

96 NEPEAN

PLANNING RATIONALE

Prepared for:



Prepared by:



NOVEMBER 24, 2011

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PLANNING RATIONALE

Prepared for:
Claridge Homes

Prepared by:
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NOVEMBER 24, 2011

1 - INTRODUCTION

This Planning Rationale has been prepared in support of a Zoning By-law Amendment and Site Plan Control Application for lands located at 96 Nepean Street ('subject site'), in the City of Ottawa.

The purpose of this report is to assess the appropriateness of the proposed development and the requested Zoning By-law Amendment in the context of the surrounding community and the policy and regulatory framework applicable to the subject site.

2 - APPLICATION AND PROJECT SUMMARY

The requested Zoning By-law Amendment would revise the provisions of the **R5B [482] F(3.0)** zone (Residential Fifth Density Subzone B, Exception 482, Maximum Floor Space Index of 3.0), as follows:

- Replace the maximum permitted FSI of 3.0 with a maximum permitted height of 83 m;
- Decrease the minimum required front yard setback from 3 m to 1 m;
- Decrease the minimum interior side yard setback to from 1.5 m to 0 m for the first 21 m and from 6 m to 5.75 m for the remainder;
- Decrease the rear yard setback from 7.5 m to 7.0 m.

The revised zone provisions reflect the proposed building and site plan prepared by Dan Hanganu, project architect.

Claridge is proposing a 27-storey, 201 unit residential condominium building, including two street-oriented units at grade and 161 below-grade parking space (6 levels). The project includes at-grade and rooftop amenity spaces.

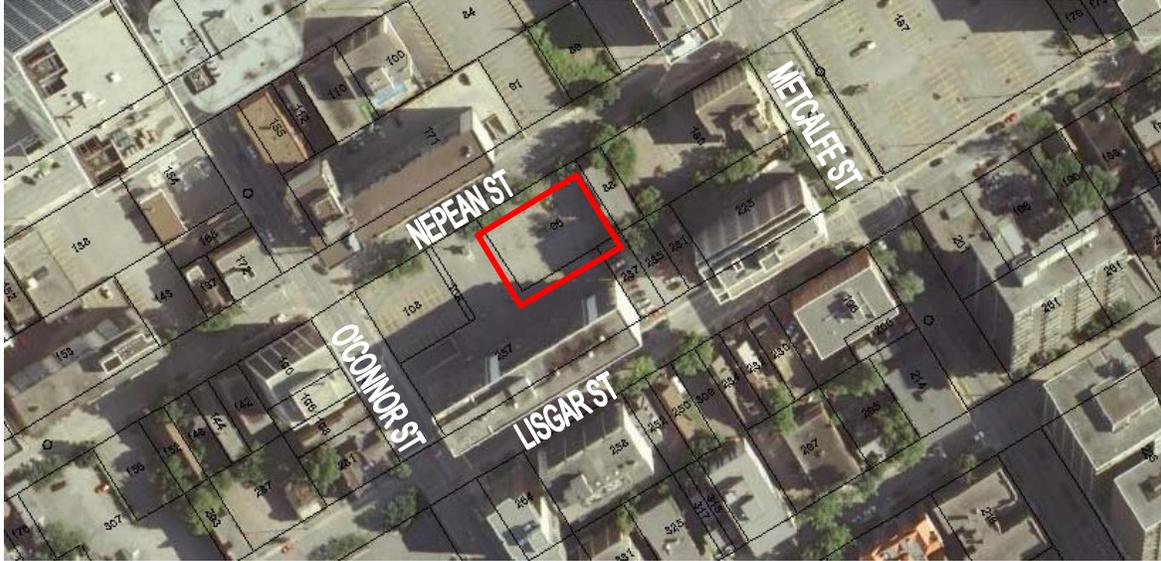


3 - SITE OVERVIEW

The subject site is located at 96 Nepean Street, between Metcalfe Street and O'Connor Street. The property has a frontage of approximately 40 m along Nepean Street, with a total site area of approximately 1220 m².

The subject site is currently used as a surface parking area. Six medium-sized street trees line the Nepean Street frontage.

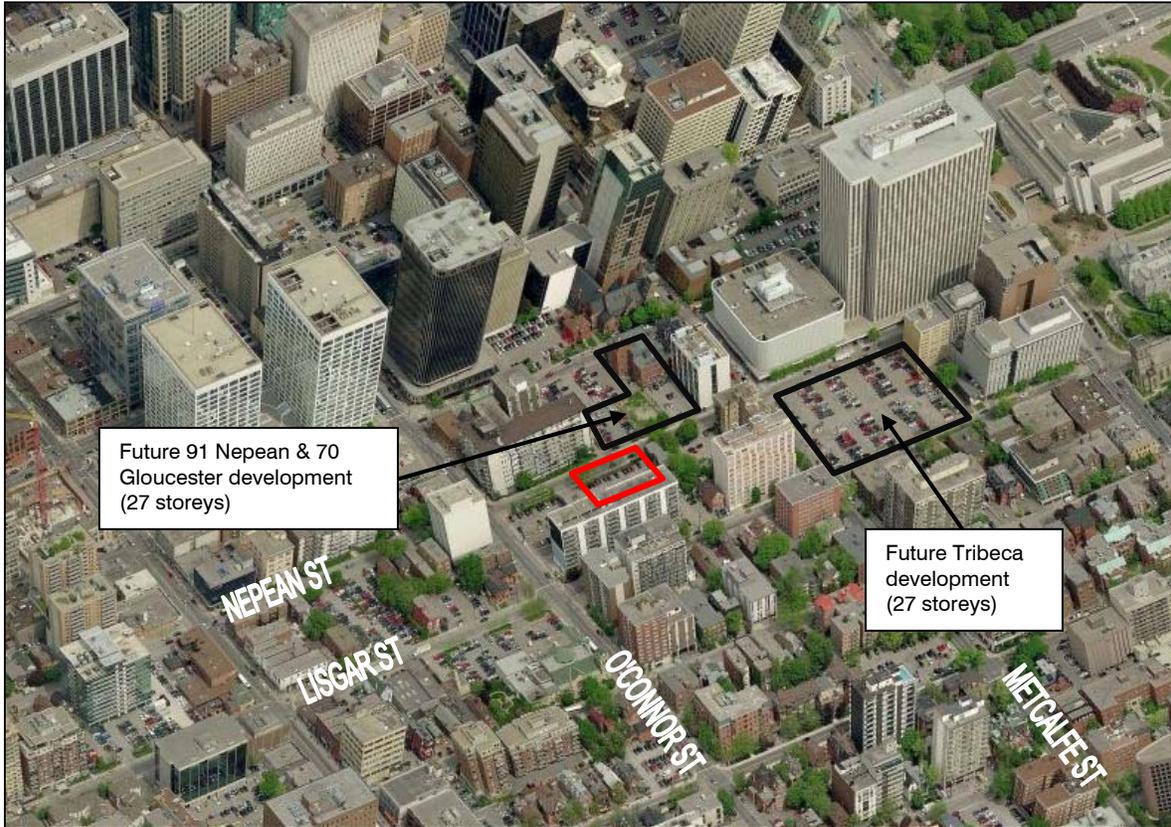
Site Air Photo



4 - SITE CONTEXT AND SURROUNDING USES

The subject site is located in Centretown, just south of the City’s Central Business District. Centretown is a predominantly residential area, with defined commercial corridors along arterial roads. The site benefits from proximity to several community amenities and employment nodes as well as convenient access to multiple rapid transit stations along the Slater Street and Albert Street rapid transit corridor. The predominant built form in the surrounding area consists of medium to high-profile office and residential development. However, the area is very eclectic and also includes several parking lots and older lower-profile buildings. The site’s strategic location makes it a prime redevelopment candidate. The following section describes uses adjacent to the subject property.

Site Location South of Central Business District



North

Directly north of the subject site, across Nepean Street, is an L-shaped 9-storey apartment building wrapping along O’Connor Street. Just east of this building are vacant lots which are to be redeveloped with two (2) 27-storey towers and low-rise townhouses (91 Nepean & 70 Gloucester) – Zoning By-law Amendments for this development were approved in spring 2011. At the northwest corner of Nepean Street and Metcalfe Street is a 7-storey office building (Red Cross National Office) with commercial uses at grade. This block also include various uses fronting on Gloucester Street, in the form of 2 to 3-storey apartments and mixed-use buildings, a 6-storey office building, and a surface parking lot.



The area further along Nepean Street, east of Metcalfe Street is occupied by a parking structure and the 27-storey Place Bell office complex.

Gloucester Street is generally considered the boundary between Centretown and the Central Business District. Across Gloucester Street are St. George's Anglican Church, a 2 ½ storey residential building, a commercial parking lot, and four medium to high profile office buildings ranging from 8 to 20 plus storeys. High profile office buildings characterize the remainder of the Central Business District.



North

South

Lands directly south of the subject site are occupied by a 10-storey residential building, fronting on the north side of Lisgar Street. Just east of this building is a surface parking lot, followed by a single-detached house partially converted to office houses, and a 12-storey short-term apartment rental building at the northwest corner of Metcalfe Street and Lisgar Street.

The block further to the south, across Lisgar Street, is occupied by a range of building forms including three 11-storey apartment buildings, an 8-storey apartment building, three 3 ½-storey apartment building converted, seven 2 ½ to 3-storey detached house largely converted to apartments, and a 5-storey office building,



South

East

The property directly to the east of the subject site is occupied by a 3-storey apartment building (88 Nepean Street). This building is on the City’s Heritage Reference List and is classified as Group 2- Heritage Interest. Its front portion has several main windows looking onto the subject site. Further to the east is a surface parking lot associated with the 6-storey office building located at the southwest corner of Nepean Street and Metcalfe Street. Across Metcalfe Street is the future Tribeca development, which is currently under construction and will include two (2) 27-storey towers with commercial uses at grade and 7-storey townhouses fronting on Lisgar Street.



East

West

Lands to the west of the subject site to O’Connor Street are occupied by a surface parking lot. Across O’Connor Street is an 11-storey office building, a 4-storey apartment, and two (2) 2-storey houses at least partially converted to offices or retail uses.



West

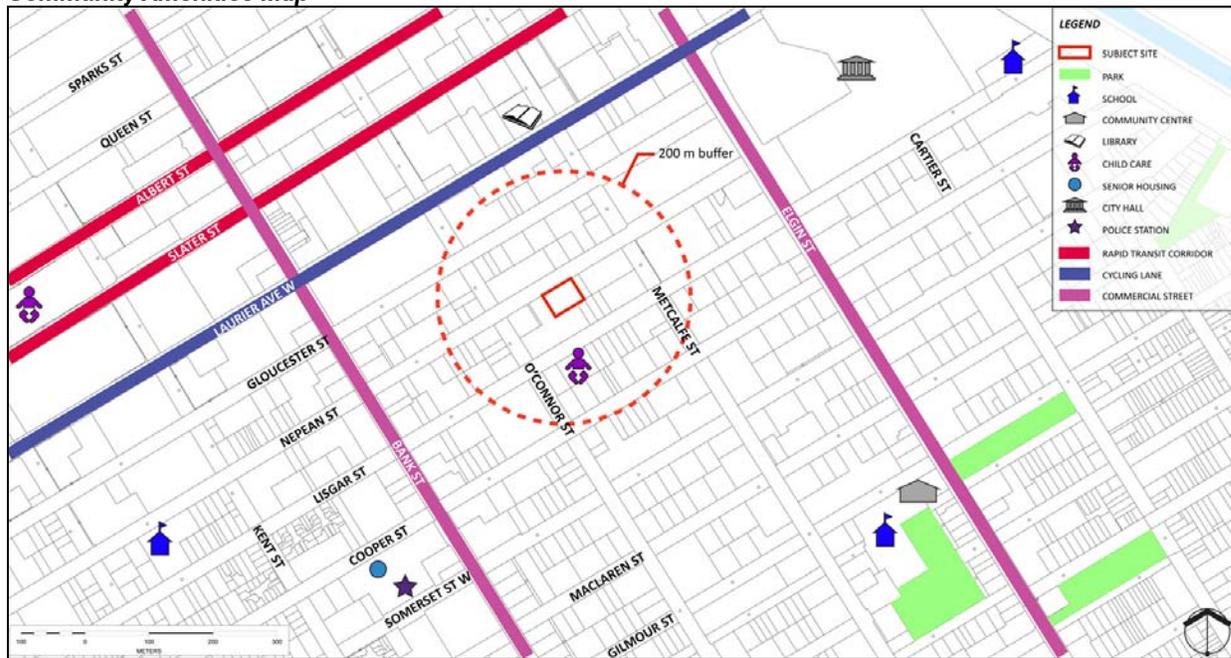
As described in the inventory above, the surrounding area is characterized by a mix of residential and office uses, some incorporating at-grade restaurants and commercial uses. The built form is eclectic and generally consists of medium to high-profile buildings, with some remaining converted low-profile, detached buildings. The highest buildings (20+ storeys) are generally located to the north, including the future 91 Nepean & 70 Gloucester development to the north and the Place Bell complex to the northeast, in addition to the future Tribeca development to the east. The built form further to the south is lower in scale but includes high and medium-profile buildings (6 to 12 storeys) as well as lower profile buildings which have largely been converted to apartments.

5 - COMMUNITY AMENITIES

The site is located in proximity to a broad range of community amenities and services. The City’s Central Business District serves as a major employment hub, including numerous federal government and private sector tenant-occupied office buildings. In addition to being in close proximity to employment, the site is also located close to the following amenities:

- The City’s rapid transit corridor (within 400 m) along both Albert and Slater Street;
- City Hall;
- Central Public Library;
- Commercial corridors along Elgin Street and Bank Street;
- Rideau Centre Regional Shopping Centre;
- Canadian Museum of Nature;
- Jack Purcell Park and Minto Park;
- Public open spaces associated within City Hall, the Rideau Canal, the University of Ottawa campus and Parliament Hill;
- Elgin Street Public School;
- Lisgar Collegiate Institute; and
- National Arts Centre.

Community Amenities Map

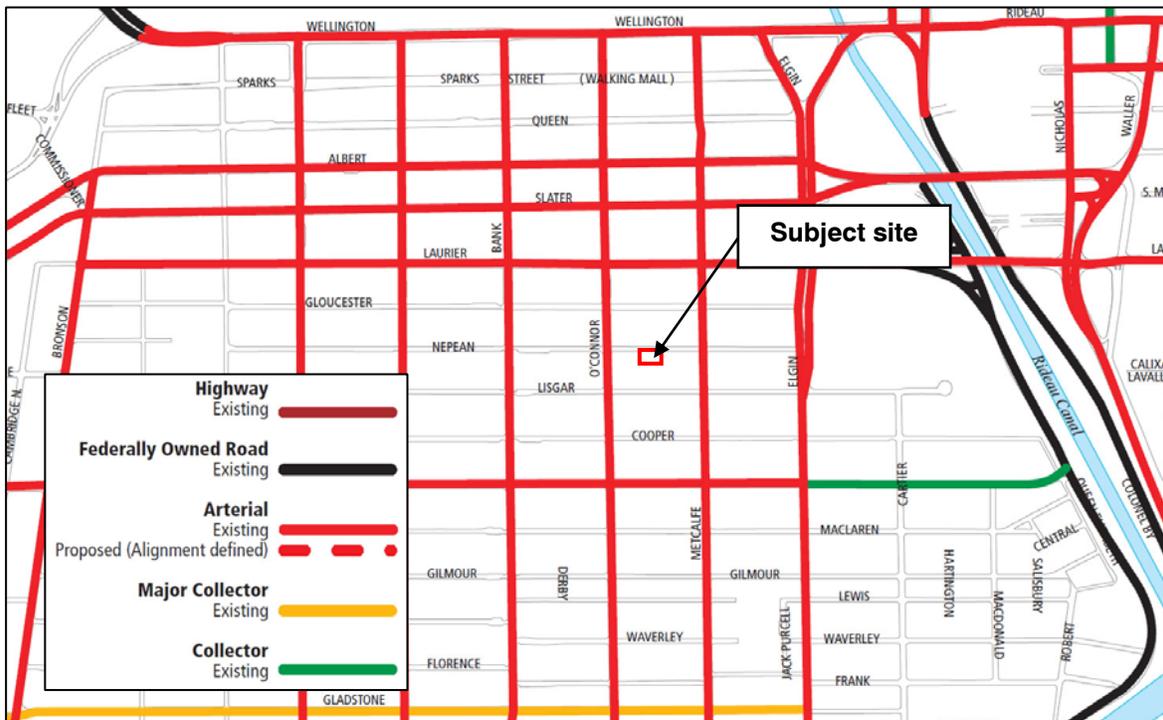


6 - TRANSIT & ROAD NETWORK

The site is located within 400 m walking distance to the City’s rapid transit corridor along Albert and Slater Streets. This also generally corresponds to the future location of the Downtown Ottawa Transit Tunnel, which will feature light-rail transit.

The site is located on a segment of Nepean Street bound by Metcalfe Street to the east and O’Connor Street to the west. Both Metcalfe and O’Connor Street are identified as ‘Existing Arterial’ roadways in the Official Plan *Schedule F: Central Area/Inner City Road Network*. Arterial roads are the second highest order of roads within the City, designed to carry high volumes of traffic over long distances while accommodating all modes of transportation. Metcalfe and O’Connor Street are integrated into the City’s larger transportation network and have connections and access to the City’s larger transportation corridors.

City of Ottawa Official Plan Schedule F – Central Area / Inner City Road Network



7 - PROPOSED DEVELOPMENT

Claridge Homes is proposing to construct a 27-storey (82.95 m) residential tower fronting on Nepean Street. The proposed development will contain a total of 201 dwelling units: 199 units will be located within the tower, while two (2) townhouse units will be provided at grade along Nepean Street. Access to the tower will be provided via a lobby fronting on Nepean Street, while the townhouse units will be accessed directly from Nepean Street.

In addition to the lobby and two (2) townhouses, the 96 Nepean Street development will also feature a fitness centre and a common lounge. The 6th and 27th floors will feature large private and common rooftop gardens, and a common garden located at the rear of the building will be visible from Nepean Street through a transparent glazed wall at the west end of the frontage.

Six (6) levels of underground parking are proposed, accommodating 123 spaces for the residential units and 38 visitor parking spaces. A single access will be provided from Nepean Street along the east end of the building frontage. The parking access will also be open through to the rear of the building, providing views of the common garden. The renderings, along with site plan, floor plans and elevations, are available at a larger size in Appendix A.

Rendering of Proposed Development



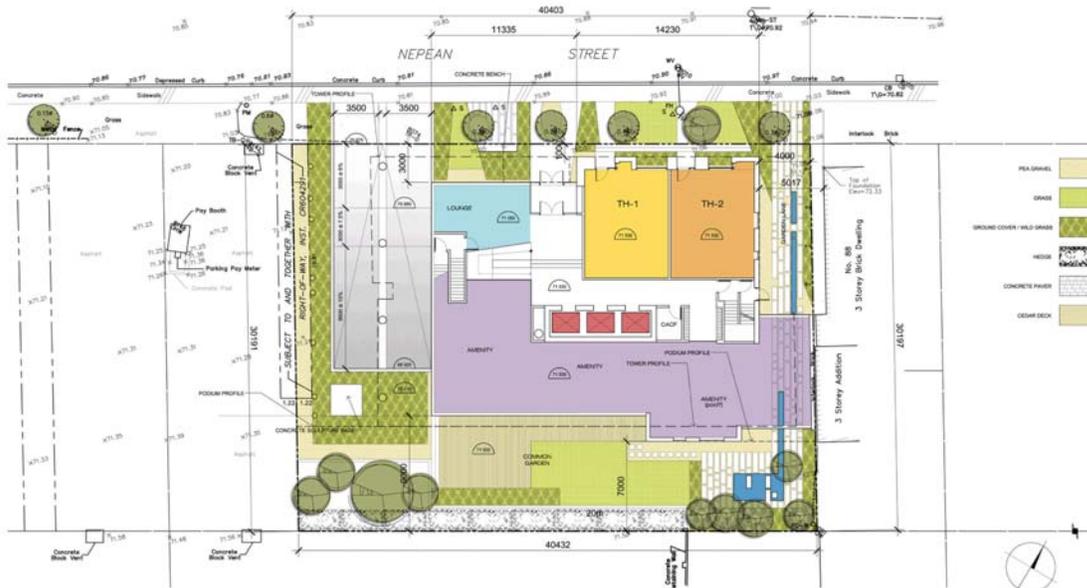
Rendering of Proposed Development



M1 96 NEPEAN, OTTAWA
CLARIDGE HOMES

MASSING STUDY
DAN HANGANU, ARCHITECTS
OCTOBER, 2011

Site Plan of Proposed Development



1 96 NEPEAN, OTTAWA
CLARIDGE HOMES

GROUND FLOOR - PRELIMINARY SITE PLAN
UNITS (Townhomes): 2
GFA: 117.1 m²

DAN HANGANU, ARCHITECTS
OCTOBER, 2011



8 - POLICY FRAMEWORK

This section provides an overview of key land use policies that affect the property and demonstrates how the proposal conforms to the land use objectives applicable to this site.

Provincial Policy Statement (2005)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act* and in effect since March 1st, 2005, provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “must be consistent with” the policy statements issued under the *Planning Act*.

A fundamental principle of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

Intensification is defined in the PPS as:

The development of a property, site or area at a higher density than current exists through:

- a) *redevelopment, including the reuse of brownfield sites;*
- b) *the development of vacant and/or underutilized lots within previously developed areas;*
- c) *infill development; and*
- d) *the expansion or conversion of existing buildings. (Section 6.0)*

In addition to meeting the fundamental principle in the PPS of concentrating growth within the urban area, the proposed development meets the following Provincial Policy interests:

- Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs [Policy 1.1.1.b];
- Promoting cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.1.e];
- Efficiently using the infrastructure and public service facilities which are planned or available [Policy 1.1.3.2a];
- Identifying and promoting opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and areas [Policy 1.1.3.3];
- Promoting land use patterns, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus [Policy 1.6.5.4];

- Promoting long-term economic prosperity by optimizing the long-term availability and use of land, resources, infrastructure and public services facilities and maintaining the vitality and viability of downtowns and mainstreets [Policy 1.7.1a through 1.7.1b];
- Supporting energy efficiency and improved air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improving the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1b through 1.8.1c].

The proposed development conforms to the policies of the PPS. It capitalizes on an infill opportunity with significant development potential, due in part to its location in close proximity to the Central Business District. The proposal also increases the range of housing types on a site located in close proximity to a variety of employment, services and amenities including transit.

City of Ottawa Official Plan (2003, as amended by OPA 76)

Given that several policies adopted through Official Plan Amendment #76 have recently been deemed to be in full force and effect by the Ontario Municipal Board, the following discussion incorporates a review of all Official Plan policies in full force and effect as of November, 2011.

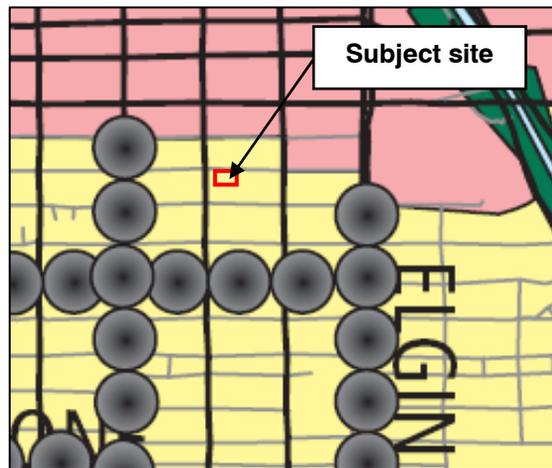
The subject site is designated **General Urban Area** on Schedule B of the Official Plan.

Section 2 – Strategic Directions

The City of Ottawa Official Plan is composed of eight Sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Plan provides Strategic Directions for growth and development within the City. The Plan anticipates that much of the demand for new housing after 2006 will be for smaller units such as apartments and that one-third of housing growth within the Greenbelt will be this type of housing.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four key areas, two of which are applicable and relevant to this proposal:

Official Plan Schedule B – Urban Policy Plan



Managing Growth

- The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Creating Liveable Communities

- The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- Familiar landscapes and heritage buildings will be maintained
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.

The City supports intensification and infill development on lands designated General Urban Area, as per Section 2.2.2 preamble and policies below:

“Within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land.... Within lands designated **General Urban Area**, opportunities for intensification exist and will be supported.... Because such a large proportion of the city is designated General Urban Area, the scale of intensification will vary, depending upon factors such as the existing built context and proximity to major roads and transit.”

Section 2.2.2.13 states that the City supports intensification throughout the Urban area, including areas designated General Urban Area. The City will promote opportunities for intensification in the following cases, provided that all other policies in the Plan are met:

- a) **Lands within 600 metres of future or existing rapid-transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores;**
- b) Lands that are no longer viable for the purpose for which they were intended, such as older industrial areas, exhausted quarries, or abandoned transportation corridors that are not planned for open space or designated as Recreational Pathways, but does not include lands designated as Employment Area or Enterprise Area where the proposal for intensification or infill would introduce uses not otherwise permitted by this Plan; (School sites are generally not included in this category and will be treated on a site-specific basis);

- c) Lands where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner, such as on under-utilized shopping centre sites;
- d) Lands currently or formerly used as parking lots or other extensive storage purposes;**
- e) Lands where records indicate existing contamination due to previous commercial or industrial use, but which can be made suitable for development if cleaned up.”

Section 3 – Designations and Land Use

Section 3 of the Plan provides more detailed direction for the use of land within specific areas of the city and establishes policies for the land use designations identified on *Schedule A: Rural Policy Plan* and *Schedule B: Urban Policy Plan*. The site is designated **General Urban Area** on Schedule B. Section 3.6.1 specifies that this designation permits a full range of housing, employment, retail, service, cultural, leisure, entertainment and institutional uses. All types and densities of housing are permitted, including high profile apartment buildings.

In order to ensure that such intensification proposal fits well within the existing urban fabric, the City will (Section 3.6.1, Policy 3):

- a. Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b. Apply the policies of Section 2.5.1 and Section 4.11;
- c. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d. Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

The proposal conforms to the policy direction of the General Urban Area designation. The redevelopment of this site will contribute to the range of housing options available in the downtown area, in close proximity to rapid transit, employment, amenities and services. Given the site’s location just south of the high-profile Central Business District, the scale of the proposed development is compatible with the surrounding built form and allows for the maximization of an infill opportunity.

Section 2.5.1 – Urban Design and Compatibility

The Official Plan establishes guidelines to achieve compatible form and function when introducing new development into existing areas. The Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function, and acknowledges that allowing some flexibility and variation that complements the character of existing communities is central to successful intensification.



Compatible development means development that, although not necessarily the same as existing buildings in the vicinity nonetheless enhances the community and coexists with existing development without causing undue adverse impact on surrounding properties. The policies specify the following:

“It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. Generally speaking, the more a new development can incorporate the common characteristics of its setting, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development”.

In keeping with the design objectives and principles set out in Section 2.5.1, the proposed development will achieve the following:

- Recognize and reflect on the history of the city or community by reflecting elements of the adjacent heritage building;
- Promote quality consistent with a major metropolis, in particular through innovative and stylish architectural and design features;
- Improve the streetscape along Nepean Street by contributing to a more continuous street frontage;
- Meet the needs of pedestrian, by addressing the relationship between the building, the sidewalk and the street, particularly through the provision of townhouses along Nepean Street;
- Complement and enliven the surrounding area through the addition interesting building form and materials and the introduction of new residents;
- Create a safer public environment with more “eyes” on the street, contributing to the safe use of the street at all hours of the day and at night;
- Complement the massing patterns, rhythm, character, and context by continuing the height of the adjacent heritage building in the townhouse component of the project;
- Achieve a more compact urban form over time;
- Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle; and
- Consider use of innovative green spaces such as green roofs, and measures that will reduce the urban heat island effect.

Design Priority Areas

Section 2.5.1 states that Downtown Precincts as defined by the Downtown Ottawa Urban Design Strategy (DOUDS) are recognized as one of the Design Priority Areas. The objectives of this Plan are to direct growth to these locations, to protect and enhance the character and sustainability of these places as mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements. The DOUDS is examined in further detail in a following section.

The proposal conforms to the design objectives and principles set out in Section 2.5.1.

Section 4.11 – Urban Design and Compatibility

Section 4.11 (1) states that in assessing new development proposals, a key test the City will apply is whether the design takes advantage of opportunities for improving the character and quality of an area and the way it functions. The larger context of the proposal is to be addressed, and intensification development will be massed to fit harmoniously for the area in which the proposed development is located. An assessment of the impacts and compatible nature of the proposed development focusing on the form, scale and impact through examination of patterns of streets, blocks, lanes, parks and public building places, prevailing building types, setbacks of buildings from the street, height, massing scale, and dwelling type of nearby abutting or adjacent properties. Policy 2 states that when evaluating compatibility of development applications, the City will, among other items, have regard for policies of the site's land use designation, all applicable Community Design Plans, Secondary Plans, or site-specific policies, Council-approved design guidelines, as well as the Design Objectives and Principles in Section 2.5.1 and the policies of Sections 4.1 to 4.10. This document addresses the relevant parts of these documents in various sections.

Section 4.11, (3) provides several evaluative criteria to assess the appropriateness of new development at the scale of individual properties. Assessment of compatibility of new development involves not only consideration of built form, but also operational characteristics such as traffic, access, and parking. The proposed development satisfies the criteria as follows:

Traffic:

- The site is located adjacent to the Central Business District and other community services and amenities and is therefore expected to reduce reliance on private vehicles and in particular the generation of single occupancy vehicle traffic.
- The site is located on a segment of Nepean Street bound by Existing Arterials to the east and west.
- The property is located within 600 m of multiple rapid transit stations located along Albert and Slater Street.
- Given these conditions, it is anticipated that existing roads will adequately serve the development.

Vehicular Access:

- Vehicular access to the underground parking structure is proposed through a single Nepean Street parking access.

Parking Requirements:

- Sufficient vehicular and bicycle parking will be provided for residents and visitors, in full compliance with the Zoning By-law.

Outdoor Amenity Areas:

- Given the adjacent uses and the existing pattern of development mainly without outdoor amenity areas, and given that the proposed development includes outdoor amenity areas both at grade and in rooftop amenity spaces, no significant impacts related to loss of privacy of outdoor amenity areas are anticipated.



Loading Areas, Service Areas and Outdoor Storage:

- No impacts related to the above are anticipated as a result of this development.

Lighting:

- Any lighting on the site will be designed to the City's standards and as such no significant impacts are anticipated as a result of this development.

Noise and Air Quality:

- No significant impacts related to the above are anticipated as a result of this development.

Sunlight:

- The development will cast shadow primarily onto uses to the north, across Nepean Street. In the afternoon, shadows will be cast onto properties to the east; however, the impact from the additional height and reduced setbacks being requested is not considered significant (see Sun-Shadow Study, Appendix B).
- Overall, the impact of the proposed development is not considered significant, particularly given the downtown location of the site.

Microclimate

- No significant microclimate impacts are anticipated as a result of this development. A Wind Study will be prepared and evaluated if required in conjunction with the Site Plan approval process.

Supporting Neighbourhood Services:

- The site is located downtown in close proximity to a major employment node, several neighbourhood amenities, and commercial areas. It is particularly well served by transit along Albert and Slater Street.

Section 4.11, (4) requests development proponents to indicate how the proposed development addresses the intent of the Design Objectives and Principles, with each principle evaluated and weighted according to the specific circumstances under consideration. These have been addressed in an earlier section.

Section 4.11 (5) states that buildings, structures, and landscaping be used to clearly in order to define public spaces, such as streets and parks. In this case, as for areas identified as density target areas in S.2.2.2 of the Official Plan, the development is in the form of a continuous building frontage that frames the street edge and supports a more pedestrian-friendly environment.

Building Profile

Section 4.11 (8) defines a High-rise building as 10 storeys or more, and (10) states that that high rise buildings may be considered within areas characterized by high-rise buildings that have direct access to an arterial road; that are within 600 m of a rapid transit station; where a community design plan or secondary plan or other Council-approved document identifies the site as a suitable location; within an area identified for high-rise in the Zoning By-law. The site is designated 'High Profile Residential Area' in the Secondary Plan, discussed below. As such, the proposed development supports the

planned function of the area. In particular, the site is ideally located for a residential intensification proposal due to its proximity to the Central Business District, within an area already characterized by medium and high rise buildings.

Building Profile and Compatibility

Section 4.11 (8-14) address integrating taller buildings into their surrounding context and ensuring that an effective transition in built form is provided. In this context, the pattern of the surrounding community is highly eclectic. Its form predominantly consists of medium to high profile office and residential developments.

Despite being in close proximity to the Central Business District, a substantial proportion of the block's land area currently consists of surface parking lots which are not of a character or quality consistent with a major capital. The proposed development, in particular its architectural style and character, would help revitalize the urban fabric while developing an underused lot. The site is located within a city block that would benefit from redevelopment, and the planned high-profile function for the area as prescribed in the Secondary Plan. Vacant or under-used sites such as this one provide opportunities for future higher-profile development, in keeping with the planned function of the district.

The development form in the area is also complemented by limited low profile development in places, including a heritage building adjacent to the subject property. The massing of this building incorporates ground-oriented housing (townhouses) at grade which support a transition in built form by reflecting the character, repeating the rhythm, and supporting the integrity of the adjacent lower profile building. The public realm is ameliorated through this careful attention to building character at grade. In addition, by introducing ground-oriented housing, incorporating views to a green garden and retaining street trees, the pedestrian environment is rendered more interesting and enjoyable.

The building massing is broken down vertically through the use of these design features and distinct materials along the streetscape, with the upper massing of the building further reduced with substantial glazing. An asymmetrical building façade is also proposed, which has the visual effect of reducing the building mass. The building will also reinforce the skyline, with careful finishing and a green roof at the building's apex. While the building setbacks have been modified from the regulatory requirements, the reduced setbacks at grade and the separation provided for upper floors are appropriate and acceptable for the development context. Further specific details of how the proposal addresses specific impacts will be provided in the Urban Design Brief, to be considered by the City's Urban Design Review Panel.

The proposal responds well to the urban design and compatibility criteria established in Section 4.11.

FoTenn has reviewed and had regard for the Design Objectives detailed in Annex 3 – Design Framework and puts forward that the proposal has addressed these, as are detailed in the previous sections discussing Sections 2.5.1 and 4.11.



Centretown Secondary Plan

Goals and Objectives

The proposed development supports the main goals of the Centretown Secondary Plan which are to maintain and enhance the residential character of Centretown while allowing for a moderate increase in population; and to accommodate persons of all age groups, income levels, cultural backgrounds, lifestyles and household sizes wishing to live in Centretown with good quality, affordable housing.

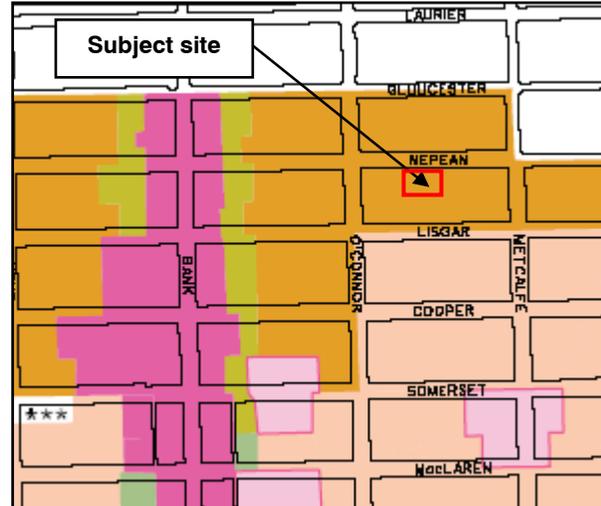
The proposed development also supports several of the Secondary Plan's objectives. The language of the Plan includes the following:

- To provide housing which meets the needs of handicapped persons, senior citizens, single parent families and other groups with special needs.
- To encourage innovative building and site development which will contribute to the physical environment of the community and enhance the desirability of Centretown as a place to live.

Designation

The subject property is designed **High Profile Residential Area** on *Schedule H: Land Use Plan* in the Centretown Secondary Plan.

As per Section 3.4.2, the High Profile Residential Area designation is intended to accommodate a variety of dwelling types, particularly dwellings geared towards one person, small family and non-family households. Buildings and uses accessory to or compatible with these residential types will be considered. The High Profile Residential Area designation generally extends south to Lisgar Street and north to Gloucester Street. The designations on Schedule H create a north to south downward progression in height with the tallest buildings intended to be sited in close proximity to the Central Business District. The proposed development therefore conforms to the planned function for the area. Building heights are then intended to decrease in a linear progression as one moves toward the center of the established residential neighbourhoods.



With this framework in mind, it also becomes clear that several of the properties adjacent and in close proximity to the subject site do not reflect the planned function for this area as a high-profile area. This should be kept in mind when assessing the proposed development within the context of the existing surrounding development.

Site Development Policies

Section 3.4.6 of the Centretown Secondary Plan provides site development policies for vacant lots to ensure that all development enhances the physical environment of

Centretown and is compatible with adjacent existing uses. The Plan acknowledges that there are vacant sites in Centretown available for development and it is likely that any new development and redevelopment will occur on scattered sites throughout the area.

Development shall only be permitted where municipal and public utilities and services are available and where the development will not adversely affect the level of service available to existing development. The scale, form, proportion and spatial arrangement of new development and redevelopment shall cause minimal visual intrusion on existing development and, wherever possible, shall contribute to the overall physical environment of Centretown, while recognizing the need for amenity areas in and around residential buildings. Moreover, the Secondary Plan recognizes the need to maintain a compact form of residential development in Centretown. However, new development shall not unreasonably obstruct natural light, view and air circulation from the main window of existing habitable rooms.

The proposed development conforms to the policies in the following way:

- It will contribute to the overall physical environment of Centretown by introducing innovative and stylish architectural features;
- All parking is located underground;
- It promotes a compact form of residential development.
- It does not unreasonably obstruct natural light, view and air circulation from the main window of existing habitable rooms. The offset positioning of density on the site responds appropriately to the existing building to the south, presumes and reinforces the continued presence of the heritage building to the east, and anticipates the potential of additional development to the west.

The proposal conforms to the policy direction of the Centretown Secondary Plan. It is in line with the planned function of the area, which is intended for high-profile residential development. It promotes compact urban form in close proximity to the Central Business District, a major employment node. Finally, its stylish architectural character will contribute to the environment of Centretown.

The scale, form, proportion and spatial arrangement of the redevelopment will cause minimal visual intrusion on existing development and will contribute to the overall physical environment of Centretown. The area is already characterized by medium and high-profile buildings and integrates well into the environment and context. The tall building, replacing an existing surface parking lot, makes a positive contribution to Nepean Street and the larger area.

The project is well serviced by municipal infrastructure and local amenities in the surrounding area, including employment, cultural and shopping destinations and recreational opportunities.



Downtown Ottawa Urban Design Strategy

The Downtown Ottawa Urban Design Strategy (DOUDS) is to be used as a tool to help develop, guide, and implement development projects within downtown Ottawa. The site is located within the Centretown East Neighbourhood Precinct, which is identified as providing the most complex pattern of uses, densities and built form of all the precincts. Key strategic directions of the Precinct include focusing taller infill north of Cooper Street. The subject site is specifically identified as a '**Potential Development Site and Intensification Area**'.



As the site is located within a Design Priority Area, an **Urban Design Brief** will be submitted in support of the proposed development and will provide a more detailed analysis of the DOUDS.

The proposal conforms to the general intent and objectives of the DOUDS. An Urban Design Brief will be prepared and submitted in support of the application.

Centretown Community Design Plan

In 2010, the Community Planning and Urban Design Division of the Planning and Growth Management Department initiated the Centretown Community Design Plan (CDP) study. This CDP is being undertaken in response to recent development proposals and a need to review and update the Centretown Secondary Plan in keeping with City of Ottawa Official Plan intensification policies as well as its compatibility and urban design objectives. The CDP will provide a broad and integrated twenty-year vision and guidance for the future of the area. A Draft CDP was released on May 27, 2011, and the final document is targeted for completion and approval in December 2011.

The current Official Plan policies, the Council approved-policies of OPA 76 and the existing policies of the Centretown Secondary Plan already provide direction for development applications designated both General Urban Area (Official Plan) and High Profile Residential Area (Secondary Plan). The Terms of Reference for the Centretown CDP study responds to the same policy framework used to review the proposed development.

The subject property is in the Draft CDP's Northern Character Area. Section 3.1.1 sets out a general direction for the Northern Character Area in terms of land use and buildings, including the following:

- Mixed-use commercial, retail, residential is appropriate.
- Considering the availability of underutilized sites and the context of the area, this area is appropriate for higher density.
- To avoid overshadowing and unpleasant pedestrian conditions, taller building must be built with podiums, stepbacks, minimum lot sizes and maximum tower floorplate sizes. Blank walls are not permitted.
- Existing quality heritage buildings of Group 1 and Group 2 must be protected. Depending on the site context and the characteristic of the existing heritage building, these buildings could also be integrated into new proposals.

The Draft CDP recommends a new Land Use Plan for Centretown. The subject site would be designated 'Apartment Neighbourhood', with a maximum permitted height of 27 storeys, not to exceed 83 metres.

The Draft CDP also puts a strong emphasis on built form. In the context of tall buildings (10 storeys or higher), the CDP establishes design guidelines which focus on the development of point towers built on podiums. These include:

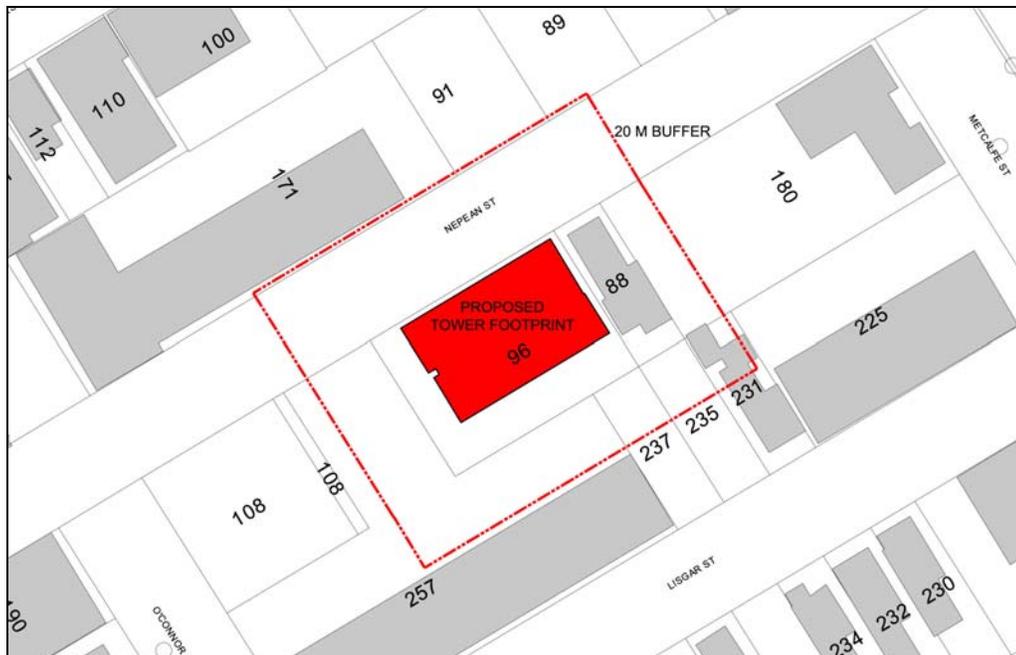
- Tall buildings must have a podium which preferably accommodates townhomes. If townhomes are not selected as the base type, the podium height shall not exceed 6 storeys.
- The maximum permitted floor plate for towers is approximately 750 m² (8,073 ft²).
- Towers must be set back a minimum of 10 metres from side and rear property lines.
- Minimum face to face separation distance between towers should be approximately 20 metres. A small reduction in separation distance can be considered when a) Towers on a same site are offset; or, b) An existing tower or tall slab building is located less than 10m away from its property line. In this situation a minimum 10m setback from the adjacent properties shall apply.
- Towers must be setback 20 metres from adjacent low-profile areas.



Revisions to the Draft CDP are expected to be put forward based on the comments received from various stakeholders including members of the public and the development community. As such, many of the draft policies are still subject to change. However, based on the draft policies, it is our professional opinion that the proposed development has strong regard for the policy direction set forth in the Draft CDP and is in keeping with the general direction set out for the Apartment Neighbourhood designations and the guidelines for tall buildings.

In this instance, the separation between existing and potential development is as follows:

- To the north, a separation of 1 m between the proposed tower and an approximate 18.2 m right of way across Nepean Street would create a minimum of approximately 19 m separation between the proposed development and the approved towers across Nepean Street.
- To the east, while there is a 0 m setback between the 3rd and 6th floors, there is a 1.5 m proposed setback for the tower, and the 10 m lot width of the adjacent heritage building at grade creates a condition for a minimum separation of 11.5 m between the tower and future development on adjacent lots;
- To the south, approximately 8.2 m of separation will exist between the proposed tower and the rear lot line, and there is presently approximately 13.4 m of separation between the existing building to the south and its rear lot line, resulting in a total separation of 21.6 m; and
- To the west, the offset of the proposed tower creates a separation of 6.1 m to the interior lot line, with the ultimate minimum separation to be determined by future development proposals.



The proposed development complies with the current policy framework but is also in keeping with the general direction set out for the site in the Draft CDP.

9 - URBAN DESIGN GUIDELINES

The following section provides an overview of how the proposed development responds to applicable urban design guidelines adopted by the City of Ottawa. The Urban Design Brief, which will be provided and is required as a supporting document due to the site's location within a Design Priority Area, will also provide further analysis of these guidelines.

Transit-Oriented Development Guidelines

The intent of these guidelines is to provide an urban design standard for assessing, promoting and achieving appropriate Transit-Oriented Development (TOD) within the City of Ottawa. TOD is defined as a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The guidelines are to be applied for all development within a 600 m walking distance of a rapid transit stop or station. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines:

- The development provides transit-supportive land uses (apartments) within 600 m walking distance of a rapid transit station or stop (Guideline 1);
- Buildings are being located close to each other and along the front of the street to encourage ease of walking between buildings and transit (Guideline 7);
- High density is being located as close as possible to transit (Guideline 8);
- Architectural variety has been provided on the lower storeys of the building to provide visual interest to pedestrians and highlight the building entrance (Guideline 14);
- Clear windows and doors are being used in order to provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- Underground parking is being provided (Guideline 39); and
- Shade trees will be incorporated along the street and permeable surfaces have been used where possible, including a rooftop garden, to help reduce urban heat and create a more comfortable microclimate (Guideline 52);

The proposal generally meets the design direction provided in the Transit-Oriented Development Guidelines.

Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing deal with seven elements of design: context, built form, pedestrian and public realm, open space, amenities, environmental considerations, site circulation and parking and services and utilities. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.



The proposal meets the majority of the applicable guidelines; among others, the proposed development does the following:

- Reinforces a pattern of development blocks, street edges and site circulation that defines a public realm of street and open spaces and reflects or integrates the surrounding street pattern (Guideline 1b);
- Uses proportions, rhythm, and height of the building base and tower to define relationships to other buildings (Guideline 1b);
- Provides direct links to public transit, sidewalks and streets (Guideline 1b).
- Creates transitions that integrate the new urban fabric with areas of established fabric (Guideline 1b);
- Creates a sense of transition between high-rise building and existing adjacent lower-profile areas through location and orientation of the building base and tower (Guideline 5);
- Responds in a sensitive manner to historic built form and land use patterns of the existing neighbourhood (Guideline 6);
- Proposes a form and massing which responds to the planned function of the area and the site's characteristics and context (Guideline 12);
- Uses a design for the lower portion of the building that supports human-scaled streetscapes and quality pedestrian environments (Guideline 13);
- Uses clear windows and doors, including windows through to the rear of the site, along Nepean Street to make the pedestrian level façade transparent and accessible (Guideline 14);
- Provides a pedestrian entrance at grade along Nepean Street which is directly accessible, clear, and prominent with a direct link to the sidewalk. Along Nepean Street, the two townhouses have direct access from the street, creating additional connections between the building and the public realm (Guideline 17);
- Provides an architecturally detailed façade with no blank or featureless sides (Guideline 18);
- Breaks up the overall bulk of the building into smaller segments through architectural detailing including changes of material and colour, contributing to a more slender building (Guideline 19);
- Designs the top of the roof and the top of the podium to include opportunity for communal outdoor amenity space (Guideline 24);
- Provides views from the apartments to the streets and open space allowing visual surveillance and neighbourliness (Guideline 31);
- Provides sufficient amenity spaces for residents (Guideline 40);
- Locates parking and service areas underground (Guideline 56);
- Locates and designs garage entry so as not to detract from the streetscape (Guideline 58).
- Locates utilities and services within the building and away from public view and public areas (Guideline 62).

The proposal generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing.

10 - REGULATORY FRAMEWORK

City of Ottawa Comprehensive Zoning By-law 2008-250

The property is zoned **R5B [482] F(3.0) – Residential Fifth Density Subzone B, Exception 482, Maximum Floor Space Index of 3.0**. The purpose of the Residential Fifth Density Zone is to allow a wide mix of residential building forms including mid-high rise apartment dwellings.

‘Apartment dwelling, mid-high rise’ is a permitted use in the R5B zone. A mid-high rise dwelling is defined in the Zoning By-law as “a residential use building of more than four storeys in height containing four or more principal dwelling units, other than a Multiple Attached Dwelling or Stacked Dwelling”.

Exception 482 permits a number of additional non-residential land uses, none of which are being proposed for this site.

The following table assesses the performance of the proposed development against the applicable provisions of the zone: ✓ X

Provision	Requirement	Proposed Development	Compliance
Lot width (min)	22.5 m	40.4 m	✓
Lot area (min)	675 m ²	1220 m ²	✓
Height (max)	None	83 m	✓
Floor space index (max)	3.0	11.6	X
Front yard (min)	3 m	1 m	X
Interior side yard (min)	1.5 m for the part of the building located within 21 m from the front lot line	0 m	X
	6 m for the remainder of the building	5.75 m	X
Rear yard (min)	25% of lot depth, but need not exceed 7.5 m	7.0 m	X
Landscaped area (min)	30% (366 m ²)	44.2% (539 m ²)	✓
Parking (min) – within 600 m of rapid transit station	0.5 per unit, minus 10% (up to 20 spaces) since all parking located underground = 91 (101 – 10)	123	✓
Parking (max) – within 600 m of rapid transit station	1.75 per unit = 352	123	✓
Visitor parking	First 12 units: none	38	✓



(min)	Next 300 units: 0.2 per unit Balance of units: None = 38		
Bicycle parking (min)	0.5 per unit = 101	101	✓
Amenity area (min)	Total amenity area: 6m ² per unit = 1206 m ² Communal amenity area: a minimum of 50% of the required total amenity area = 603 m ² Layout of community amenity area: aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	2547 m ² 862 m ²	✓ ✓

11 - PLANNING APPLICATIONS

Zoning By-law Amendment

The proposed development complies with most of the zoning provisions for the property and supports the overall intent of the zone. However, a Zoning By-law Amendment is required to allow an adjustment of the following provisions:

- Replace the maximum permitted FSI of 3.0 by a maximum permitted height of 83 m;
- Decrease the minimum required front yard setback along Nepean Street from 3 m to 1 m;
- Decrease the minimum interior side yard setback to from 1.5 m to 0 m for first 21 m and from 6 m to 5.75 m for the remainder;
- Decrease the rear yard setback from 7.5 m to 7.0 m.

Discussion

The Zoning By-law Amendment would remove the Floor Space Index (FSI) on the subject properties and establish a maximum building height of 83 m. Given the availability of services, and the municipal interest in assessing the appropriateness of additional building height rather than building volume, it is our opinion that a maximum building height is a more appropriate and effective mechanism for control. The proposed building height conforms to the policy guidance provided in the Official Plan and Centretown Secondary Plan, and is appropriate given the site's located directly adjacent to the Central Business District.

The requested amendments to the building setback provisions are minor in nature, will contribute to creating a strong street edge, and will not have adverse impacts on adjacent properties. Regarding the front yard setback, while much of the front of the podium satisfies the 3 m setback, the townhouses protrude 2 m further to give greater prominence to this element of the façade. Similarly, regarding the interior side yard setback, there is relief provided at grade on both the west side, where the parking ramp is open through to the rear garden, and for most of the east side, where again there is a pedestrian side lane and a glazed portion of the podium that provide transparency through to the rear garden.

Other Planning Approvals

A Site Plan Control application for the proposed development will be submitted in the near future. Moreover, as the site is located within a Design Priority Area, it is also subject to approval by the City's Urban Design Review Panel. A pre-consultation Design Review meeting was held on October 6, 2011, which will be followed by the formal Design Review meeting.



12 - CONCLUSIONS

The proposed residential development would intensify an underutilized site in Centretown in close proximity to transit, many amenities, and the Central Business District, resulting in the efficient use of both land and existing and planned infrastructure. The proposed development will complement the primarily residential character of Centretown while providing a transition in built form to the high-rise downtown core to the north.

The proposed development conforms to the intent and objectives of the City of Ottawa Official Plan, Zoning By-law, and supporting documents including the Centretown Secondary Plan and the City's Urban Design Guidelines. It also has regard to the general direction established in the Draft Centretown CDP. Given the surrounding land uses, the adverse impact of the proposed building is not considered significant.

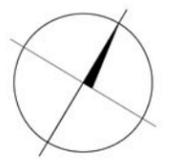
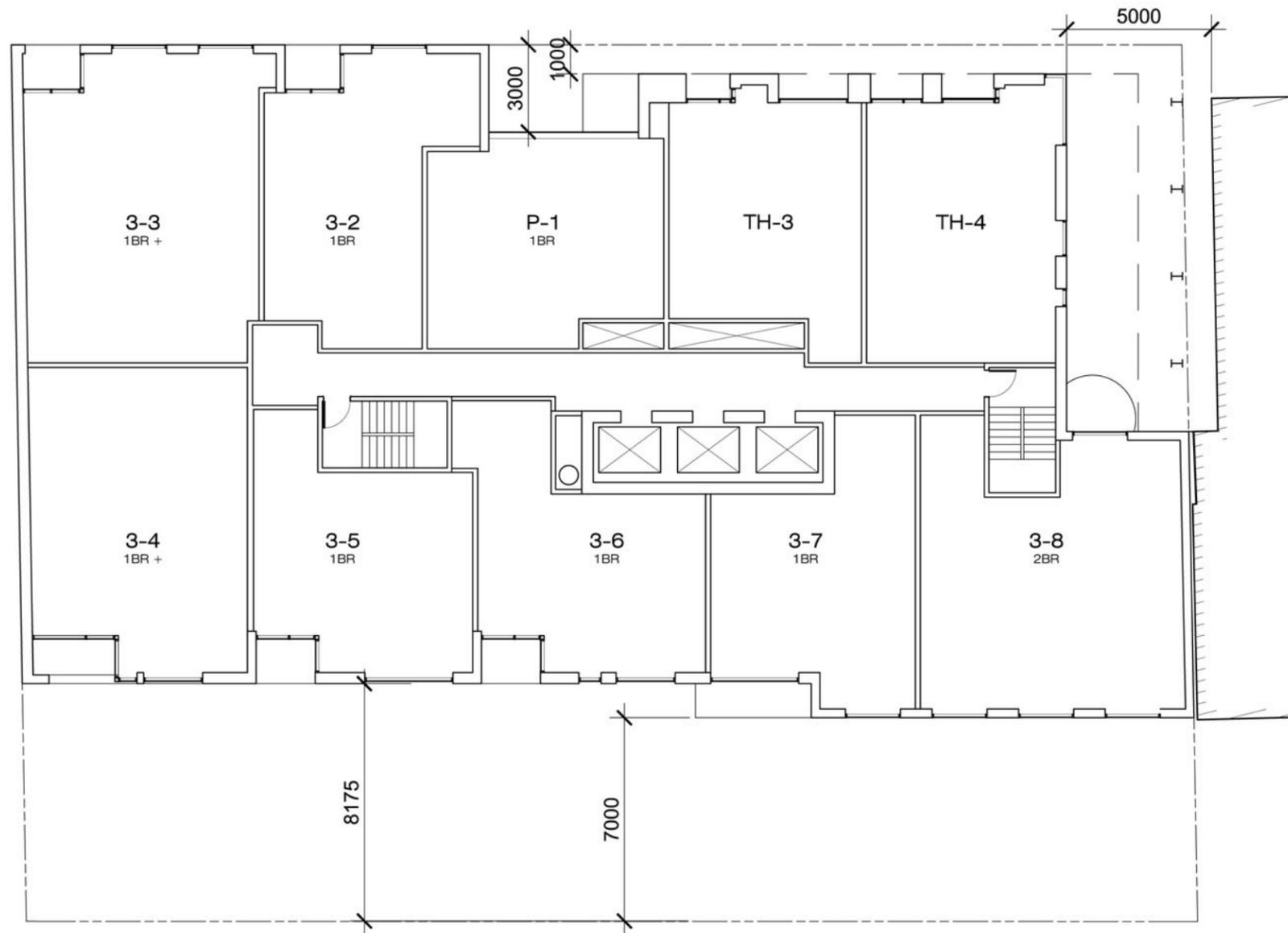
As a result, it is our professional planning opinion that the proposed Zoning By-law Amendment constitutes good planning, and is reasonable and appropriate.

APPENDIX A – SITE PLAN, RENDERINGS & ELEVATIONS



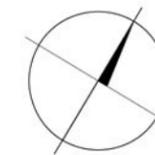
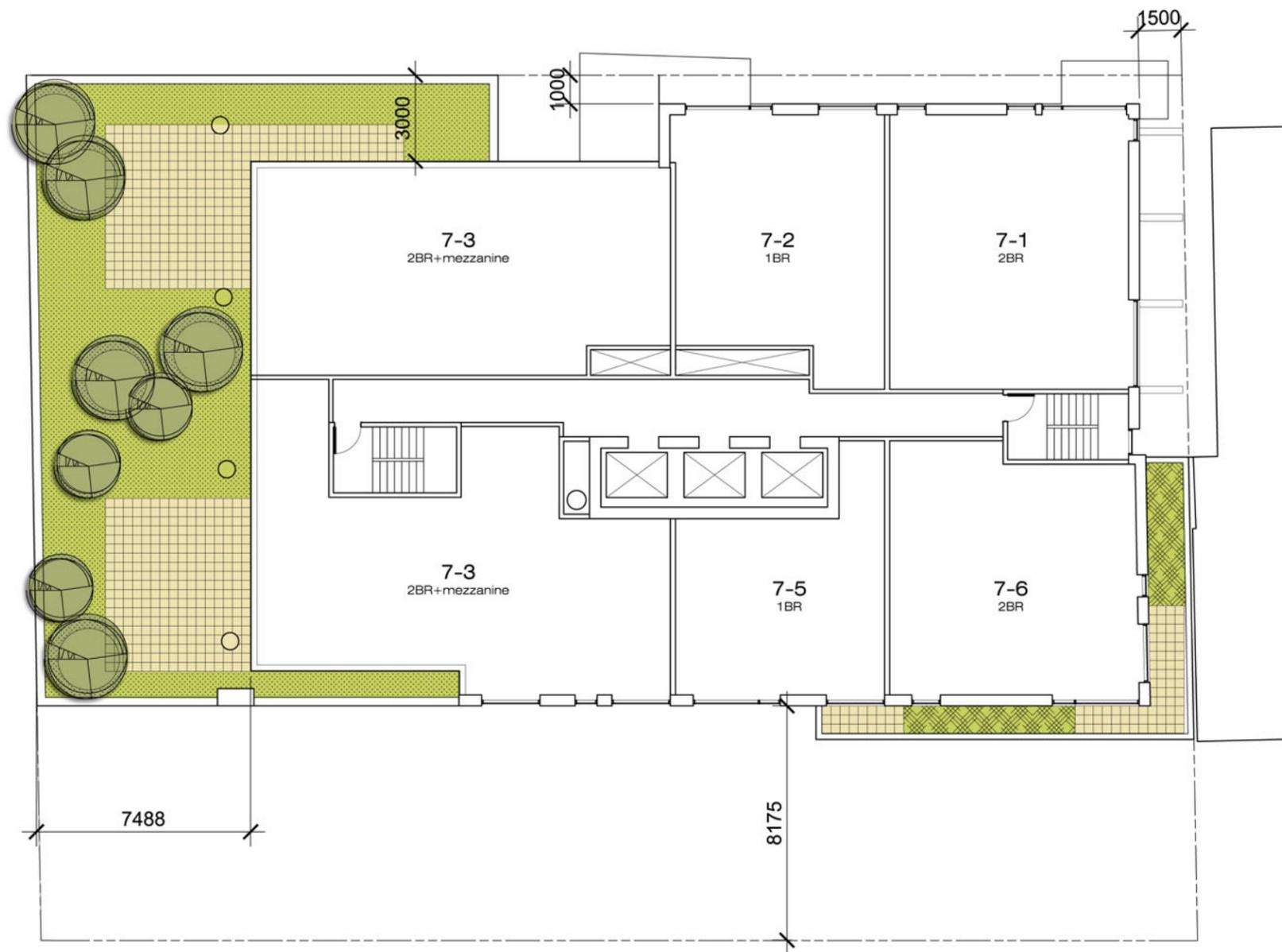




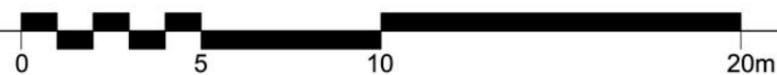


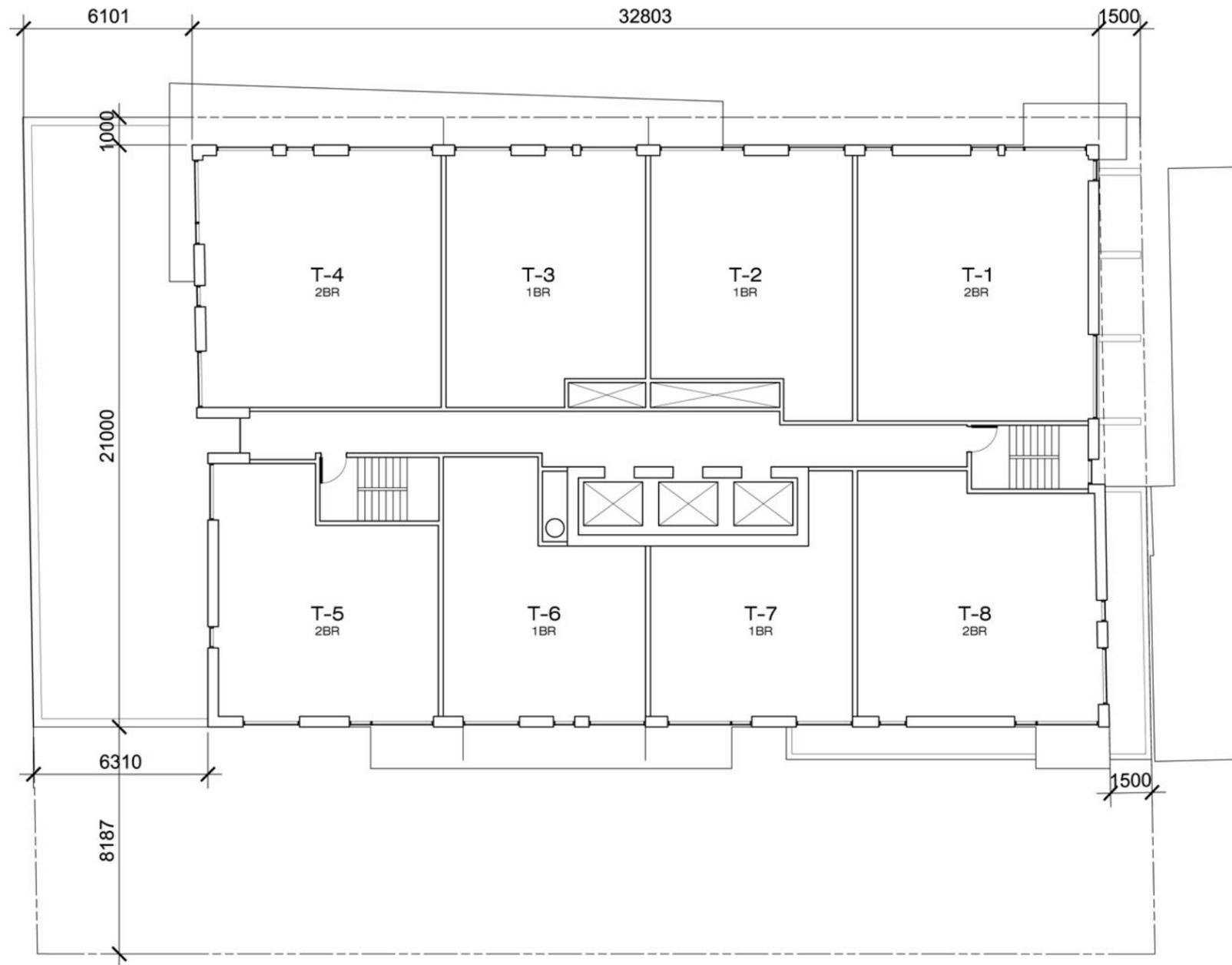
PODIUM - 3rd + 4th FLOORS
 UNITS: 10 / 8 + 2 UPPERS
 GFA: 655.3 m²



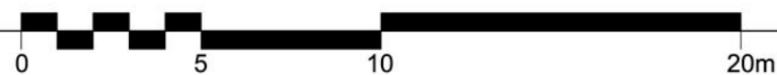


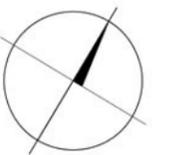
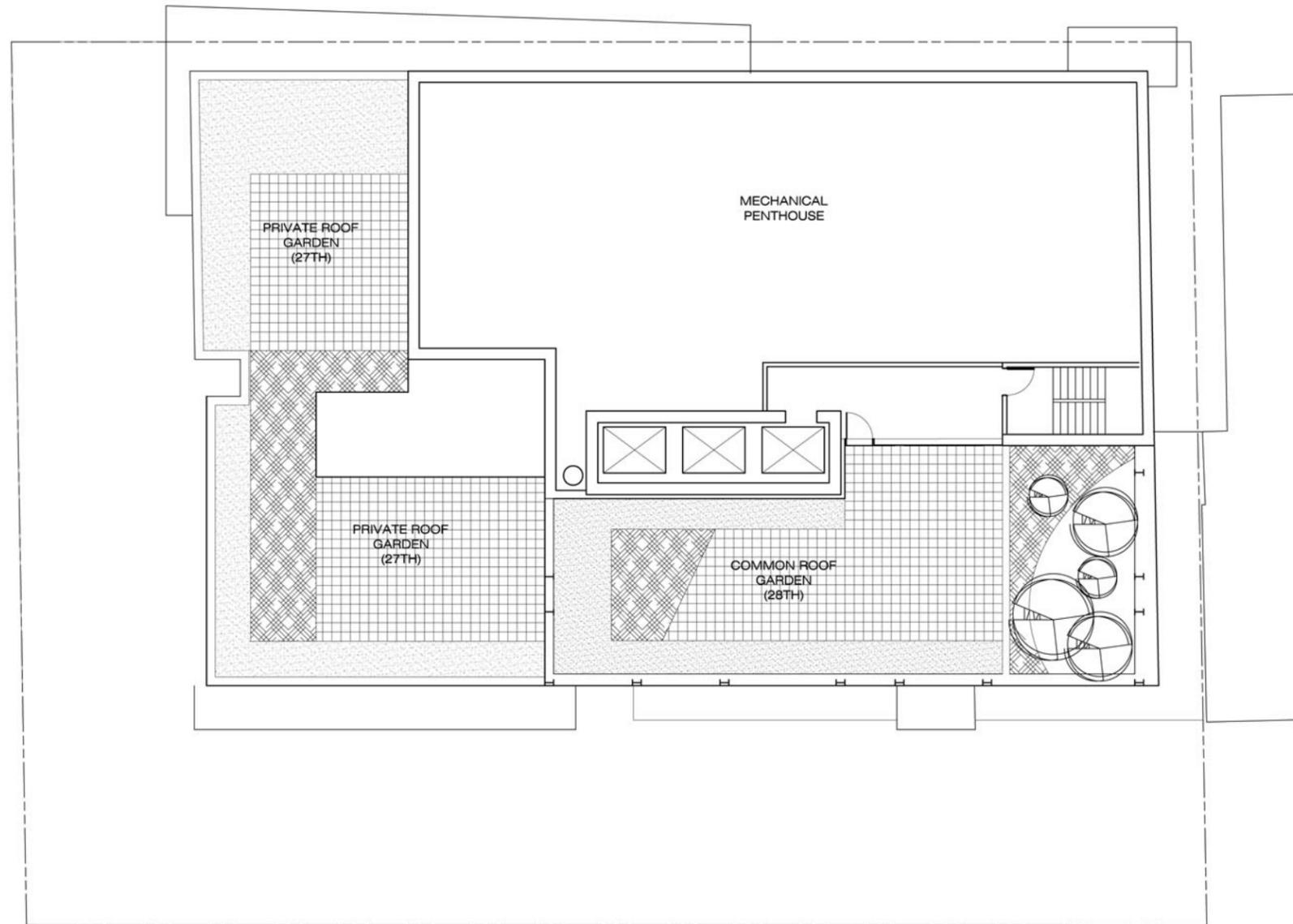
TRANSITION - 7th FLOOR
 UNITS: 6
 GFA: 497.4 m²



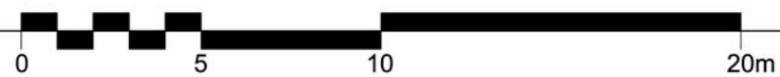


TOWER - 9th - 26th FLOORS
 UNITS: 8
 GFA: 546.2 m²





MPH + COMMON ROOF GARDEN PLAN

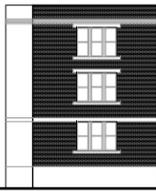




86000

82950

STEEL STRUCTURE FRAMING COURTYARD
FRONT ALIGNED WITH EXISTING 3-STORY BUILDING



TRANSPARENCY THROUGH TO REAR GARDEN

TOWNHOME ENTRANCE

TOWER ENTRANCE

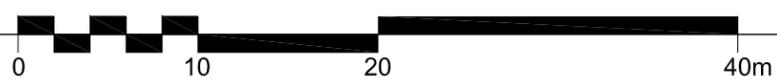
EXTERIOR PARKING RAMP - OPEN TO REAR GARDEN

NEPEAN (NORTH) ELEVATION

WEST ELEVATION

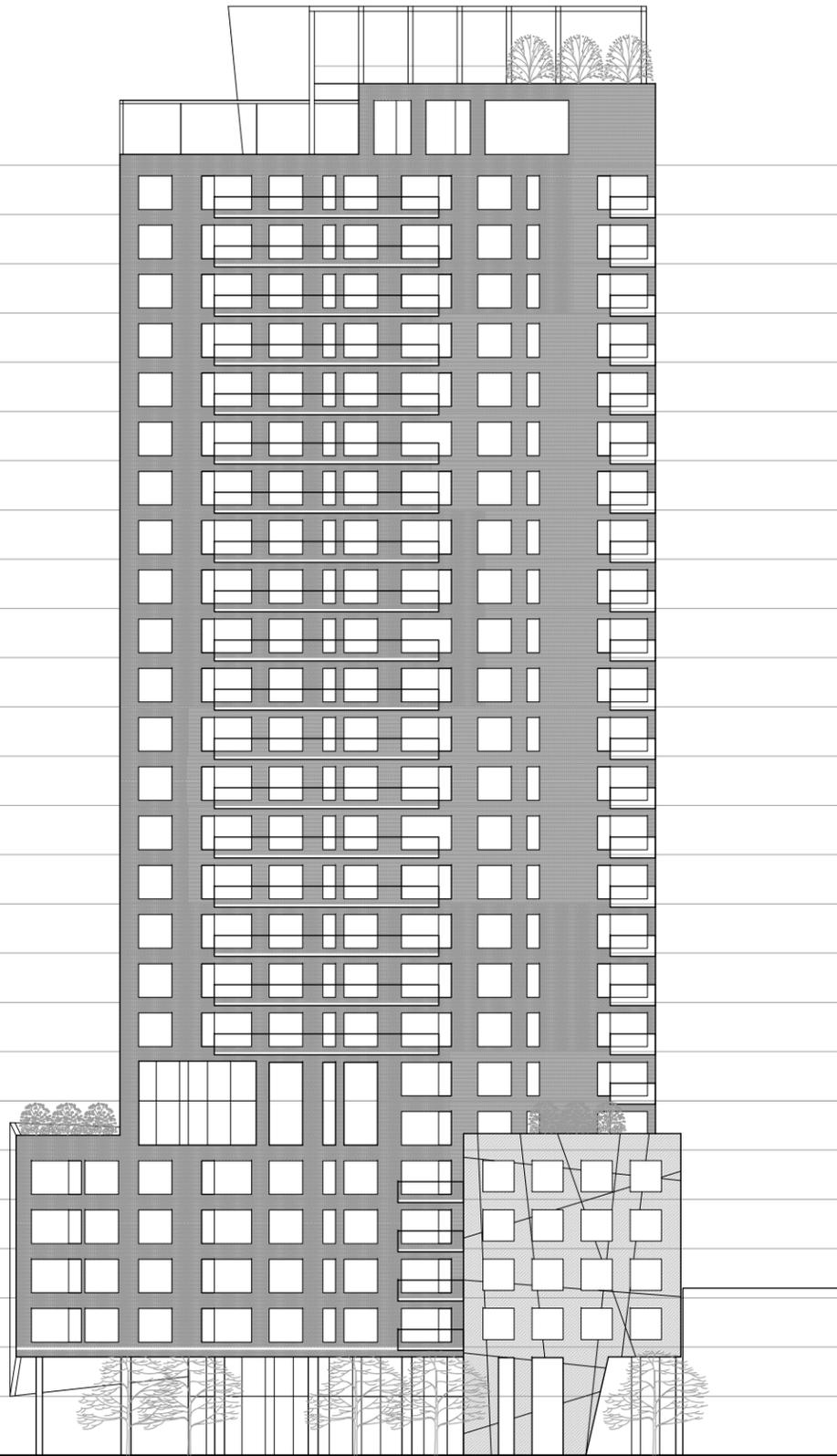
E1

96 NEPEAN, OTTAWA
CLARIDGE HOMES

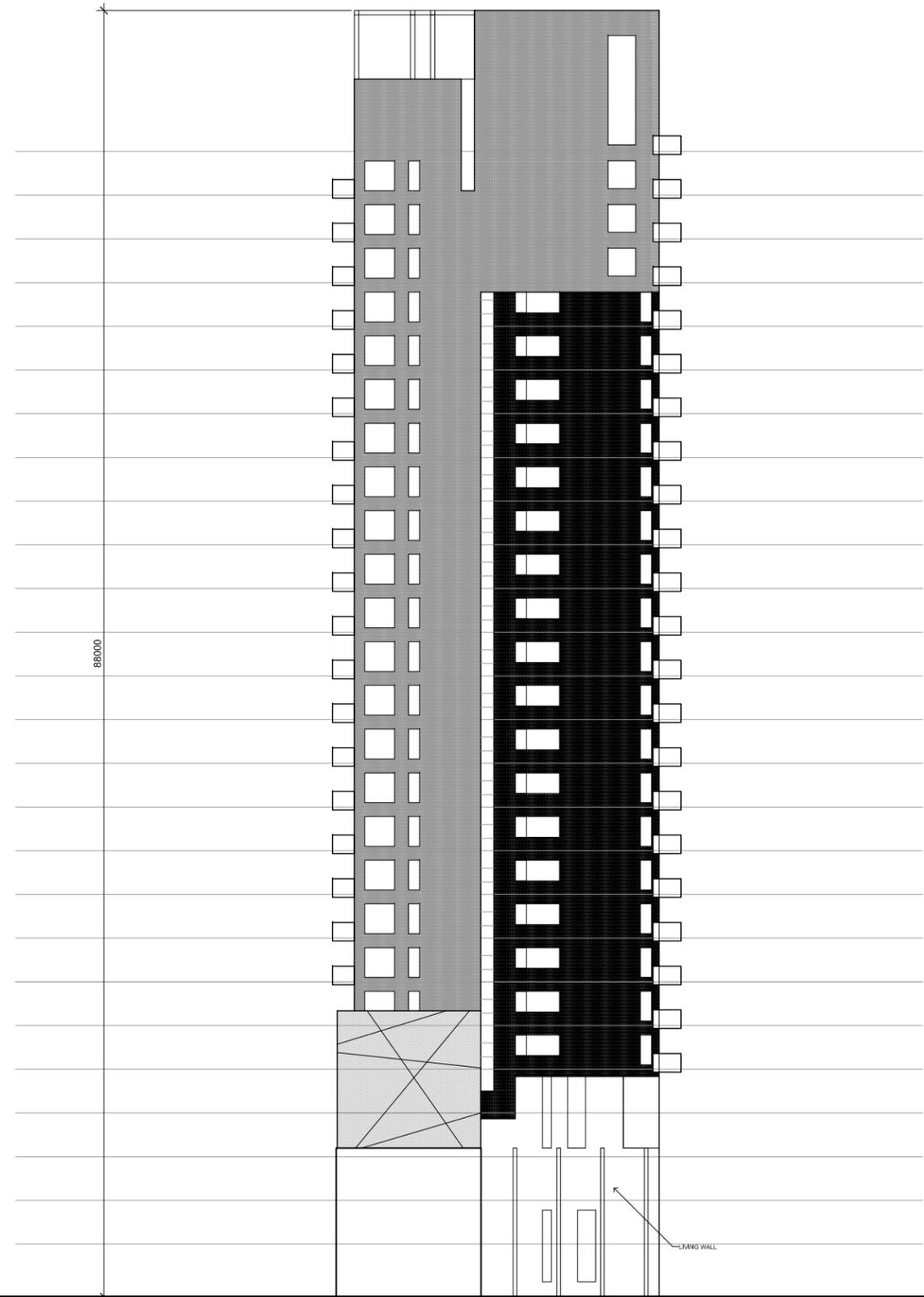


ELEVATIONS

DAN HANGANU, ARCHITECTS
OCTOBER, 2011



SOUTH ELEVATION



EAST ELEVATION



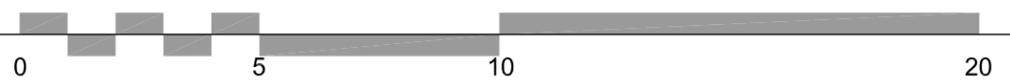
STEEL STRUCTURE FRAMING COURTYARD
FRONT ALIGNED WITH EXISTING 3-STOREY BUILDING

TRANSPARENCY THROUGH TO REAR GARDEN

TOWNHOME ENTRANCE

TOWER ENTRANCE

EXTERIOR PARKING RAMP - OPEN TO REAR GARDEN





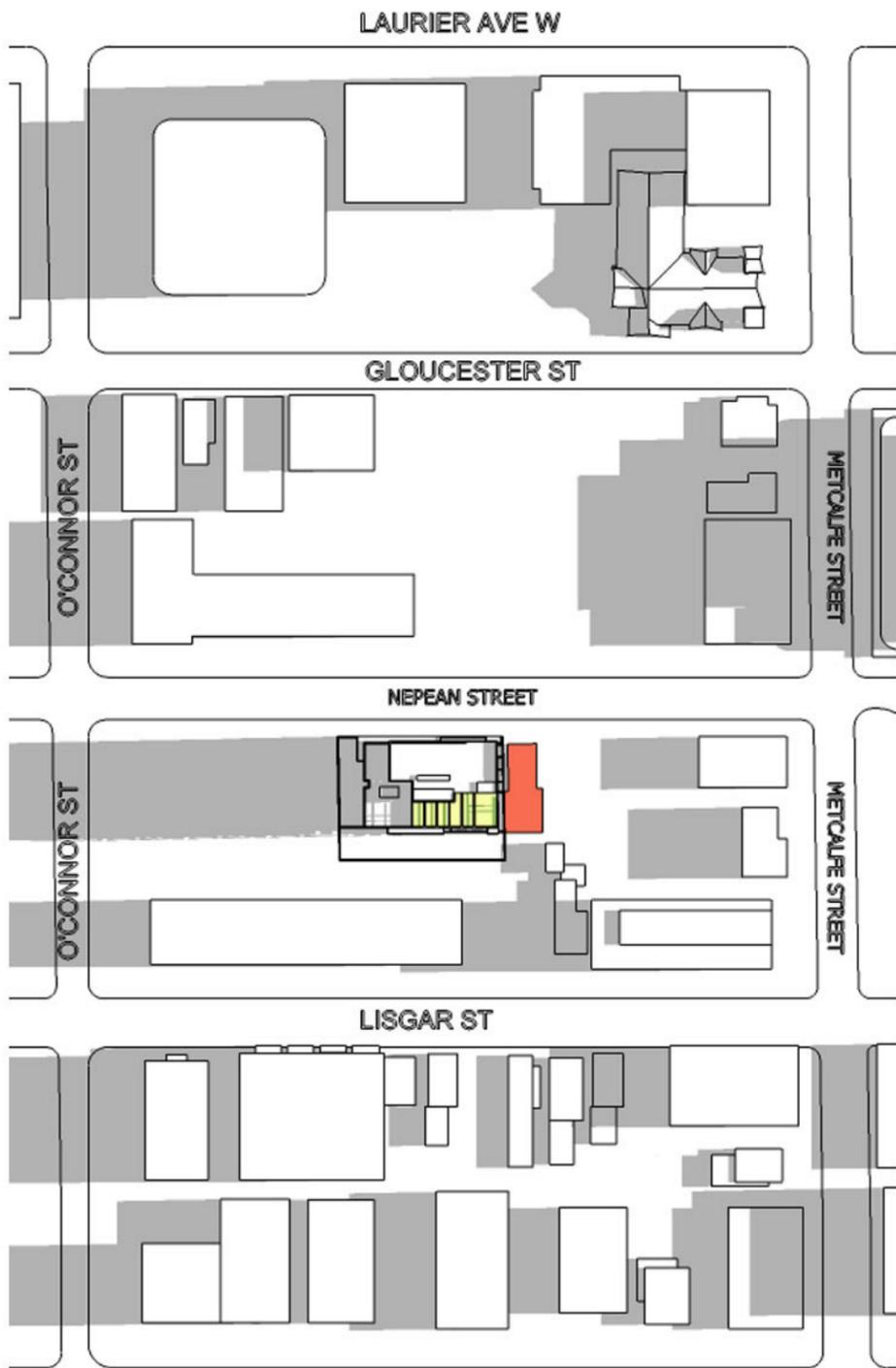




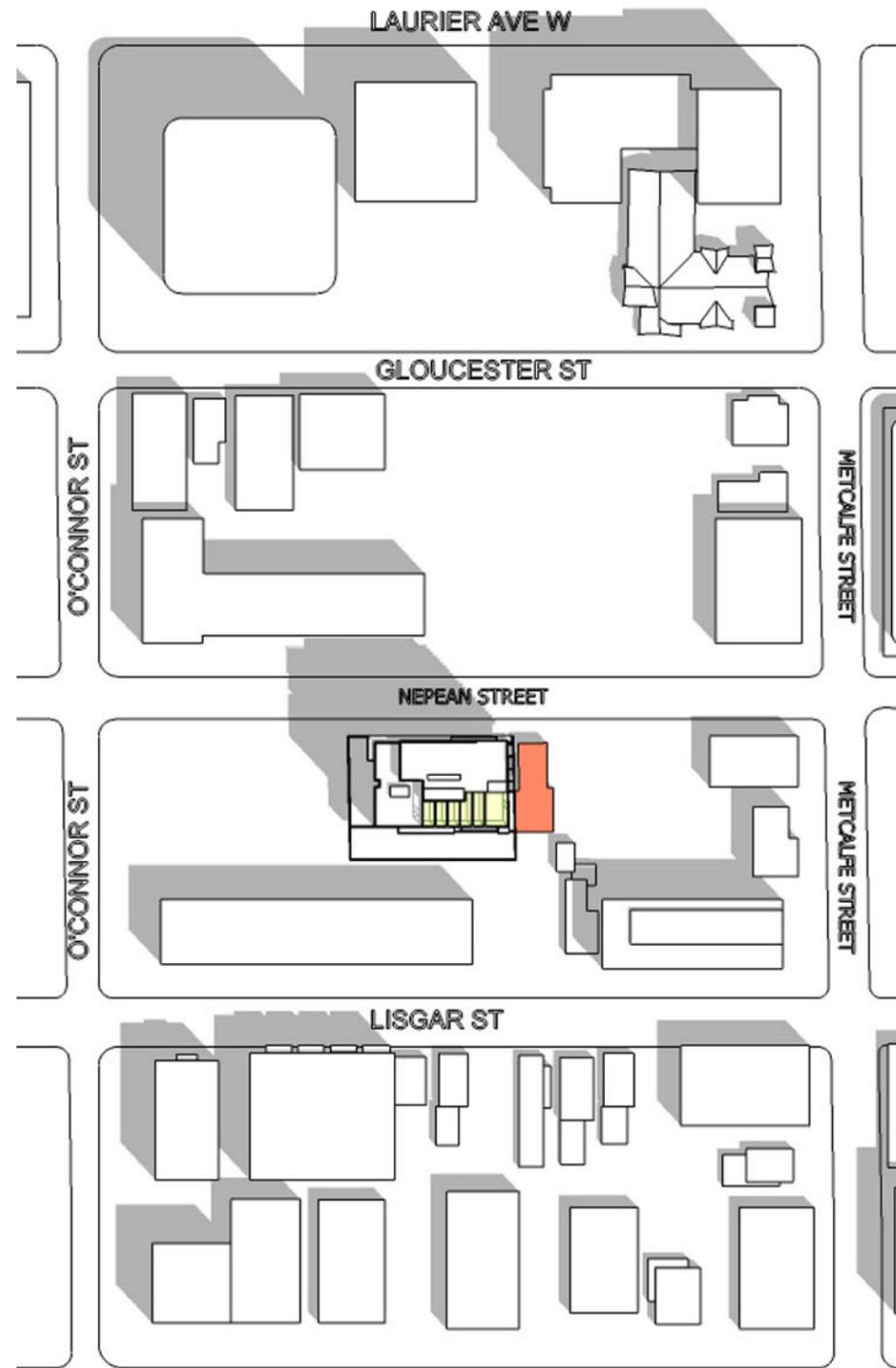
APPENDIX B – SUN / SHADOW STUDIES



CLARIDGE
H·O·M·E·S



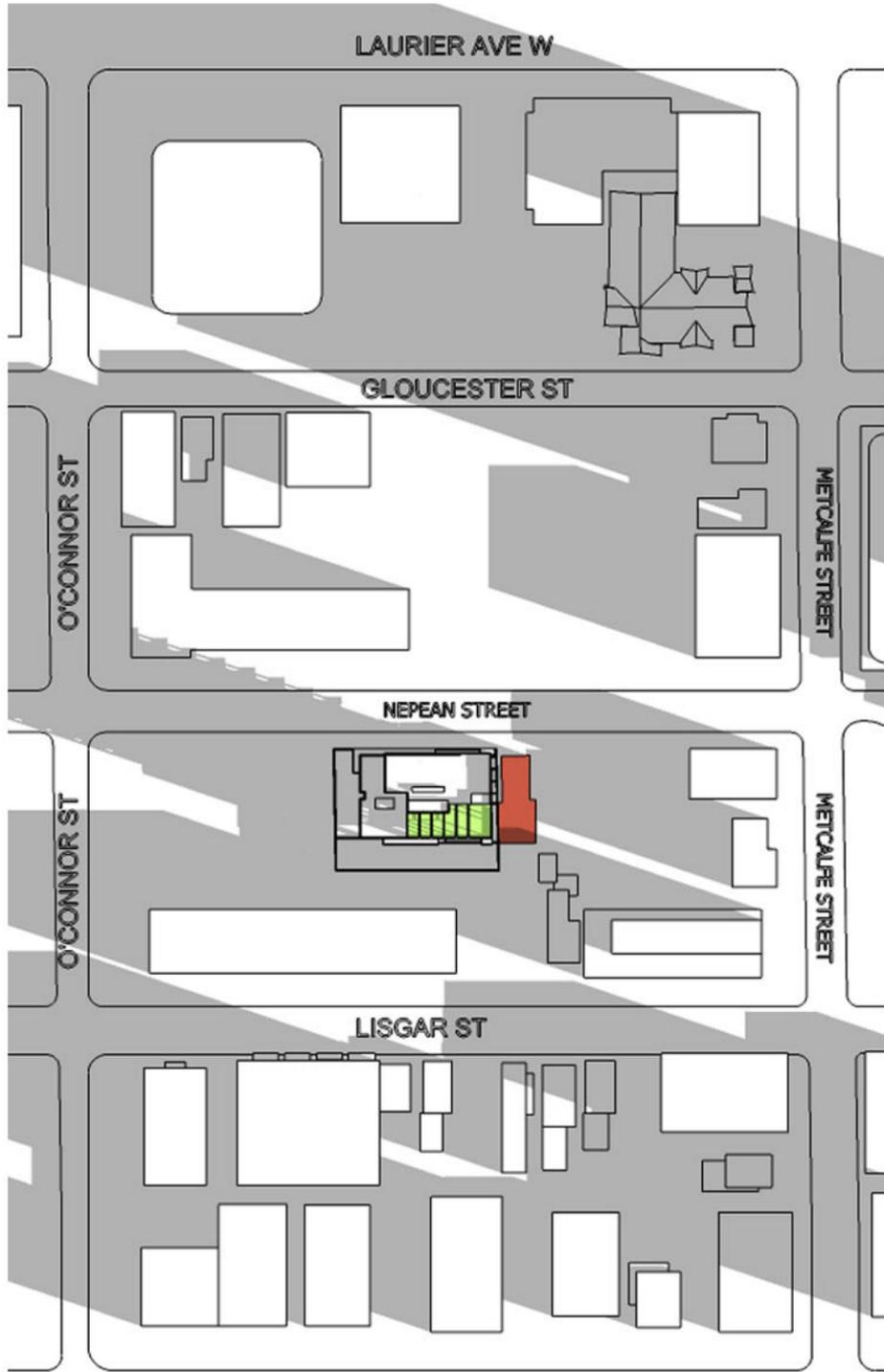
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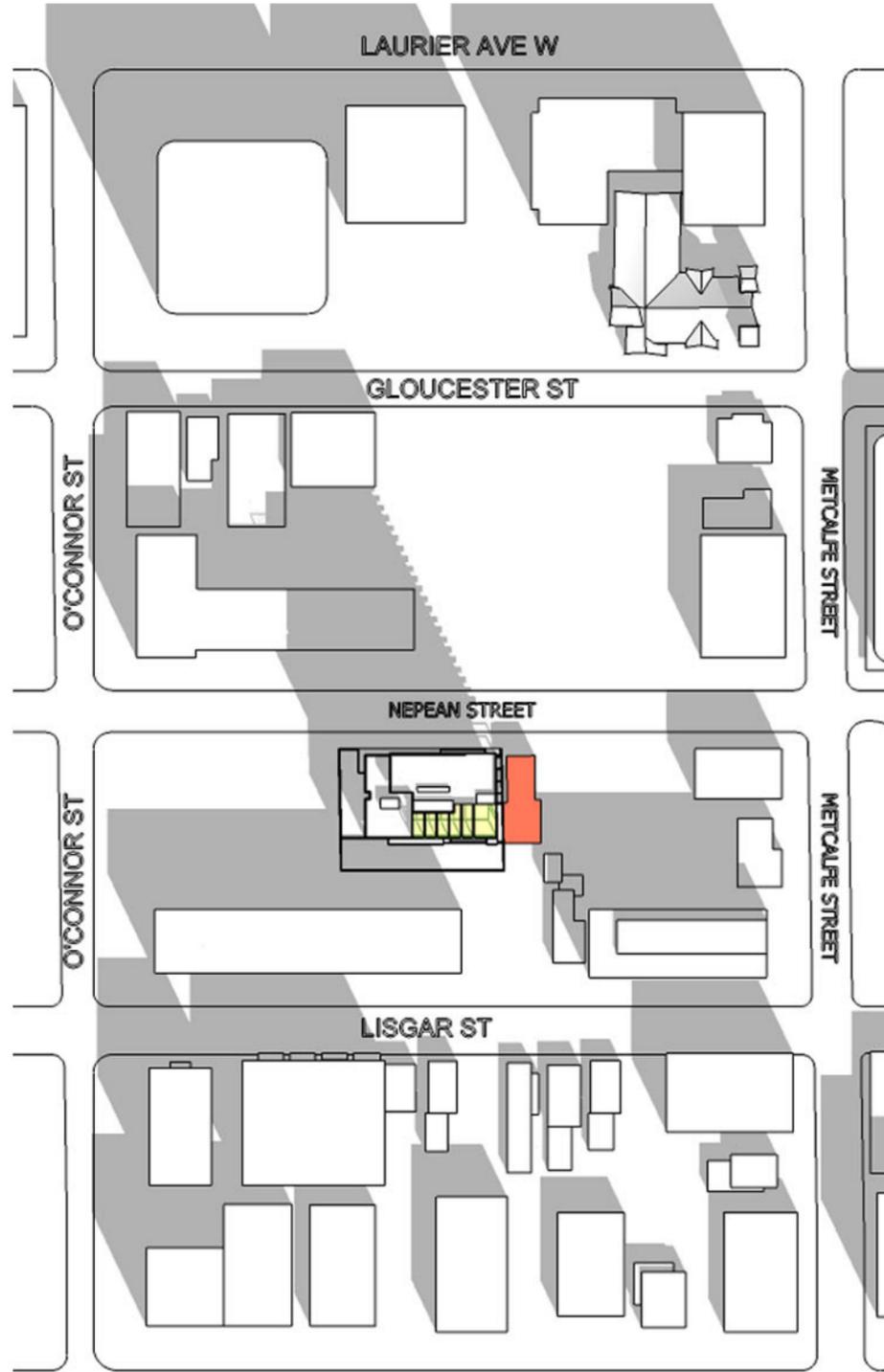
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17:00



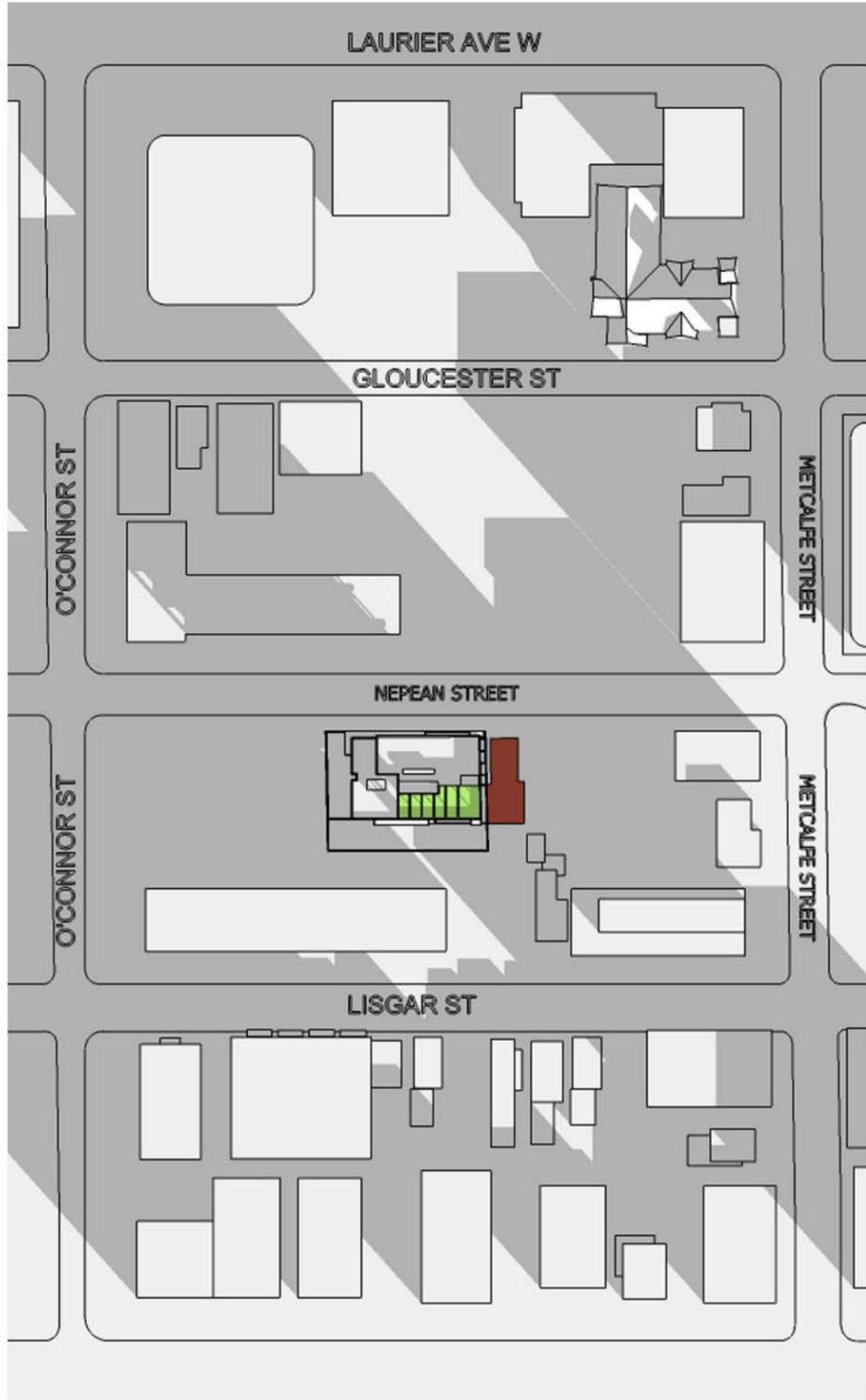
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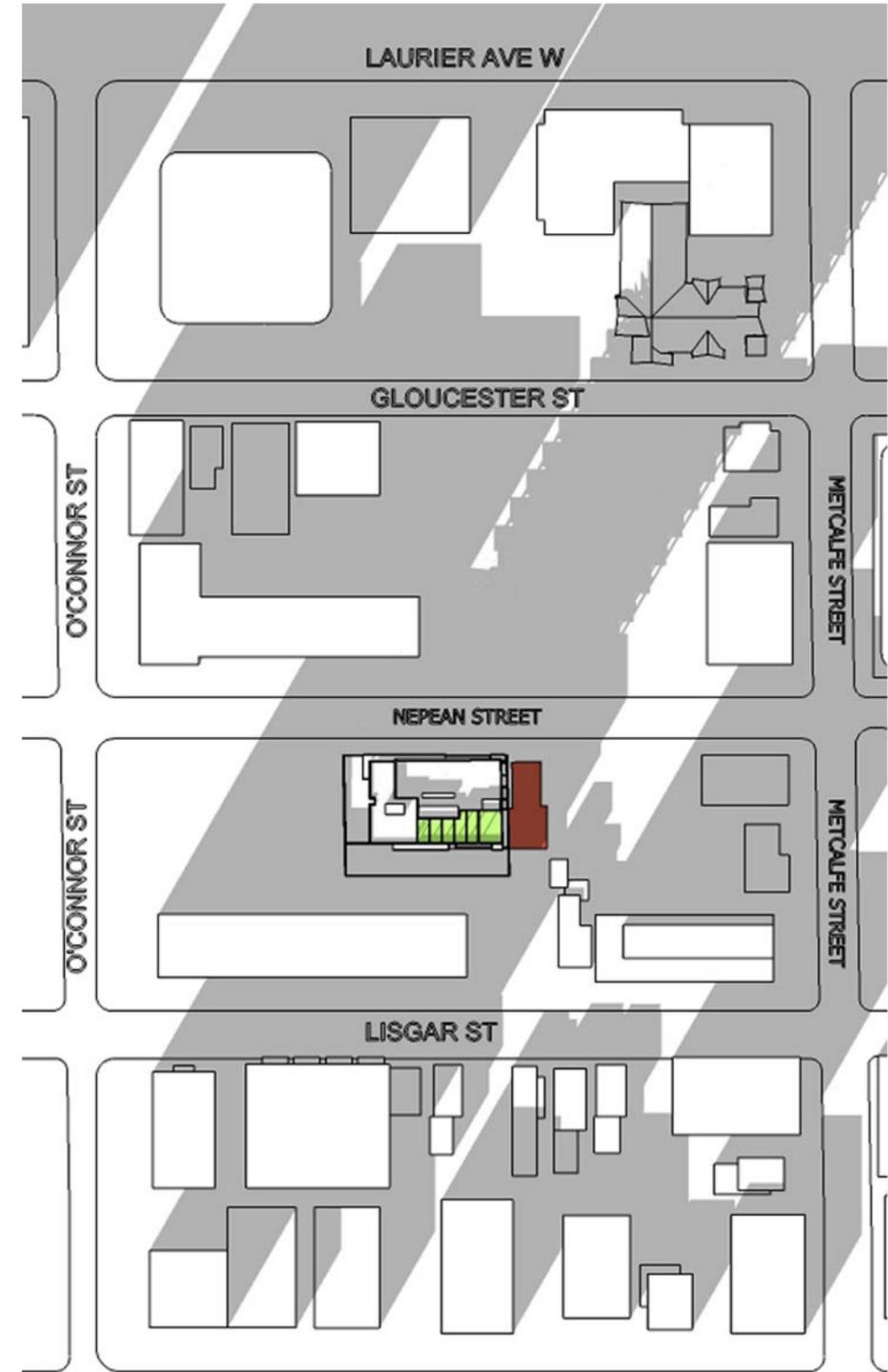
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