



## **1300 McWatters Road**

Planning Rationale + Design Brief  
Site Plan Control  
March 29, 2022



Prepared for Homestead Land Holdings Ltd.

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<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Application Overview	1
<b>2.0</b>	<b>Site Context and Surrounding Area</b>	<b>2</b>
2.1	Subject Property	2
2.2	Surrounding Area	3
2.3	Road Network	4
2.4	Transit Network	4
2.5	Active Transportation Network	5
2.6	Neighbourhood Amenities	5
<b>3.0</b>	<b>Proposed Development and Design Brief</b>	<b>9</b>
3.1	Building Design	11
3.1.1	Building Massing and Scale	11
3.1.2	Views	13
3.2	Internal Circulation & Connectivity	16
3.3	Pedestrian Experience & Public Realm	17
3.4	Amenities	18
<b>4.0</b>	<b>Policy and Regulatory Framework</b>	<b>21</b>
4.1	Provincial Policy Statement, 2020	21
4.2	City of Ottawa Official Plan (2003, as amended)	22
4.3	City of Ottawa New Official Plan (Council-adopted 2021, awaiting ministerial approval)	33
4.4	Urban Design Guidelines for High-Rise Buildings	42
4.5	Transit-Oriented Development Guidelines	42
4.6	Bird Safe Design Guidelines	43
4.7	Parkland Dedication	43
<b>5.0</b>	<b>City of Ottawa Comprehensive Zoning By-law (2008-250)</b>	<b>45</b>
5.1.1	Zone Provisions and Analysis	46
5.1.2	High-Rise Zoning Provisions	47
5.1.3	Parking Provisions	48
<b>6.0</b>	<b>Supporting Studies</b>	<b>50</b>
<b>7.0</b>	<b>Conclusions</b>	<b>53</b>

# 1.0 Introduction

Fotenn Planning + Design ('Fotenn') has been retained by Homestead Land Holdings Limited ('Homestead') to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed development on lands municipally known as 1300 McWatters Road in the City of Ottawa.

## 1.1 Application Overview

The proposed development consists of a 25-storey high-rise residential building on a three-storey podium along the north face, transitioning to a two-storey podium along the south face located at the northwest corner of the property. The 25<sup>th</sup> floor is strictly attributed to indoor and outdoor amenity spaces, as well as mechanical services. A total of 234 dwelling units are proposed with a redeveloped recreational facility on the first two floors, and parking spaces accessed from Lisa Avenue as well as McWatters Road. The development also provides for 141 enclosed bicycle parking spaces within the underground parking levels. The proposal also provides for the extension of the existing internal road in a north-south direction, strengthening the connection between vehicular access along Lisa Avenue, McWatters Road and throughout the site. Additionally, an east-west pedestrian pathway has been proposed between Greenbank Road and McWatters Road to provide pedestrian connectivity throughout and around the site while improving the public realm internal to the site.

To facilitate the proposed development, a Zoning By-law Amendment application was submitted on July 20<sup>th</sup>, 2021. The subject site is currently zoned Residential Fifth Density, Subzone B, with a maximum building height of 18 metres (R5B H(18)). The Zoning By-law Amendment proposed to amend the zoning of the subject property with site-specific zoning provisions to permit the built form of the development as well as an increase in maximum building height to 79 metres.

This Site Plan Control application has been submitted to facilitate the proposed development and to resolve site-specific design considerations that were brought up during the Zoning By-law Amendment application process. Some of these considerations include landscaping, servicing locations, internal connectivity within the site, connectivity around the site, and building materiality, among others.



## Site Context and Surrounding Area

### 2.1 Subject Property

The subject property, municipally known as 1300 McWatters Road, is located on the south side of Lisa Avenue between Greenbank Road to the west and McWatters Road to the east in College Ward (Ward 8). The subject property has frontage of approximately 230 metres along Greenbank Road, 110 metres along Lisa Avenue, 93 metres along McWatters Road and a total site area of approximately 25,370 square metres (Figure 1).



Figure 1. Subject Site

The subject property is currently developed with two high-rise residential developments that are 17 and 20 storeys in height. The existing 17-storey tower is located along the property's southwest corner, while the 20-storey tower is located along the property's northeast corner. The property is also developed with a two-storey recreation facility that is located between both existing high-rise buildings along the western lot line with frontage along Greenbank Road. Parking on the property is distributed among three (3) surface parking lots, containing a total of approximately 71 parking spaces, as well as one (1) underground parking garage.

Primary vehicular access to the property is located along McWatters Road, while a secondary vehicular access is located along Lisa Avenue. One (1) internal vehicular cul-de-sac road runs in an east-west direction and connects existing uses on

the property, as well as two (2) internal pedestrian pathways provide connections throughout the planned unit development.

Sidewalks are provided along all frontages of the property. Elevated hydro distribution lines are present in the public right-of-way along the McWatters Road frontage. The wooden poles also feature light standards. Light standards are also located in the Lisa Avenue right-of-way as well as the Greenbank Road right-of-way along the north and west side of the property.

The property is landscaped and displays several pockets of vegetation. Medium-sized trees are present along the edges of the property.

## 2.2 Surrounding Area

As a through lot, the site has frontage on Greenbank Road, Lisa Avenue, and McWatters Road, in the established community of Queensway Terrace South. Baseline Road, a major east-west arterial road, is located approximately 40 metres south of the subject site. The area surrounding the site is characterised by a broad mix of uses and building typologies including low-, mid- and high-rise residential and mixed-use buildings, commercial buildings, and institutional uses, such as Pinecrest Public School (Figure 2). Greenbank Road and Baseline Road are designated as Arterial Roads, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The site also benefits from close access (approximately 700 metres) to the planned Pinecrest LRT station as well as close access (approximately 40 metres) to the planned BRT station along Baseline Road.

The adjacent land uses can be described as follows:

**North:** Immediately north of the subject property, across Lisa Avenue along Greenbank Road are several low-rise homes that are between two (2) and three (3) storeys in height. A neighbourhood park is also located kitty-corner to the property along the northwest corner of Greenbank Road and Lisa Avenue. Further north are several shopping centre complexes with low and mid-rise buildings including retail stores, restaurants and offices. The 417 Provincial Highway is approximately 650 metres north of the site and can be accessed directly from Greenbank Road. The planned Pinecrest LRT Station is also approximately 700 metres north of the site and will provide efficient transit connections throughout the city to users.

**East:** East of the property, across McWatters Road, is the Pinecrest Public School. Further east of the site is the established low-rise Ridgeview neighbourhood. Moreover, the Pinecrest Recreation Complex is also found further east of the site.

**South:** Immediately south of the subject site along Baseline Road is a low-rise commercial strip featuring a drop-in medical clinic, restaurants, and specialized retail uses. Baseline Road is a designated arterial roadway on Schedule E of the Official Plan, as well as a Transit Priority corridor on Schedule D of the Official Plan. A BRT station is planned approximately 40 metres south of the site at the intersection of Greenbank Road and Baseline Road. Across Baseline Road is the Pinecrest Remembrance Services cemetery. Further south are several low-rise neighbourhoods including Briargreen and Centrepointe.

**West:** The subject property immediately abuts Greenbank Road to the west which is a designated arterial roadway on Schedule E of the Official Plan. West of the subject site across Greenbank Road are two high-rise residential towers that are both 17 storeys in height. St. Paul High School and Morrison Park are also found west of the site. Further west is the Queensway Carleton Hospital as well as the 416 Provincial Highway.

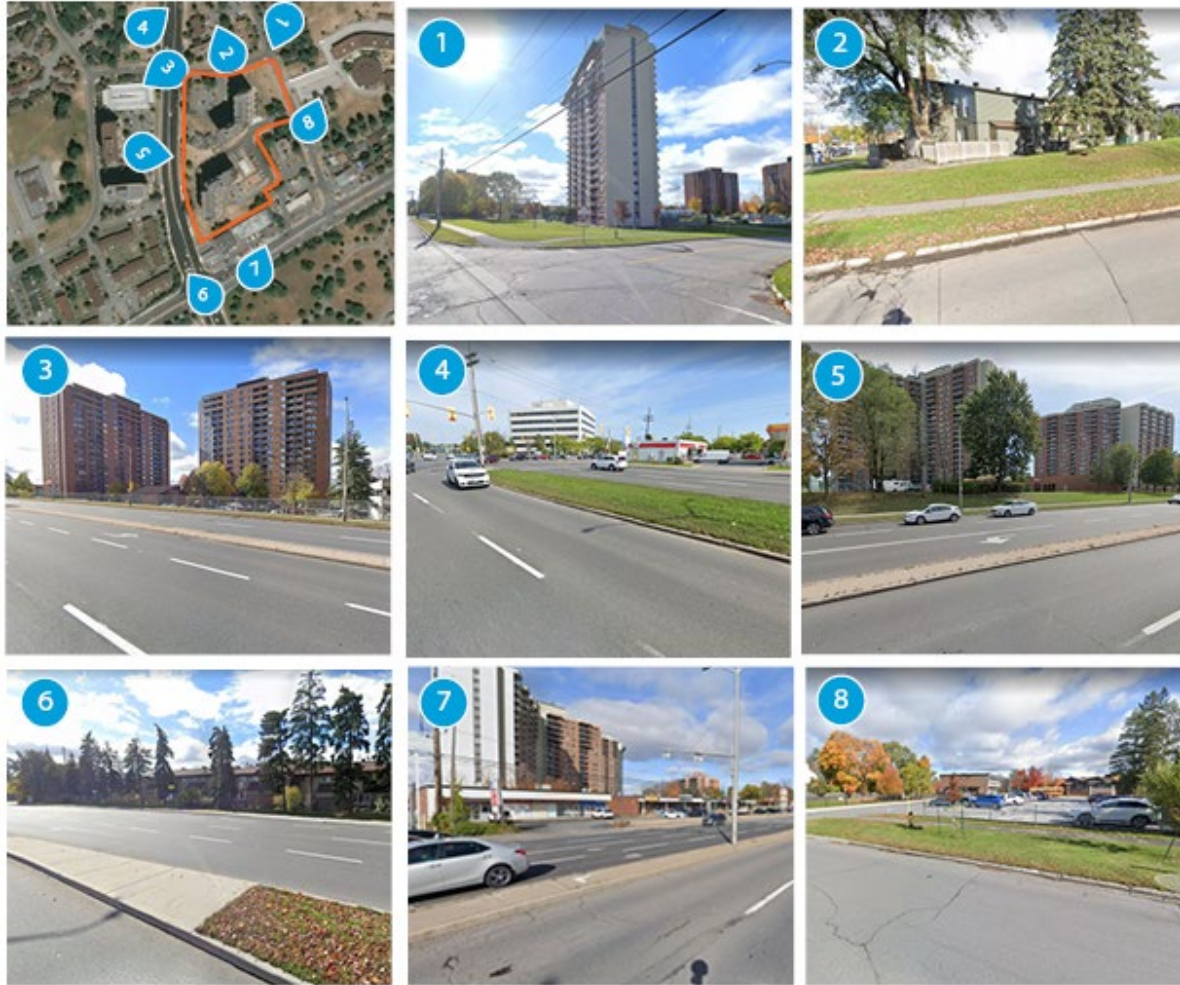


Figure 2. Area Context Images

## 2.3 Road Network

The subject property abuts Greenbank Road to the west and is adjacent to Baseline Road to the south, which are both designated as Arterial roads pursuant to Schedule E (Road Network) in the City of Ottawa's Official Plan (Figure 3) and Schedule C4 (Urban Road Network) in the City of Ottawa's New Official Plan (Figure 4). Greenbank Road is a two-way street, with four lanes of north-south travel, while Baseline Road is a two-way street, with four lanes of east-west travel. Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

## 2.4 Transit Network

The subject property is well served by public transit options. Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan (Figure 5) and Schedule C2 (Transit Network) of the New Official Plan (Figure 6), the subject property is located within 700 metres of the planned Pinecrest LRT Station as well as within 40 metres of the planned BRT Station at the intersection of Baseline Road and Greenbank Road.



The nearest bus stop is located along Greenbank Road directly west of the site and services OTranspo Bus Routes #82, #173 and #282. There are also bus stops located 40 metres south of the site along the north and south side of Baseline Road servicing OTranspo Bus Route #88.

## 2.5 Active Transportation Network

The subject property is served by the greater cycling network (Figure 7). Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan as well as mapping associated with the new Official Plan, Greenbank Road and Baseline Road are identified as cycling spine routes. While cycling infrastructure does not currently exist along the portions of Baseline Road and Greenbank Road adjacent to the site, these planned spine routes will provide increased access to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

## 2.6 Neighbourhood Amenities

As a site located in close proximity to several established neighbourhoods, the subject property enjoys proximity to some neighbourhood amenities, including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to three (3) large grocery stores within a 5-minute drive – Metro at 250 Greenbank Road, Loblaws at 1980 Baseline Road and Farm Boy at 1495 Richmond Road. The site is well-served with respect to parks and community facilities. The property is within walking distance of Lisa Park and the Pinecrest Community Health centre to the north, Morrison Park to the west, and the Pinecrest Recreational Centre to the east

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

- / Commercial centres, including the Pinecrest Shopping Centre;
- / Recreational facilities including private gyms, community centres, Starr Gymnastics and the Pinecrest Recreation Centre;
- / Parks including Lisa Park and Morrison Park;
- / Institutional uses such as the Pinecrest Cemetery, the local Russian School and St. John the Apostle Church; and,
- / Public Schools including Pinecrest Public School and St. Paul High School.





Figure 3. Excerpt from Schedule E of the Official Plan - Road Network, Official Plan

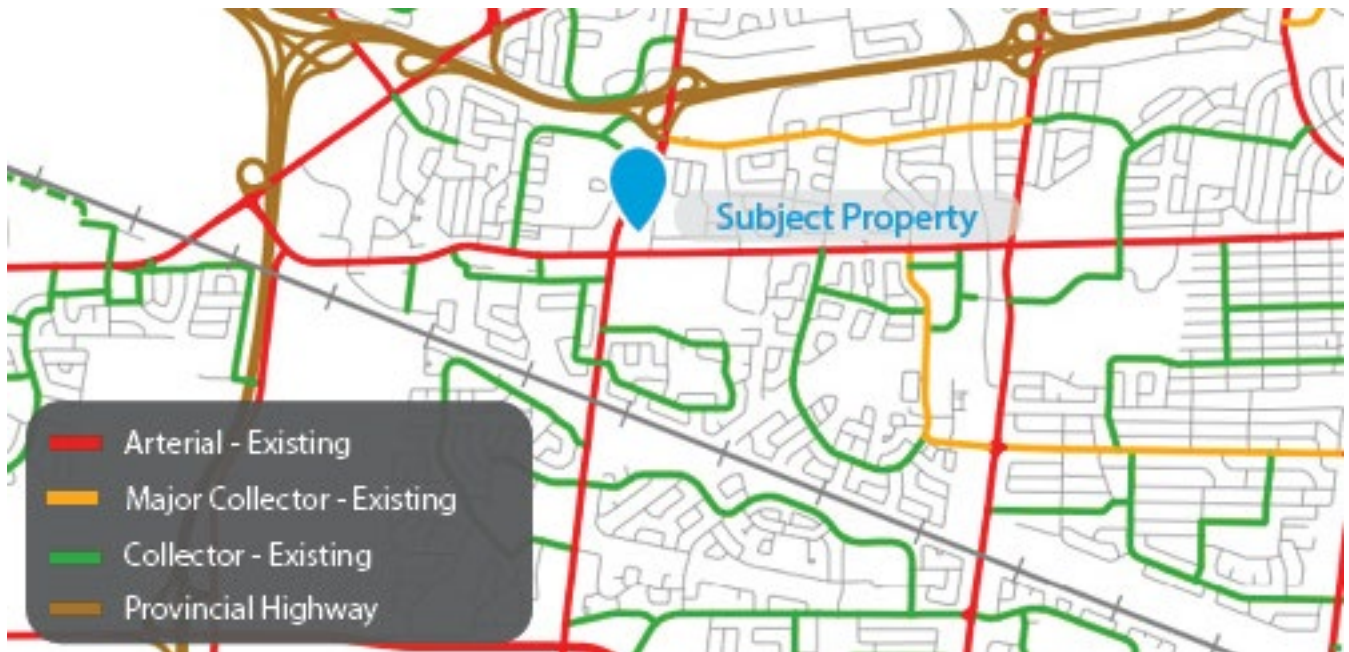


Figure 4. Excerpt from Schedule C4 - Urban Road Network, New Official Plan



Figure 5. Excerpt from Schedule D - Rapid Transit and Transit Priority Network, Official Plan

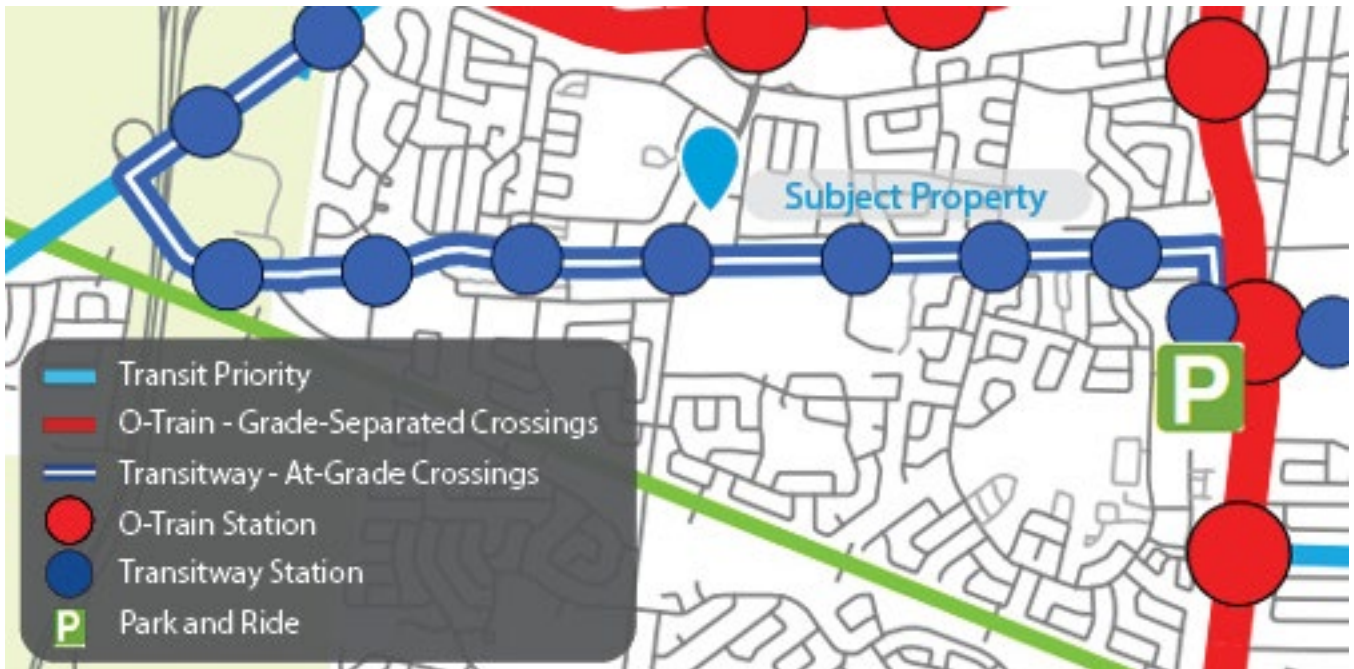


Figure 6. Excerpt from Schedule C2 - Transit Network, New Official Plan





Figure 7. Excerpt from Schedule C - Primary Urban Cycling Network, Official Plan

## Proposed Development and Design Brief

Homestead Land Holdings Ltd. is proposing to construct a high-rise residential tower along the northwest corner of the property that is 25 storeys tall on a three-storey podium along the north face transitioning to a two-storey podium along the south face of the development. The 25th floor is strictly attributed to indoor and outdoor amenity spaces, as well as mechanical services. A total of 234 residential units are proposed with 266 parking spaces accessed from the improved vehicular entrance along Lisa Avenue that currently serves as a secondary vehicular access. The proposal provides for the redevelopment of the existing recreational facility with new recreational facilities proposed to be enclosed within the first two levels of the building with direct outdoor access from the existing internal road. The proposal also provides for the extension of the existing internal road in a north-south direction, strengthening the connection between vehicular access along Lisa Avenue, McWatters Road and throughout the site. In addition, the proposal provides an east-west pedestrian pathway between Greenbank Road and McWatters Road, strengthening pedestrian connectivity internally on the site.

The proposed development features an outdoor space for passive and active recreation at the corner of Greenbank Road and Lisa Avenue. Kitty-corner to the existing neighbourhood park, this space will provide a convivial space for residents, while contributing to improving the pedestrian realm and creating a significant buffer between the proposed tower and development to the north. The intentional location of the outdoor park space also ensures that the proposed tower maximizes sun exposure and protects views experienced by residents of the existing tower to the east. In addition, a forecourt is proposed along the southern face of the development providing a more welcoming and prominent entrance from Greenbank Road. The forecourt's location between the proposed development and the existing 17-storey tower to the south ensures a buffer between the proposed development and the existing 17-storey tower to the south, while also providing a more pleasant view for north-facing residents of the 17-storey tower. The proposed forecourt aims to enhance the public realm, increase connectivity throughout the planned unit development, and incorporate a prominent entrance to the proposed tower that is internal to the site.



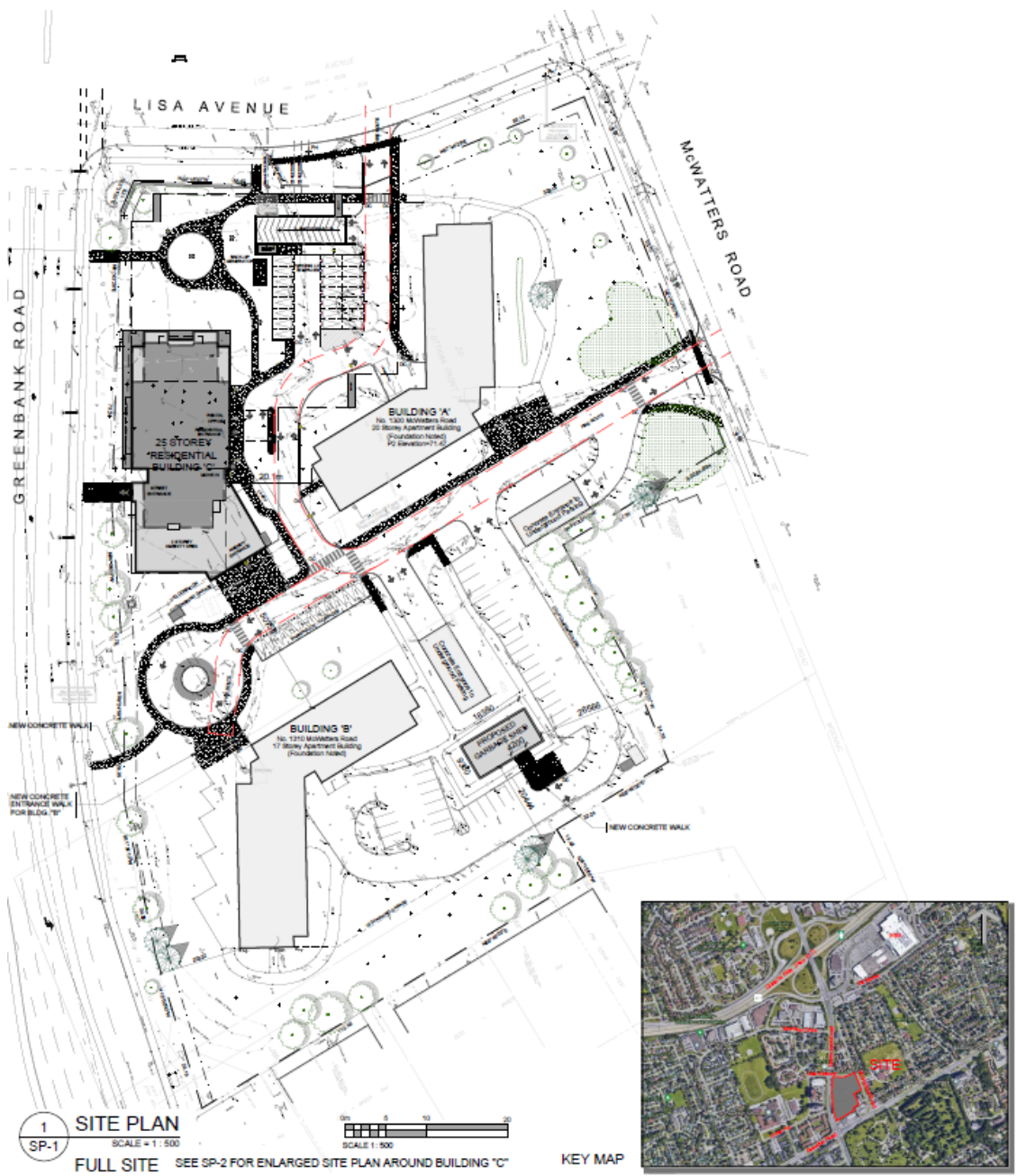


Figure 8. Site plan of the proposed development

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

## 3.1 Building Design

### 3.1.1 Building Massing and Scale

As a large corner site along an Arterial Road, the subject site enjoys the opportunity to accentuate this corner through its design. In accordance with the planned and existing context for the area, the proposed development is among existing high-rise buildings.

As such, the proposed development is 25 storeys (79 metres) in height, which is in keeping with the overall intent of the Official Plan to locate high-rise buildings in an area characterized by tall buildings and along an identified Arterial Road which is in close proximity (approximately 700 metres) of a rapid transit station. As specified in the Official Plan, the proposed development also provides a transition and compatibility with the low-rise residential neighbourhood to the north.



Figure 9. View of the proposed development from Lisa Avenue

In addition to the use of various strategically placed setbacks, the mass of the building is further broken up through the use of differing materiality, fenestration and balconies (Figure 10 and Figure 11). As a result of incorporating the redeveloped recreational facility within the proposal, a setback above the first storey as well as a setback above the second storey is provided along the southern frontages and is reinforced through the high-quality materials that compliment the existing streetscape. Moreover, a three-storey podium contributes to a transition between the proposed development and neighbouring residential developments to the north.



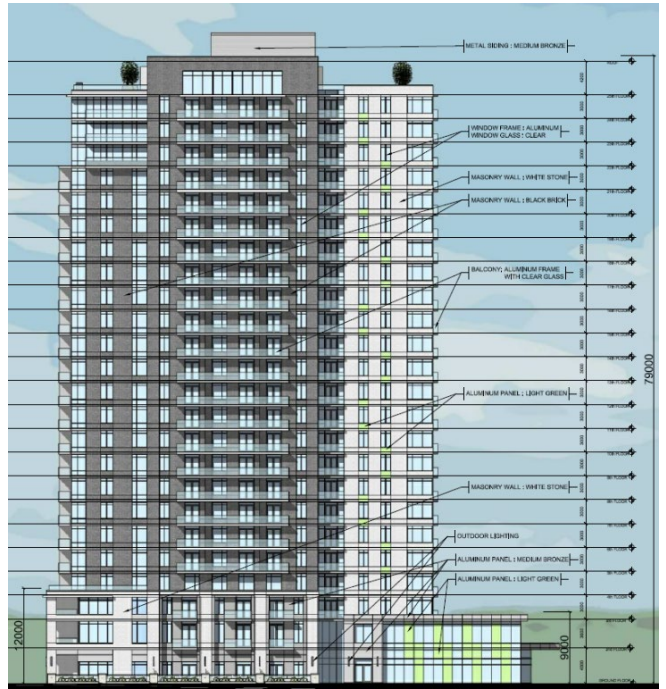
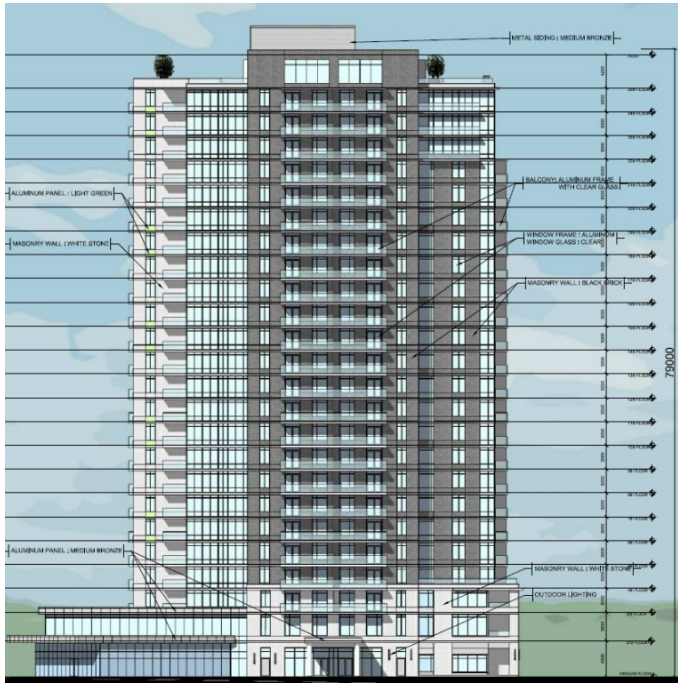


Figure 10. East (left) and West (right) building elevations

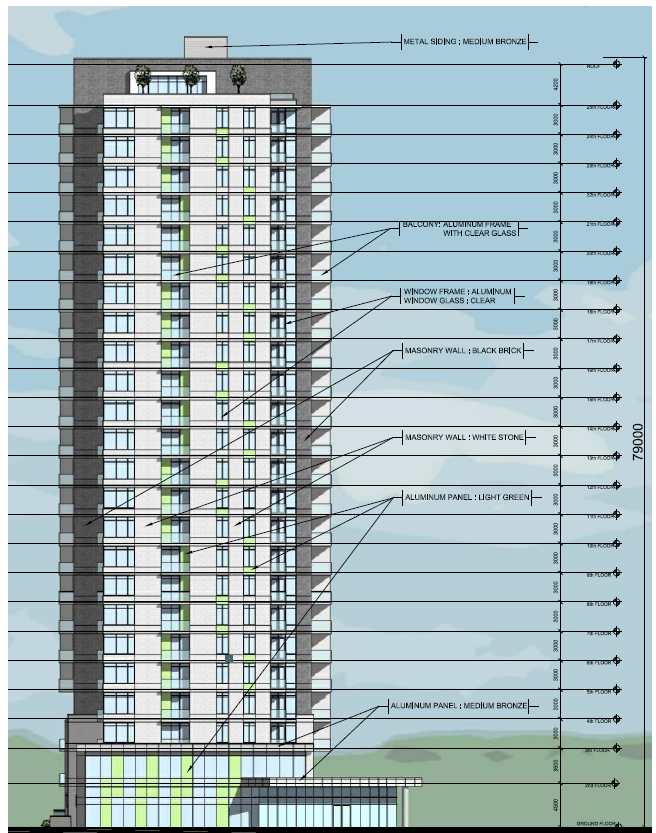
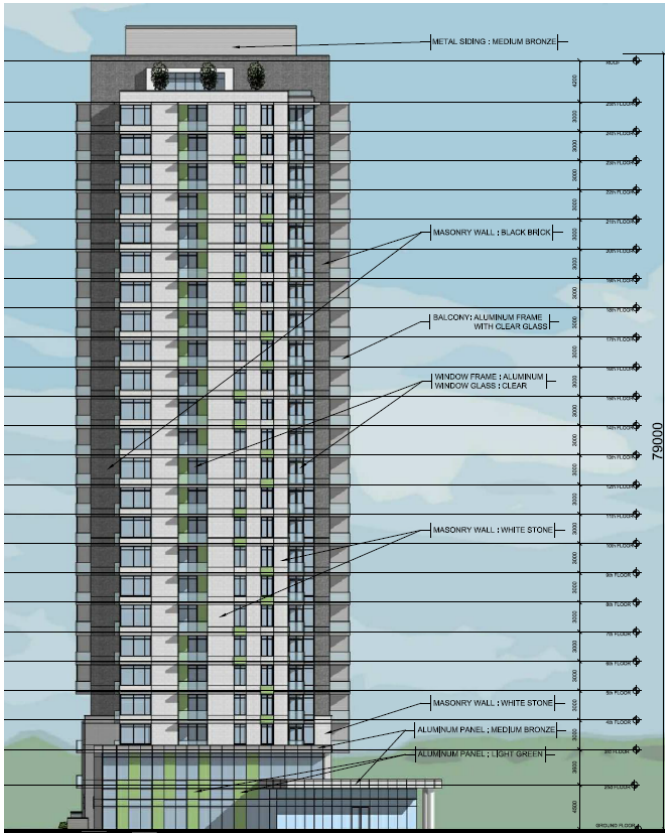


Figure 11. North (left) and South (right) building elevations

The tower has been sensitively designed to provide sufficient tower separation distances (minimum of 20 metres) to the existing tower immediately adjacent to the east as well as the existing tower to the south. In addition to the three-storey podium, a building setback of 36.3 metres from the property line along Lisa Avenue ensures sufficient transition and separation from the neighbouring low-rise developments to the north. Moreover, a stepback above the first and second storey along the southern and eastern periphery of the building ensures an increased tower separation distance between the proposed tower and the existing high-rise developments to the south and east (Figure 12). The proposed indoor amenity spaces on the penthouse level have also been significantly recessed. Sufficient separation distances and transitions ensure privacy, minimizing any impacts related to overlook and shadowing while allowing for natural light and maximizing balcony space.



Figure 12. Relationship between the proposed development and existing towers

### 3.1.2 Views

Views along Greenbank Road and Lisa Avenue (Figure 13 and Figure 14) show how building setbacks and materiality complement the existing context and provide transition. As shown in Figure 14, the facades of the first three storeys showcase a lighter materiality thereby addressing the existing low-rise character of the neighbouring residential buildings to the north.

The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade. Ground-level facades as well as the redeveloped recreational facility are heavily fenestrated to create a positive relationship and interface between the building and the public realm. The remainder of the building is heavily fenestrated to increase natural light for its residents.





Figure 13. View of the proposed development and amenity building from Greenbank Road



Figure 14. Aerial perspective from the northwest corner (Lisa Avenue and Greenbank Road intersection)

**In response to the existing and planned context, the proposed development has been designed along Greenbank Road with appropriate setbacks while also enhancing the pedestrian realm. Importantly, the proposed design has been sensitively located thereby ensuring its integration with existing high-rise towers on the property.**

The tower will be delineated through a three-storey podium along the north face as well as a two-storey podium along the south face to reduce massing impacts for neighbouring residents, while ensuring that a sufficient tower separation distance is maintained. Terraces proposed on the penthouse level provide opportunity for efficient use of the building while also animating the exterior facades. Additionally, balconies will serve to break up the tower facades with variation on their placement for visual interest.

Materiality and design are used to articulate the different components of the proposed development while grounding the podium within the pedestrian realm. The three-storey residential podium along the north face incorporates a light-tone stone veneer typically used for residential buildings, while the tower is clad with darker materials to achieve a contrast. Along the south face, generous glazing is applied to the two-storey amenity podium to promote an open and engaging public space, while the tower will be clad with a light-tone material. The proposed light and dark tones along the towers further create a contrast between the north and south portions of the tower.

A 45-degree angular plane is achieved through stepdowns on the north face of the building along Lisa Avenue, which creates a transition between the proposed residential-use building and the low-rise residential neighbourhood (Figure 16).



Figure 15. View of the proposed tower from the west



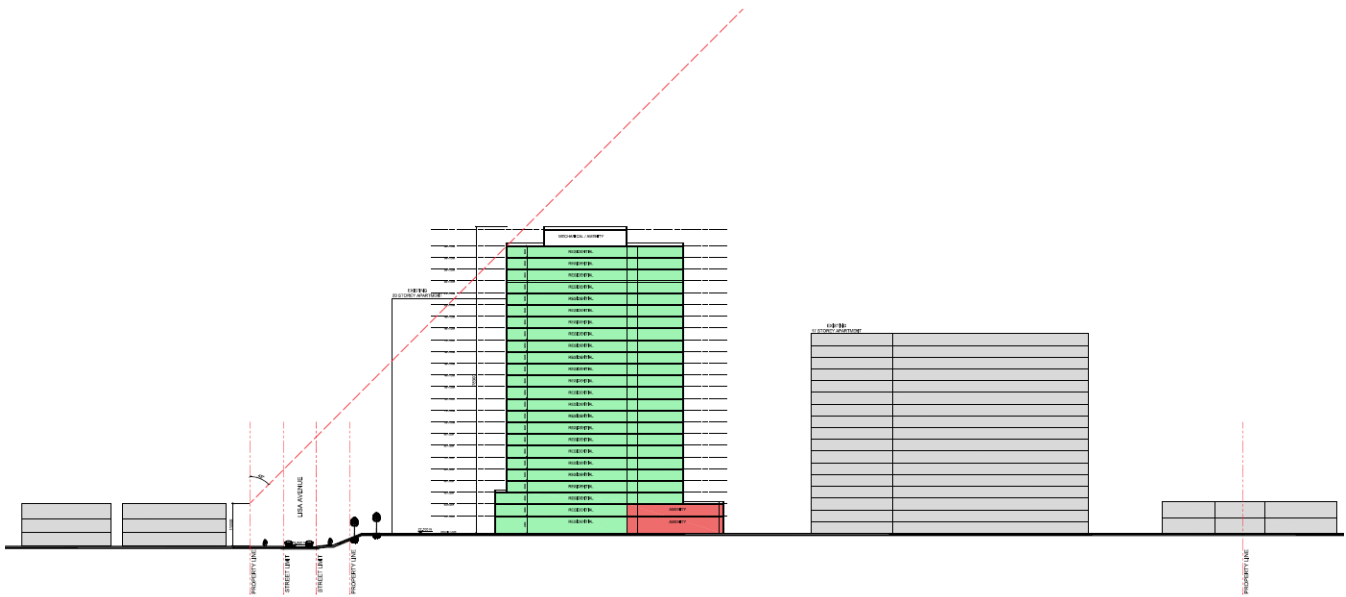


Figure 16. Demonstration of the 45-degree Angular Plane from adjacent low-rise

### 3.2 Internal Circulation & Connectivity

An important focus is placed on providing greater connectivity into and through the subject property, which is currently characterized by one (1) vehicular entrance from McWatters Road, one (1) vehicular entrance from Lisa Avenue, one (1) internal east-west vehicular road, one (1) east-west pedestrian pathway connecting Greenbank Road and McWatters Road, and one (1) disconnected pedestrian pathway. In addition, a forecourt is proposed along the southern face of the development. The proposed forecourt's location provides an enhanced and more direct connection to the amenity building from the existing 17-storey building to the south, as well as alternative access points to Greenbank Road (through the amenity building) and the internal pedestrian pathways that are proposed.

The proposed development includes an improved vehicular entrance from Lisa Avenue, as well as a north-south internal road (Figure 17). The improved vehicular entrance from Lisa Avenue as well as the extension of the internal road will mitigate any congestion along the McWatters Road entrance while improving internal traffic circulation on the site. The proposed north-south internal road also provides access to the proposed underground parking garage, which is located along the northern portion of the site, surface parking and one (1) temporary loading bay. The underground parking garage proposes a total of 232 new parking spaces, while the surface parking lot located between Lisa Avenue and the development proposes a total of 22 vehicular parking spaces. An additional 12 vehicular parking spaces are located on the south side of the existing east-west internal road, across from the amenity entrance.

The proposed development includes more parking than is required by the Zoning By-law. The site under the Zoning By-Law requires a minimum parking ratio of 0.5 spaces per unit for residents, and 0.2 spaces per unit for visitor parking, for a total parking ratio of 0.7 spaces per unit. Drawing from operational insight on previous developments in the Ottawa region, Homestead Land Holdings Limited has established that a parking ratio of 0.5 spaces per unit does not meet the needs of their target demographic. As a result, a parking ratio of 0.95 per unit is proposed, satisfying the needs of the tenant base and, the Zoning By-Law minimum parking requirements. In addition, the following key TDM strategies will be implemented: unbundling parking costs from monthly rents; providing bike parking locations in proximity to the entrances of the building that are easily accessible and connected to the surrounding network; and providing connectivity for pedestrians to the internal network and the greater adjacent network.

**The proposed development also includes the introduction of a pedestrian pathway system. This pathway system ensures connections between the existing pathways, the existing and proposed green spaces on the property and the**

entrances to the proposed development enhancing connections and wayfinding throughout the property. A total of three (3) pedestrian entrances into the building are proposed. The main entrance is located internal to the site along the east face of the building thereby strengthening the connection between the existing buildings and facilitating pick-up and drop-off within the proposed courtyard. A secondary entrance is provided along the west face of the building thereby ensuring a connection with Greenbank Road. Lastly, a separate entrance is proposed at the southeast corner of the property into the redeveloped recreational facility thereby facilitating access into the shared amenity space for residents of the existing high-rise buildings to the south and east.

Pedestrian access to the site is provided at Lisa Avenue, McWatters Road, and Greenbank Road, resulting in six (6) pedestrian access points to the site. These pedestrian access points help to integrate the site into the surrounding neighbourhood.



Figure 17. Aerial view from the northeast corner

### 3.3 Pedestrian Experience & Public Realm

An important focus of the design of the proposed development was to enhance the public realm and provide connections to the existing pedestrian network within the property while complimenting the existing open space located at the northwest corner of Greenbank Road and Lisa Avenue.

**The proposed development includes improvements along the public right-of-way, including Greenbank Road and Lisa Avenue. The inclusion of new street trees and active at-grade uses advance the animation and pedestrian friendliness along both frontages. The building also features ground floor cut-outs at each corner of the northern façade. Ground-floor residential units include private at-grade terraces which further contributes to the enhancement of the public realm and streetscape. The introduction of these architectural elements as well as the proposed outdoor park space contribute to an enhanced rhythm of the streets and pedestrian experience (Figure 18). These elements are also in keeping with neighbouring developments. Generous fenestration along the podium provides visual transparency and improved safety for pedestrians in the area.**

The design of the access/egress to the parking garage has been located away from Lisa Avenue and Greenbank Road, avoiding any interruptions in the active frontages. It has been designed to have easy access regardless of where you enter on the site (Lisa Avenue or McWatters Road). The outdoor parking lot has also been setback from Lisa Avenue



and located away from the intersection to avoid any interruptions. The new surface parking lot for the amenity space has been located on the south side of the east-west internal street, further away from Greenbank Road and more internal to the site. This has provided a welcoming forecourt between the proposed building and the existing 17-storey building to the south. Storage, including waste removal storage for the proposed development will be located on the P1 level of the proposed building, with additional waste removal storage in a structure on the south-east corner of the lot. The location of the garbage shed is in an area that will not impact the existing buildings or the public realm, is compliant with the Zoning By-law, and has been designed to be visually appealing.



Figure 18. Perspective view of the proposed outdoor space

**Landscaping is being proposed along all frontages to reconstitute the public realm and create a more pleasant environment for pedestrians. In addition to landscaping, the facades include generous glazing to improve sociability and safety through passive interaction and surveillance along all frontages.**

**The placement of the tower allows for natural light and balcony space to be maximized for all units, while allowing for an outdoor space at the corner of Greenbank Road and Lisa Avenue. This space can be accessed from both frontages and offers a setting for passive and active recreation. Programming including pedestrian paths, a gazebo and benches ensure that the space offers intergenerational amenities. Softscape materials such as trees, shrubs and raised planter beds provide elements that will further animate the space and create an environment that is similar to a neighbourhood park.**

### 3.4 Amenities

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

The proposed development includes a combination of communal amenity areas and private balconies for building residents, in addition to the redeveloped recreational facility and outdoor park space which will serve the whole planned unit development. Indoor amenity spaces largely occupy the first two floors of the development. Moreover, the penthouse (25<sup>th</sup> storey) is strictly attributed to indoor and outdoor amenity spaces as well as mechanical services.

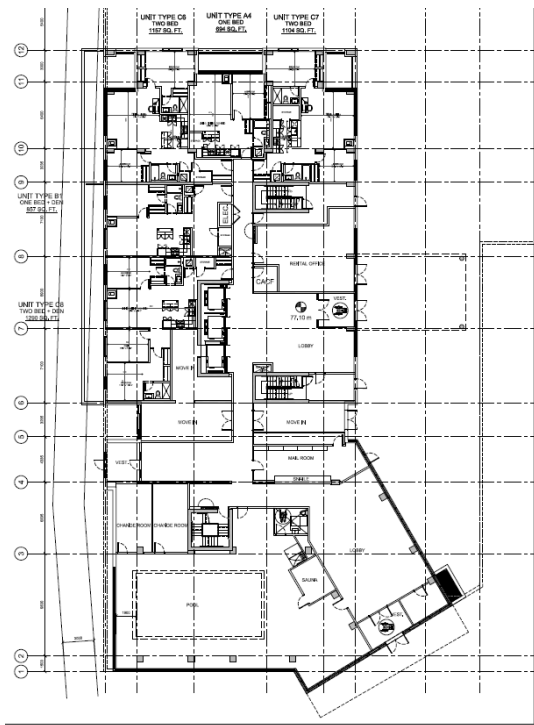
The proposed development has been designed to provide this liveability to residents through the redeveloped recreational facility which partially occupies the south podium. The recreational facility provides a shared space that can be used by future and existing residents of both the proposed and existing buildings on the property. The strategic location of the facility along the south-east corner ensures that it is easily accessible and connected to the greater internal network. The balance of the south podium is occupied by indoor and outdoor communal amenity spaces including a pool and sauna. Amenity spaces have been purposely located within the south podium as this is more reflective of the existing and planned uses to the south along Baseline Road.

As mentioned above, an outdoor park space is proposed along the intersection of Greenbank Road and Lisa Avenue directly north of the development providing a convivial outdoor green space for all residents of the property.

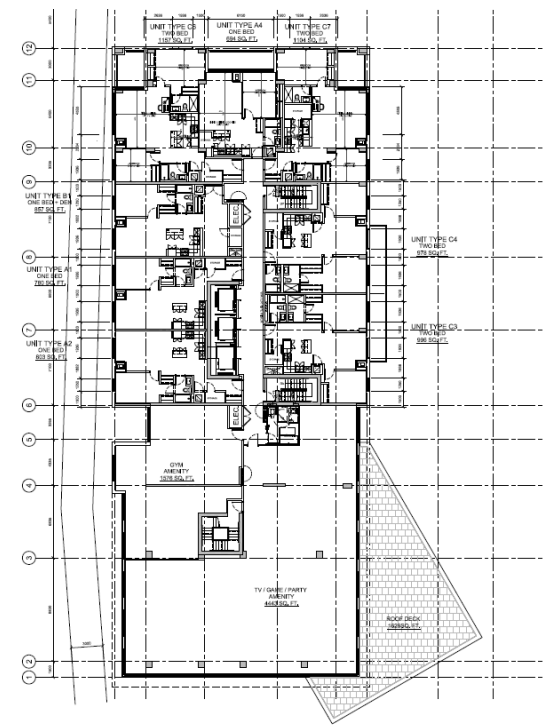
In addition to the active amenity spaces, many of the dwelling units will have access to a private balcony, and the top floor of the building includes one (1) enclosed amenity space offering an area that can be tailored to meet the needs of residents and is adaptable over time. Furthermore, the design of the proposed development includes two outdoor amenity spaces on the top floor of the building. A total of 3,829 square metres of amenity space is proposed through the building.



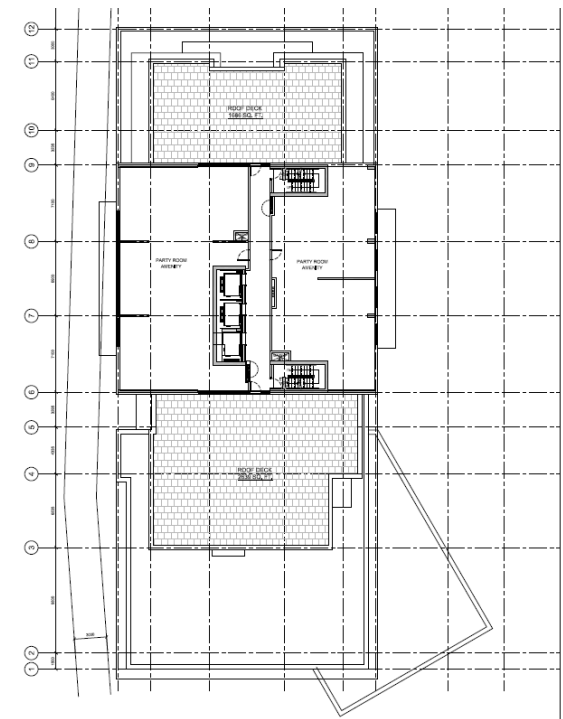
Figure 19. View of the proposed development from the southwest



GROUND FLOOR PLAN



SECOND FLOOR PLAN



25TH FLOOR PLAN

Figure 20. Ground floor, second floor and twenty-fifth floor floorplans demonstrating the interior and exterior communal amenity space for the proposed development



## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement, 2020

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

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

#### 4.1.1 Section 1.0 – Building Strong Healthy Communities

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

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - (a) promoting efficient development and land use patterns...;
  - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
  - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
  - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - (a) efficiently use land and resources;
  - (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
  - (e) support active transportation; and
  - (f) are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - (b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity; and
  - (b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.
- / 1.7.1: Long-term economic prosperity should be supported by:
- (c) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
  - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
  - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
  - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

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

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

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

### 4.2.1 Managing Growth

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

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

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

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

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

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

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

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

Policy 16 of Section 2.2.2 states that the location of high-rise buildings is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for the development of high-rise and high-rise 31+ storey buildings.

**The subject property is located within a community characterised by a wide variety of land uses and building heights in the General Urban Area. Several high-rise buildings are located in the General Urban Area in close proximity to the subject site.**

**Though not located within an Identified Target Area for Intensification under Section 2.2.2, the subject property is located within 700 metres of planned Pinecrest LRT Station as well as within 40 metres of planned BRT Station, providing an opportunity for high-density, transit-oriented development within the city. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein.**

**The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the scale and character of development in the area. This includes the existing high-rise buildings on the property directly abutting the proposal to the east and south as well as the existing high-rise buildings directly adjacent to the subject property, across Greenbank Road to the west. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.**

Section 2.5.6 discusses policies related to Secondary Plan processes. Although there is no existing Secondary Plan applicable to the site, policies 13 through 15 set out specifics for high-rise, and high-rise 31+ storey buildings and were



therefore considered for the purposes of the proposed development. Specifically, policy 13 states that the highest density of development should be located where rapid transit is being provided, generally resulting in the tallest buildings being located closest to the rapid transit station. High-rise buildings also require detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transition, such as those identified in Section 4.11 (discussed below), should be provided to reduce impacts on existing developed areas.

Policy 14 speaks to high-rise 31+ storey buildings and is therefore not applicable to the proposed development.

Policy 15 provides several items for consideration, including:

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

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

**The considerations of policy 15 have also been assessed through this report and the supporting studies prepared for the current applications, including transportation, noise impacts, and design (transition, massing, architectural excellence).**

#### **4.2.2 Land Use Designation**

The property is designated **General Urban Area** on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan as shown in Figure 21. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.



Figure 21. Excerpt from Schedule B - Urban Policy Plan, Official Plan

The proposed policies of the **General Urban Area** seek to support building heights that are compatible with the existing or planned context. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city. The policies maintain the low-rise limit within the general urban area by permitting multiple housing forms, such as duplexes, triplexes and fourplexes as a means of intensifying within established low-rise residential communities. Heights and uses within this range will be evaluated based on compatibility with the existing context and the planned function of the area.

Intensification in the **General Urban Area** is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

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

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

**The proposed development at 25-storeys in building height is considered high-rise, which is above what is encouraged in the General Urban area; however, the proposal meets all the criteria outlined in policy 4. As mentioned, the proposal has frontage on an identified Arterial Road (Greenbank Road), is within 700 metres walking distance of the planned Pinecrest LRT Station, is within 40 metres of the planned BRT Station along Baseline and is in an area characterised by taller buildings. The western portion of the subject property provides an ideal context-sensitive opportunity for intensification.**

**The proposed development is located on a large site surrounded by high-rise residential buildings, thus presenting an opportunity for intensification that is consistent with the existing community character and established built form.**

**Given its frontage along an Arterial Road (Greenbank Road) and supplementary proximity to an Arterial Road (Baseline Road), the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.**

**The proposal conforms to the policies of the Official Plan by encouraging concentrations of residential development along portions of Arterial Roads that are within 700 metres walking distance of existing or planned Rapid Transit Stations as well as areas characterised by taller buildings.**

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

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

Intensification in the **General Urban Area** is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

**The proposed development conforms to the policies of the City of Ottawa Official Plan by encouraging development which takes advantage of existing infrastructure and is situated in an area that promotes a complete community with a good balance of facilities and services. Building upon desirable patterns and built form, the proposal contributes to the variety of housing options available in the established Queensway Terrace South neighbourhood.**

**As discussed, the proposed development contributes to the existing high-rise built form and provides a transition towards the low-rise neighbourhood located to the north. The design is sensitive to the low-rise uses adjacent to the subject lands and features a stepped back envelope above the redeveloped recreational facility, the third floor and the penthouse level. The proposal recognizes the existing high-rise buildings and located the tower closer to Greenbank Road, resulting in a tower separation of 20 metres to the building to the east and 50 metres to the building to the south. The separation and transition to the neighbouring low-rise residential area is supplemented by a setback as a result of the proposed outdoor park space. No portion of the proposed development is setback less than 36 metres from the northern property line.**

**The proposed residential building provides for additional rental units in the community, thereby increasing the range and mix of housing supply to the area. The proposal also continues to provide a range of services by redeveloping the recreational facility. Further, due to the property's proximity to the identified rapid transit stations, the proposed development promotes transit uses and contributes to a greater supply of transit users. Given its frontage along an Arterial Road, the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.**

#### **4.2.3 Urban Design and Compatibility**

With respect to urban design and compatibility of development, Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.



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

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**
  - / The architectural design of the proposed tower exhibits high-quality materials and interesting architecture within the established neighbourhood fabric.
  - / The proposed development will enhance the sense of community by locating attractive building façades along both the Greenbank Road and Lisa Avenue frontages.
  
- 2. To define quality public and private spaces through development.**
  - / Along the street frontages, a minimum 3 metre setback at ground level, as well as an additional setback above the third floor have been provided to create an appropriate pedestrian experience at grade. Active frontages and landscaping will further enhance the pedestrian experience across the site.
  - / The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features such as trees, shrubs, and canopies to accentuate the main entrances.
  - / The proposed parking area largely concealed underground and within the building. The entrance to the underground parking garage has also been concealed.
  - / The proposed development provides occupants with quality amenity space which includes indoor amenity spaces occupying the south podium, an outdoor park space, a redeveloped recreational facility, indoor rooftop amenity rooms, outdoor rooftop terraces, private at-grade terraces, and private areas on the balconies.
  - / The proposed building provides a setback above the first and second floor along the south podium, thereby decreasing the massing of the building at the pedestrian level. The proposed three-storey north podium and setback above the 24<sup>th</sup> floor also decreases the massing of the building.
  - / The introduction of hardscape and softscape materials at the base of the building creates a quality public space that can be shared and enjoyed by all users of the proposed development and the existing development at large.
  - / The redevelopment of the existing recreational facility also creates a quality amenity space that can be enjoyed by all users of the proposed development and the existing complex at large.
  - / The orientation, shape and location of the recreational facility ensures that it is accessible to all users.
  - / Undesirable overlook and sun-shadowing impacts on existing properties are minimized by setbacks above the third, 21<sup>st</sup> and 24<sup>th</sup> floors of the tower. Communal and private balconies have been strategically located such that there are minimal overlook impacts on the adjacent properties.
  - / The proposed tower is offset and provided with a 20.1-metre separation distance to the neighbouring tower to the east, as well as a 50.7-metre separation distance to the neighbouring tower to the south, thereby protecting the privacy of occupants of both towers.
  - / The proposed development includes a forecourt along its southern periphery connecting the existing and proposed pedestrian pathways. In addition to contributing to internal connectivity, the forecourt provides a visually interesting buffer between the proposed development and the 17-storey tower to the south. Direct access from the tower to the south to the amenity building is provided through the forecourt.
  
- 3. To create places that are safe, accessible and are easy to get to.**
  - / The proposed development has been designed to be universally accessible.
  - / The proposed development has been designed with active spaces such as the outdoor at-grade recreational space, outdoor at-grade private terraces, indoor recreational facility and ground floor communal amenity spaces, as well as with significant glazing that will maximize overlook into the surrounding public spaces supporting the notion of 'eyes on the street'.
  - / Directional pavers, various hardscape finishes, and raised curbs will ensure that the proposed connections are safe and easily navigable for both pedestrians and vehicles.
  - / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
  - / The proposal makes efficient use of the planned transit stations to encourage active transportation and transit use.

- / Proposed internal and vehicular and pedestrian linkages strengthen wayfinding throughout the complex at large.
- 4. To ensure that new development respects the character of existing areas.**
- / The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
  - / The base of the building has been intentionally designed with a three-storey podium along the north face to relate to the existing low-rise neighbourhood character, whereas a two-storey podium has been proposed along the south face to relate to the existing character along Baseline Road as well as the existing buildings on site.
  - / The base of the building has also been intentionally designed with lighter material to accentuate the podium.
  - / The proposed development integrates an increased floor to ceiling height ratio on the ground floor, street tree planting, fenestration and defined entrances to create a uniform and improved streetscape.
  - / The design, with a twenty-five (25) storey tower is situated in an excellent location with respect to the existing high-rise buildings surrounding the development, from Lisa Avenue (36 metres), and to the existing low-rise neighbourhood to the north.
- 5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
- / The proposed development helps to achieve a more compact urban form by developing a high-rise building that is in an area characterised by taller buildings as well as in a location that is in close proximity (within 700 metres) of two (2) planned rapid transit stations.
  - / The development accommodates the needs of people within a broad range of income brackets and life stages.
- 6. To understand and respect natural processes and features in development design.**
- / The proposal includes landscape features along all frontage to allow for natural water percolation and to reduce the heat island effect.
  - / The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.
- 7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**
- / The proposal includes an active land use in proximity to rapid transit, creating opportunities to meet daily needs by alternative modes of transportation.
  - / The proposal includes a supply of bicycle parking spaces to facilitate bicycle use by residents and visitors.

Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. Some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy	Proposed Development
1.A Design Brief will be required as part of a complete application	A Design Brief has been prepared and integrated into this Planning Rationale as per the requirements to satisfy a complete application package.
<b>Building Design</b>	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Façade and roofline articulation;</li> </ul>	The architectural articulation proposes a three (3) storey podium along the north face and a two-storey podium along the south face to create visual interest and an appropriate building transition to surrounding development in the neighbourhood. Intentional stepbacks

Policy	Proposed Development
<ul style="list-style-type: none"> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>	<p>above the first floor along the south-east interface of the development ensures sufficient separation from the existing high-rise buildings to the east and south. Intentional stepbacks along the north interface ensures a transition between the existing low-rise neighbourhood is maintained. Lastly, the introduction of a landscaped public space at the northwest corner of the site ensures that the building is significantly setback from the northern property line (Lisa Avenue).</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>As the proposal is part of a planned unit development, principal entrances are strategically oriented towards the abutting residential uses, improving interaction with the existing buildings on site. The three-storey podium, as well as the redeveloped recreational facility, are intentionally designed with additional fenestration, while two corner ground floor residential units feature building cut-outs. Ground floor units also include private at-grade outdoor patios. The proposed park space has been located adjacent to the corner of Lisa Avenue and Greenbank Road thereby enhancing the public realm and mirroring the existing open space (Lisa Park). Landscaping is proposed along all frontages of the proposal. These elements work together to enhance the interface with the street and improve safety through passive surveillance.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p> <p>An enclosed outdoor accessory structure is proposed to the east of the existing 17-storey tower building along the southern periphery of the site. The structure is proposed as storage for waste and is strategically located in an area that services all three buildings on the site. Its strategic location ensures that it does not interfere with the internal connectivity around the site and as such, existing pedestrian pathways will not be removed or altered as a result of this new structure. In accordance with the Zoning By-Law, the structure is proposed to be designed with opaque materiality that provides sufficient screening and mitigates any impacts to the public realm.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be</p>	<p>The rooftop mechanical equipment and amenity spaces have been incorporated as one penthouse level that steps back from the top storey of the building.</p>



Policy	Proposed Development
<p>incorporated into the design and massing of the upper floors of the building.</p>	
<p><b>Massing and Scale</b></p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <p>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</p> <p>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</p> <p>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p>	<p>There is a broad mix of zones on the adjacent properties ranging from Open Space, Institutional and General Mixed-Use to Residential Fourth and Fifth Density zoning. The R5B zoning on the west side of Greenbank permits high-rise apartment dwellings at heights up to 51 metres. For those lots zoned R4B to the north of the subject lands, the maximum permitted building height is currently 11 metres, however, the planned context as per the New Official Plan allows for mid-rise building heights along a designated Mainstreet Corridor (Greenbank Road) in close proximity to a rapid transit station. This may present an opportunity for further transitional development to contribute to the evolution of built form in the area. Although the existing built form abutting the property to the south along Baseline Road is generally low-rise, the planned context permits greater heights in proximity to the planned bus rapid transit stations along the corridor.</p>
<p>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 impacts have been minimized or avoided.</p>	<p>The shadow analysis demonstrates that shadows will move quickly through the neighbourhood, as is expected in an urban context.</p> <p>The wind analysis demonstrates that the pedestrian realm will not be negatively impacted by the proposed development.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development of 25-storeys is in accordance with the existing and planned context of the area. The three-storey podium maintains a human scale within the pedestrian realm, while the tower portion is appropriately separated from existing and planned development.</p> <p>As the proposed development is located on a generally large lot, the design has taken steps to balance the appropriateness of the envisioned mid-rise development and compatibility with the existing neighbourhood.</p>

Policy	Proposed Development
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>/ Incremental changes in building height;</li> <li>/ Massing;</li> <li>/ Building setbacks and step-backs.</li> </ul>	<p>Transition has been provided via increased setbacks above the redeveloped recreational facility, along with a three-storey podium, including a minimum 45-degree angular plane to the residential neighbourhood to the north. The entirety of the proposed high-rise tower is located within the angular plane. These setbacks are intended to reduce the impact of overlook and shadowing on the neighbouring properties. The building has been strategically located along the arterial road while exceeding separation distance requirements to the existing high-rise buildings. Moreover, the introduction of the outdoor amenity space at the corner of the property ensures a greater transition to the community and a tower setback of more than 36 metres from the north property line.</p> <p>A variety of building materiality, colours and fenestration ensure that the building addresses the street and the existing character of the surrounding neighbourhood. The materiality of the three-storey podium is distinct from the remainder of the building resulting in a visual transition and an effect that serves to reduce the overall mass of the building. The vertical articulation of the windows and balcony spaces further breaks up the massing of the building to reflect a finer grain building form that is appropriate for a transitional building. The lighter material proposed along the southern and northern portions of the tower also serves to break up the overall massing of the building.</p>
<b>High-Rise Buildings</b>	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions (pedestrian comfort, public views, proximity to heritage, privacy)</p>	<p>The proposed development does not negatively impact any protected view planes or historically significant views. The wind and shadow studies prepared for the proposed development show that any impacts are typical of the existing context and will not negatively impact the useability of the pedestrian realm. Shadows will move quickly as is typical of a tower. Finally, tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.</p>
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> <li>/ The base of a high-rise building should respect the scale, proportion, and character of the surroundings.</li> </ul>	<p>The design of the proposed building with a distinct base, and top ensures the building respects the at-grade and low-rise scale and character of properties to the north while providing a tower that further steps back from all property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.</p> <p>The proposed floorplate is of an appropriate size to provide an efficient core while also providing flexibility in unit size and type.</p>

Policy	Proposed Development
<ul style="list-style-type: none"> <li>/ The tower, which typically includes a middle and a top, should step back from the base where possible.</li> <li>/ Floor plates may also vary depending on the uses and the context.</li> </ul>	
<p>16. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.</p>	<p>Apart from the maximum permitted building height, as well as the tower setback from the rear yard (Greenbank Road), which are subject to the ongoing Zoning Amendment, the development meets the zoning provisions for high-rise development within the R5B zone. The development also strongly responds to the Design Guidelines for High-rise Buildings. The subject site is of an adequate size and shape to accommodate high-rise development, and the tower portion of the development is appropriately setback to maintain tower separation from the existing high-rise buildings on the property.</p>
<p>17. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>The building has been designed as a high-rise tower with a compact footprint, distinct base/ top and ample setbacks and separation that strongly responds the City's Urban Design Guidelines for High-rise Buildings.</p>
<b>Outdoor Amenity Areas</b>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies, a shared recreational facility, an indoor pool, and indoor and outdoor rooftop amenity rooms. The penthouse level which includes two (2) outdoor rooftop terraces, and two (2) indoor amenity rooms has been recessed thereby mitigating any issues of overlook and privacy.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>Amenity space is provided via a combination of private balconies, the redeveloped recreational facility, shared indoor amenity spaces, and indoor and outdoor rooftop amenity rooms. An outdoor amenity space along the corner of Greenbank Road and Lisa Avenue is to be developed in concurrence with the proposal. This space will promote community gathering and interaction.</p>

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties by**



providing appropriate height transition, intentional setbacks, internalizing traffic and waste and sufficient tower separation distances from the existing high-rise buildings to the south and east of the proposal. The generally slender shape of the tower will also ensure that shadowing impacts are minimized. Proposed pathways throughout the development ensure connectivity and an enhanced pedestrian experience for existing and future residents. Finally, Section 37 of the Planning Act is not applicable to the proposed development, as the proposed and existing buildings make up 55,394.1 square metres and the total site gross floor area amounts to 112,178 square metres. As a result, Section 37 is not triggered.

### 4.3 City of Ottawa New Official Plan (Council-adopted 2021, awaiting ministerial approval)

The City of Ottawa has recently approved a New Official Plan on October 27<sup>th</sup>, 2021 that will plan for a 25-year time horizon. The New Official Plan is currently undergoing review by the Ministry of Municipal Affairs and Housing (MMAH) and is anticipated to receive final ministerial approval in April 2022. While this Official Plan is not yet in full force and effect, the policy directions adopted and approved by City Council have been reviewed. The version of the New Official Plan that was reviewed for the purposes of this Report was the version adopted by Council on November 24, 2021 as By-law 2021-386.

The City has the goal of becoming the most liveable mid-size city in North America. By 2046, the population is expected to hit 1.4 million people. The City has drafted an Official Plan that is intended to create a flexible, resilient city where people want to live, work and play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

#### 4.3.1 Transect Policy Areas

Schedule A of the Draft New Official Plan divides the city into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The transect policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is located in the 'Outer Urban Transect', an area that comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The Outer Urban Transect neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.



Figure 22. Excerpt from Schedule A - Transect Policy Areas, of the City of Ottawa New Official Plan

Section 5.3.1 speaks to the suburban pattern of built form and site design within the Outer Urban Transect. Policy 1 states that over the medium- to long-term, the outer urban transect areas will evolve toward an urban (15-minute) model.

Policy 2 of Section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- / Low-rise within Neighbourhoods and along Minor Corridors;
- / Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- / Mid- to high-rise in Hubs.

**The proposed development is an appropriate high-rise development, as it is located along a Mainstreet Corridor. The proposed development is located on a large property that is already characterized by high-rise buildings. The proposal provides a suitable transition to the low-rise neighbourhood to the north while maintaining an appropriate separation between the existing towers.**

Policy 3 of Section 5.3.1 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- / Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations;
- / Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6 of the New Official Plan.

**The proposed development will support the rapid transit system by providing a high-density residential development in close proximity to a planned BRT station and planned LRT station. In addition to supporting rapid transit, the**

**increase in residential density will help support and sustain new and existing services in the area with the growth of 15-minute neighbourhoods.**

Section 5.3.2 speaks to enhancing mobility options and street connectivity in the Outer Urban Transect.

Policy 1 of Section 5.3.2 states that the transportation network for the Outer Urban Transect shall:

- / Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;
- / Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and
- / Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
  - Establishing park-and-ride facilities at strategic locations near rapid transit stations; and
  - Maximizing direct pedestrian access from residential areas to street transit stops.

**The proposed development has recognized the need for automobiles in the Outer Urban Transect while also providing pedestrian and cycling features on the site. A mid-block connection has been created between Greenbank Road and McWatters Road, providing a more direct route to the Mainstreet Corridor (Greenbank Road). Ample bicycle parking has also been provided as part of this proposal. In addition, the proposed development has provided active frontage and an entrance to the proposed building directly from Greenbank Road, providing better access to and from the planned BRT station at Greenbank Road and Baseline Road as well as the planned LRT station to the north.**

Policy 3 of Section 5.3.2 states that in the Outer Urban Transect areas, all streets within Hubs and within an Evolving Overlay shall be identified as access streets.

**The proposed development is located within an Evolving Overlay. As such, the proposal has utilized both Lisa Avenue and McWatters Road as vehicular access streets to the proposed development. Moreover, pedestrian and cyclist entrances are provided through Greenbank Road, Lisa Avenue and McWatters Road.**

Section 5.3.3 provides direction for development in the Hubs and Corridors located within the Outer Urban Transect.

Policy 3 of Section 5.3.3. states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes:

- / On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and
- / On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.

**The proposed development fronts onto Greenbank Road, which is designated as a Mainstreet Corridor. The protected right-of-way for Greenbank Road is 37.5 metres, as per Schedule C16, which permits high-rise building heights. The size of the subject site allows for a transition in built form between the existing buildings on the site and surrounding neighbourhoods.**

#### **4.3.2 Urban Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a

different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

The subject property is designated as a Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two (2) sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate.

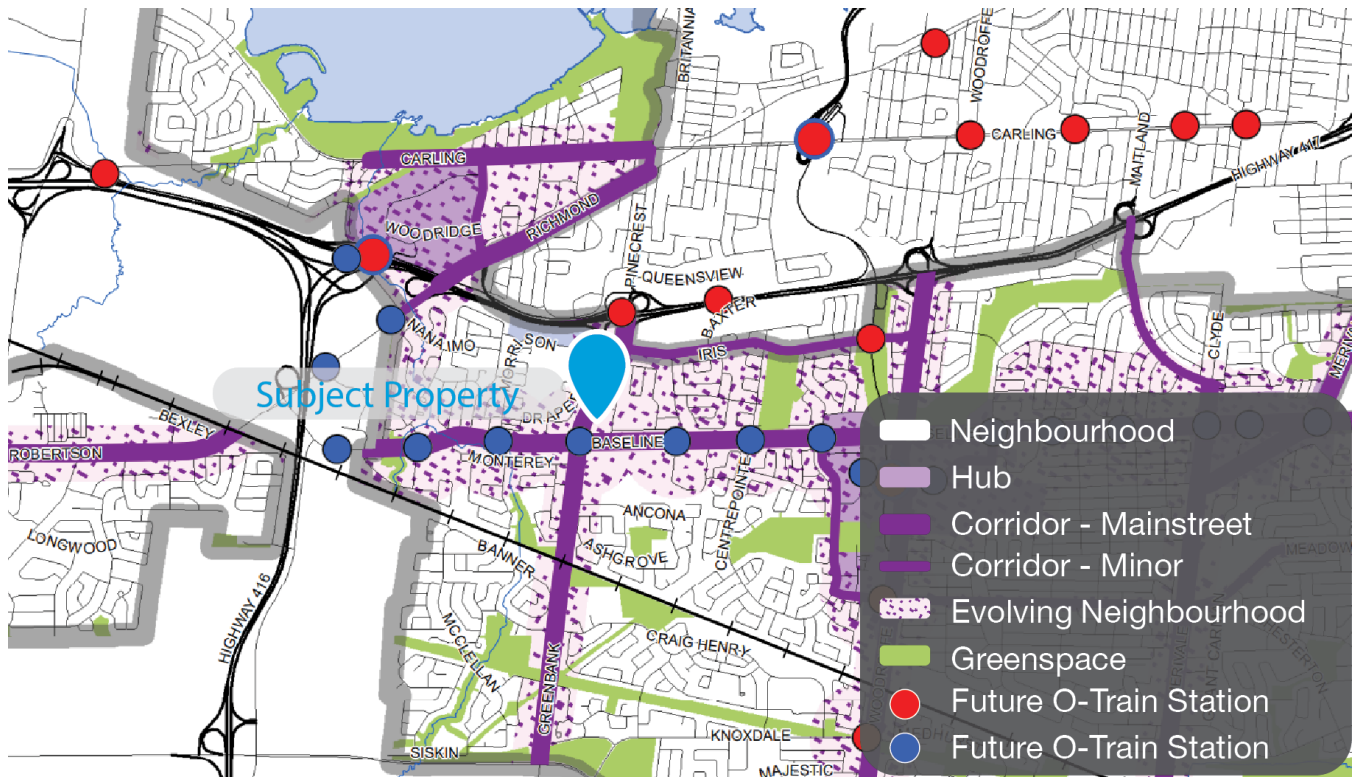


Figure 23. Excerpt from Schedule B3 - Outer Urban Transect, of the City of Ottawa New Official Plan

Section 6.2.1 defines Corridors and sets the stage for their function and change over the life of the Official Plan.

Policy 2 of Section 6.2.1 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- / Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and



- / Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**Given that the proposal has direct frontage along the Greenbank Road Mainstreet corridor, the proposed high-rise height is appropriate. The proposed development is located on a site that is greater than 1 hectare in size and has incorporated a circulation network throughout the site that prioritizes pedestrians and cyclists. There are multiple pedestrian access points to the site from Greenbank Road, Lisa Avenue and McWatters Road that lead to internal pathways. In addition to these pathways, there is a sidewalk located along the north side of the internal east-west road, creating a mid-block connection for pedestrians between Greenbank Road and McWatters Road.**

Section 6.2.2 recognizes Mainstreet Corridors as having a different context and sets out policies to foster their development.

Policy 1 of Section 6.2.2 states that in the Mainstreet Corridor designation, the Official Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

**The proposed development has incorporated a two-storey amenity space at the south face of the building. The amenity space features a separate entrance from the main building and is intended to be used by the whole planned unit development ensuring connectivity throughout the site. An active frontage has also been provided towards Greenbank Road in addition to a welcoming forecourt internal to the site. Additional amenity space has been provided at the north-west corner of the site through the development of a landscaped public space, contributing to a 15-minute neighbourhood.**

#### **4.3.3 Growth Management Framework**

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

The policy intent of the City's Growth Management Framework is:

##### Section 3.1 – Designate Sufficient Land for Growth

- / Policy 3 states that the urban area and villages shall be the focus of growth and development.

**As outlined in the Transect Policy Section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy throughout this report.**

##### Section 3.2 – Support Intensification

- / Policy 1 states that the target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area.

**The proposed development is located on a large lot, that is currently developed with two (2) high-rise buildings. The addition of the proposed building enhances the planned unit development, contributes to the creation of a 15-minute neighbourhood and makes for more efficient use of the land.**

- / Policy 2 states that intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of

development, and maximum building heights are intended to establish a limit to building height. The definitions section of this Plan establishes the building height thresholds as expressed in storeys to describe height categories throughout this Plan.

**The subject property is designated as a Mainstreet Corridor in the Outer Urban Transect. The New Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As previously stated, the proposed development meets the road width and transition policies to achieve a high-rise height.**

- / Policy 3 state that the vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

**The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 234 residential units will contribute to the vitality and sustainability of the goal of a 15-minute neighbourhood in the area.**

- / Policy 4 states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.

**The subject property is located along a Mainstreet Corridor within the Outer Urban Transect and has sufficient road width and transition distance between buildings on and adjacent to the site to support high-rise development. Further, the subject property is fully serviced and supporting studies (summarized in Section 6 of this report) confirm the protection of groundwater resources.**

- / Policy 8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, small-household dwellings and large-household dwellings.

**Residential uses in the immediate area are characterized by a range of dwelling types from single and semi-detached units to townhouses and mid- to high-rise apartment buildings. The proposed development will contribute to the mix of dwelling sizes within the neighbourhood. Dwelling sizes proposed within this development include one-bedroom, one-bedroom plus den, two-bedroom and two-bedroom plus den units.**

- / Policy 10 states that the residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Per Table 3a, the minimum area-wide density requirement for Mainstreets is 120 people and jobs per gross hectare and the minimum residential density requirement for intensification for Mainstreets is 120 dwellings per net hectare. The proposed development's residential density of 92 units per hectare (234 units on a 2.56 hectare lot) is below the required density, however, once the existing buildings on the site are included within the density calculation the density requirement is well exceeded (302 units per hectare). The proposed**

**development's residential density also meets the Target Residential Density Range for Intensification for the Outer Urban Transect of 40 to 60 dwellings per net hectare.**

**The proposed development does not include any three-bedroom units. The surrounding neighbourhood includes a variety of dwelling sizes and types, many of which are three-bedroom units. The proposed unit makeup of the building includes 71 one-bedroom units, 24 one-bedroom plus den units, 138 two-bedroom units and 1 two-bedroom plus den units. There are more two-bedroom units proposed than one-bedroom units.**

#### **4.3.4 Urban Design**

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the New Official Plan contemplates an urban design framework to outline the City's urban design program.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the New Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

The proposed development meets the following Urban Design policies among others:

##### Section 4.6.1 – Promote design excellence in Design Priority Areas

- / Policy 5 states that development and capital project within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
  - The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, the inclusion of a landscaped public space in the north-west corner of the site along a Mainstreet Corridor offers an opportunity for increased plantings and an increased setback between the adjacent low-rise neighbourhood and proposed building. The amenity spaces proposed as part of this development include both interior and exterior spaces contributing to year-round comfort.**

Section 4.6.3 – Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

- / Policy 1 states that development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by

dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

**The proposed landscaped public space will offer an additional amenity space, improved landscaping as well as direct pedestrian access throughout and around the park space. The park is connected to the rest of the site through an internal pathway network.**

Section 4.6.5 – Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- / Policy 2 states that development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.
- / Policy 3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development provides an active frontage along Greenbank Road in addition to a welcoming forecourt internal to the site. The proposed development effectively frames the streetscape, with private at-grade terraces further enhancing the public realm and streetscape. The proposed landscaped public space, located between the proposed building and Lisa Avenue provides an animated frontage along Lisa Avenue while also offering a large setback between the adjacent low-rise neighbourhood and proposed building.**

**The proposed development has internalized servicing and loading areas, with mechanical and utilities having been incorporated into the design of the building. The design of the site has provided space for additional tree planting while also retaining trees where possible. The majority of the proposed parking is located underground, however there are some surface parking areas. The surface parking areas have been located internal to the site and have been screened from public view from the surrounding streets, primarily by landscaping.**

Section 4.6.6 – Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

- / Policy 1 states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
  - Between existing buildings of different heights;
  - Where the planned context anticipates the adjacency of buildings of different heights;
  - Within a designation that is the target for intensification, specifically:
    - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
    - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**As demonstrated throughout this report, the proposed development is compliant with all provisions relating to transitional heights, tower separation, and planned context. It is also located in an area designated for intensification.**

- / Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and



massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed property is located adjacent to a low-rise neighbourhood directly north of Lisa Avenue. The proposed development appropriately transitions to this low-rise area as is contemplated in the Urban Design Guidelines for High-Rise Buildings and illustrated in Figure 16, which demonstrates the angular plane applied to the property.**

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

**The proposed development is the third high-rise building on the subject site. All of the buildings are of different heights, with the proposed building being the tallest of the three, located the closest to the Mainstreet Corridor.**

- / Policy 4 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential
  - Provide protection from heat, wind, extreme weather, noise and air pollution; and
  - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposal features both indoor and outdoor amenity spaces at-grade, within the second level of the south facing podium and on the 25<sup>th</sup> floor of the building. All of the spaces feature high-quality materials, ample fenestration, planting, and protection from the environment. The proposed amenities comfortably exceed the requirements of the Zoning By-law.**

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

**The proposed development includes a three (3) storey podium base at the north face of the building and a two (2) storey podium base at the south face of the building. The design of the proposed building contains a more defined base, middle and top as compared with the two (2) existing buildings on the site. The larger floorplate is appropriate when considering the tower separations, building separations and setbacks from adjacent properties.**

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

**The separation distance between the proposed tower and the tower to the east is 20.1 metres and to the tower to the south is 50.6 metres. The tower separation between the proposed tower and the tower to the east has been maximized by seeking a Zoning By-law Amendment to reduce the setback from Greenbank**

**Road. In addition, the tower is located 36.3 metres from Lisa Avenue ensuring that it is fully contained within the 45-degree angular plane.**

#### 4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by City Council in 2018 and serve to “provide urban design guidance...to promote and achieve appropriate high-rise development”. The objectives of the guidelines are:

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

These objectives are achieved by meeting the various guidelines, including the following that are applicable to the proposed development:

- / The proposed development is consistent in height and scale to the other existing neighbouring high-rise buildings while its design creates a variation. The proposal also includes a 3-storey podium ensuring a transition to the low-rise neighbourhood to the north (Guideline 1.11);
- / Intentional stepbacks above the third floor along north frontage as well as stepbacks above the second floor along the south frontage enrich the urban fabric as well as the overall pedestrian experience (Guideline 2.1);
- / The facades of the podium and tower have been articulated vertically to break up the overall mass (Guideline 2.2);
- / The building is oriented to the street. The majority of the ground floor façade is comprised of glazing (Guideline 2.20);
- / Balconies have been strategically located to avoid close balcony-to-balcony contact (Guideline 2.29);
- / Walls enclosing the parking garage have been articulated with active spaces, materials, rhythm and high-quality design;
- / Canopies along frontages have been provided at the front entrance to protect pedestrians from wind, rain, snow and intense sun and to moderate the microclimate and facilitate year-round use (Guideline 3.2);
- / Roof-top mechanical spaces have been integrated into the design and massing of the upper floors;
- / Landscaping has been provided between the sidewalk and the building face to allow for public-private transition (Guideline 3.3);
- / Street trees have been located adjacent to the sidewalk (Guideline 3.4);
- / The majority of the proposed parking spaces are enclosed and located underground (Guideline 3.14);
- / Utility equipment is located out of view (Guideline 3.18); and
- / Garbage enclosures are located away from the public street (Guideline 3.19).

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

#### 4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop. As noted, the proposal is within 40 metres of the planned BRT station and 700 metres of the planned Pinecrest LRT station. While the 700-metre distance from the planned LRT station does not trigger the guidelines, it is quite close and renders

consideration for the guidelines. Moreover, as the proposed development is within 600 metres of the planned BRT transit station, these guidelines apply. The following is a summary of how the proposed development meets the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification, within close proximity to two (2) rapid transit stations (Guideline 1);
- / The private recreational facility within the development provides a multi-purpose destination for residents thereby reducing the need for travel (Guideline 3);
- / The proposed development creates an active street front along Greenbank Road, which connects to Baseline Road and the greater street network thereby supporting connections to the rapid transit network and stations (Guideline 7);
- / The building includes setbacks at the first and second storey along its southern portion, as well as a three (3) storey podium (Guideline 11);
- / The building has been significantly setback from the intersection of Greenbank Road and Lisa Avenue, creating a convivial space for landscaping, passive and active recreation on a corner site and defining the street edge (Guideline 13);
- / A large portion of the proposed parking has been located underground and the entrance is screened (Guideline 39); and
- / The ground level units as well as the 2-storey recreational facility include a high level of fenestration to provide an active streetfront (Guidelines 14 and 15).

**The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that provides intensification, as well as a range of housing choices within close proximity to two (2) planned rapid transit stations.**

#### 4.6 Bird Safe Design Guidelines

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

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

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

**The above-noted guidelines including glazing, lighting and landscaping have been considered in the design of the proposed development.**

#### 4.7 Parkland Dedication

The City of Ottawa Parkland Dedication By-law provides a mechanism for the City to acquire municipal parkland through development applications. This authority is granted to municipalities by the Ontario Planning Act. Parkland dedication requirements vary by the type of development or use and are currently as follows:

Type of Development or Use	Parkland Requirement
Commercial and Industrial Purposes	Parkland requirement calculated as 2% of the gross land area of the site being developed.
<b>Residential purposes at densities of 18 dwellings per net hectare or more</b>	<b>Parkland requirement calculated as one (1) hectare for every three hundred (300) dwelling units, but for apartments, as defined by the zoning by-law this parkland conveyance will not exceed a maximum of 10% of the land area of the site being developed</b>
Residential purposes at less than 18 dwellings per net hectare	Parkland requirement calculated as follows: / 5% of the gross land area of the site being developed / Rural severance – 400m <sup>2</sup>
Mixed-Use Development	Parkland requirement calculated as follows: / Where land is developed for a mix of land uses that are located on discrete parts of the site, the parkland will be calculated based upon the proportion of the site devoted to each use at the rates identified above. / Where land is developed for a mix of uses within a building, the parkland requirement for each use will be based upon the above rates prorated proportionally to the gross floor area allocated to each use. / Parkland requirements being determined at the time of subdivision, or consent for land that is zoned to permit a range of densities will be based on the maximum density permitted.
Other Purposes	Parkland requirement calculated as 5% of the gross land area of the site being developed.

Where the City chooses not to require a land dedication, then cash-in-lieu of parkland may be acceptable. If this is the case, the value of the land will be determined by an appraisal done by the City and payment would be required according to the calculations above.

City staff have confirmed that cash-in-lieu of parkland will be required for this proposal.



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

The subject property is currently subject to the 'Residential Fifth Density, Subzone B, with a site-specific maximum building height of 18 metres (R5B H(18)). The site is currently subject to a Zoning By-law Amendment application to permit a height of 79 metres and reduce the rear yard setback.

The purpose of the R5 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / Ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.



Figure 24. City of Ottawa Zoning By-law (2008-250)

The R5B Subzone permits **high-rise apartment dwellings**.

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

### 5.1.1 Zone Provisions and Analysis

A Zoning By-law Amendment for the subject property is currently being reviewed by the City (File No. D02-02-21-0070). The amendment includes rezoning the subject property entirely to Residential Fifth Density, Subzone B with site-specific provisions including a maximum building height of 79 metres to address the proposed development (R5B H(XX)). The zoning amendment is also seeking relief from the minimum 10 metre rear yard setback to allow for a 3.6 metre rear yard setback.

Table 1 provides a summary of the Residential Fifth Density, Subzone B as well as Section 131 (Planned Unit Development) as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions and the proposal's compliance with the current zoning. Areas of non-compliance are noted with an '✘'. The provisions that are currently in non-compliance are subject to the Zoning By-law Amendment that is under review.

Zoning Mechanism	Requirement (Planned Unit Development)	Proposed	Compliance
Minimum Lot Area	1,400 m <sup>2</sup>	25,686 m <sup>2</sup> (total lot area)	✓
Maximum Building Height	18m	79m	✘ Subject to ZBLA
Permitted projections above height limit	Mechanical/Service Penthouse: 4.5m	Height of Mechanical Penthouse: 4.5m	Permitted projections above height limit
Minimum Front Yard Setback	Along McWatters Road: 3m	99.2m	✓
Minimum Corner Side Yard Setback	Along Lisa Avenue: 3m	36.3 m	✓
Minimum Interior Side Yard Setback	For the first 21m from the front lot line: 1.5m If located further than 21m from the front lot line: 7.5m	N/A to proposed development	✓
Minimum Separation between buildings	3m	Separation from building to the east: 20.1m Separation from building to the south: 50.7m	✓
Minimum Rear Yard Setback (Section 135)	3m	3.3m to 5.8m	✓
Minimum Width for a Private Way	6m	6.7m	✓

Zoning Mechanism	Requirement (Planned Unit Development)	Proposed	Compliance
Minimum setback of building from Private Way	1.8m	2.79m	✓
Landscaped Area	30% of the lot area must be provided as landscaped area	59.6%	✓
Amenity Area	Total min. 6 m <sup>2</sup> /unit= 235 x 6 = 1,410m <sup>2</sup> , a minimum of 50% of the required total amenity area (705m <sup>2</sup> ) must be communal and aggregated into areas up to 54 m <sup>2</sup>	Total: 3,829 m <sup>2</sup> Communal : 2,229 m <sup>2</sup> Balconies : 1,600 m <sup>2</sup>	✓ ✓
Landscape Provisions for parking lot (between perimeter of parking area and lot line)	Abutting a street: 3m	Abutting Lisa Avenue: 4.7m Abutting Greenbank Road: 34.3m	✓
Communal Accessory Building (Proposed Garbage Shed)	Maximum height: 4.5 m Maximum size: 200 m <sup>2</sup>	Height: 4.5 m Size: 172.96 m <sup>2</sup>	✓

### 5.1.2 High-Rise Zoning Provisions

The City of Ottawa is in the process of implementing a new High-Rise Zoning Provisions. The initial staff report was presented to Planning Committee on September 26, 2019, however, the provisions have been appealed since then and are therefore not in force and not applicable to the proposed development. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Proposed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed	Compliance
Minimum Lot Area (Corner Lot)	1,150 m <sup>2</sup>	25,686 m <sup>2</sup> (total lot area)	✓
Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less		
Minimum Interior Side and Rear Yard Setbacks for a Tower	10 m	Interior Side Yard: N/A Rear Yard (Greenbank Road): 3.6 m	✗ Subject to ZBLA
Minimum Separation Distance Between Towers on Same Lot	20 m	From existing tower to the east: 20m From existing tower to the south: 58m	✓

### 5.1.3 Parking Provisions

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

Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
<b>Min. Vehicle Parking Spaces</b>	0.5/DU (after first 12 units) = (222 x 0.5) = 111 spaces	222 spaces	✓
<b>Min. Visitor Parking</b>	0.2/DU (after the first 12) = (222x0.2) = 44 spaces	44 spaces	✓
<b>Max. Parking Spaces Near Rapid Transit</b>	1.75/DU = 388 spaces	266 spaces	✓
<b>Parking Space Dimensions</b>	Min: 2.6m wide / 5.2m long (up to 40% reduced to 2.4m wide and 4.6m long)	2.6m wide / 5.2m long (40% reduced to 2.4m wide and 4.6m long)	✓
<b>Bicycle Parking Spaces</b>	Resident: 0.5 spaces per unit = 117 spaces	141 spaces	✓
<b>Access Aisle for Bicycle Parking</b>	Minimum width: 1.5m	1.5m	✓
<b>Dimension of Bicycle Parking Spaces</b>	Min: 0.6m wide/1.8m long (horizontal)  Min: 0.5m wide/1.5m long (vertical)	0.6m wide/1.8m long (horizontal)	✓
<b>Driveway Width</b>	Minimum width of a driveway providing access to a parking lot or parking garage is 6 m for a double traffic lane for a parking garage.	Double traffic lane providing access to parking garage is 6.6 m wide.	✓
<b>Aisle Width</b>	Min. 6.0m	6.7m	✓
<b>Landscaping for Parking Lots (Outdoor refuse locations)</b>	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: a) located at least 9 m from a lot line abutting a public street; b) located at least 3 m from any other lot line; and	Lot line abutting a street: >9 m  Any other lot line: 20.4 m (south lot line); 26.5 m (east lot line)  Height of opaque screening: the shed will be built with concrete block walls and a wood truss roof	✓  ✓  ✓



	c) screened from view by an opaque screen with a minimum height of 2 m		
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**The proposal meets the general intent of the provisions of the Residential Fifth Density zone, however, relief is required from the zoning provisions as detailed above. As previously mentioned, the City is currently reviewing the Zoning By-law Amendment application.**

## 6.0 Supporting Studies

### 6.1 Shadow Study, prepared by Rod Lahey Architects, dated March 15<sup>th</sup>, 2022

A shadow study has been submitted in support of the proposed development. The study shows that there will be some impact on adjacent properties as is expected in an urban context. However, the impact is minor, and the shadows move quickly throughout the day as is typical within an urban context.

### 6.2 Servicing and Stormwater Management Report, prepared by Stantec Consulting Ltd., Report 160401668, dated March 1<sup>st</sup>, 2022.

Stantec Consulting Ltd. prepared the Servicing and Stormwater Management report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property.

The report identifies that the proposal will maintain the required potable water and fire flow by two 150mm diameter watermains connecting to the existing 200mm diameter watermain on Lisa Avenue. The results demonstrate there is currently sufficient supply and pressure in the water distribution system to meet the demands expected from the new development.

The report also notes that the 250mm diameter concrete sanitary sewer on Lisa Avenue has sufficient capacity to accept the peak sanitary flows from the proposed development. The proposed sanitary sewer connection will be rerouted around the underground parking garage. The report also confirms that the proposed stormwater management plan is in compliance with local and provincial standards.

Grading for the site has been designed to provide an emergency flow route as per City requirements and reflects recommendations in the Geotechnical Investigation Report prepared by Paterson Group Inc. in May 2021. Erosion and sediment control measures will be implemented during construction to reduce the impact on existing facilities.

Lastly, the report notes that Hydro Ottawa, Bell, Rogers, and Enbridge all have existing utility plants in the area, which will be used to service the site. The exact size, location, and routing of utilities will be finalized after design circulation. Existing overhead wires and utility plants may need to be moved/reconfigured to allow sufficient clearance to the proposed building. The relocation of existing utilities will be coordinated with the individual utility providers as part of the site plan approval process by the civil engineer.

### 6.3 Transportation Impact Assessment, prepared by GHD Ltd., Report 11224343, dated December 15<sup>th</sup>, 2021

GHD Transportation Ltd. prepared the Transportation Impact Assessment dated July 16<sup>th</sup>, 2021 for the proposed development which found that the proposed development would generate up to 36 new vehicle trips during AM peak hours and 37 new vehicle trips during PM peak hours. New vehicle trips will mostly be heading northbound on Greenbank Road.

The report also included a multi-modal analysis of all intersections which identified that the intersection of Baseline Road/ Greenbank Road is the most critical in the study area. However, the proposed development is adding less than 5 trips at this intersection and does not create additional issues.

Finally, the operations of the intersections within the study area remained similar between the existing and projected conditions (2025 and 2030). No mitigation is required.

This report was updated as per the updated site plan and comments from City staff. Limited changes were made to the site plan, and the above summary points from the July 16<sup>th</sup> report remain unchanged. City staff sought justification for why TLOS was not assessed for any of the intersections, as Baseline Road is identified as a Transit Priority Corridor within the TMP's Affordable Network. A letter submitted to the City from GHD indicated that for the segment between McWatters Road and Greenbank Road, there will continue to be buses in mixed traffic with limited driveway friction and therefore will have a LOS 'D', which meets the target. At the intersection of Greenbank Road and Baseline Road, the Baseline Road Rapid Transit Corridor Planning and EA Study indicates that transit signal priority (TSP) measures, including queue jump lanes, will be implemented as part of the project. The queue jump lanes are considered a high-level TSP and hence the intersection will have a LOS 'B', which meets the target.

#### 6.4 Pedestrian Level Wind Study, prepared by Gradient Wind Engineering, Report 21-155-PLW, dated May 20<sup>th</sup>, 2021

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

The methodological approach evaluates wind conditions for human comfort using five activities as thresholds. Under "sitting" conditions, wind speeds are less than 10 km/per hour at least 80% of the time. Standing is comfortable in slightly higher wind speeds, followed by strolling and walking. If mean wind speeds are projected to exceed 20 km/hour more than 20% of the time, conditions are considered uncomfortable. Different outdoor areas are expected to meet different standards; for example, transit stops should be comfortable for sitting and standing, whereas public sidewalks are only expected to meet the comfort criteria for strolling.

The study found that wind conditions over surrounding sidewalks, within the proposed outdoor park space and in the immediate vicinity of the building are predicted to be largely suitable for the intended pedestrian uses throughout the year. The North Terrace is predicted to be suitable for sitting 75% of the time, while the South Terrace is predicted to be suitable for sitting 65% of the time. The study suggests that mitigation on the rooftop terraces could include tall solid wind barriers along the perimeter of the rooftop terrace to be further determined at the Site Plan stage of the proposal.

#### 6.5 Geotechnical Study, prepared by Paterson Group, Report PG5729-1, dated May 26<sup>th</sup>, 2021

Paterson Group prepared a Geotechnical Study for the proposed development by determining the subsurface soil and groundwater conditions and to provide geotechnical construction considerations which may affect the design of the building. The report makes several recommendations for the construction of any redevelopment on the lands.

These recommendations include:

- / Review of the geotechnical aspects of the excavation contractor's design of the temporary shoring system, if required.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials used.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

## 6.6 Noise Study, prepared by Pinchin Ltd., Report 290831 (REV2.0), dated February 15<sup>th</sup>, 2022

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

A detailed noise assessment of the proposed Development was completed by modelling the noise impact from road traffic on the Development. The assessment and review show that the traffic noise impacts meet the NPC-300 noise criteria, with the upgrades on the windows of selected units.

Traffic noise impacts have been identified as ranging from 54 dBA to 71 dBA at the selected onsite receptors. This indicates that the units should be designed with the installation of central air conditioning systems. Warning clause Type D is required to be included in agreements of offers of purchase and sale, lease/rental agreements and condominium declarations. In addition, the ENCG warning clause similar to Type D is also suggested to be included in agreements.

## 6.7 Phase I Environmental Site Assessment, prepared by Paterson Group, Report PE5200-1, dated March 9<sup>th</sup>, 2021

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns. Based on a review of available historical information, the subject site was first developed with the existing recreational amenity building, circa 1974, in conjunction with the two (2) adjacent residential high-rise apartment buildings. No environmental concerns were identified with respect to the historical use of the subject site.

The neighbouring lands in the vicinity of the subject site have historically been developed for a combination of residential and institutional purposes, with the exception of some commercial properties developed along Baseline Road to the south. Several historical off-site potentially contaminating activities were identified along Baseline Road, however, due to their separation distances, as well as the results of previous subsurface investigations, these properties are not considered to pose an environmental concern to the subject site.

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

## 6.8 Tree Conservation Report, prepared by IFS Associates, dated March 29<sup>th</sup>, 2022

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

The methodological approach evaluates trees of 10 centimetres in diameter or greater. Tree condition was assessed based on visual defects only. The report identified that there was a total of 86 identified species, that are generally in a variety of conditions.

The inventory in this report details the assessment of all individual trees on and directly adjacent to the subject property. Fourteen trees on and adjacent to the development zone conflict with the proposed construction and so are slated for removal. Of these trees, one is fully on and one is shared with City property and twelve are fully on the subject property. Field work for this report was completed in May 2021. All removals will require a permit, in accordance with the City of Ottawa tree By-law No. 2020-340.

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



## 7.0 Conclusions

It is our professional opinion that the proposed Site Plan Control Application to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit.
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for taller buildings in the General Urban Area. The proposal responds to its context by proposing a high-rise building in an area characterised by existing tall buildings. The proposal also responds to its context by proposing transitional building elements in the design, to ease the compatibility with the low-rise neighbourhood to the north.
- / The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development conforms to the New Official Plan's vision for managing growth and intensification. The proposal responds to its context within the Outer Urban Transect policies, proposing a high-rise building along a Mainstreet Corridor on a parcel of land where appropriate setbacks and transitions between the adjacent low-rise neighbourhood can take place.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise buildings by enhancing the public environment and streetscape, providing setbacks as well as appropriate tower separation distances.
- / The proposed development responds strongly to the Urban Design Guidelines for Transit-Oriented development by proposing intensification in close proximity to two (2) planned transit stations.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of a vacant portion within a large site.
- / The proposed development is supported by technical studies submitted as part of this application.



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