



## **30 - 48 Chamberlain Avenue**

Planning Rationale & Design Brief  
Site Plan Control Application  
June 1, 2023



Prepared for Scarabelli Realities

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<b>1.0 Introduction</b>	<b>2</b>
<b>2.0 Site Context and Surrounding Area</b>	<b>3</b>
<b>3.0 Proposed Development</b>	<b>11</b>
<b>4.0 Policy and Regulatory Framework</b>	<b>22</b>
<b>5.0 Supporting Studies</b>	<b>50</b>
<b>6.0 Conclusion</b>	<b>53</b>

# 1.0 Introduction

Fotenn Planning + Design has been retained by Scarabelli Realities to prepare this Planning Rationale & Design Brief in support of a Site Plan Control Application to facilitate the proposed development on the lands municipally known as 30,38,42, & 48 Chamberlain Avenue in the City of Ottawa (Subject Site).

Scarabelli Realities is proposing to redevelop the subject site with a sixteen-storey (51.1 metre) mixed-use building containing a total of 160 residential apartment units and 313 square metres of retail space at-grade. The existing buildings on the subject property will be demolished in preparation for redevelopment.

## 1.1 Required Application

To facilitate the proposed development a Site Plan Control Application is required. The site plan control process allows the City to influence land development so that it is safe, functional and orderly. It is also used to ensure that the development standards approved by the City and other agencies are implemented and maintained. Building use, location, site programming, landscape treatment, pedestrian/vehicle access, servicing & drainage control, and parking layout are addressed during the Site Plan Control review.

## 1.2 History of Application

The subject property was rezoned on July 21<sup>st</sup>, 2021 to the current General Mixed Use Zone (GM4[2735] S448). The rezoning was appealed to the Ontario Land Tribunal and a settlement has since occurred. As part of the mediation, a technical error was noted on height Schedule 448 to be applied to the property. The amended zoning Schedule was approved at Council on August 31<sup>th</sup>, 2022 and the full zoning framework is now in force and effect.

## 2.0 Site Context and Surrounding Area

The subject site, municipally known as 30, 38, 42, and 48 Chamberlain Avenue, is located at the northern edge of the Glebe neighbourhood between Bank Street to the east and Lyon Street to the west in Capital Ward (Ward 17).

The site is 2,233 square metres in area with 73.15 metres of frontage along Chamberlain Avenue and a depth of 30.5 metres. Generally, the site is currently occupied by surface parking to support the existing 2.5-storey medical office building at 30 Chamberlain Avenue and two-storey office building at 48 Chamberlain Avenue, which are both proposed to be demolished to facilitate the redevelopment proposal.

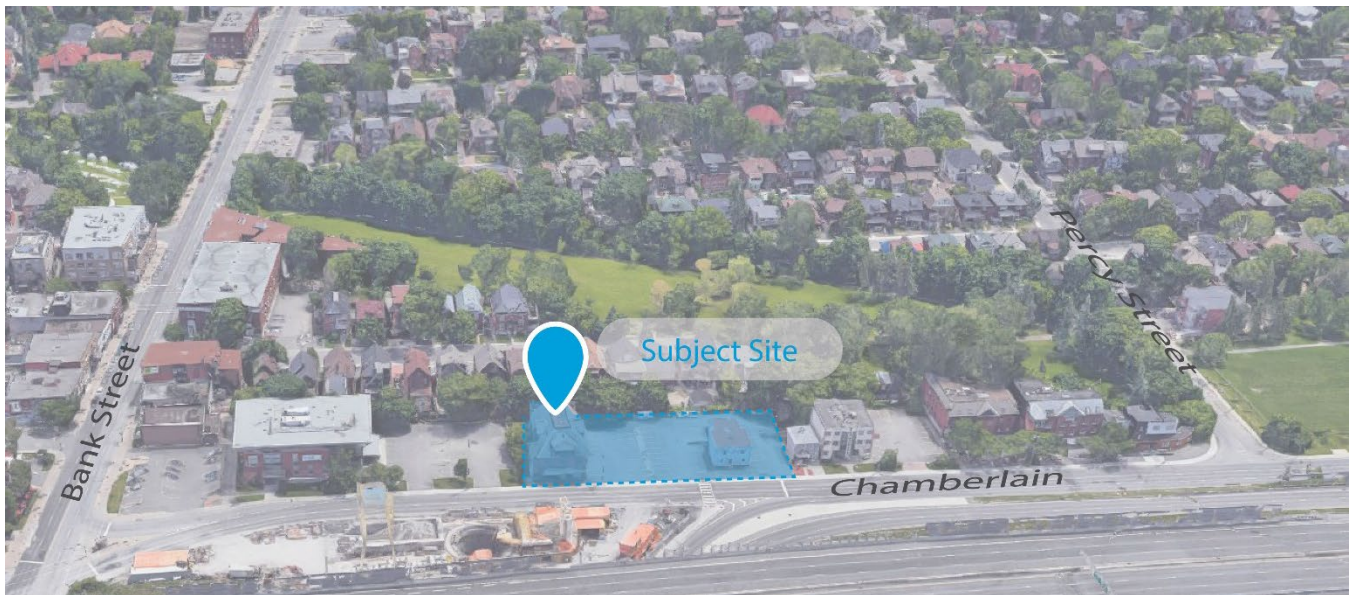


Figure 1: Site Context Aerial.

### 2.1 Surrounding Area

The subject site is located in close proximity to many community amenities, including parks, schools, and retail/commercial/employment uses including:

- / Within 700 m of multiple grocery stores (Metro, Independent, Loblaws);
- / Within 1.5 km walking distance of the Downtown Ottawa Central Business District;
- / Easy access to frequent bus routes;
- / In close proximity to Chamberlain Park, Central Park, and the Patterson Creek Linear Park; and
- / Bank Street Mainstreet Corridor uses.



Figure 2 Aerial Context of Subject Property.

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial. Surrounding land uses are described as follows:

**North:** Directly north of the subject property is Highway 417, a provincial highway traveling east/west through central Ottawa. Further north is the Centretown neighbourhood, characterized by a mix of building heights and typologies with high-rise buildings located directly north of the Highway 417 along Catherine Street. Further north is the downtown Central Business District, which offers significant amenities, services, entertainment and employment opportunities.



Figure 3: Subject Property looking southwest (existing buildings to be demolished).

**East:** Directly east of the subject property is a surface parking lot associated with the three-storey commercial building also to the east. Further east is the Bank Street commercial corridor, a vibrant Commercial Mainstreet as designated Major Corridor in the Official Plan, and the eastern portion of the Glebe neighbourhood. Approximately 500 metres east of the subject property, along Isabella Street, is an on-ramp providing access to eastbound traffic on Highway 417. A full-service grocery store is located 500 metres east of the property on Isabella Street.



Figure 4: Chamberlain Avenue looking east

**South:** South of the subject property is the rear yards of existing residential properties along the north side of Rosebery Avenue. Directly south of the subject property are single detached, semi-detached, and row house dwellings, many of which have been converted for multi-unit housing.

Central Park is located further south of the subject property and serves to separate this portion of the Glebe neighbourhood, including Rosebery Avenue, from the remainder of the Glebe to the south. Further south is the remainder of the established Glebe neighbourhood containing various schools, parks, and community centres.

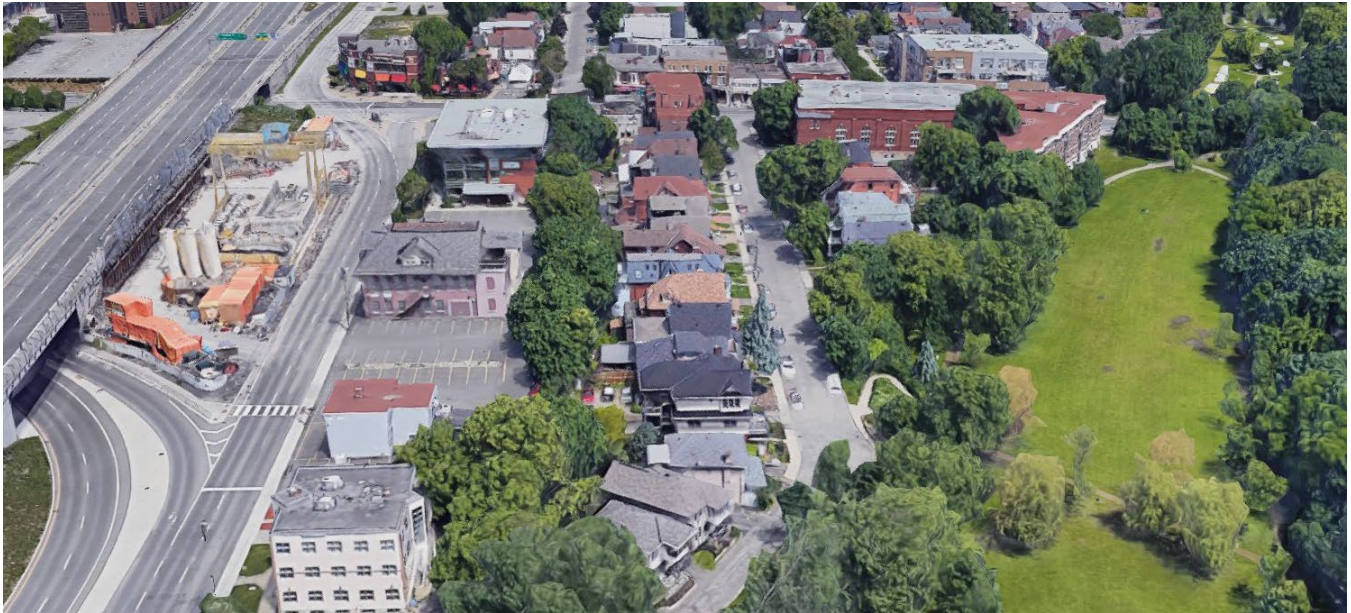


Figure 5: Aerial View of subject property looking east

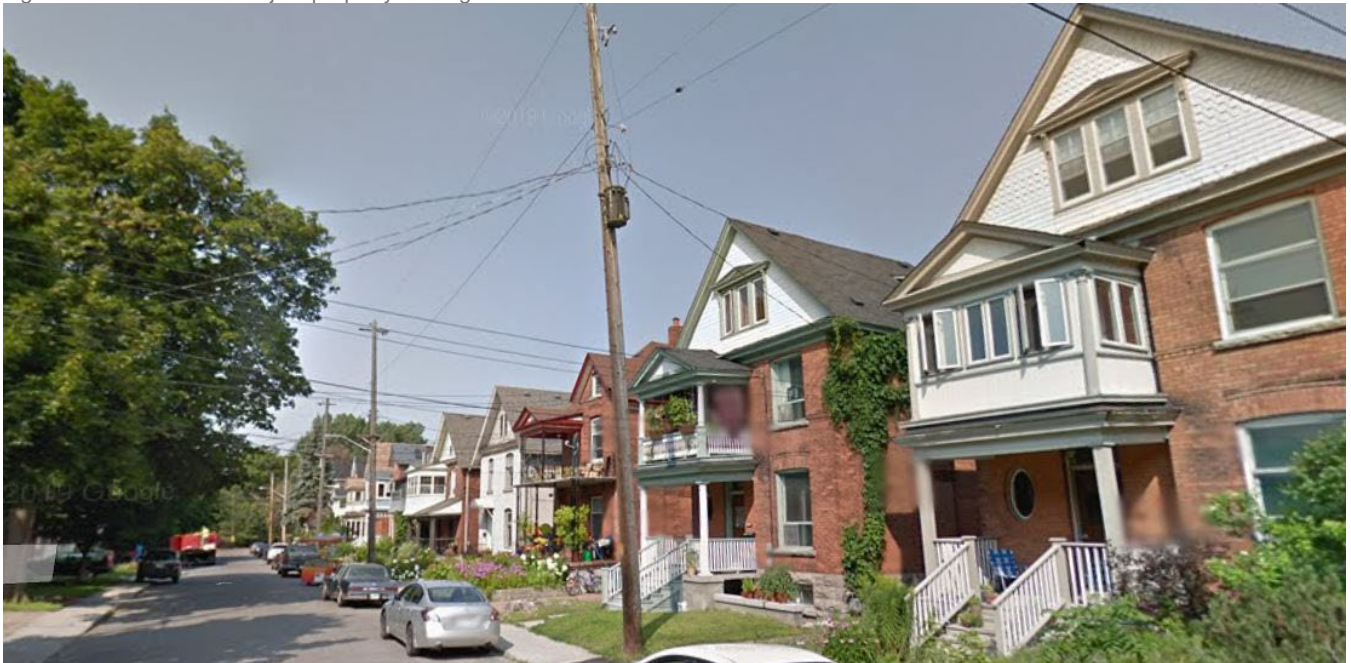


Figure 6: Rosebery Avenue looking west and abutting the rear property line of the subject site



**West:** Immediately west of the subject property is a two-storey converted detached dwelling building which now contains commercial uses. Further west along this block of Chamberlain Avenue are institutional, personal service, and other non-residential uses in purpose-built and converted buildings. Chamberlain Park and tennis courts are approximately 150 metres west of the subject property.



Figure 7: Chamberlain Avenue looking west

## 2.2 Road Network

The subject property is well serviced with respect to the existing road network. Chamberlain Avenue is identified as an Arterial Roadway on Schedule C4 of the Official Plan. 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. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

In addition to Chamberlain Avenue, the subject property is also in close proximity to Bank Street to the east, which is also designated as an Arterial Roadway on Schedule C4 and connects to major collector streets and key destinations such as Downtown Ottawa, Lansdowne Commercial Area, and Highway 417.

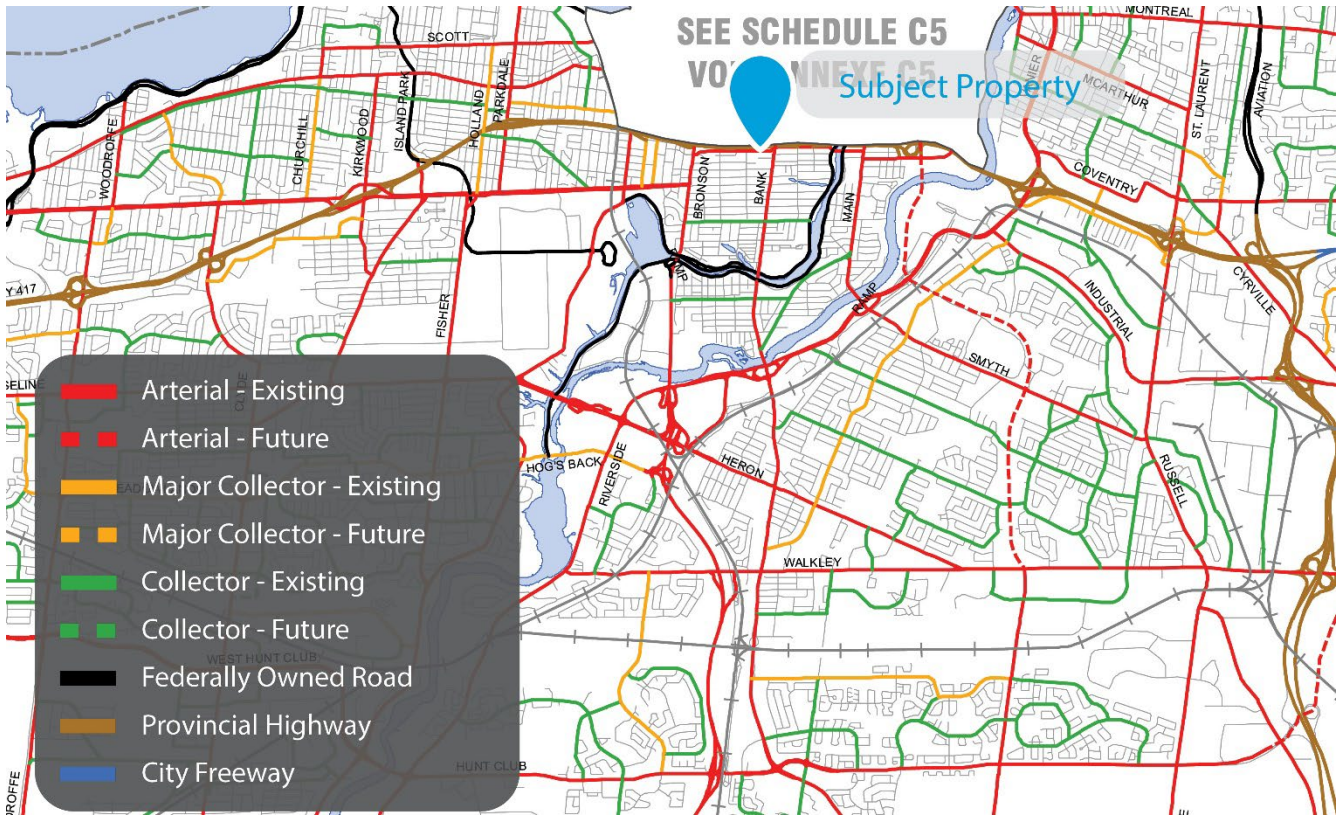


Figure 8: Excerpt from Schedule C4 of the Official Plan (Urban Road Network)

### 2.3 Transit Network

The subject property is well served by public transit options. Chamberlain Avenue and Bank Street are identified as “Transit Priority Corridor” on Schedule C2 of the Official Plan and served by OC Transpo Route 55 that provides 15 minute service frequency throughout the week and provides an east-west connection between Bayshore and Elmvale stations. Bank Street to the east also provides access to OC Transpo Routes 6 and 7, which connect to downtown as well as along the Bank Street Mainstreet corridor. Transit Priority Measures that may be implemented along these corridors include such provisions as dedicated bus lanes, transit signal priority treatments, bus queue jumps, special stop arrangements and others.

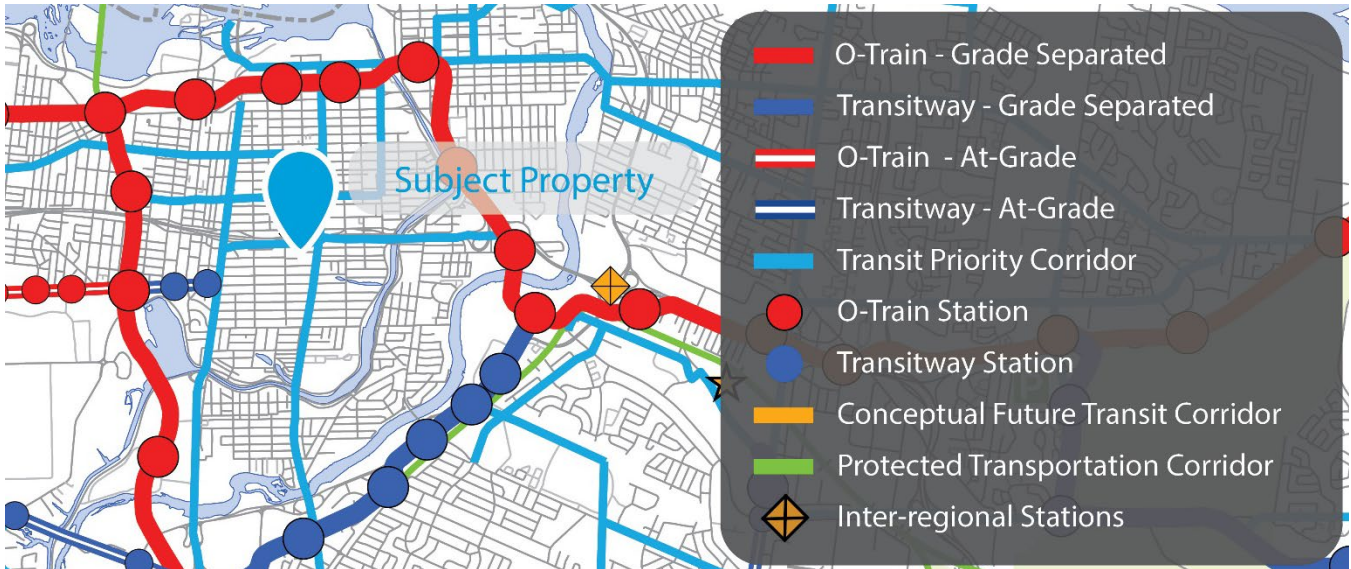


Figure 9: Excerpt from Schedule C2 of the Official Plan (Transit Network- Ultimate)

### 2.4 Active Transportation Network

As indicated on Schedule C3 – Primary Urban Cycling Network of the Official Plan, Chamberlain Avenue is located in close proximity to many key routes within the City of Ottawa’s greater cycling and active transportation network including the O’Connor Street cycle track and the Rideau Canal multi-use pathway.

The subject property is located with convenient access to a full suite of amenities, services, and employment areas which will facilitate and promote walking for many daily activities.

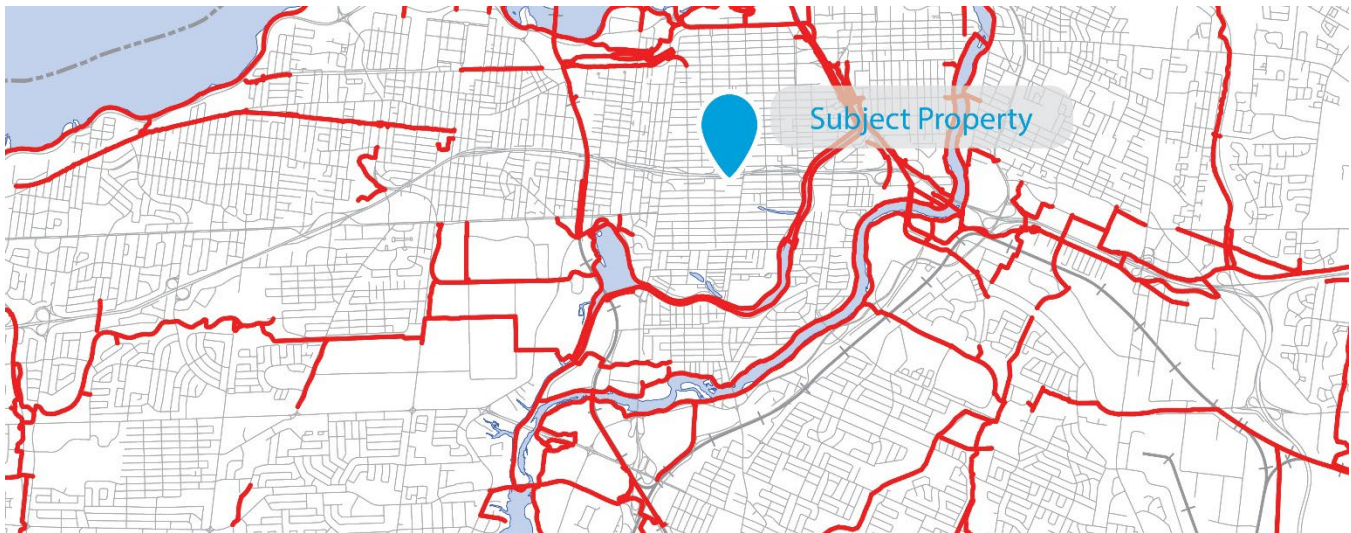


Figure 10: Schedule C3 – Active Transportation Network - Pathways (Urban).

## 2.5 Chamberlain Avenue, Catherine Street, and Isabella Street Functional Design Study

The City of Ottawa has completed the Chamberlain Avenue, Catherine Street, and Isabella Street Functional Design Study which has been approved via a Roadway Modification Approval Report. The functional design will proceed to the detailed design stage in advance of construction, which is anticipated to occur in 6-9 years, after the Ministry of Transportation Ontario has completed the Highway 417 bridge rehabilitations abutting this project.

The recommendations of the Functional Design Study undertaken by the City include the replacement of the Chamberlain Avenue sidewalk with a multi-use pathway (MUP). This MUP will provide further opportunities for cycling and pedestrian connections to the surrounding Glebe neighbourhood and downtown core.

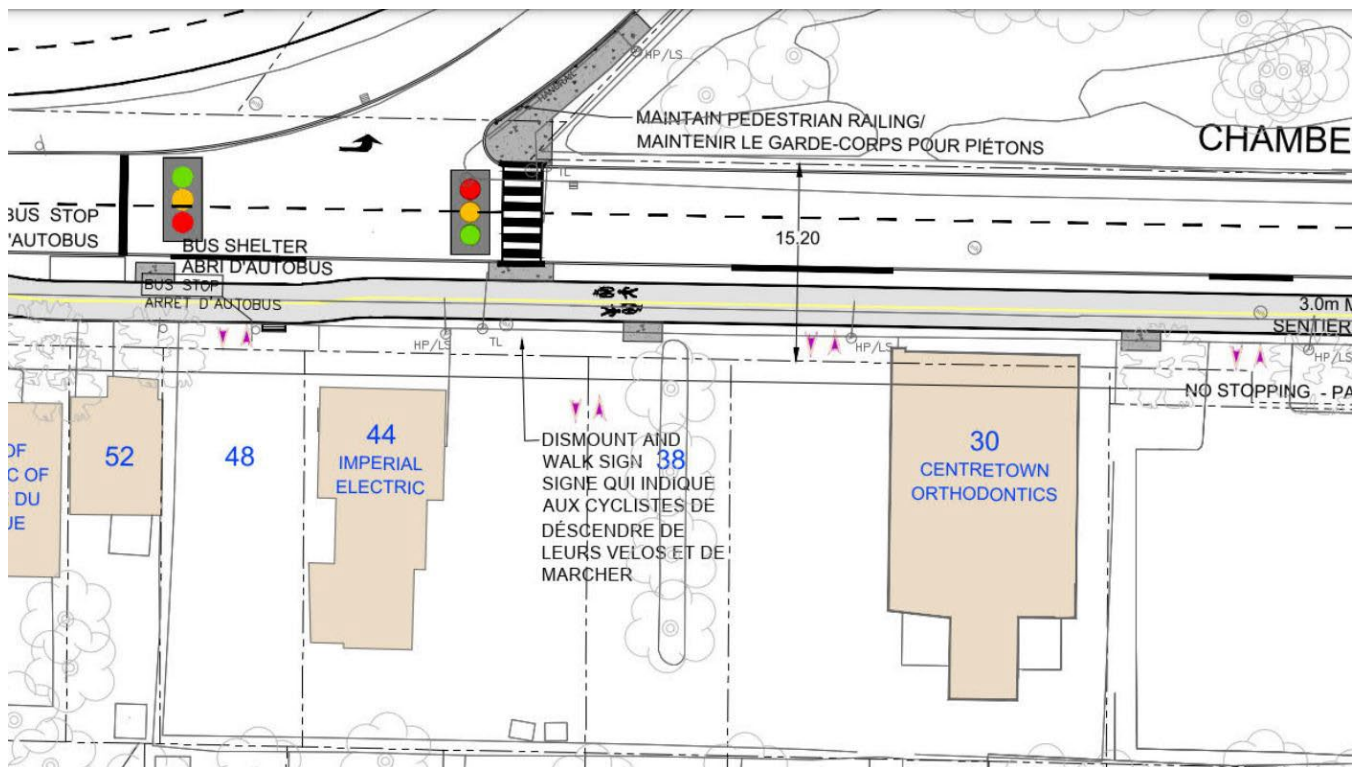


Figure 11 Chamberlain Avenue, Catherine Street and Isabella Street Functional Design Study.

# 3.0 Proposed Development

## 3.1 Summary & Statistics

The property owner is proposing to redevelop the subject site with a sixteen-storey (16) mixed-use building containing a total of 160 residential apartment units and 313m<sup>2</sup> of at-grade commercial space. The proposed development will necessitate the demolition of all existing buildings on the subject site.

A mix of bachelor, and 1, 2, & 3-bedroom units are proposed. In total, 10 three-bedroom units are provided, accounting for 6% of the total unit count. Amenity space is provided throughout the building, including at-grade, and atop the three-storey podium, which links to an enclosed amenity room within the first floor of the tower. Additionally, private amenity space is provided via balconies for most units.

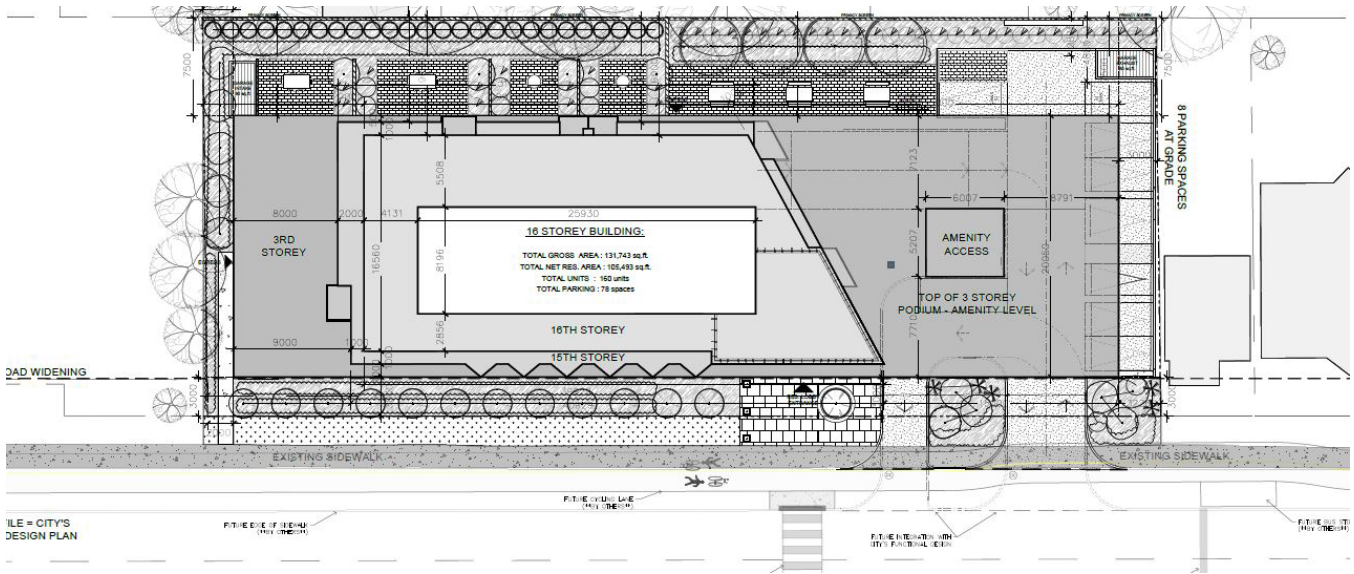


Figure 12 Proposed Site Plan.

Table 1 Building Statistics.

Project Statistics	
<b>Building Height Project Statistics</b>	51.1 metres
<b>Residential Units</b>	160
<b>Commercial GFA</b>	313m <sup>2</sup>
<b>Tower Floorplate GFA</b>	669m <sup>2</sup>
<b>Front yard setback – podium</b>	3 m
<b>Front yard setback – tower</b>	Floors 4 – 15: 4 m (with windows projecting); Floor 16: 5 m
<b>East side yard – podium</b>	2 m
<b>East side yard – tower</b>	Floors 4 – 15: 10.0 m

	Floor 16: 12.0 m
<b>West side yard – podium</b>	3.2 m
<b>West side yard – tower</b>	Angled: 21.2 m – 31.0 m
<b>Rear yard setback – podium</b>	7.5 m
<b>Rear yard setback – tower</b>	Floors 4 – 15: 8.0 m; Floor 16: 9.0 m
<b>At-grade parking</b>	8 spaces
<b>Underground parking</b>	70 spaces
<b>Bicycle parking</b>	163 spaces
<b>Amenity Space</b>	1,020m <sup>2</sup>

### 3.2 Building Design

The building design respects the form and character of the low-rise residential neighbourhood to the south through the three-storey podium scale and the use of red brick masonry, while the 16-storey point tower is designed with predominantly glass and light paneling to reduce the visual mass of the building while positively contributing to the city's skyline.

With a floorplate of generally 669 m<sup>2</sup>, the small tower profile preserves sun exposure while reducing shadowing on nearby properties and the abutting public realm. Overlook is also minimized as the tower narrows in width to the south and through the application of angled windows directing projected views of the neighbourhoods north and south of the site. At six metres in height, the ground floor area offers a strong street presence along Chamberlain Avenue to engage pedestrians and cyclists as they travel along Chamberlain Avenue toward the Bank Street corridor. Minimal at-grade side yard setbacks further reinforce the streetscape and the edge of the neighbourhood. Overall, the proposed development serves to define the identity of Chamberlain Avenue as a northern edge of the Glebe neighbourhood.

The podium scale and massing, as well as the sensitive design of the tower above the 3<sup>rd</sup>-storey ensures that the podium maintains prominence as the focal point of the building design from the pedestrian realm. The proposed design provides an eastern yard setback for the tower of 10.2 metres. This setback responds to the City's Urban Design Guidelines for High-rise Buildings as well as the High-Rise Zoning provisions on Section 77 of the Zoning By-law. The rear yard setback of the tower is proposed at 8 metres up to the 15<sup>th</sup> storey and increases to 9-metres for the 16<sup>th</sup>-storey. This rear-yard setback for the tower responds to the applicable design guidelines and increases the compatibility and transition to the community to the south. This setback allows for terraces and soft scaping to occur above the podium on the roof of the 3<sup>rd</sup> level to the east.

### 3.3 Access & Egress

As Chamberlain Avenue is a vehicular thoroughfare, access to the site was an important consideration, especially in recognizing that there is no on-street parking or stopping, and also in consideration that Chamberlain Avenue is a transit priority corridor.

Vehicular access for the development is provided from Chamberlain Avenue on the western portion of the subject property. Two underground parking levels provide 78 vehicle parking spaces with a total of 163 (1:1 ratio) bicycle parking spaces being provided between the underground parking levels and at-grade. Nine at-grade vehicle parking spaces are located along the western property line for visitor, delivery, and short-term

parking requirements. The underground parking garage ramp is within the building footprint allowing for planting and screening along the rear property line.



Figure 13 Podium and at-grade landscaping treatment.

### 3.4 Landscaping and Tree Preservation

As illustrated above, the underground parking access and ramp as well as at-grade parking spaces are located within the building envelope. This placement will allow for the foundation wall to be appropriately setback from the rear property line, which allows for trees and other vegetation to be planted for further screening in addition to the privacy fence.

Furthermore, this vegetation area will complement the line of trees along the rear property line that are to be retained by setting back the foundation wall to retain and protect the root ball. The ramp is also functionally concealed towards the back by the extended facade wall while the garage door is placed at the bottom of the ramp which reduces the noise impact.

The retention of trees was also an important consideration to minimize impacts on the properties to the south. Mature trees exist along the south property line, therefore, the foundation wall of the proposed development has been setback to ensure the root balls of these trees can be retained. Furthermore, the proposed development will include new vegetation and buffering along the west portion of the property line, which currently has minimal vegetation.



Figure 14: Foundation wall of proposed development





Figure 15: Improved rear-yard interface



Figure 16 Podium and rear-yard landscaping program.

As mentioned above, along the rear portion of the building, the podium and underground parking footprint have been setback from the rear property line to ensure adequate transition to the adjacent residential properties and to preserve the line of existing mature trees that border the property. A rooftop amenity space is provided atop the three-storey podium, which links to an enclosed amenity room within the first floor of the tower. Additionally, private amenity space is provided via balconies for most units.



Figure 17: Proposed Front (North) Elevation



Figure 18: View of the Proposed Development Looking Southwest along Chamberlain Avenue.



Figure 19 Rear-view of proposal looking north-east.

### 3.5 Community Character

As the subject site represents the northern edge of the Glebe neighbourhood, the establishment of a strong edge condition was an important design principal which was considered in the approved Zoning By-law Amendment and subsequently carried into the Site Plan Control application. Specifically, the site represents an opportunity to act as a gateway into the Glebe and Downtown Core, mitigate noise from Highway 417, and enhance the pedestrian realm along this edge.

The three-storey podium presents the opportunity to mitigate noise from Highway 417 to the neighbourhood to the south. Currently, the subject site is mostly comprised of surface parking, which allows for noise to travel

through the site and southward. The proposed development will decrease daytime noise levels from road traffic by 10 decibels during the day (from 71 to 61 dBA) and 9 decibels (from 63 to 54 dBA) during the evening at 43 Rosebery Avenue, which is directly south of the eastern portion of the subject site.

The podium of the proposed development will also serve to re-establish the streetscape along Chamberlain Avenue, which is currently characterized by sparse development and surface parking lots. The podium includes a high amount of glazing to provide transparency and activate the public realm. At-grade commercial will be accessed from the main entrance to the residential component of the proposed development. Trees and landscaping features are also proposed along the Chamberlain Ave interface.

With respect to built form, the design response for the proposed development includes a strong podium base that recognizes the existing built context to the south through a three-storey design complemented with brick materiality. To maintain the strength of the podium as the focal point of this development, the tower is proposed to be comprised of lighter materials to provide a background component to the built form.

Additional consideration for the built form include a small tower floorplate (669m<sup>2</sup>) that is narrowest at the south side of the building where it is closest to the residential neighbourhood. The tower floorplate is 669m<sup>2</sup> in area with a south façade of 32 m that increases in width to 41 m along the Chamberlain Avenue frontage. This approach minimizes shadowing from the proposed development and provides appropriate transition to the established community to the south.

### 3.6 View Analysis

To understand the potential for impact on the surrounding established neighbourhood, an analysis of views was undertaken as they relate to Central Park and also from Ambassador Court, which is a designated Heritage Resource. As expected, views of the proposed development are more prominent during the winter months when there is minimal foliage, with views being minimal during the summer. The use of light material and glazing on the tower component results in the development blending into the background.



Figure 1: View of proposed development from 622 Lyon Street (Left: Winter; Right: Summer)



Figure 2: View of proposed development from 10 Renfrew Street (Left: Winter; Right: Summer)

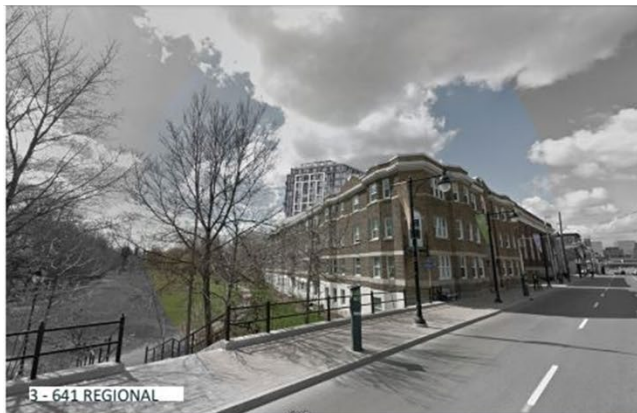


Figure 3: View of proposed development from 641 Bank Street (Left: Winter; Right: Summer)

Views from the building were considered and how they may impact the surrounding neighbourhood. Compared to a six-storey development on the site, the three-storey podium will minimize overlook into rear yards. For the tower component, an analysis was undertaken to understand where residents may be looking when standing at their windows. As illustrated, views from the point tower design units will naturally be directed further towards the parks, greater Glebe neighbourhood, and the horizon mitigating privacy and overlook concerns when compared with a lower bar-building design.

### 3.7 Design Statement

The proposed building seamlessly blends contemporary architecture with the rich history and culture of Ottawa's Glebe community. The building's unique design incorporates a range of features that prioritize the comfort and well-being of its residents while also reflecting and respecting the surrounding community.

The building features a 3-storey podium that acts as a noise barrier and protects the properties along the rear lot line from the busy highway. The podium's design is inspired by the strong history of red brickwork in Ottawa, creating a timeless and elegant appearance that pays homage to the city's architectural heritage. The podium also includes commercial uses facing Chamberlain Avenue and a large amenity terrace on its roof that offers common spaces for a variety of uses.



Figure 20 Proposed north and south elevations.

The tower's design features a serrated facade with windows angled away from the highway, maximizing views, and creating a dynamic and visually engaging appearance. The tower aims to be a delicate blend of glass and lighter coloured materials, creating a modern and sleek aesthetic that steps back from the podium edge and stands in contrast to the traditional red brickwork of the podium. Its angled western facade was purposely designed to mitigate shadow impacts on neighboring properties, making it an excellent addition to the surrounding area.



Figure 21 Proposed East and West Elevations.

The suite mix for the building attempts to offer a mix of unit types including fourteen 3-bedroom units along with eight 2-bedroom+den units, making it an ideal choice for a wide range of age groups including families looking for an urban living experience. Private terraces are also available for units at grade, providing a seamless transition between indoor and outdoor living spaces.

The landscape design feeds off the vibrant culture of the Glebe community, which is a fusion of community spaces, proud streets, and pockets of private lush landscapes. The landscaped areas around the building are designed to provide a sense of connection and continuity with the surrounding neighborhood, with a mix of public and private spaces, including the large amenity terrace on the podium level.

Overall, 30-48 Chamberlain is a beautiful addition to the Glebe's unique character and culture. By incorporating elements of the neighborhood's vibrant streets, community spaces, and lush landscapes, the design team is aiming to create beautiful and functional indoor and outdoor spaces that enhance quality of life for its residents. Through its design, large units, and generous amenities, 30-48 Chamberlain is sure to become a highly sought-after address for those seeking the ultimate urban living experience.

## 4.0 Policy and Regulatory Framework

The following sections provide an analysis of the revised development as it pertains to the planning policies and design guidelines applicable to the site.

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement 2020 (PPS), issued under the authority of Section 3 of the Planning Act, came into effect on May 1, 2020. The PPS provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

#### 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:

##### Subsection 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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;
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- (d) 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....

**The proposed development is located within the urban boundary on a serviced lot. As a site within walking distance of an existing Mainstreet Corridor and on the edge of an established neighbourhood, it has easy access to amenities and services, including parks, schools, employment, retail, and transit.**

**The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. Furthermore, the zoning permits for commercial uses that will support employment opportunities.**

##### Subsection 1.1.3: Settlement Areas

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.

**The proposed development is on an existing underutilized lot within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is along a Transit Priority Corridor and is within walking distance of a Mainstreet Corridor for access to amenities and services, including parks, schools, employment, retail, and transit.**

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.

**The subject site is an appropriate location for development that promotes opportunities for transit-supportive development along an identified Transit Priority Corridor. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.**

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

**The proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City's urban design guidelines.**

#### Subsection 1.3: Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- (a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
  - (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
  - (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

**The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.**

#### Subsection 1.4: Housing

- 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.

**The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.**

#### Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

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;

**The proposed development encloses the street edge with active at-grade uses that feature large amounts of glazing. Furthermore, the proposed development will support the redesign for this portion of Chamberlain Avenue, which is proposed to include a multi-use pathway to prioritize pedestrians and cyclists.**

#### Section 1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- (a) promoting opportunities for economic development and community investment-readiness;
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- (c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- (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.

**The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality and viability of the nearby downtown core and Bank Street Mainstreet Corridor. The design of the development promotes an improved sense of place along Chamberlain Avenue by creating a continuous street edge and providing active at-grade uses.**

#### Section 1.8 Energy Conservation, Air Quality and Climate Change

1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- (a) promote compact form and a structure of nodes and corridors;

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

**The proposed development provides additional residential intensification within an existing walkable community and along a transit priority corridor. Further, the development will offer a mix of uses, and create a sense place along this stretch of Chamberlain Avenue. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.**

#### **4.1.2 Section 2.0 – Wise Use and Management of Resources**

Section 2.0 of the PPS recognizes that the province’s “long-term prosperity, environmental health, and social well0being depend on...protecting...cultural heritage... for their economic, environmental and scotia benefits”. Within this section, the policies applicable to the site and proposed development are as follows:

#### **Section 2.6 Cultural Heritage and Archaeology**

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

2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

Further, as per the Provincial Policy Statement definitions section, Heritage attributes means the principal features or elements that contribute to a protected heritage property’s cultural heritage value or interest, and may include:

- / the property’s built, constructed, or manufactured elements,
- / as well as natural landforms, vegetation, water features, and
- / its visual setting (e.g. significant views or vistas to or from a protected heritage property).

**While the subject site does not abut any designated heritage resources, the Cultural Heritage Design Brief (CHDR) evaluated the potential for impact on nearby properties listed on the City of Ottawa’s Heritage Register, those 39 and 43 Rosebery Avenue. While these properties are not proposed to be altered as part of the proposed development, in recognition of the proximity to these two properties, the CHDR analyzed the potential impact of the proposed development on these properties. The report, which has been submitted as part of this application, indicates that the proposed development will not detract from the noted heritage assets and that the proposed height, massing, and building design are appropriate for the area. The CHDR also reviewed the potential impact on Central Park and noted that the proposed development will not detract from the noted heritage assets of this heritage resource.**

**Ambassador Court at 612 Bank Street is not in close proximity to the subject site and, thus, did not require an analysis. However, It is important to note that while Ambassador Court is recognized as being visually linked to its surroundings, the Heritage Designation report does not discuss or acknowledge views from or to Ambassador Court as being a component of the designation. Furthermore, with respect to the designation of Central Park, views from or to Central Park are not acknowledged as being a component of the heritage designation.**

## **4.2 City of Ottawa Official Plan (2022)**

The new Official Plan for the City of Ottawa was approved November 4<sup>th</sup>, 2022. The new Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will

surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

#### 4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

**1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**The proposed development provides for residential intensification within proximity to existing transit and within an established and previously built-up community with access to existing services and community amenities.**

**2) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**The proposed development provides the opportunity for sustainable transportation by promoting bicycle and transit use and supports the proposed future multi-use pathway along Chamberlain Avenue.**

**3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**Through providing a three-storey podium with red-brick materiality, slender tower profile, and robust landscaping plan, the proposed development is consistent with the existing context and is appropriate for the Evolving Neighbourhood designation in the Inner Urban Transect.**

**4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**The proposed development of a dense, context sensitive residential intensification within proximity to existing public transit and active transportation routes promotes the evolution towards a walkable 15-minute neighbourhood. The proposed development promotes active transportation over private automobile use to help the city achieve its climate change targets.**

**The site is located within convenient walking or bicycling distance to the established Bank Street commercial corridor, Lansdowne entertainment hub, and downtown employment district.**

**5) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**As an infill residential development in an established community in close proximity to employment areas, and public transit leading directly to downtown Ottawa, the proposal supports economic development by providing for residential intensification in close proximity to employment areas.**

**4.2.2 Cross-Cutting Issues**

Many of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

**As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Inner Urban Area that is within close proximity to public transit infrastructure along a Transit Priority Corridor and future multi-use pathway.**

**Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to walk to suite many of future resident's day-to-day needs. The unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community including multiple 2 & 3 bedroom units to accommodate families.**

**Through a commitment to first-rate design accomplishments and diversity of unit types within this established neighbourhood, the development will become an attractive place for people that live and work. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.**

**4.2.3 Transect, Designation, and Overlay**

Schedule A of the 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 to Rural. The Subject Property is located within the **Inner Urban Transect** on Schedule B2.

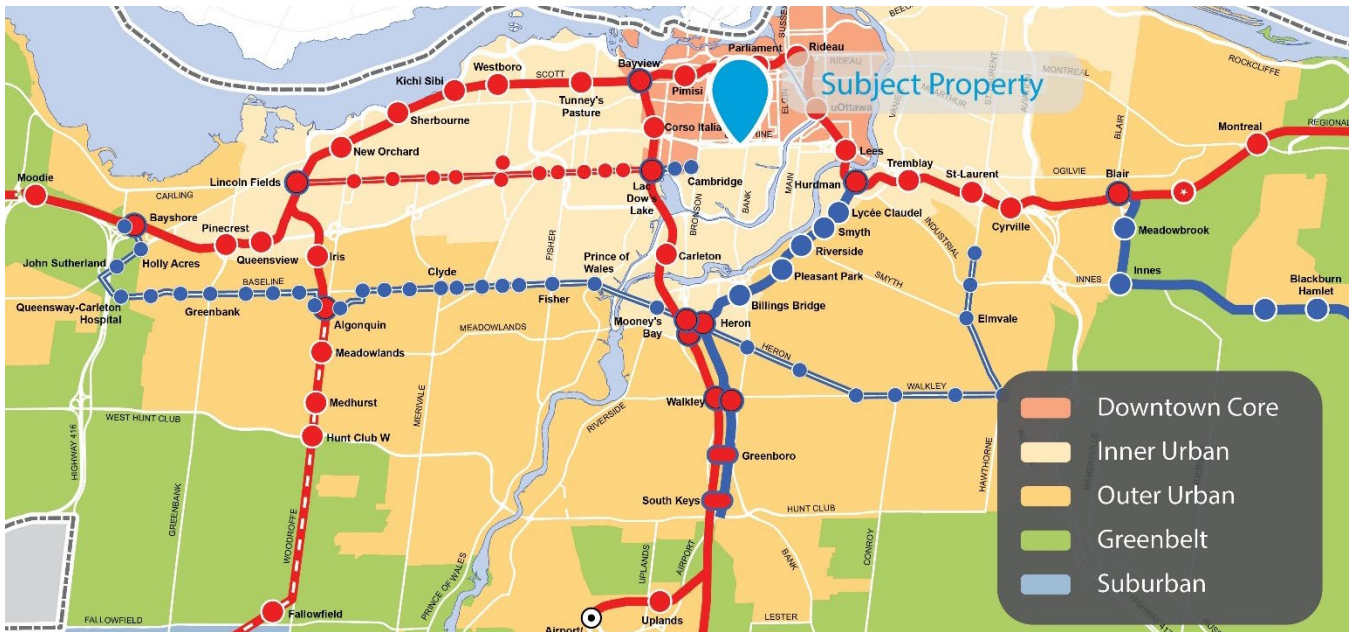


Figure 22 Schedule A - Transect Policy Areas.

As per Schedule B2 – Inner Urban Transect, the subject site is within the Inner Urban Transect and designated Minor Corridor with the Evolving Neighbourhood Overlay applied.

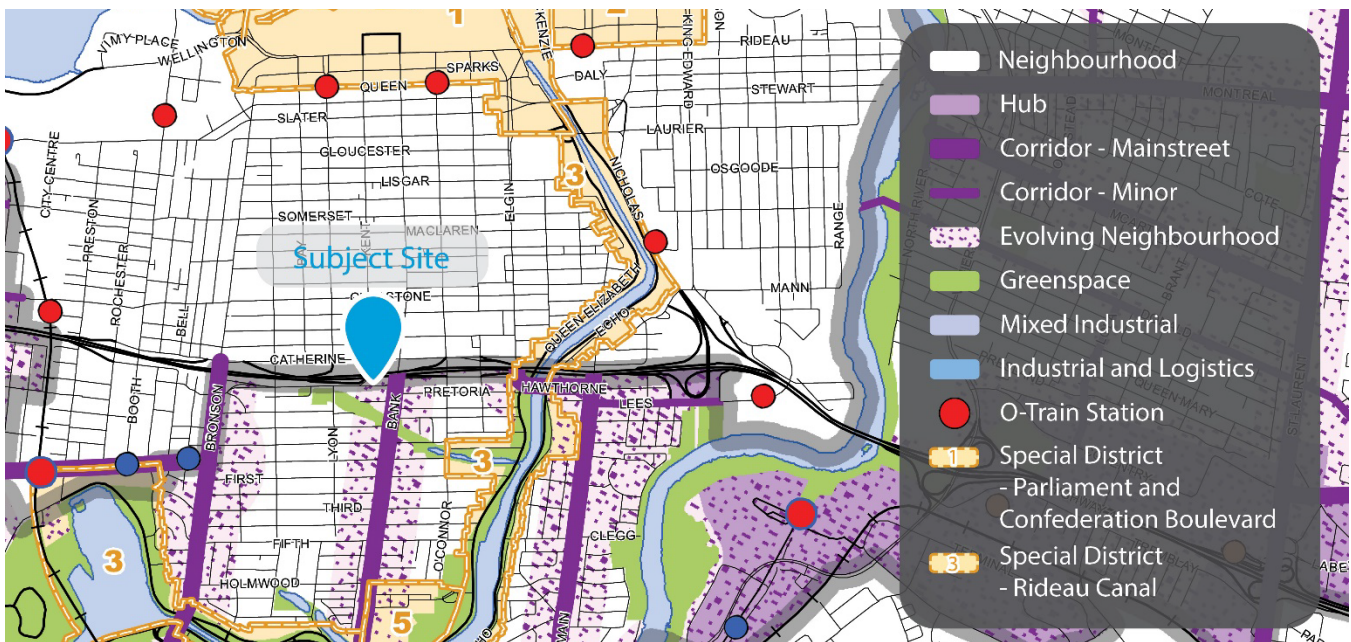


Figure 23: Schedule B2 - Inner Urban Transect (City of Ottawa Official Plan, 2022)

**4.2.4 Transect and Designation Policies**

Section 5.2 of the Official Plan states that the Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them.

Objectives of the Inner Urban Area Transect include:

- / Enhance or establish an urban pattern of built form, site design and mix of uses;
- / Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect;
- / Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect; and
- / Provide direction to the Neighbourhoods located within the Inner Urban Transect.

Specifically, **Policy 5.2.1.3** states that the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

**The proposed high-rise development, to increase residential rental opportunities in this area which is well serviced by existing municipal infrastructure and transportation options including public transit along Chamberlain and Bank, as well as the future multi-use pathway along Chamberlain. For vehicle trips, the site is in close proximity to key routes in Ottawa’s roadway network including collector, and arterial roadways, as well as Highway 417.**

**Policy 5.2.1.5** states that the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

**The proposed development seeks to reduce the required on-site parking requirement given the proximity to transit and other amenities. A rate of 0.37 parking spaces per unit is provided while bicycle parking is provided at a rate of 1 space per unit; double the by-law requirement.**

**4.2.5 Neighbourhood Designation**

As mentioned, the site is designated Neighbourhood on Schedule B2. Policy direction for the Neighbourhood Designation is included Section 6.3 of the Official Plan. Section 6.3 states that properties with this designation and located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in the Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (identified as Table 3b in the Official Plan below).

Table 2: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets within the Inner Urban Transect

Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
60 to 80	Within the Neighbourhood designation:

Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
	<p>Existing lots with a frontage 15 metres or wider:</p> <ul style="list-style-type: none"> <li>/ Target of 25 per cent for Low-rise buildings;</li> <li>/ <b>Target of 5 per cent for Mid-rise or taller buildings;</b></li> </ul> <p>All other cases: none</p> <p>Minor Corridors: No minimum</p>

**The proposed development unit ratio includes 6% three-bedroom units, meeting the targets established in the table above and ensuring opportunities are provided for larger households and families in the new building.**

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

Further, **Policy 6.3.1.2** of the OP establishes that permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights or in areas already characterized by taller buildings.

**Policy 6.3.1.4 and 6.3.1.5** establish a range of residential and non-residential built forms will be permitted throughout the Neighbourhood designation, including:

- / Low-rise housing options sufficient to meet and exceed the goals of the Residential Intensification Targets (Table 2 in the New Official Plan, shown below as Table 5) and Neighbourhood residential density and large dwelling targets;
- / Housing options with the predominant new building form being missing middle housing, which meet the intent of the following policy:
  - Innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities; and
- / In appropriate locations including near rapid-transit stations, where zoning may prohibit lower-density housing forms.

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

- / Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;



- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described above.

**The subject site is an underutilized site consisting of predominantly surface parking within the Neighbourhood Designation. As such, compatible infill intensification is supported. As discussed herein, it is Fotenn’s professional opinion that the proposed development is compatible and appropriate for the subject site.**

**Chamberlain Avenue is currently an underutilized vehicular thoroughfare providing access to the north end of the Glebe neighbourhood. The proposed development will enhance Chamberlain Avenue through a design that introduces a consistent street wall as well as improvements to the pedestrian environment. This redevelopment of an underutilized property along the edge of the neighbourhood has the potential to establish Chamberlain Avenue as a gateway into the Glebe and the Downtown Core.**

**The proposed development contributes to achieving a suitable balance of housing types within a building form that is compatible and appropriate as a transition and interface between Highway 417 to the north and the residential neighbourhood to the south. The Chamberlain Avenue pedestrian realm will be enlivened by appropriate commercial uses within a walkable neighbourhood.**

**The proposal, including uses, building articulation, parking, bicycle parking, amenity space, & building height at 16-storeys (51.1 metres) is fully aligned with the recently adopted zoning framework for the land.**

#### **4.2.6 Evolving Overlay**

The Evolving Neighbourhood Overlay is applied to areas that are located or at a stage of evolution that create the opportunity to achieve an urban form in use, density, built form, and site design. The evolving overlay generally applies to lands with 150 metres from a Corridor or Hub and should be read in conjunction with the underlying Neighbourhood designation.

**Policy 5.6.1.1.1** states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

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

**Policy 5.6.1.1.2** states that where the Evolving Overlay is applied:

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and

- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a and permissions to meet or exceed the density targets of table 3b.

**Policy 5.5.1.1.3** states that in the Evolving Overlay, the City:

- a) Will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;
- b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

**Policy 5.5.1.1.6** stated that Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

**The proposed development supports the objective and policy framework above, of an evolution towards a more urban built form within the Inner Urban Transect by introducing greater density within proximity to public transit and established community employment and amenity opportunities.**

**The proposed development aligns well with the existing zoning and neighbourhood condition and planned future context of the area both in considering the evolving overlay, as well as the surrounding zoning framework.**

#### **4.2.7 Growth Management Framework**

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (**Policy 3.2.8**). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

**The subject site is located on a Transit Priority Corridor and in close proximity to the Bank Street Mainstreet Corridor, and Downtown Core, which both offer a mix of uses, including access to services, amenities, employment, and transit. As such, the subject site is appropriate for intensification and increased building heights.**

**The proposed development supports the goal of achieving residential intensification within the built-up areas of the city by providing for mid-rise intensification of along a Minor Corridor. The proposed unit count includes a variety of typologies to accommodate various tenants, including 6% which consist of 3-bedrooms.**

#### **4.2.8 Housing**

The Official Plan states that adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

**Policy 4.2.1.1** states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

**Policy 4.2.1.2** states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

**The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential high-rise building that includes a diversity of unit sizes including numerous 2 & 3-bedroom units.**

#### **4.2.9 Urban Design**

In Section 4.6 (Urban Design), the Official Plan states that Urban Design is the process of giving form and context to a 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.

**Chamberlain Avenue is currently an underutilized vehicular thoroughfare providing access to the north end of the Glebe neighbourhood. The proposed development will enhance Chamberlain Avenue through a design that introduces a consistent street wall, robust landscaping plan, as well as improvements to the pedestrian environment which is scheduled to include a multi-use pathway in the medium-term. As stated throughout the report, this redevelopment of an underutilized property along the edge of the neighbourhood has the potential to establish Chamberlain Avenue as a gateway into the Glebe and the Downtown Core.**

**As the site is currently an underutilized surface parking lot, the proposed development will enhance the pedestrian environment along Chamberlain Avenue. The proposed development encloses the street edge with active, at-grade uses that feature large amounts of glazing and landscaping, including canopy trees.**

**The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the podium, the rooftop amenity space is adequately setback from the buildings exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and a communal amenity room within the building.**

**The proposed development has been designed to reinforce a strong pedestrian environment along Chamberlain Avenue, which is currently lacking. As a site within walking distance of Bank Street, on a Transit Priority Corridor, and recommended for a multi-use pathway, residents and visitors will be able to easily access the site.**

**The design of the building contemplates a built form that is compatible within the existing context and the planned function of the area. The 16-storey built form with three-storey podium, responds to the policies and regulations established for appropriate heights within the Evolving Neighbourhood designation and the planned function of the surrounding area, while also providing appropriate setbacks to ensure that the front, rear, and side yards interface appropriately with the existing community.**

**Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:**

**Policy 4.6.5.3** 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 majority of parking will be located in an underground parking garage with limited visitor parking provided at grade to the side of the building and screened from the public right-of-way. Mechanical equipment and utilities are designed to be incorporated inside the building.**

**Policy 4.6.6.1** 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:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
  - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed building incorporates a three-storey podium with a slender high-rise tower above. These design elements serve to transition the building and create an appropriate scale and transition to the low-rise residential properties to the south.**

**Along the rear portion of the building, the podium and tower footprint have been setback 7.5 m and 8.0 m respectively from the rear property line to ensure adequate transition to the adjacent residential properties and to preserve the line of existing mature trees that border the property.**

**The proposed tower narrows in width towards the rear of the property which further reduces impacts on abutting and nearby properties and assists with achieving appropriate transition. At three storeys, the podium is appropriately scaled for the context and character of the area while the rooftop amenity space is adequately setback from the buildings exterior walls.**

**The proposed compact tower footprint and angled built form of the tower reduces impacts on surrounding properties. The angle encourages views towards the distant skyline and away from the rear yards of the adjacent Rosebery Avenue properties.**

**Due to the general topography, tree cover, and built form of the immediate area, views from the south are screened and the proposed tower will appear as a background feature. In closer proximity and along the sidewalk on the north side of Rosebery Avenue, the views of the three-storey podium are completely obscured from the street, and most of the tower is blocked by the roofline of residences. Further, from the north the building will positively contribute to the city's skyline.**

**Policy 4.6.6.4** 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:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development complies with the required amenity area requirement in the Zoning By-law. Indoor and outdoor amenity areas are provided including private balconies and communal rooftop amenities.**

**The studies submitted with this application indicate that the slender tower design and low-rise podium ensure that shadow and wind impacts to the established residential properties and public park to the south and east are minimally impacted with only brief periods of the day where shadows are cast on individual property's amenity space.**

**The window placement and tower orientation also ensure that views from residential units are directed away from immediately adjacent private properties and toward more distanced vistas to the north and south.**

**Further, the three-storey podium functions as an effective noise buffer between the residential properties to the south and Highway 417 to the north. The noise study concluded that the location and size of the proposed podium would reduce decibel levels on the low-rise residential properties on Rosebery Avenue by approximately 10 decibels which is a significant reduction further improving conditions for those residents.**

**Policy 4.6.6.8** states that High-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in Figure 4, below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
  - i) Provide landscaping and adequate space for tree planting;
  - ii) Avoid a street canyon effect; and
  - iii) Minimize microclimate impacts on the public realm and private amenity areas.

**Policy 4.6.6.8** further states, 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 building provides a tower floor plate of 669 m<sup>2</sup> which is well below the suggested minimum footprint of 750 m<sup>2</sup> within the City's design guidelines. The podium, and underground parking dimensions have been specifically allocated to preserve the existing line of trees along the rear property line.**

**Policy 4.6.6.9** states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers.

**The proposed development has a low-rise podium and high-rise tower form that is compatible with the existing and planned context along Chamberlain Avenue and recognizes this street as an edge condition to the Glebe neighbourhood to the south. The tower portion of the building is setback**

The building has been designed as a high-rise point tower with a compact footprint, distinct base/middle/ top and ample setbacks to the rear and side property lines which adheres to several of the City's Urban Design Guidelines for High-rise buildings. The proposed three storey podium height acts to frame the street right-of-way.

Further, the tower is setback 8.0 m from the rear property line, 10.2 m from the eastern property line and 21 to 31 m from the western property line.

The angled orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline along Highway 417.

The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby properties while providing a compact tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views.

#### 4.2.10 Right-of-Way (ROW) Protection

The section of Chamberlain in which the subject site abuts has a right-of-way protection of 23 metres as identified in schedule C16 of the Official Plan.

**The ROW protection requirements has been respected in the proposed site plan and building location submitted.**

#### 4.2.11 Support the shift towards sustainable modes of transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

**Policy 4.1.4.2** states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- d) Other areas determined by Council.

**The subject site is located in a well-serviced and walkable neighbourhood within close proximity to the Bank Street Corridor and Downtown Employment area with a future multi-use pathway proposed along Chamberlain Avenue. Overall, the proposed development conforms with the policies of the Official Plan by providing for appropriate development that responds to the surrounding context and that is supported by and supports rapid transit.**

##### 4.2.11.1 Cultural Heritage Resources

The Official Plan states that the City will continue to preserve cultural heritage resources in a manner that respects their heritage value, ensures their future viability as functional components of Ottawa's urban and

rural environments, and allows them to continue their contribution to the character, civic pride, tourism potential, economic development, and historical appreciation of the community.

**There are two properties listed on the City of Ottawa’s Heritage Register abutting the subject property at 39 and 43 Rosebery Avenue. While these properties are not proposed to be altered as part of the proposed development, in recognition of the proximity to these two properties, a Cultural Heritage Impact Assessment was undertaken to understand the potential impact of the proposed development. The report, which has been submitted as part of this application, indicates that the proposed development will not detract from the noted heritage assets and that the proposed height, massing, and building design are appropriate for the area.**

### 4.3 Urban Design Guidelines for High-rise Buildings

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

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The Guidelines also recognize that the Official Plan “provides direction to evaluate the appropriateness of individual sites...and to inform many aspects of high-rise design”. As the subject site is not subject to a Secondary Plan, Policy 4.11(10) of the Official Plan requires that high-rise development will be assessed using the Guidelines, as appropriate.

The following sections provide analysis of the Guidelines and Fotenn’s professional opinion as they relate to the proposed development.

#### 4.3.1 Section 1 – Context

Section 1 of the Guidelines acknowledges that development must consider existing and planned context to provide an effective design response. The following guidelines within this section are applicable to the revised development proposal.

- / 1.1: Identify existing and future landmarks with the associated views and vistas. Existing and future landmarks with associated views and vistas are typically determined by the Official Plan (OP), a Secondary Plan and/or a CDP.
- / 1.2: The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.

**While the proposed development is not within the Central Area, it does not impact any identified protected views to protected landmarks or prominent locations.**



- / 1.4: In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.

**The proposed building will function as a background building setting a framework across Highway 417 looking south towards the established Glebe neighbourhood.**

- / 1.6: If the proposed high-rise building is determined to be a background building that will frame important views and vistas, the context analysis should indicate:
  - (a) the characteristics of the views and vistas;
  - (b) the characteristics of the background that frames the views and vistas, such as the scale, skyline, fenestration patterns, texture, materials, and color; and
  - (c) how the proposed high-rise building will respect and enhance the characteristics of the background.
- / 1.9: A background building should:
  - (a) respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
  - (b) respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same.

**The proposed development can be considered a background building and, as such, a view analysis was prepared as per the submitted Design Brief. As can be seen, views from Bank Street and Central Park were analysed to understand the view from these important locations within the Glebe neighbourhood. The design of the building, which includes fenestration and light-coloured materials on the tower, as well as a small floorplate, serves to ensure the building truly serves as a background by blending in with the views to the north.**

**Rosebery Avenue runs east-west with the prominent viewsheds following the orientation of the street either towards Bank Street or towards Central Park as one moves west along the Avenue. Views north tend to be far less prominent. Due to grade changes and vegetation, views of the proposed development from Central Park are obscured. From the sidewalk on the north side of Rosebery Avenue, the views of the three-storey podium are completely obscured from the street, and most of the tower is blocked by the roofline of residences.**

**It is the professional opinion of Fotenn that, as seen in the Design Brief, the views from Central Park and Bank Street will not be negatively impacted by the proposed development. The light material and use of fenestration, as well as the small floorplate that creates a narrow façade, serves to ensure the proposed development serves as a background building within the vista when looking from the south. Furthermore, given the planned context for the Central Area north of Highway 417, the 16-storey tower of the proposed development will further blend in as a background building upon development of the Catherine Street properties, which permit up to 25 storeys in height.**

- / 1.12: Include base buildings that relate directly to the height and typology of the existing or planned street wall context.

**As a three-storey podium, the building base has been designed to respect the three-storey maximum height permissions of the rear-yard neighbouring properties and will also form a street wall condition that positively frames the public realm along Chamberlain Avenue improving the pedestrian scale on this portion of the street.**

- / 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

**The rectangular lot is uniform in shape.**

- / 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

**The site abuts the Chamberlain Avenue right-of-way, but does not abut a second public realm as recommended in the guideline. It is our professional opinion that, given the size of the lot (2,233 m<sup>2</sup>), the length of the frontage (73 metres), and the design of the building, the proposed lot configuration is appropriate.**

- / 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back (b) 1,800m<sup>2</sup> for an interior lot or a through lot;

**At 2,233m<sup>2</sup>, the lot is a sufficient size to accommodate a high-rise building.**

- / 1.17: When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
  - (a) in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and
  - (b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

**The subject lands consist of a lot area of 2,233 m<sup>2</sup> and exceeds the minimum lot size guideline. Using appropriate design and a compact and sensitive tower portion of the building, shadowing and overlook are minimized, and sky views are preserved. Furthermore, considerable design effort has been made to preserve the mature trees abutting the rear property line which will further aid in achieving appropriate transition.**

- / 1.22: Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building.
- / 1.23: Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building.

**Guidelines 1.19 to 1.23 address both heritage on the subject site and on adjacent properties. As the subject site is not a heritage resource, Guidelines 1.19 – 1.21 do not apply. With respect to Guidelines 1.22 and 1.23, while the site abuts two properties listed on the City of Ottawa Heritage Register, it does not abut any designated Heritage Resources. As such, Guidelines 1.22 and 1.23 are not applicable.**

#### **4.3.2 Section 2 – Built Form**

Built form is discussed in Section 2 of the Guidelines and states that “built form is key to achieving many Official Plan design objectives, including enhancing the sense of community, defining quality public and private spaces, promoting sustainable design and ensuring compatibility”. The following guidelines within this section are applicable to the revised development proposal.

- / 2.1: Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
  - (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views; and

- (b) creates a new urban fabric, defines, and animates new public spaces, and establishes new views.

**The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edge.**

- / 2.2: Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
  - (a) protects and/or creates views and landmarks; and
  - (b) respects and/or enriches urban fabric and skylines

**The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline.**

- / 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives (Diagram 2-2). b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

**The proposed building has been designed with a distinctive base, middle, and top with stepbacks and a change in materiality from red brick to predominantly glazing emphasizing the different aspects of the building.**

- / 2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
  - (a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
  - (b) in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

**The proposal places the base of the building to form a continuous building edge along the street which will mitigate noise impacts from Highway 417 on the established community to the south; appropriately frame the public realm on Chamberlain Avenue; and provide a height that establishes transition from the maximum height permission of the properties to the north.**

- / 2.15: The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- / 2.16: Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
- / 2.17: The minimum height of the base should be 2 storeys.
- / 2.19: For sites where the adjacent context is lower-scale and not anticipated to change:
  - (a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and
  - (b) provide a transition in height on the base through setbacks and architectural articulation.

**At three storeys, the proposed podium height provides a height that is reflective of the maximum height permission of the properties to the south. Transitioning to the tower, the building narrows towards the south and is setback to a total of 8.0 metres to better transition to the rear-yard properties. The base of the proposed building is appropriately expressed given the width of the abutting ROWs and the nearby low-rise built-form. Furthermore, the height of the tower portion is**

**appropriate given the abutting ROW consists of both Chamberlain Avenue and Highway 417, which is 80 m in width.**

- / 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
  - (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context;
  - (b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and
  - (c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

**The three-storey podium and tower represent a beneficial contribution to the public realm along Chamberlain Avenue that improves the existing edge condition and buffers from the existing interface to Highway 417. The red brick materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to this street.**

- / 2.21: Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.

**The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade.**

- / 2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.

**The recently adopted bird-friendly guidelines will be utilized at the detailed design stage of this process.**

- / 2.23: The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages (refer to guideline 3.12).

**The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposal.**

- / 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: (a) the maximum tower floor plate for a high-rise residential building should be 750 m<sup>2</sup>;

**The proposed tower floorplate is 665 m<sup>2</sup> to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces.**

- / 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:
  - (a) the minimum separation between towers should be 23 m;
  - (b) a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building;
- / 2.26: In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20 m respectively may be considered provided the towers are

staggered and do not overlap by more than 15 to 20% of the length of the facing facades (Diagram 2-10).

**The proposed tower is setback 10 m from the east property line, 21.2 m from the west property line, and 8.0 m from the south property line. The interior side yard setback on the western façade increases to 31 m at the rear of the building and closest to the low-rise neighbours as the building floorplate narrows.**

- / 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views:
  - (a) a step back of 3 m or greater is encouraged.
  - (b) the minimum step back, including the balconies, should be 1.5 m; and
  - (c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown

**Along with the change in materiality, the tower portion of the building steps back from the base to allow the base to be the primary defining element for the site.**

- / 2.31: Orient and shape the tower to minimize shadows

**The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The property is located north of the low-rise residential community and public parking to the rear which ensures minimal shadow impacts on these areas. The slender tower design ensures any shadows move quickly across impacted areas.**

- / 2.33: For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context.

**The middle section creates an appropriate fenestration pattern which has been oriented to direct views away from Highway 417 to the north, and to the park and beyond to the south.**

- / 2.35: The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- / 2.36: Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.
- / 2.37: The top should make an appropriate contribution to the character of the city skyline:
  - (a) for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline; and
  - (b) for a landmark building, the top should enrich the city skyline by creating a new focal point.

**The top section narrows further and provides a unique focal point of the building with the termination of a vertical band of glazing that travels along the middle of the building and will also integrate machinery into the roof of the building. The mechanical area is enclosed and setback from the building edge to further mitigate visual impacts.**

### 4.3.3 Section 3 – Pedestrian Realm

The final section of the Guidelines addresses the pedestrian realm with a focus on pedestrian spaces to support high-rise intensification, as well as opportunities to design safe and attractive pedestrian spaces while also managing the challenges to managing microclimates created through development.

- / 3.1: Provide a minimum 6 m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:
  - (a) the pedestrian clearway must be within the ROW;
  - (b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and
  - (c) on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public/private transition.
- / 3.2: At locations with high foot traffic volumes, such as the Central Area and the emerging downtown districts, a wider curb to building face space may be desirable to accommodate pedestrians, street furniture, signs, displays, and vendor space:
  - (a) provide increased building setbacks at the street corner, where appropriate; and
  - (b) in areas where the streets are narrow and building setback is difficult to achieve, provide additional pedestrian spaces through pedestrian easements, and use arcaded, colonnaded and cantilevered building bases to augment the width of the pedestrian space at grade.

**The proposed base of the building is setback 3 m from the front property line with additional room in the ROW for setback from the curb and the vehicle travel lanes of Chamberlain Avenue. Appropriate hard and soft landscaping will be implemented within the front yard of the building to improve on the interface between the public and private realm.**

- / 3.10: Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- / 3.11: Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.
- / 3.12: Animate the streets, pathways, parks, open spaces, and POPS by:
  - (a) introducing commercial and retail uses at grade on streets with commercial character;
  - (b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;
  - (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;
  - (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
  - (e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people, and visitors; and
  - (f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.

**The main pedestrian entrances to both at-grade commercial and residential uses are linked with a seamless connection to the sidewalk and glazing is provided at the pedestrian level to better frame and animate the public realm.**

- / 3.14: Locate parking underground or at the rear of the building.
- / 3.15: Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.
- / 3.16: Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- / 3.18: Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

- / 3.19: Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.
- / 3.20: Design elements such as the screen, garage doors and serve openings as integral parts of the building and use high quality finishings
- / 3.21: Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

**Parking is located predominantly underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are screened from view and underground. Fencing and screening will be installed along the rear property line, which will ensure appropriate separation from the parking area together with the setback of the parking spaces. Where the parking area abuts the street, the right-of-way provides appropriate separation and space for landscaping.**

- / 3.23: Infill development should fit in and enhance the character of the street by:
  - (a) implementing the applicable City's streetscape design standards; and
  - (b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.

**This portion of Chamberlain Avenue is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium the improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.**

- / 3.26: Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
  - (a) how the building is placed and built form is designed to minimize the potential impacts; and
  - (b) how measures have been introduced to mitigate any potential wind impacts

**In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity space atop the podium the study concluded that conditions are mostly suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.**

- / 3.27: Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

**In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context.**

- / 3.28: Protect pedestrians from wind, rain, snow, and intense sun with features such as arcades, canopies, arbours, or other elements to moderate the microclimate and facilitate year-round use.
- / 3.29: Provide permanent pedestrian weather protection, such as overhangs or canopies, at the building entrances and along commercial and mixed-use street frontage.
- / 3.31: Integrate pedestrian-scale lighting, signage, street numbering, and other features where appropriate.

**A covered secondary front entrance area offers protection from inclement weather for residents and visitors. The details of the lighting plan as well as the potential for permanent pedestrian weather protection will be considered at the Site Plan Control stages of this development process.**

#### 4.4 City of Ottawa Zoning By-Law

The subject property was rezoned to General Mixed-Use, Exception 2735, Schedule 448 (GM4[2735] S448) by Council approval on July 21, 2021. The rezoning was appealed to the Ontario Land Tribunal and a settlement has since occurred.

As part of the mediation, a technical error was noticed on the height schedule to be applied to the property. On August 31, 2022, Council authorized this rezoning to correct the technical error.

The intent of the GM zone is to allow residential, commercial and institutional uses, or mixed use development in the General Urban Area (OP 2003). Of note, the site is now designated Neighbourhood, which is the equivalent designation of the new Official Plan adopted in 2022.

Further, the GM zone is meant to, limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas and impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

**The current zoning on the site was curated specifically to accommodate the proposed development, which only minor refinements to the design since the zoning approval. As such, the proposed development adheres to the specifics provisions and general intent of the zoning framework.**



Figure 24: Excerpt from the City of Ottawa's Zoning By-Law Map (prepared by Hobin Architecture).



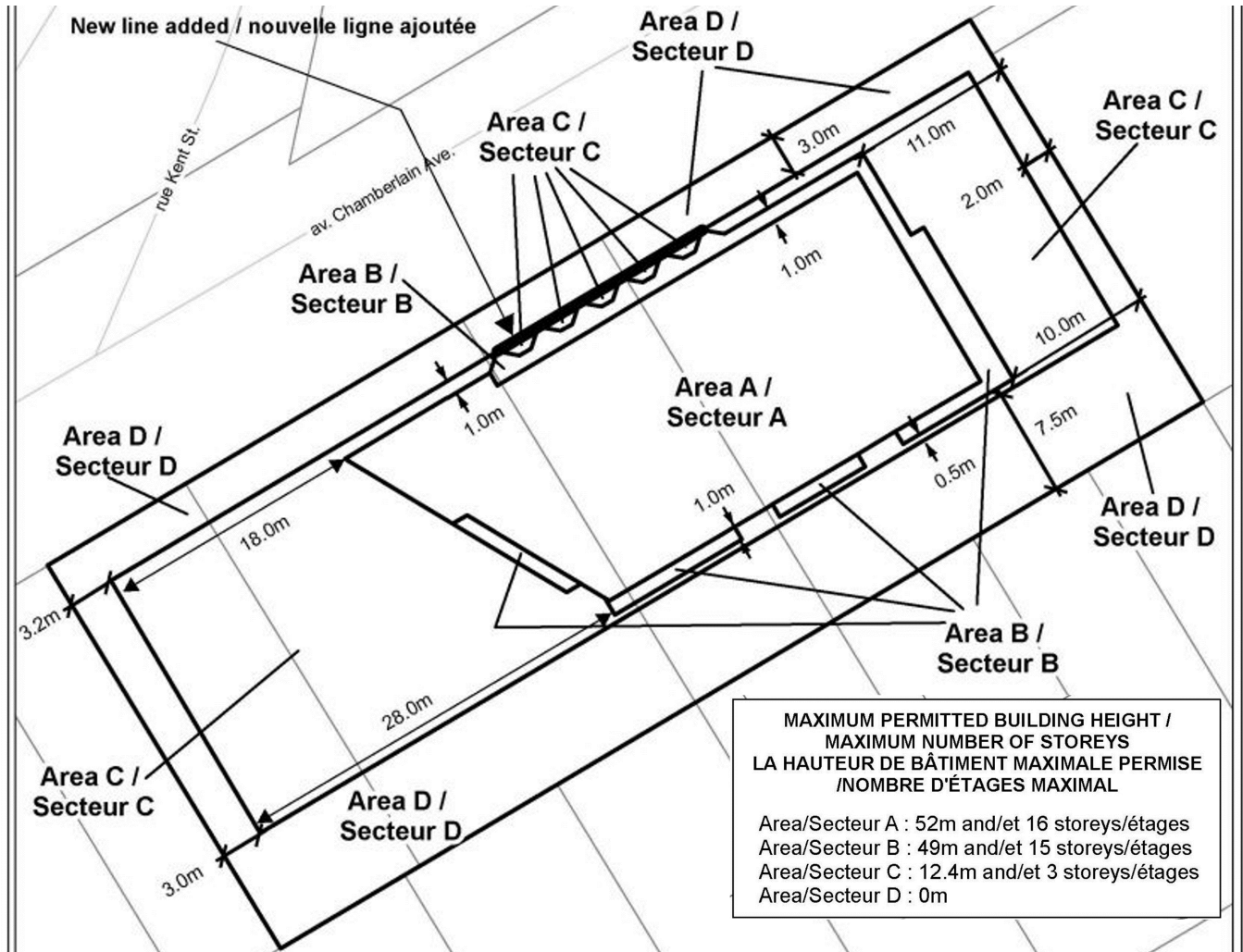


Figure 25 Approved Zoning Schedule: 448.

The approved zone requirements are indicated in the table below:

Provision	Required	Proposed	Compliance
<b>Minimum lot area</b>	No minimum	2,233 m <sup>2</sup>	✓
<b>Minimum lot width</b>	No minimum	73.15 m	✓
<b>Maximum height</b> (Schedule 448)	52 metres	51.1 m	✓
<b>Minimum front yard setback</b> (Schedule 448)	3 m	3 m	✓
<b>Minimum interior side yard setback</b> (Schedule 448)	East: 2 metres West: 3.2 metres	2 metres (east) 3.2 metres (west)	✓

<b>Minimum Rear Yard Setback</b> (Schedule 448)	7.5 m	7.5 metres	✓
<b>Minimum Amenity Area</b>	6 m <sup>2</sup> /unit with minimum of 50% communal Total = 6 * 160 = 960 m <sup>2</sup> Communal = 480 m <sup>2</sup>	Total = 1,020 m <sup>2</sup> Communal = 520 m <sup>2</sup>	✓ ✓
<b>Minimum Width of Landscaped Area</b>	Abutting a street: 3 m  Minimum width of landscaped area abutting a residential zone: 4.2 m  Other cases: No minimum	3 m  4.2 m  1.5 m (east)/0.5 m (west)	✓  ✓  ✓

#### 4.4.1 High-Rise Zoning Provisions

Proposed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed	Compliance
<b>Minimum Lot Area (Interior Lot)</b>	1,350 m <sup>2</sup>	2,233 m <sup>2</sup>	✓
<b>Definition of Tower</b>	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		
<b>Minimum Interior Side and Rear Yard Setbacks for a Tower</b>	<u>As per Schedule 448</u>	Interior Side Yard: East: 10 m West: 30.6 m  Rear Yard: 8 m	✓  ✓

#### 4.4.2 Parking Provisions

The subject site is within Area X on Schedule 1A of the Zoning By-law and subject to the parking provisions as outlined below.

Provision	Required	Provided	Compliance
<b>Min. Residential Vehicle Parking (Urban Zoning Exception 2735)</b>	0.37 * (160-12) = 55	Residential = 57 spaces Visitor = 15 Commercial = 6	✓
<b>Min. Visitor Parking</b>	0.1/dwelling unit not including first 12 units and not to exceed 30 spaces = 0.1 * (160-12) = 15 spaces		
<b>Min. Commercial Vehicle Parking</b>	Most restrictive parking requirement for commercial space – medical facility: 2/100 m <sup>2</sup> GFA = 6 spaces		

<b>Min. Residential Bicycle Parking (Urban Zoning Exception 2735)</b>	1 spaces/unit = 1 * 160 = 160 spaces	Total = 163	✓
<b>Min. Commercial Bicycle Parking</b>	Medical facility: 1/1000 m <sup>2</sup> GFA: 0 spaces		
<b>Aisle and Driveway Width (Urban Zoning Exception 2735)</b>	6.0 m minimum for a double traffic lane leading to a parking garage 6.0 m minimum for a double traffic lane leading to a parking lot 6.0 m aisle width (parking garage) 6.0 m aisle width (parking lot)	Driveway (garage): 6.7 m Driveway (lot): 6.15 m Aisle (garage): 6.0 m Aisle (lot): 6.15 m	✓ ✓ ✓ ✓
<b>Loading Space</b>	No loading space required for residential uses or for less than 1000 m <sup>2</sup> commercial space		
<b>Parking lot landscaping</b>	A minimum of 0% of total area (Schedule 448) For lots with 10 or fewer spaces: • buffer when abutting a street: 3 metres • buffer when not abutting a street: N/A	<15 %  3.0 m  0.5 m (west and south)	✓  ✓ ✓
<b>Parking Lot Screening</b>	An opaque screen with a minimum height of 2 m is required for a parking lot abutting a residential zone.	2 metre screen provided	✓

## 5.0 Supporting Studies

### 5.1 Site Servicing & Stormwater Management Design Brief

ARCADIS IBI Group completed the Site Servicing & Stormwater Management Design Brief on May 11, 2023.

The report concludes Municipal water, wastewater and stormwater systems required to accommodate the proposed development are available to service the proposed development. The report states that prior to construction, existing sewers are to be CCTV inspected to assess sewer condition.

This report has demonstrated sanitary and storm flows from and water supply to the subject site can be accommodated by the existing infrastructure. Also, the proposed servicing has been designed in accordance with MECP and City of Ottawa current level of service requirements.

The report notes that a Hydro Ottawa pole line runs along the frontage of the site. The report states that the current site plan respects the existing infrastructure and will maintain the required Hydro Ottawa setbacks; however, it is anticipated that review and approval from Hydro Ottawa will be requested by the proponent.

The use of lot level controls, conveyance controls and end of pipe controls outlined in the report will result in effective treatment of surface stormwater runoff from the site. Adherence to the sediment and erosion control plan during construction will minimize harmful impacts on surface water.

Based on the information provided in the submitted report, the development can be serviced to meet City of Ottawa requirements.

### 5.1 Geotechnical Assessment and Report

A Geotechnical Assessment and Report was completed by Paterson Group on January 12, 2023. From a geotechnical perspective, the subject site is considered suitable for the proposed development. Based on the subsurface conditions encountered in the test holes and the anticipated building loads, foundation support for the proposed high-rise structure is recommended to consist of a raft foundation bearing on the undisturbed, compact sandy silt to silty sand or the undisturbed glacial till deposit.

End-bearing, deep foundations are also considered for the proposed building as a sufficient foundation system. Further, it is expected that the portion of the podium beyond the footprint of the high-rise will be founded on conventional shallow footings or a raft foundation bearing on the undisturbed compact sandy silt to silty sand deposit or the undisturbed glacial till deposit. Due to the presence of the silty clay deposit, a permissible grade raise restriction will be required for the proposed grading.

### 5.2 Environmental Site Assessment

An updated Phase II ESA was completed by Paterson Group on February 13, 2023 for the property at 30 - 48 Chamberlain Avenue in the City of Ottawa. The purpose of the Phase II ESA was to address the areas of environmental concern (APECs) that were identified on the Property during the Phase I ESA.

As noted in the report, the Property will be redeveloped for residential land use and as such, the subject property will require a Record of Site Condition (RSC). This will require that impacted soil that does not comply with Table 3 Residential Standards, be remediated.

The report found that fill material on the Phase II Property contained metals and PAH concentrations in excess of the Table 1 Standards, which are used to classify the soil for off-site disposal.

The report recommends that the impacted fill material/soil be removed from the subject site during the redevelopment process. The excavation of the soil from the property should be monitored and confirmed by Paterson. Soil/fill in excess of Table 1, will need to be removed and disposed of at an approved waste disposal facility. Based on the data, it is expected that the majority of the fill beneath the parking lot on along the western and southern portions of the site will require off-site disposal as contaminated soil.

Testing of the fill and underlying native soil will be required in conjunction with the excavation program to segregate clean soil from impacted soil and for final confirmatory purposes.

### 5.3 Shadow Study

A shadow study has been submitted in support of the proposed development. As a site on the north side of the street with Highway 417 to the north, the study confirms that shadow impacts are minimal. Most shadowing occurs over Highway 417 with minimal impact on properties further east on Rosebery Avenue during the late afternoon. The point-tower design allows shadows to move quickly, which is appropriate within an urban context. Shadows from the development fall onto Bank Street during the afternoon hours, but the shadowing from the proposed development does not provide any further impact from shadowing caused by the existing developments along the Bank Street corridor.

### 5.4 Cultural Heritage Design Brief

A Cultural Heritage Design Brief was prepared by Commonwealth Historic Resource Management in October 2020. The report is used to understand if the proposed development poses any impacts on the rear adjacent properties at 39 and 43 Rosebery Avenue, which are listed on the City of Ottawa's Heritage Register. While these properties are not designated heritage resources, as noted in the report, it was the opinion of the Heritage Consultant that the properties present moderate design and history cultural heritage indicators.

Additionally, Central Park to the south was identified as having a high cultural heritage context. A visual analysis was undertaken to understand the impact – if any – of the proposed development on the two properties and Central Park. With respect to Central Park, the analysis concluded that the impact is minimal with the point-tower mostly obscured by vegetation in the summer and part of the landscape in the winter. With respect to the Rosebery Avenue properties, the analysis concluded that, from the sidewalk, the point-tower will appear as a background feature as it is mostly blocked by the roofline of the existing dwellings.

### 5.5 Tree Conservation Report

A Tree Conservation Report was completed by IFS Associates on August 28, 2020. As there are trees along the property line of the site, a Tree Conservation Report (TCR) was undertaken to determine their current health and size. As detailed in the TCR, there are no trees on the site, but there a total of 13 trees along the east and south property lines. Of these 13 trees, only two are identified as being in 'good' or 'very good' health and six have been identified as an introduced invasive species, however, the proposed development intends to retain these trees. Using the information from the TCR has enabled the design of the development to consider the critical root zone for the trees and to adjust the development limits accordingly.

### 5.6 Transportation Impact Assessment

CGH completed at updated Transportation Impact Assessment in May 2023. The Transportation Impact Assessment (TIA) was prepared to understand the impact and required mitigation for traffic on the surrounding neighbourhood. For the proposed development, a total of 35 morning and 42 afternoon new peak hour two-

way vehicle trips are projected. These new vehicle trips do not require any changes to the existing road network or intersections. A total of 21 morning and 23 afternoon new peak hour two-way transit trips are projected for the proposed development with increased ridership anticipated to be generally accommodated within the current transit network.

The TIA recommends that, from a transportation perspective, the proposed development application proceed.

## 5.7 Noise Assessment

A Roadway Traffic Noise Feasibility Assessment was completed by Gradient Wind on October 22, 2020. The report notes that Chamberlain Avenue is designated as an arterial road and as the site is within close proximity of a highway, roadway traffic noise was evaluated for the proposed development to ensure that noise impacts can be mitigated. As noted in the report, rooftop amenity space on the podium will experience noises that slightly exceed the daytime standards and will require mitigation, which can be achieved through noise barriers.

A noise assessment was also undertaken to understand the impact of the proposed development on properties to the rear. This assessment concluded that the noise level in the adjacent residential rear yards will be decreased by approximately 10 decibels for the property at 43 Rosebery Avenue, resulting in a noise level typical of a dishwasher or typical human speech, compared to the noise level of city traffic.

## 5.8 Wind Study

A Pedestrian Level Wind Study was completed by Gradient Wind on October 22, 2020. The report was required in order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity space atop the podium the study concluded that conditions are mostly suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.

## 6.0 Conclusion

It is our professional planning opinion that the proposed Site Plan Control Application to permit a mixed use development with a three-storey podium and 16-storey point tower represents good planning and is in the public interest. As outlined in the previous sections:

- / The development proposal is consistent with the intent of the Provincial Policy Statement (2020) with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- / The proposed development conforms to the Official Plan policies regarding intensification and managing growth. The subject site permits intensification pursuant to the policies for the Neighbourhood land use designation within the Inner Urban Transect, as well as the Evolving Neighbourhood policy.
- / The proposal complies with the City's urban design objectives and compatibility criteria established in the Official Plan. The delicate high-rise built form and materials respect the character of the existing community and will contribute positively to the area while promoting an important opportunity for intensification along a Transit Priority Corridor and in close proximity to established services and amenities.
- / The proposed development responds to the Urban Design Guidelines for High-Rise Buildings through proposing a development that through appropriate tower floorplate, window placement, and podium scale, provides a well-designed, appropriately scaled, and context sensitive design.
- / Through a design that both complements the adjacent low-rise neighbourhood and recognizes the site as an edge to the Glebe neighbourhood, the proposed development achieves good urban design and compatibility.
- / The proposed development fully adheres to the intent, as well as the site specific provisions of the GM4[2735] S448 Zone.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Tim Beed, MCIP RPP  
Senior Planner