

**Minor Zoning By-law
Amendment for 929 Richmond
Road**

**Planning Rationale and
Design Brief**



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1.0 INTRODUCTION

The proposed application is for a Minor Zoning By-law Amendment and Site Plan Control, to permit the development of a mixed-use building comprising 176 rental units with ground floor commercial uses. The proposed height of the building is 61 metres or 19 storeys. The property is located on the north-west corner of Richmond Road and Woodroffe Avenue in the Woodroffe-Lincoln Heights neighbourhood of Ottawa.

The project is currently comprised of two parcels of land, one known as 108 Woodroffe Avenue and the other known as 927 Richmond Road. The property is currently vacant. An earlier Applications for a minor zoning amendment to permit a building height of 47 metres and site plan control were approved in 2015 for a condominium apartment development. Following initial marketing as a condominium, the owner has changed direction and is now proposing a residential rental apartment building with commercial ground floor uses. With this change in use, a new Minor Zoning By-law Amendment and Site Plan Control application is required. The minor zoning amendment will increase the maximum building height to 61 metres or 19 storeys, delete the 45 degree angular plane requirement and reduce the required landscaped open space from 3.0 m to 0.3 m along the west edge of the site and to 0.15 m along the north edge of the site. The north side of the building has been stepped back in order to provide transition to the residential area.

The proposed development will comprise 176 rental residential units ranging from bachelor, one bedroom and two bedroom units, associated amenity space, and two ground floor commercial spaces. Surface and underground parking is proposed. 14 surface parking spaces are proposed in an outdoor lot at the rear of the building, 4 outdoor bicycle spaces. The underground garage will comprise 120 parking spaces and 190 bicycle parking spaces. The proposed design of the building incorporates varying building heights ranging from two to nineteen storeys.

In the City of Ottawa Official Plan, the site is designated as General Urban Area and is located on a portion of Richmond Road designated as Traditional Mainstreet. The site is regulated by the City of Ottawa Zoning By-law 2008-250, the subject lands are currently zoned as TM[1935] H(47).

The planning rationale and design brief have been combined into 1 report. A review of the relevant urban design guidelines has been undertaken in this report. The report is submitted in support of the application for a Minor Zoning By-law Amendment and Site Plan Control to permit the proposed development.

2.0 PROPERTY ANALYSIS

2.1 SITE LOCATION

The subject site occupies two parcels of land and is located at the north-west corner of Woodroffe Avenue and Richmond Road (**Figure 1**). The site is located in the Woodroffe – Lincoln Heights neighbourhood in Ward 7. The registered owner of the site is Westboro Point Development Inc.

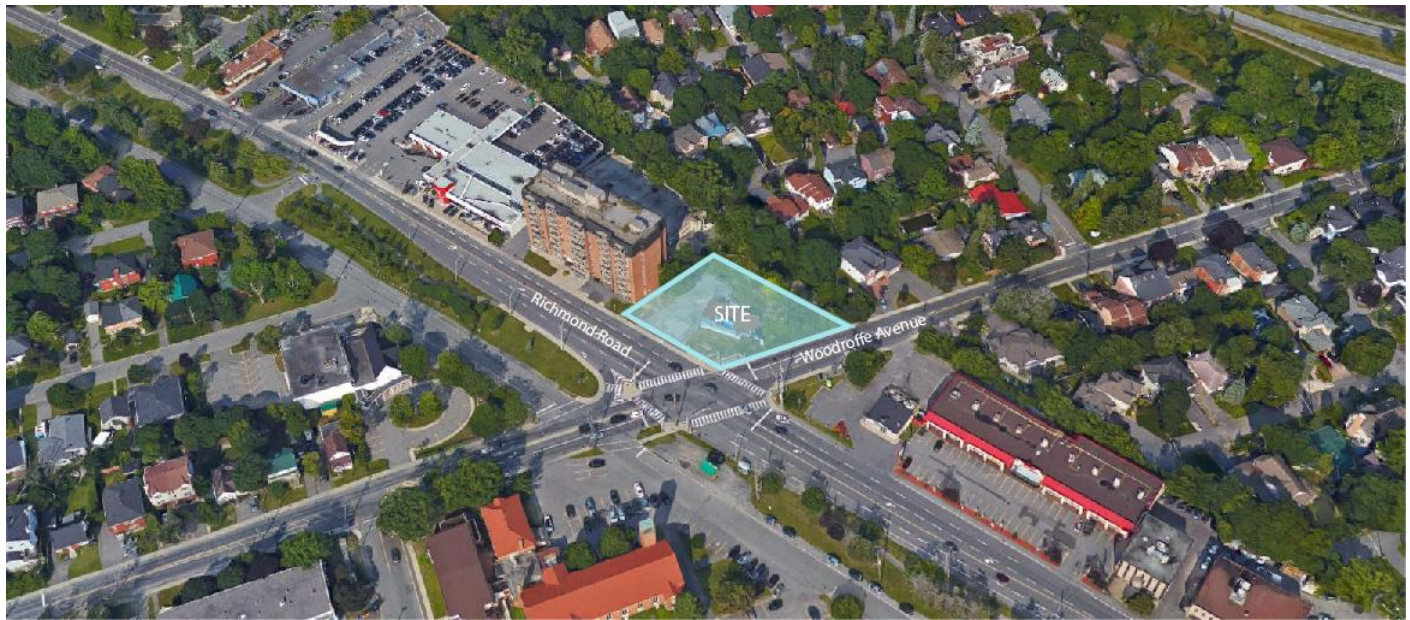


Figure 1. Subject site at the north-west corner of Woodroffe Avenue and Richmond Road.

The site area is approximately 2,357 square metres and the site has frontage on both Richmond Road and Woodroffe Avenue. The site has approximately 87 metres of street frontage along Woodroffe Avenue and Richmond Road, with the frontage along Richmond Road having approximately 30.5 metres and Woodroffe Avenue having approximately 56.5 metres. The site is approximately 445 metres away from the Ottawa River which is north of the site. There is an east/west pedestrian and cycling pathway immediately north of the site.

2.2 SITE CONTEXT

The site is located in an area with a wide array of land uses and building types. Located in the vicinity of the site are:

- Mid-rise and high-rise buildings to the east and west along Richmond Road;
- Park and open spaces to the north and south of the site (Sir John A Macdonald Linear Park to the north and Byron Linear Park directly south);

- A range of shops, restaurants, automotive, and personal services in small single-storey retail plazas or stand alone parcels along Richmond Road; and,
- Single-detached dwellings reflecting a range of ages and architectural styles primarily to the north (Woodroffe North neighbourhood) and south (Woodpark neighbourhood).

The area offers a range of uses including a number of parks, churches of different denominations, and the Sir John A Macdonald Parkway which provides multi-purpose pathways along the Ottawa River. A multi-use pathway also runs along the Byron Avenue linear park (Byron Tramway Park) directly across Richmond Road from the site, this provides a green east-west connection through the surrounding neighbourhoods.

North

North of the subject site is the Woodroffe North neighbourhood. This neighbourhood is characterized by a mix of predominantly two-storey single-family dwellings varying in condition, architectural style, and age (**Figure 2**). Woodroffe Walk, a roughly eight-metre wide public City-owned right-of-way, separates the site from the surrounding dwellings. Further north from the site is the National Capital Commission (NCC) waterfront multi-use pathway park associated with the Sir John A Macdonald Parkway which runs along the south shoreline of the Ottawa River, from Lincoln Fields in the west to LeBreton Flats in the east. At the north most corner of the site along Woodroffe Avenue is an OC public transit stop for bus number 87. No bus shelter is associated with this transit stop.



Figure 2. Views looking north.

South

On the south west corner of the Woodroffe Avenue and Richmond Road intersection is the Hulse, Playfair, and McGarry Funeral Home. On the south-east corner across from the funeral home is Our Lady of Fatima Catholic Church and Elementary School, and the residential neighbourhood of Woodpark (**Figure 3**). Buildings to the south of the site are generally one and two storey residential dwellings.



Figure 3. Views looking south.

East

East of the site across from Woodroffe Avenue is Mia's Indian Cuisine restaurant and associated parking lot, and the Lulu Plaza, a single storey commercial plaza that includes multiple restaurants and services (**Figure 4**). Further east along Richmond Road is a mix of low-rise commercial and office buildings and two high-rise apartment buildings. The Lord Richmond at 851 Richmond Road is 11 storeys high and the Continental at 747 Richmond Road is 16 storeys high. Directly east across from the site is an OC public transit stop for bus number 87, along with the associated bus shelter.



Figure 4. View looking east.

West

To the west of the site west is a nine storey mid-rise apartment building at 945 Richmond Road with personal service uses along the ground floor (**Figure 5**). Further west along Richmond Road is a mix of automobile oriented commercial uses including Ottawa Honda, Tops Car Wash, and Tim Horton's, along with several high-rise residential buildings with the most prominent being Park Place at 1025 Richmond Road (28 storeys).



Figure 5. View looking west.

Examining the site in a land use context, the proposed development is compatible with existing land uses in the area. With respect to the built form, the proposed building fits the context of existing mid-rise and high-rise buildings along Richmond Road. In addition, the height and design of the building will establish the project as a substantial gateway to the area and provide continuity in the street facade. The proposed development is located on a Traditional Mainstreet in a developing/redeveloping area in Ottawa and over time, it is anticipated that more redevelopment and increases in density will occur along Richmond Road. This will result in changes to the built form and character of the corridor that will be compatible with the proposed development.

2.3 TRANSPORTATION CONTEXT

The site is situated at the corner of two major arterial roadways – Richmond Road and Woodroffe Avenue, and south of the Sir John A Macdonald Parkway. The site is also located along the new Light Rail Transit corridor and is located between the anticipated New Orchard transitway station and Cleary transitway station. The transitway is anticipated to be completed in 2023. Increased development along the LRT corridors is encouraged by the City and desirable in order to reinforce travel by transit.

Currently the site can easily access pedestrian, cycling and vehicular networks as shown on Figures 6, 7 and 8.

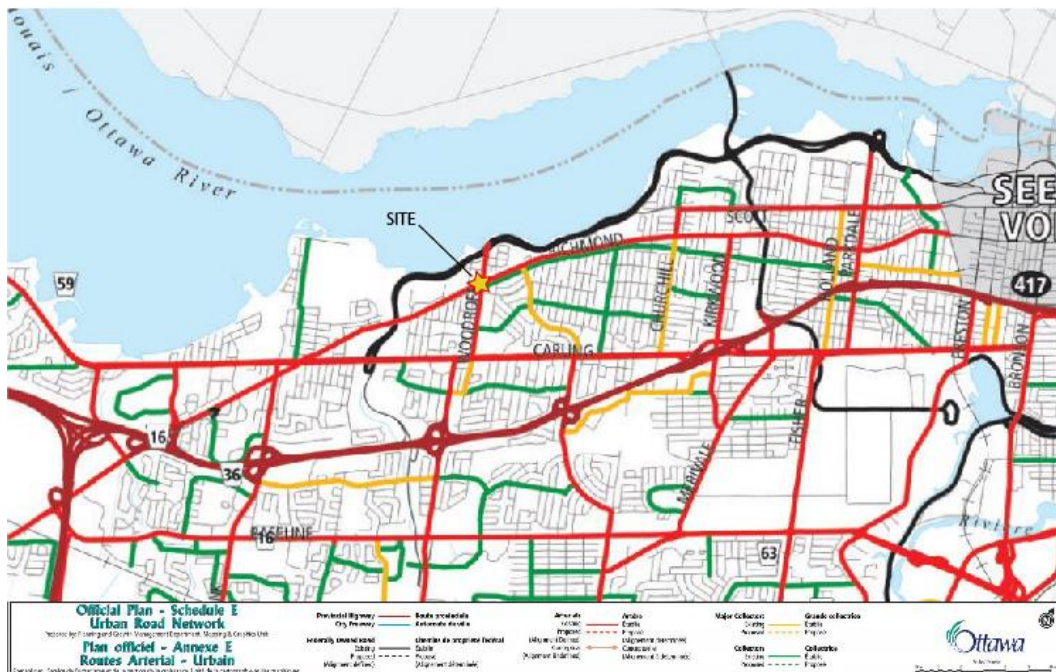


Figure 6. Official Plan – Schedule E Urban Road Network.

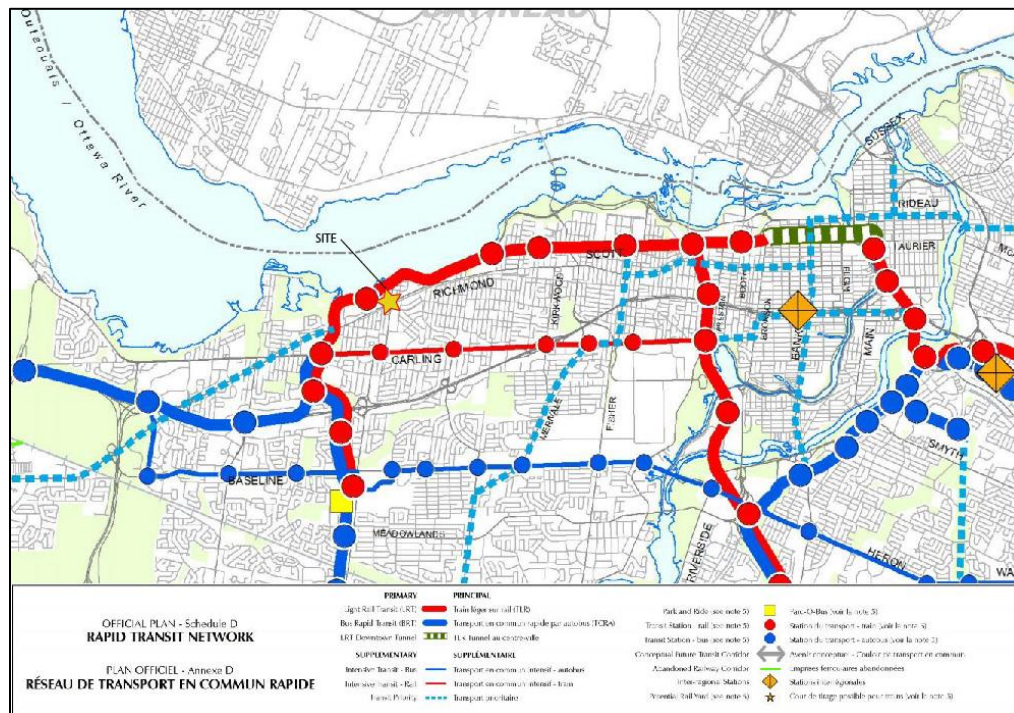


Figure 7. Official Plan – Schedule D Rapid Transit Network.



Figure 8. Official Plan – Schedule C Primary Urban Cycling Network.

3.0 DEVELOPMENT PROPOSAL

The application for Minor Zoning By-law Amendment and Site Plan Control proposes to develop a new mixed-use building at the corner of Richmond Road and Woodroffe Avenue (**Figure 9**). Zoning relief is required to increase the maximum building height to 61 metres, delete the 45 degree angular plane requirement and reduce the landscaped open space requirement from 3.0 m to 0.3 m along the west edge and 0.15 m along the north edge of the property. Included in this application is a site plan detailing the proposed site plan elements, building configuration, ground floor commercial uses, and residential units (**Figure 10 through 14**).

There is a total of 176 residential apartment units proposed for the development; 44 studio apartments, 68 one bedroom units, and 64 two bedroom units. There is a total of 3,812 sq ft of commercial space proposed for the ground floor.

The development is oriented towards the intersection of Richmond and Woodroffe, to provide a continuous building edge. The building wraps around this corner, with height concentrated and facing east, oriented towards Woodroffe Avenue. There are two different areas of parking, a surface lot at the rear of the building with 14 spaces, and the remainder 120 spaces in an underground parking garage. The development proposes a total of 194 bicycle parking spaces for the residential and commercial units.



Development Proposal
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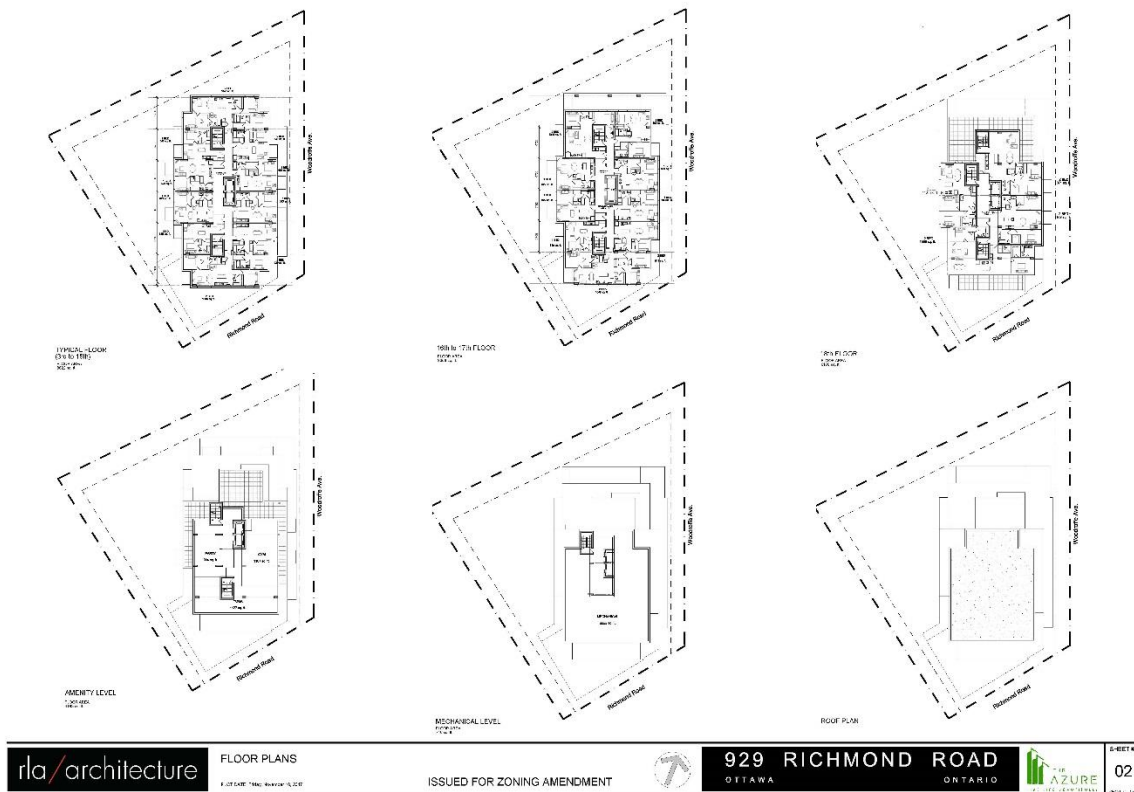






Figure 10-14. Proposed Elevations.

4.0 POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development in Ontario for a time horizon of up to 20 years. A main objective of the PPS is to build strong communities, promote the efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities.

There are a number of policies that directly influence planning of the 929 Richmond Road site. These policies are found in sections 1.1, 1.2, 1.3, 1.4, 1.6, and 1.7, of the PPS and specifically focus on:

- Accommodating a range and mix of land uses;
- Promoting cost-effective development;
- Providing for an appropriate mix and range of employment and institutional uses to meet long term needs;

- Encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;
- Promoting healthy communities and active modes of transportation;
- Land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation; and,
- Maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

These policies are integral to the planning process that was used to develop the development proposal.

4.2 CITY OF OTTAWA OFFICIAL PLAN (CONSOLIDATED MAY 2014)

The Official Plan provides a comprehensive vision and policy framework for managing growth and development in the City of Ottawa until 2021. The Official Plan provides policies that address matters of provincial interest as a reflection of the Provincial Policy. The site is located in the urban boundary and is designated General Urban Area and Traditional Mainstreet as shown in **Figure 15** showing Schedule B – Urban Policy. The following sections describe the proposals conformance to the Official Plan.

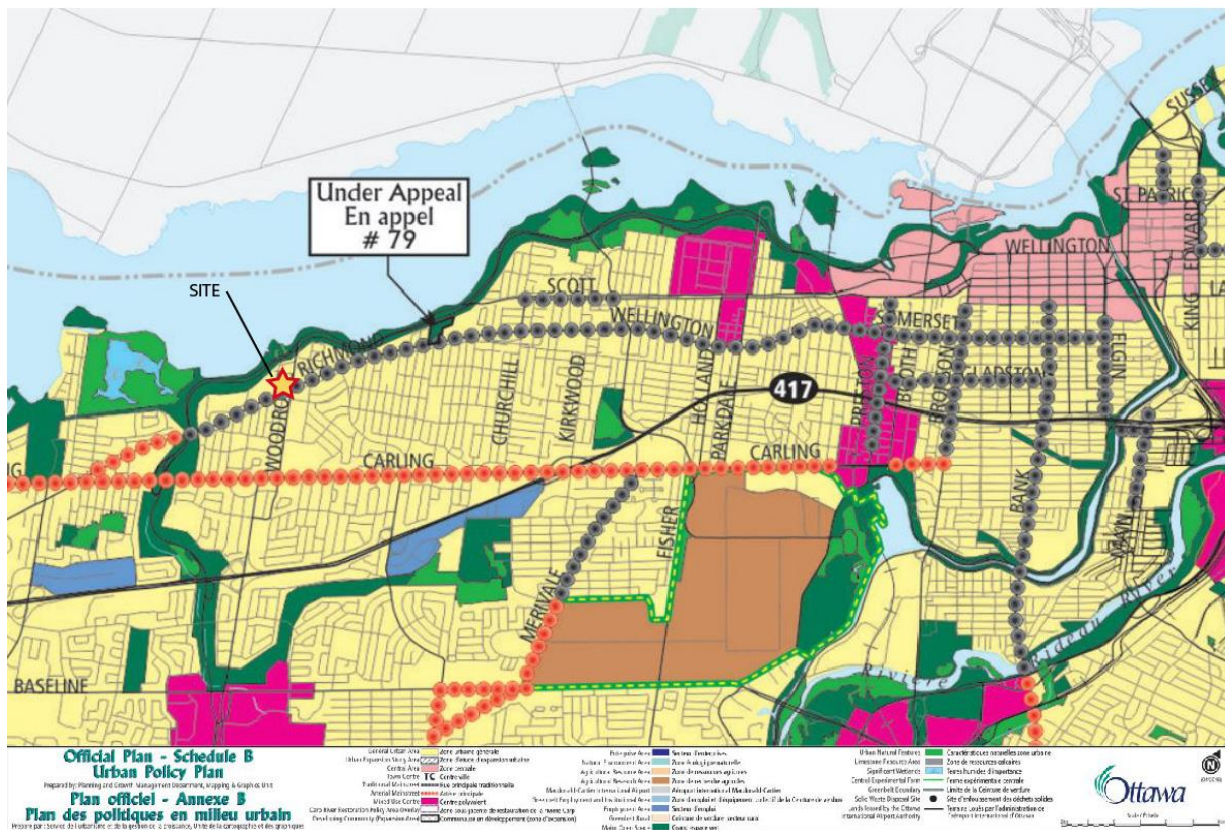


Figure 15. Official Plan – Schedule B Urban Policy.

4.2.1 Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan focus on policies addressing built form, open spaces and infrastructure. The design guidelines in this section are broadly stated and are applied to all land use designations at the citywide level or at site-specific basis. Design principles further describe how the City hopes to achieve each of the design objectives, but may not be achieved or be achievable in all cases.

Design Objectives

1. To enhance the sense of community by creating and maintaining places with their own distinct identity. Design should:
 - Support the overall image of Ottawa as the Nation's capital.
 - Promote quality consistent with a major metropolis, and a prime business and tourist destination.
 - Create distinctive places and appreciate local identity in patterns of development, landscape and culture.
2. To define quality public and private spaces through development. Design should:
 - Clearly define and connect public and private spaces by;
 - Defining and enclosing spaces using buildings, structures and landscaping.
 - Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric.
 - Enhance and enliven the quality, character and spatial delineation of public spaces.
 - Encourage a continuity of street frontages.
 - Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being.
3. To create places that are safe, accessible and are easy to get to, and move through. Design should:
 - Connect buildings and spaces through a network of roads, sidewalks, and pathways in ways that are understandable.
 - Create places and spaces that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.
4. To ensure that new development respects the character of existing areas. Design should:
 - Integrate new development to complement and enliven the surroundings.
 - Complement the massing patterns, rhythm, character, and context.
5. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment. Design should:
 - Orient development to maximize opportunities for passive solar gain, natural ventilation, and use energy efficient development forms and building measures.
 - Maximize opportunities for sustainable transportation modes (walking, cycling, transit facilities and connections).

In design priority areas, including the subject site, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and response to the character of the area.

The development provides an opportunity to enhance the sense of community by promoting a quality of design consistent with a major metropolis and prime business area. It will create a

distinct place that reflects the local pattern of development. The building builds upon existing connections with the community as an accessible, and visible development through the use of sidewalks, driveways, windows, doors and balconies. The development complements the existing and proposed urban fabric to ensure that new development respects the character of the existing area.

Building Profile

The following section provides guidance on development on reviewing development applications, these applications can contain the following:

- Low-Rise – a one to four storey building;
- Medium-Rise – a five to nine storey building;
- High-Rise – A building 10 storeys or more.

High-rise buildings may be considered on lands within the following designations as defined on Schedule B of the Official Plan (**Figure 15**), provided all other policies of the Official Plan are met:

- Traditional and Arterial Mainstreets, provided the provisions of the policy below (9) are satisfied.

High-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:

1. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
2. Within 600 metres of a rapid transit station as identified on Schedule D, or;
3. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to a strategic view, or a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
4. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law, or;
5. Within areas where a built form transition as described in policy 12 below is appropriate.

The proposed development is within 600 metres of two rapid transit stations and is in a location identified by a draft Community Plan (Cleary / New Orchard) as a location for increased height beyond the Secondary Plan.

4.2.2 Section 3.6.1 – General Urban Area

The site is designated General Urban Area, which permits “the development of a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The residential and commercial uses proposed for the development are permitted under the General Urban Area designation.

4.2.3 Section 3.6.3 – Mainstreets

In addition to the General Urban Area designation, the site is also designated Traditional Mainstreet. Traditional Mainstreets “offer some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.” The Official Plan encourages intensification along Mainstreets; the permitted uses on Traditional Mainstreets are broad and include retail, service commercial uses, offices, and residential. Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

4.3 SECONDARY PLANS

4.3.1 Richmond Road / Westboro Secondary Plan

The Richmond Road / Westboro Secondary Plan is a guide to its long-term design and development with consideration to land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and other local issues. The Secondary Plan provides a framework for the unifying vision and overlying objectives and principles that focus on land use and building scale.

4.3.1.1 Objective One – Intensification

The Secondary Plan encourages infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites. The following policies identify the method and principles of intensification in the Secondary Plan that apply to the development:

Achieve compatible infill/intensification on key redevelopment sites by:

- Providing appropriate setbacks and transition in building heights, including lower heights along the edges of existing low-rise residential areas,
- Contributing to the restoration of the urban fabric and helping promote transit usage,
- Buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided,
- Avoiding creating a wall of buildings by using periodic breaks in the street wall where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities along the sidewalk.

4.3.1.2 Richmond Road and Scott Street Traditional Mainstreets

Redevelopment and infill are encouraged on Richmond Road and Scott Street in order to optimize the use of land through increased building height and density. Greater building heights will be considered in any of the following circumstances:

- The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station;
- Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

4.3.1.3 Land Use Strategy and Maximum Building Height Ranges

Sector 2 – Woodroffe North, City Council shall:

- Encourage the redevelopment of the automobile-oriented and strip mall land uses along Richmond Road to residential buildings
 - With ground floor neighbourhood-oriented commercial uses to serve the residents

4.3.2 Cleary / New Orchard Planning Study – Under Review

The City of Ottawa is currently reviewing the lands around the anticipated Light Rail Transit Stations of New Orchard and Cleary along Richmond Road. The study is to determine the appropriate redevelopment in the context of the surrounding mature neighbourhoods. The study will result in updates to portions of the 2009 Richmond Road / Westboro Secondary Plan and the 2007 Community Design Plan.

The Secondary Plan and Community Design Plan that currently exist were approved before the LRT was planned and therefore, do not respond to the challenges and opportunities resulting from the new LRT stations at Cleary and New Orchard. Currently the study is in Phase 3; Recommendations (Spring to Fall 2017), detailing that staff is coordinating draft recommendations based on public feedback, host a third public open house, create final recommendations based on comments collected, conduct technical circulation, prepare staff report and provide public notice of Planning Committee date.

As a result of the draft Land Use Schedule (Figure 16 through 19), the following recommendations will impact the proposed development:

- The development is within 600 metres of both stations;
- The site will remain in a Traditional Mainstreet zone;
- The proposed architectural plans must have active street frontage;
- The plan will allow high-rise buildings on the site in the 10-16 storey range of moderate density;
- Along the north edge of the property, a transition mechanism must be in place to mitigate impacts into the adjacent low-rise community;
- Tall buildings will need designs that respect any shadow-sensitive land uses that are nearby

- Tall buildings would need to be slender, sufficiently spaced and connected by a low podium/base;
- Tall buildings would be subject to a 45 degree angular plane to ensure a transition in building heights between new buildings on Richmond and the existing stable low-rise neighbourhoods;
- Woodroffe Avenue north of Richmond Road will become a greenstreet; and,
- Improved cycling and pedestrian infrastructure along both Richmond Road and Woodroffe Avenue with a proposed pedestrian and cycling crossing.

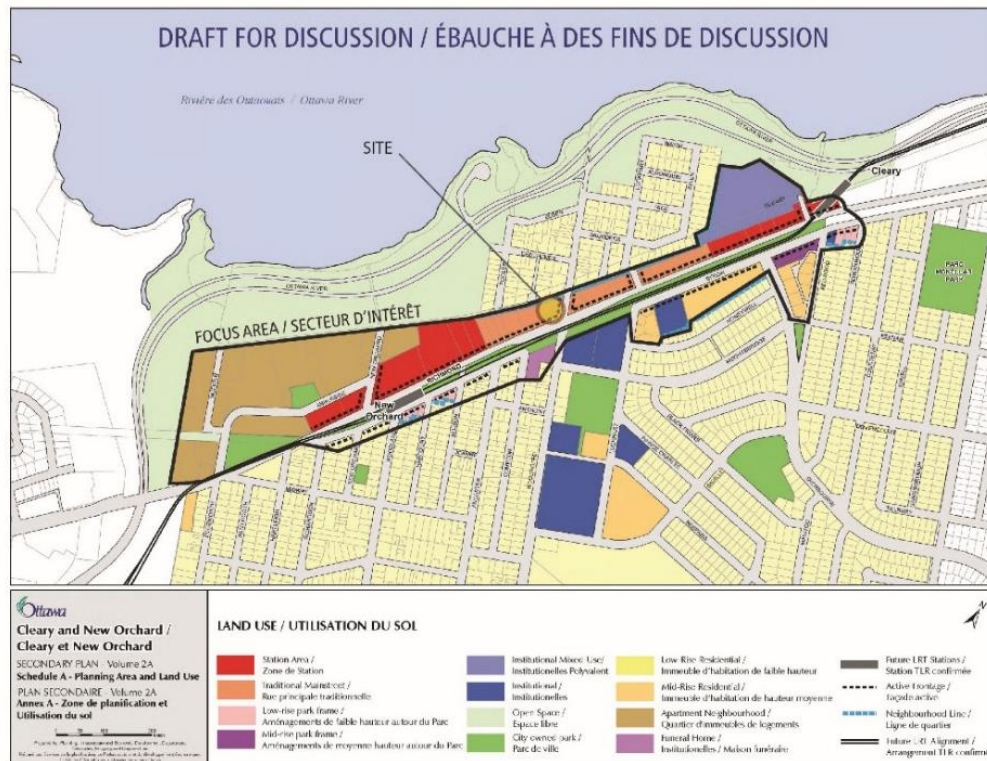


Figure 16. Cleary and New Orchard – Draft Land Use Map.

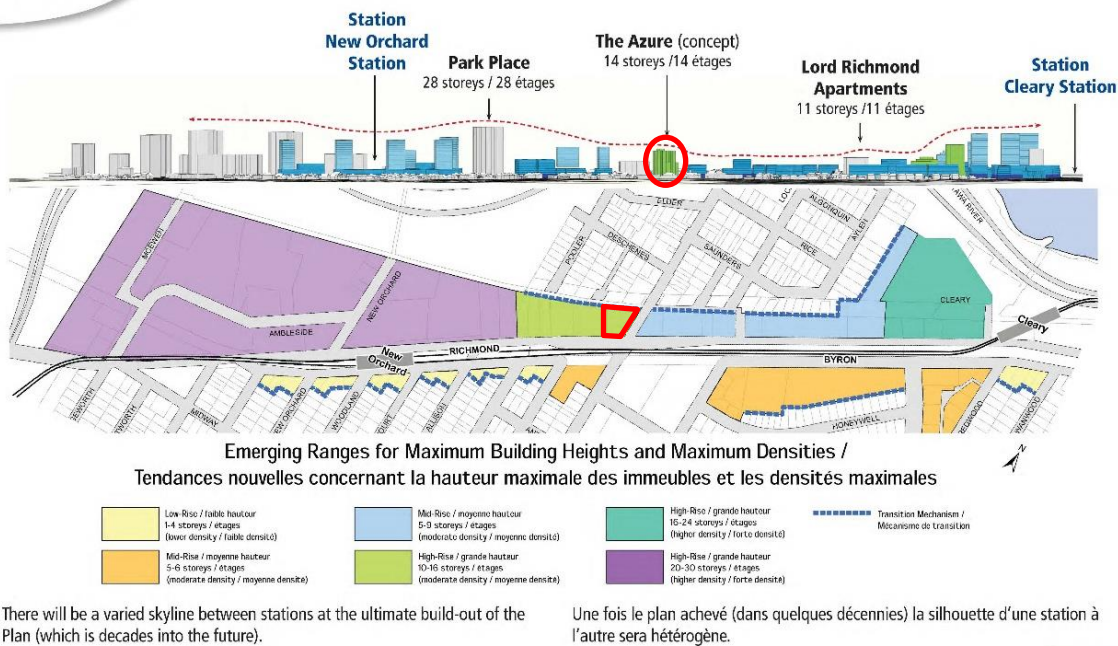


Figure 17. Cleary and New Orchard – Draft Maximum Building Heights and Maximum Densities.

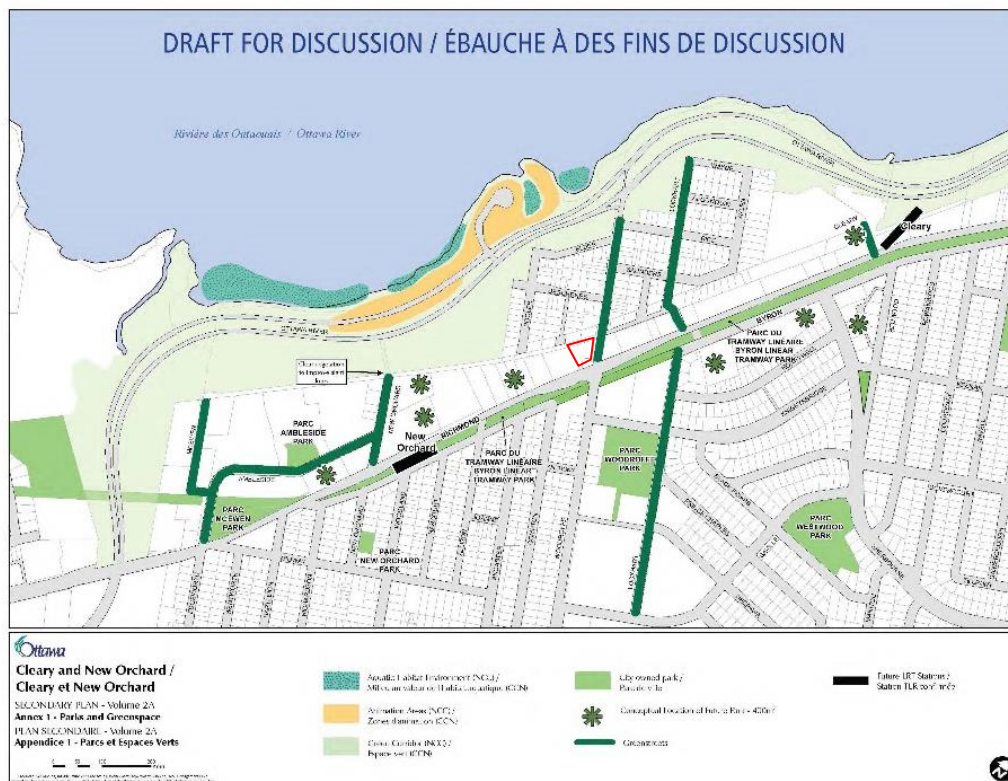


Figure 18. Cleary and New Orchard – Annex 1 Draft Parks and Greenspace.

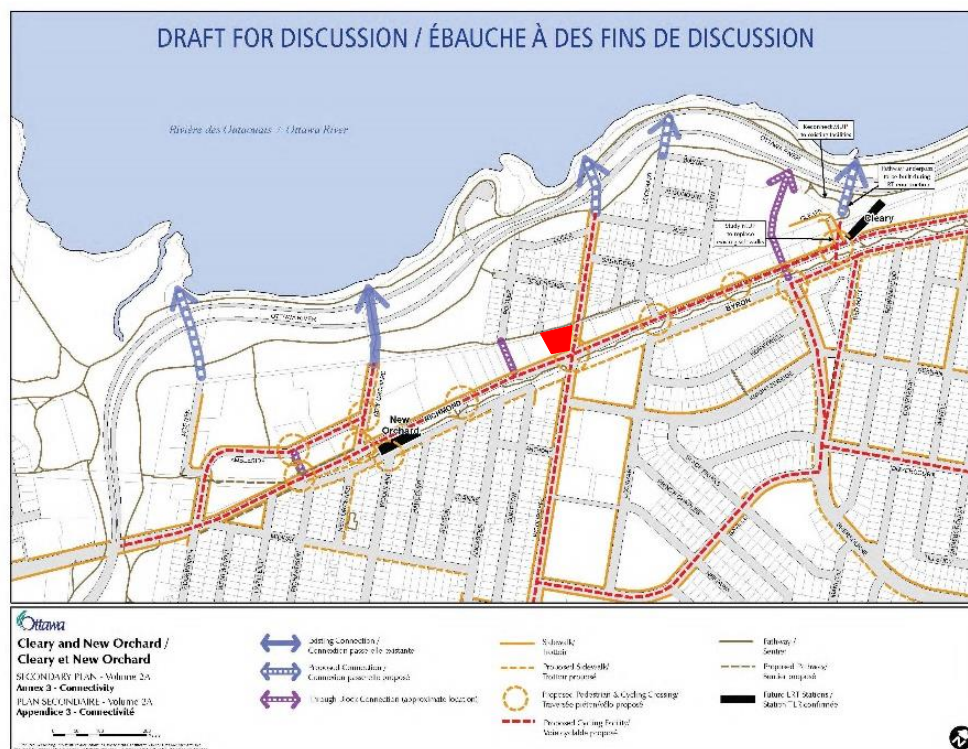


Figure 19. Cleary and New Orchard – Annex 3 Draft Connectivity

4.4 COMMUNITY DESIGN GUIDELINES

4.4.1 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets was completed by the City of Ottawa in 2006. This document provides guidelines on urban design to assess, promote and achieve appropriate development along Traditional Mainstreets. The objective of the design guidelines are to:

- Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- Promote development that is compatible with, and complements its surroundings;
- Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- Foster compact, pedestrian-oriented development linked to the street level amenities;
- Accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

Table 1 – Applicable Guidelines for Development Along Traditional Mainstreets

<i>Guideline 1: Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create visually continuous streetscape.</i>	The proposed development re-introduces building form and frontage along Richmond Road and Woodroffe Avenue. There are many voids in the building frontage along Richmond Road and the development will fill the void with an active, engaging development.
<i>Guideline 3: Provide a minimum 2 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area.</i>	The development is proposing a minimum 2 metre wide sidewalk along Richmond Road and Woodroffe Avenue.
<i>Guideline 4: Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.</i>	Building breaks are integrated into the building design to provide interest to the street.
<i>Guideline 8: Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias.</i>	The building design respects the existing character of the street and establishes an architectural standard along a disjointed stretch of Richmond Road.
<i>Guideline 11: Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.</i>	Windows and doors are proposed throughout the ground floor to connect the pedestrian realm to the development.
<i>Guideline 13: Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street.</i>	The residential units are located above the commercial units located on the ground floor.
<i>Guideline 14: Locate mixed-use development by concentrating height and mass at nodes and gateways.</i>	The proposed development is located at a major intersection in the Woodroffe – North community and can serve as a destination.
<i>Guideline 16: Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance.</i>	A corner entrance is proposed in the development with a high level of detail continued along the street frontages.
<i>Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.</i>	Front doors are located and accessible from the public street frontages.
<i>Guideline 20: Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.</i>	The design of the pedestrian walkways will ensure maintenance and accessibility is maintained.

Guideline 23: Locate surface parking in the rear yard with vehicular access of side streets and laneways.

14 parking spaces are located on a surface lot at the rear of the building. Access can be located along Woodroffe Avenue.

4.4.2 Urban Design Guidelines for High-Rise Housing

The guidelines for High-Rise Housing were completed by the City of Ottawa in 2009, these guidelines are for any building that is ten storeys or greater. The purpose of these guidelines are to promote and achieve appropriate high-rise development. The guidelines examine context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, services, and utilities.

Table 2 – Applicable Guidelines for High-Rise Housing

<i>Guideline 1b: In areas of new urban fabric or when renewing a disconnected or transitional fabric, orient a high-rise building to establish a pattern of development blocks, street edges, and open spaces and reflects or integrates the surrounding street pattern.</i>	The proposed development will establish a building frontage and street façade along Richmond Road and Woodroffe Avenue in an area that does not have a continuous street edge. The building will make direct connections to the public realm for public transit, sidewalks and streets.
<i>Guideline 3: Use built form to define a human-scaled street scape.</i>	The development will create and define a human-scaled street-scape by using architectural articulation of setbacks, windows and doors which will provide transparency and accessibility between the pedestrian realm and building.
<i>Guideline 4: Locate and orient other building components, such as the base and tower, and various site elements, to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.</i>	The building design proposes a large setback at the rear of the building adjacent to the existing low-rise residential community. The first and second floor of the building is designed to activate the public realm and maintain a human scale.
<i>Guideline 5: Create a sense of transition between high-rise buildings and existing adjacent lower-profile areas through the location and orientation of the building base or podium and the tower.</i>	Transition into the adjacent residential area is provided through a 4.5 metre setback from the rear of the building, in addition to the open linear green space (Woodroffe Walk) that separates the proposed building from the existing residential.
<i>Guideline 8: Design corner sites with inviting open spaces and pedestrian amenities, and buildings that wrap around the street corner.</i>	The proposed building design wraps around the corner of Woodroffe Avenue and maintains the same level of detail on both Richmond Road and Woodroffe Avenue.

<i>Guideline 12: Establish the building form and massing that responds to function, site characteristics, the context, and the type and mix of uses, regardless of stylistic approaches.</i>	The proposed building design features a podium, tower and top, typical features of a high-rise tower. The base of the tower features design elements that will serve as an interface with the city context, street, people and services.
<i>Guideline 13: Design the lower portion of the buildings to support human-scaled streetscapes, open spaces and quality pedestrian environments.</i>	The lower portion of the proposed development is designed to support human-scaled streetscapes by providing detailed architectural design.
<i>Guideline 14: Use clear windows and doors to make the pedestrian level façade highly transparent and accessible.</i>	Along the ground floor there is a nearly continuous band of windows with high contrast doorways to engage the pedestrian realm.
<i>Guideline 15: Build higher floor-to-floor heights on the first few floors for flexibility to accommodate a range of uses such as retail, and office.</i>	The first two ground floors are built with higher floor heights to have the capability to accommodate a range of uses.
<i>Guideline 17: Ensure that the pedestrian entrance is at-grade and directly accessible, clear, prominent, weather-protected with a canopy or recessed, and linked sidewalk.</i>	The entrance to the residential units are located along Woodroffe Avenue with direct street and public transit access.
<i>Guideline 18: Ensure that buildings have architecturally detailed façades, where publicly visible, with no blank or featureless sides in anticipation of abutting to potential development in later phases or on adjacent land.</i>	The proposed building has architectural articulation and features on all sides of the building. These features are different material uses, windows, building lines, balconies, and setbacks.
<i>Guideline 21: Design the high-rise towers with compact floor plates to maximize views, light and ventilation for the interior spaces, to facilitate breezes and light reaching outdoor spaces.</i>	The building is designed with a compact floor plate to maximize views to the Ottawa River and adjacent park spaces.
<i>Guideline 25: Provide wide sidewalks for locations with high pedestrian volumes, and/or provide wider boulevards to accommodate street furniture, signs, displays, vendor space, such as along Mainstreets.</i>	The development proposes wide sidewalks along Woodroffe Avenue to accommodate for high pedestrian flows in addition to the public transit stop along the site.
<i>Guideline 27: Provide curb-side boulevard for street furniture, trees and utilities, and an area on-site, adjacent to the public right-of-way and sidewalk.</i>	The development proposes a large paved walkway adjacent to the sidewalk to accommodate for potential spill out from commercial tenants and transit stops.

<i>Guideline 29: Create safe, accessible, barrier-free pedestrian links and outdoor spaces that connect destinations such as the public street, transit stops, parking lots, and other building complexes.</i>	Pedestrian links are provided to the development barrier-free, the proposed pedestrian space allows access into proposed commercial entranceways.
<i>Guideline 31: Provide opportunities for views from apartments to the streets, open spaces, and parking areas below for visual surveillance and neighbourliness.</i>	Opportunities for views from apartments are provided along all street frontages to promote connections and neighbourliness in the community.
<i>Guideline 41: Provide required outdoor amenity space for residents as both communal and private areas. Integrate useable private outdoor amenity space, such as balconies, into the architecture of the building, and ensure that the size and proportion of private amenity space creates a useable area.</i>	Residents will have private outdoor balconies.
<i>Guideline 52: Provide a direct, safe, continuous and clearly defined pedestrian walkway, a minimum of 2.0 metres wide, from the main doors to the public sidewalk, transit stop, drop-off and parking areas.</i>	A direct and continuous defined pedestrian walkway at a minimum of 2 metres is provided along Woodroffe Avenue and Richmond Road.
<i>Guideline 58: Locate garage entry points internal to the block or at less prominent locations on the block and recess the doors.</i>	The proposed underground parking entrance is located along the side of the building. A driveway is located off Woodroffe Avenue, north of the intersection with Richmond. This driveway will prevent wait times along Woodroffe and visually the garage doors will only be visible going south along Woodroffe Avenue.
<i>Guideline 61: Integrate within the design of the building enclosure, conceal from view and acoustically dampen mechanical and electrical equipment, elevator housing, and heat, ventilation and cooling (HVAC) systems, whether located on the rooftop or at the base of the building.</i>	The mechanical systems and equipment are located at the top of the building and are enclosed. The building materials used to enclose these systems are complementary to the building design.

5.0 ZONING BY-LAW

Consistent with the guiding vision established for Traditional Mainstreets and the developing Cleary / New Orchard Community Plan, the applicant is requesting an amendment to the City of Ottawa's comprehensive Zoning By-law 2008-250. The proposed uses of a mixed-use high-rise building is permitted in the Traditional Mainstreet Zone.



Figure 20. Zoning for Proposed Development.

Table 3 – Zoning Provisions TM[1935] H(47)

Dwelling Type	Zone Provision – Table 197	Required	Proposed	Compliance
Traditional Mainstreet	Minimum Lot Width (m)	No min.		✓
	Minimum Lot Area (m ²)	No min.		✓
	Maximum Front Yard Setback	2m*		
	Interior Side Yard Setback Minimum	3		
	Minimum Corner Side Yard Setback	5		
	Minimum Building Height	6.7	47	✓
	Maximum Building Height	No part of a building on a lot with a rear lot line abutting an R2 zone may project above a 45-degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line.	61m Delete 45-degree angular plane requirement.	x
	Maximum Floor Space Index	No minimum		✓
	Minimum Width of Landscaped Area	0.5 metres where a minimum 1.4m high opaque fence is provided	0	x
	Minimum Driveway Width for Lots of 20 spaces or Less	3	3	✓
	Minimum Driveway Width for Lots 20 spaces or More	6	6	✓
	Maximum Rear Yard Setback	4.5		✓

Minimum Width of Landscaped Buffer – for lots containing more than 10 but less than 100 spaces	1.5		
Minimum Number of Parking Spaces	105 (Residential, Visitor and Commercial)	134	✓
Bicycle Parking	90	194	✓

6.0 CONCLUSION

The proposed development is consistent with the Provincial Policy Statement 2014, meets the general intent of the City of Ottawa Official Plan, the anticipated Cleary / New Orchard Planning Study and the general intent of the R4 Zone in the City's Zoning By-law 2008-250.

It is our opinion that through the implementation of good planning principles and site design elements the proposed development supports the City's vision for this land particularly in locations close to the City's rapid transit system. The proposed development provides opportunity to realize the vision of the multiple design plans for the area through reinstatement of the urban fabric, and providing a mix of uses and amenities for the area.

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