minimizes the size of garage and service doors (Guideline 3.19);
- / Considered wind impacts in the design of the building (Guideline 3.26); and,
- / Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

The proposed development applies many of the Urban Design Guidelines for High-Rise Buildings. The proposed development enhances the overall pedestrian realm, creating new privately owned publicly accessible (POPS) spaces within the site while contributing to the environment along all frontages. The scale, orientation, and massing of the proposed bar buildings provide an appropriate transition between the site and its surrounding low rise context, mitigating wind and shadow impacts on its surroundings. The proposal employs high-quality architectural design through materials and textures, creating visual interest along all facades. Mechanical and amenity spaces are integrated at the roof-top level, while at-grade outdoor amenity space provides connectivity and enhanced public realm through the site. Parking is located underground, minimizing its impact on the pedestrian realm.

4.8 Bird-Safe Design Guidelines

Bird-Safe Design Guidelines are to be reviewed during the Site Plan Control process where new mid-rise or high-rise buildings are proposed. The purpose of these guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions. This document contains design guidelines related to building design, landscape design, and lighting design. These guidelines will be reviewed in detail and applied, where possible, as the design of the proposed development advances through the Site Plan Control process.

4.9 Zoning By-law 2008-250

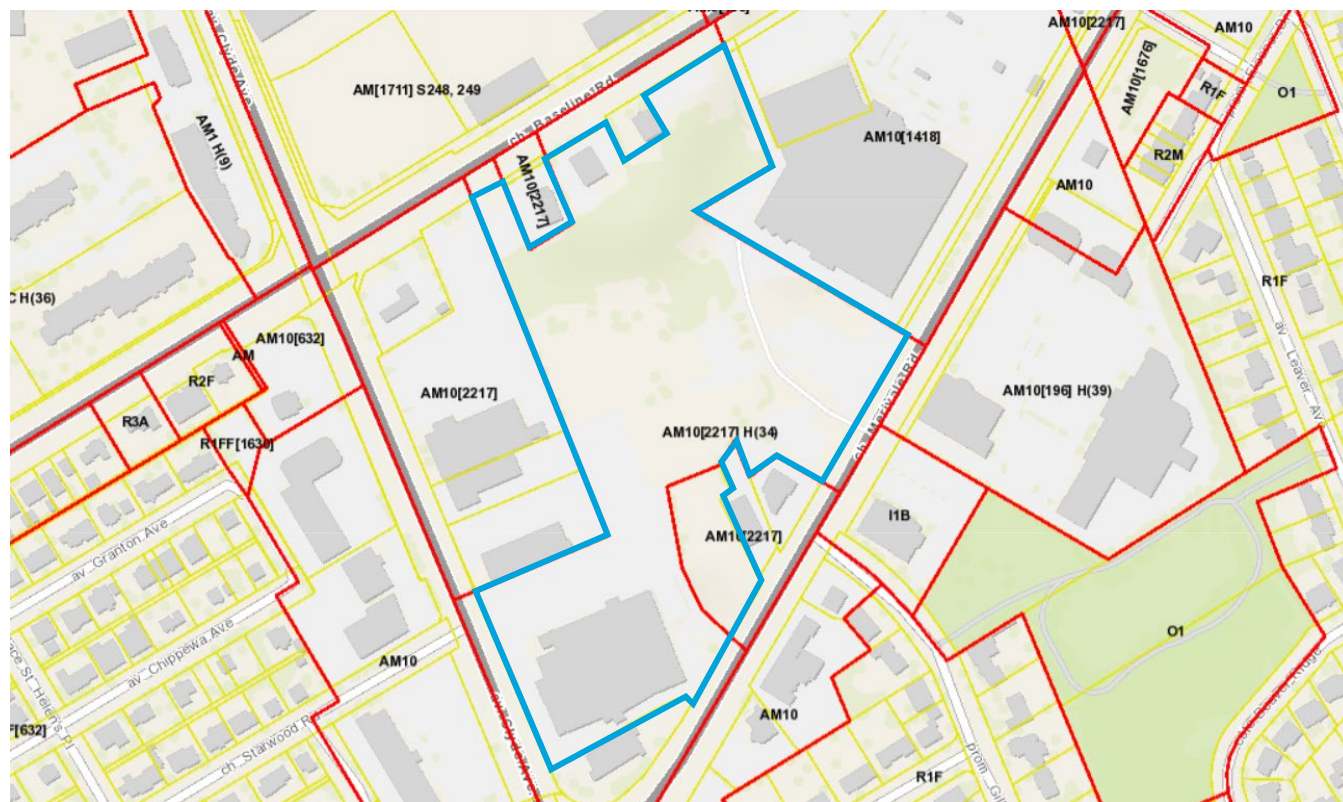


Figure 22: Zoning Map for 1500 Merivale Road, subject property indicated

The subject property is zoned Arterial Mainstreet per Zoning By-law 2008-250, and Subzone 10 and Urban Exception 2217 apply (Figure 22). Per to H suffix, building heights up to 34 metres are permitted on the majority of the property, except for a portion of the property to the south known as 1490 Merivale Road. City staff aided on interpreting the Zoning By-law in determining how property lines should be considered. The property lines which abut the Arterial Mainstreets are to be considered front lot property lines, while the remainder of the property lines are to be considered side lot property lines.

Table 1 demonstrates some of the permitted uses on the subject property.

Table 1: Permitted Uses

Residential	Non-Residential
apartment dwelling low rise, apartment dwelling, mid rise and high-rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house	amusement centre, amusement park, animal care establishment, animal hospital, artist studio, automobile dealership, automobile rental establishment, automobile service station, bank, bank machine, bar, broadcasting studio, car wash, catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, funeral home, gas bar, hotel, instructional facility, library, medical facility, municipal service centre, museum, nightclub, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, production studio, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, sports arena, storefront industry, technology industry, theatre, training center, urban agriculture

Table 2 describes zoning provisions applicable to the subject property and details how the proposed development complies with the provisions.

Table 2: Zoning Requirements, Provisions, and Compliance for AM10(2217) H(34)

Provision	Required	Provided	Compliance
Minimum Lot Width (m)	No minimum	Varies	Yes
Minimum Lot Area (m²)	No minimum	55,433m²	Yes
Minimum Front and Corner Side Yard Setback (m)	0 metres , at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for mixed use buildings	0 metres 100% of frontage within 4.5 metres of lot lines	Yes
Minimum Interior Side Yard Setback (m)	No minimum	Varies	Yes
Minimum Building Height (m)	If located within 10 metres of the front or corner lot lines: A mixed-use building must have a minimum ground floor height of 4.5 metres The minimum building height required is 7.5 metres (at least 2-storeys)	Ground floor varies between 5.5 metres to 6.9 metres	Yes
Maximum Building Height (m)	34 metres, and; 30 metres (for the portion abutting 1490 Merivale Road) Note* A small portion along the south of the site does not have the H suffix provision within its zoning, and therefore is permitted a building height of 30 metres (but no greater than 9-storeys) .	(29.5 metres to 33.9 metres) At present, the site plan shows a park at this location where no H symbol is provided	Yes Yes
Maximum Floor Space Index	No Maximum	2.39	Yes
Notes:	The lot line abutting the designated "Arterial Mainstreet", as per Schedule B of the Official Plan, is the front lot line, and in the case of a lot with more than one lot line abutting an arterial mainstreet the provisions applying to front lot line will apply to all of the lot lines abutting an arterial mainstreet regardless of it being a front or other lot line	Varies from 84% to 100%	Yes

	a minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors		
Amenity Space Requirements	<p>6m² per unit, 50% required to be communal space. 1967 units x 6.0 = 11,802m² amenity space to be provided, 5,901m² to be communal</p> <p>Exception 2117: 2% must be provided as outdoor communal amenity space located at-grade.</p> <p>/ Lot size: 55,433m²² x 0.02 = 1,109m²</p>	<p>Total: 52,586m² of amenity space provided, 37,688m² is communal</p> <p>26,177m² outdoor communal outdoor space located at-grade = 47% of total site area</p>	<p>Yes</p> <p>Yes</p>

Table 3 provides a summary of the parking requirements as detailed in Zoning By-law 2008-250 and how the proposed development meets the provisions.

Table 3: Parking Provisions and Compliance

Provision	Required	Provided	Compliance
Minimum Parking Required (Area X of Schedule 1A)	<p>Section 101.5.d: where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on Schedule 2A, the minimum parking required by Table 101 for the residential use is calculated using the rates for Area X.</p> <p><i>The entirety of the subject site is within 600m of the Baseline Road (corridor with multiple rapid transit stations), therefore the following rates apply:</i> 0.5 per dwelling unit, less the first 12 units.</p> <p>1955 x 0.5/dwelling unit = 978 residential spaces required</p>	1,869 total resident spaces provided	Yes
Maximum Vehicle Parking	<p>1.75 spaces / dwelling unit 1.75 x 1967 dwelling units = 3,442 spaces</p>	2,008 total vehicle spaces provided	Yes

Visitor Parking	<p>Visitor Parking (Area X) 0.1 spaces/dwelling unit, less the first 12 units, to a maximum of 30 spaces per building</p> <p>Building A: $103 \times 0.1 = 10$ spaces Building B: $539 \times 0.1 = 54$ spaces (30 max) Building C: $209 \times 0.1 = 21$ spaces Building D: $781 \times 0.1 = 78$ spaces (30 max) Building E: $275 \times 0.1 = 28$ spaces</p>	<p>Building A: 10 spaces Building B: 30 spaces Building C: 23 spaces Building D: 30 spaces Building E: 29 spaces</p> <p>122 visitor spaces total</p>	Yes
Bicycle Parking	<p>0.5 spaces / dwelling unit $1,967 \text{ units} \times 0.5 \text{ bicycle spaces} = 984 \text{ bicycle spaces}$</p>	1,686 bicycle spaces provided	Yes

In October 2019, Ottawa City Council approved the zoning provisions for High-Rise Buildings. These zoning provisions included the introduction of new provisions for high-rise buildings in areas as defined in the implementing by-law. It should be noted that at the time of this report, these provisions are not currently in full force and effect.

5.0 Supporting Studies

The following plans and reports have been prepared in support of the Site Plan Control application.

5.1 Geotechnical Investigation

A Geotechnical Investigation has been prepared by Paterson Group for the subject site, dated February 23, 2021. The purpose of the investigation is to determine the subsoil and groundwater conditions at the subject site and provide geotechnical recommendations for the design of the proposed development, including construction considerations which may affect the design. The report indicates that the soils on the site can accommodate the proposed development if the recommendations of the report are followed.

5.2 Serviceability and Stormwater Management Report

A Serviceability and Stormwater Management Report has been prepared by Novatech on September 3, 2021, which outlines how the site will be serviced with public infrastructure. The report discusses technical details related to the sanitary sewer, watermain, stormwater sewer systems and stormwater management measures for the subject site. The report concludes that there is adequate sanitary sewer capacity available on Baseline Road and Clyde Avenue to service the site. Additionally, adequate water services are available on Baseline Road and Merivale Road to accommodate the proposed demand. On-site stormwater management measures will be implemented to control the post-development flows, implemented through overland drains flows and the construction of cisterns within the underground parking structure.

5.3 Phase I and II Environmental Impact Assessment

Both a Phase I and Phase II Environmental Impact Assessment (ESA) have been prepared for the subject site by Paterson Group. The Phase I ESA, completed August 1, 2017, confirms the potentially contaminating activities and areas of potential environmental concern are identified at the subject site, triggering the requirement for a Phase II ESA, completed January 28, 2021, confirms the findings on the Phase I ESA via subsurface investigations, soil sample testing, and groundwater sample testing. The Phase II ESA identifies contaminated soil at the subject site and recommends that an environmental site remedial program be completed in conjunction with site redevelopment, which requires the segregation of clean soil from impacted soil and disposal at an approved waste disposal facility. The ESA further identifies that groundwater within the southwestern portion of the subject site is impacted by volatile organic compounds (VOCs), therefore recommends that an additional groundwater monitoring and testing be conducted to confirm the recent test results prior to site redevelopment.

5.4 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared for the subject site by Novatech, dated September 16, 2021. The TIA contains analysis and recommendations related to transportation forecasting, development design and parking, boundary streets, access intersections, transportation demand management, transit, and intersection operations. The report describes that all Transportation Demand Management (TDM) supportive design and infrastructure measures are met by the proposed development related to development design and parking. The report identifies that both Merivale Road and Clyde Avenue do not meet pedestrian level of service and bicycle level of service targets, however recommends solutions for achieving these for the City's consideration. The report describes that there are no operational concerns related to proposed accesses to Merivale Road. TDM measures related to the City's TDM Measures Checklist are proposed. The proposed development is not anticipated to have a significant impact on the existing operations of OCTranspo routes. Finally, recommendations related to intersection operations are recommended.

5.5 Traffic Noise Assessment

A Traffic Noise Assessment has been prepared by Gradient Wind for the subject site, dated August 30, 2021. The report identifies that the primary sources of roadway traffic noise include Baseline Road, Clyde Avenue, and Merivale Road. Based on the analysis of the report, it is recommended that upgraded building components will be required for all residential buildings where noise levels exceed 65 dBA, and specifically recommends that select phases nearest to arterial roadways will require upgraded building components. A detailed review of the window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of each building. The report further recommends that all residential buildings will require central air conditioning, or a similar ventilation system, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning clauses are recommended to be placed on all lease, purchase, or sales agreements for the buildings. Rooftop amenity areas are expected to be within acceptable noise ranges, therefore noise mitigation measures are not required.

5.6 Tree Conservation Report

A Tree Conservation Report has been prepared in plan form by James B. Lennox & Associates, dated September 30, 2021. The plan provides details related to the number and condition of existing trees identified on site. The plan further describes recommendations for their retention or removal both based on their condition and the proposed development concept. The plan identifies trees to be retained located mostly along the perimeter of the site, and identifies tree protection measures which will be taken to mitigate any damage or impacts on the retained trees, including protective fencing and related measures before and during construction.

5.7 Wind Study

A Pedestrian Level Wind Study has been prepared by Gradient Wind, dated June 3, 2021. The study investigates the pedestrian wind comfort and safety within and surrounding the subject site and identifies any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered. The report confirms that wind conditions over surrounding sidewalks beyond the subject site, as well as at nearby primary building entrances, are predicted to be acceptable for their intended pedestrian uses during each seasonal period upon the introduction of the proposed development. Specifically, wind conditions over surrounding sidewalks, building access points, transit stops, and nearby parking lots are considered acceptable for the intended pedestrian uses throughout the year, while wind conditions over the proposed public park are predicted to be suitable for sitting at least 75% of the time, which is considered satisfactory. Rooftop amenity terraces serving Phases 2, 5, 6, and 7 are predicted to experience conditions suitable for the intended uses without mitigation, however, to extend sitting conditions over the full amenity terrace serving Phase 1, it is recommended that 1.5-m-tall barriers, typically glazed, be installed around the perimeter of the terrace.

6.0 Conclusion

44

It is our professional opinion that the proposed development of the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by efficiently utilizing existing municipal infrastructure, improving the range and mix of housing types, and supporting transit use of the nearby Baseline Road Transit corridor.
- / The proposed development will allow greater intensification and the addition of residential density to a vacant and highly underutilized site, helping to implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility in Section 4.11. The proposed development conforms to Official Plan policies for Urban Design and Compatibility by providing high-quality building designs, streetscape improvements, and public realm enhancements intended minimize impacts and provide appropriate transition to surrounding properties.
- / The proposed development conforms to the policies for Arterial Mainstreets through redevelopment of underutilized land in close proximity to rapid transit which can accommodate new high-density residential uses. The proposed development promotes the use of transit, provides new housing options, and supports the use of pedestrian and cycling infrastructure in the area.
- / The proposed development conforms to the objectives and policies of the Merivale Road Secondary Plan by introducing a medium to high density residential use which intensifies the Merivale corridor. The proposed development improves the pedestrian and public realm of the property and strengthens the visual character of the area and does not adversely impact the surrounding context by providing a compatible and complementary use to the existing area.
- / The proposed development responds strongly to the Urban Design Guidelines applicable to the site, including Urban Design Guidelines for High-Rise buildings, Transit Oriented Development Guidelines, Design Guidelines for Development along Arterial Mainstreets and the Bird-friendly Design Guidelines. Many of the guidelines have been implemented to inform the site plan and building design. The building placement, orientation and size and materiality considers impacts on surrounding land uses and birds while also providing mixed-use and residential transit supportive intensification within close proximity to the Baseline Road Transit corridor, creating a multi-purpose destination at a highly-underutilized site.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Lisa Dalla Rosa, MCIP RPP
Associate



Nathan Petryshyn
Planner