

593 Laurier Avenue West
PLANNING RATIONALE
IN SUPPORT OF
SITE PLAN CONTROL AND ZONING BY-LAW AMENDMENT APPLICATIONS

Prepared by:

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Novatech File: 119019
Ref: R-2019-205

December 16, 2019

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Avenue West
Ottawa, Ontario
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**Attention: Andrew McCreight, Planner III, Development Review - Central Planning,
Infrastructure and Economic Development Department**

Dear Mr. McCreight,

**Reference: 593 Laurier Avenue West Planning Rationale for
Site Plan Control and Zoning By-law Amendment Applications
Our File No.: 119019**

The following Planning Rationale has been prepared in support of Zoning By-law Amendment and Site Plan applications for the property municipally-known as 593 Laurier Avenue West ("Subject Site"). The proposal entails rezoning the Subject Site from Residential Fourth Density, Subzone T (R4T) to Residential Fifth Density, Subzone Q, with an urban exemption and a 52 metre height limit (R5Q XXXX H(52)). The rezoning of the site will facilitate the development of an 85-unit high-rise residential building framing the existing heritage asset, namely the Alexander Fleck House. No parking for the residents and two (2) visitor parking spaces are proposed.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish appropriate zoning standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned at t.thomas@novatech-eng.com or 613-254-9643.

Sincerely,

NOVATECH



Teresa Thomas, MCIP RPP
Project Planner

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INTRODUCTION AND CONTEXT

1.1 Purpose

Novatech has prepared this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a high-rise residential building at 593 Laurier Avenue West ("Subject Site"). The proposal entails rezoning the Subject Site from Residential Fourth Density, Subzone T (R4T) to Residential Fifth Density, Subzone Q, with a site-specific exception and 52 metre height limit [R5QXXXX H(52)].

The zoning by-law amendment will also seek to modify the following provisions within the R5Q zone:

- Front yard setback;
- Interior side yard setback;
- Rear yard setback;
- Parking;
- Visitor parking;
- Landscaped area;
- Location of amenity area; and
- Walkway width.

This Planning Rationale will demonstrate that the proposed development and zoning amendment are:

- Consistent with the Provincial Policy Statement;
- Conform to the City of Ottawa Official Plan and applicable Guidelines; and
- Establish appropriate zoning standards for the Subject Site.

1.2 Site Description and Location

The Subject Site is a corner lot located in the Somerset ward in the City of Ottawa on the west side of Bronson Avenue and north side of Laurier Avenue West. The site is approximately 1,401m² in area, with 29.29 metres of frontage on Laurier Avenue West and 39.9 metres of frontage on Bronson Avenue. The lands that make up the Subject Site are legally described as Part of Lot 40, Concession A (Ottawa Front) as in CR231415, CR259616 except Part 1 on N287620; in the City of Ottawa.

The Subject Site is occupied by a low-rise residential dwelling that has been designated as a heritage building under part IV of the Heritage Act. The Site is zoned Residential Fourth Density, Subzone T (R4T) as seen in Figure 1.

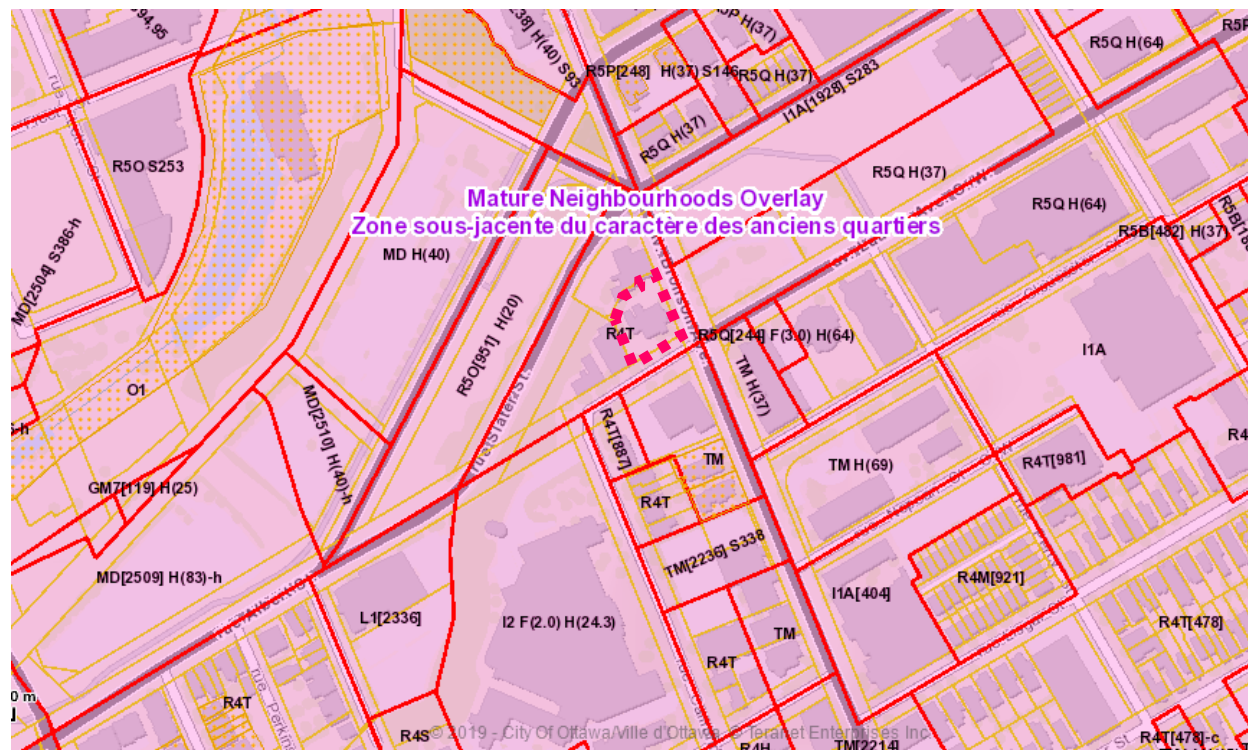


Figure 1: Existing Zoning of Subject Site (GeoOttawa, as edited)

1.3 Surrounding Uses

Figure 2 displays the locations and types of surrounding land uses.

North: To the north of the Subject Site is a low-rise apartment building. The roof is generally at grade with the Alexander Fleck House. Further north will be portions of the LeBreton Flats development and the future Main Library.

East: To the east is a large open space (community garden), existing high-rise mixed-use buildings and future high-rise development as indicated by the *Escarpment Area District Plan*.

South: To the south are mid- and high-rise residential buildings, located in the Bronson Avenue Traditional Main Street designation.

West: To the west are two low-rise apartment buildings before reaching the steep decline to Slater Street along the escarpment.

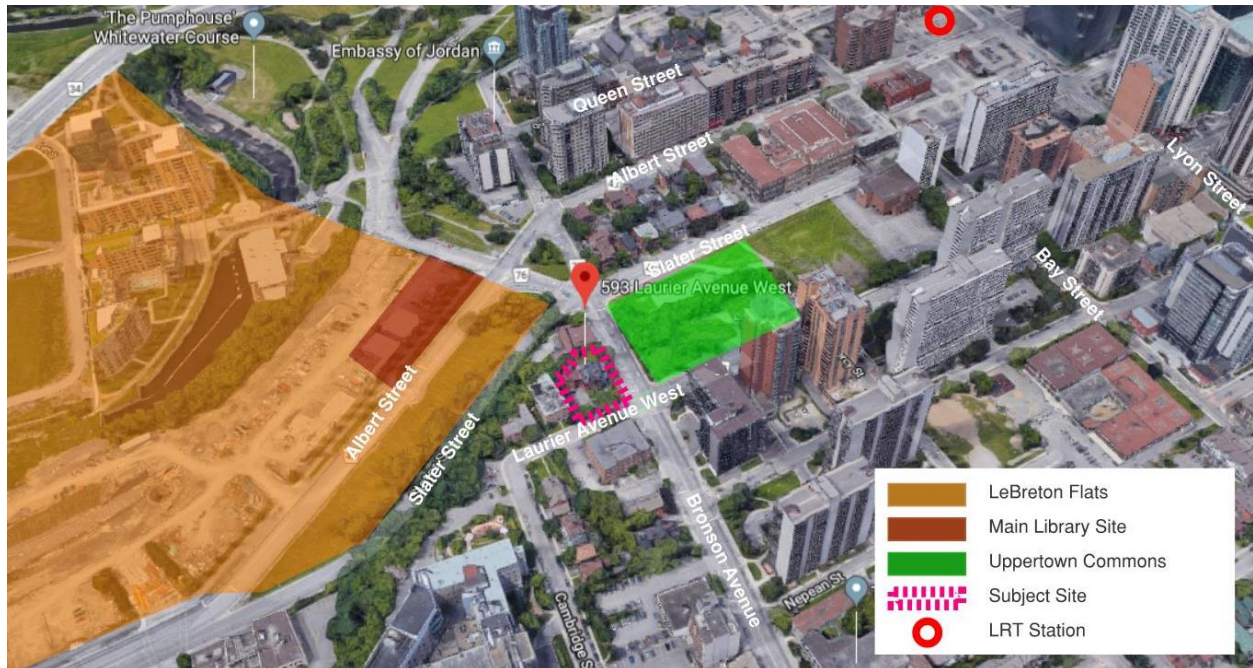


Figure 2: View of the Subject Site and Surrounding Area (Google Earth, as edited)

1.4 Transportation Network

The Subject Site has frontage along Laurier Avenue West and Bronson Avenue. Bronson Avenue is identified as an Arterial road on Schedule F of the City of Ottawa Official Plan (Figure 3) and Laurier Avenue West is a local road.



Figure 3: Schedule E, Urban Road Network, Excerpt (Ottawa Official Plan, as edited)

Annex 1 – Road Classifications and Rights-of-Way states, “Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses.”

Bronson Avenue at the Subject Site is an Arterial Road that distributes traffic between Albert and Slater Streets and the local road system. It also accommodates walking and cycling connections.

Laurier Avenue West is a Local Road. Annex 1 states, “Local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances. Pedestrians and cyclists are major users of local roads, starting or finishing their journeys along these roads”.

Laurier Avenue West will distribute local pedestrian, cycling and traffic to the Subject Site. The principal entrance of the proposed development is through the Heritage building, which fronts onto Laurier Avenue West. Driveway access to the proposed visitor spaces and drop off area is also off Laurier Avenue West.

The Subject Site is located within the 600 m radii of the Pimisi and Lyon LRT Stations as seen in Figure 4. It is served by a number of BRT routes with stations along Albert and Slater Streets. It is also well-connected to Ottawa’s cycling network as seen in Figure 5.

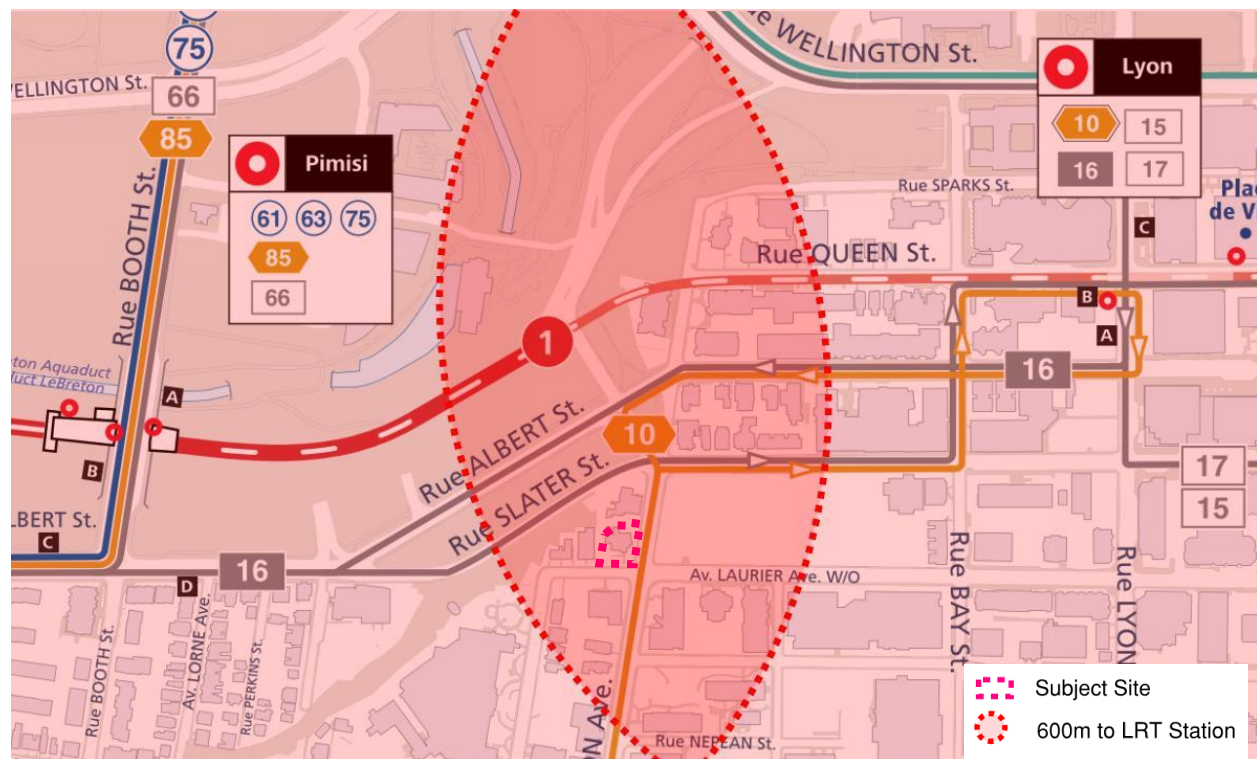


Figure 4: Proximity to Transit (OC Transpo and GeoOttawa as edited)

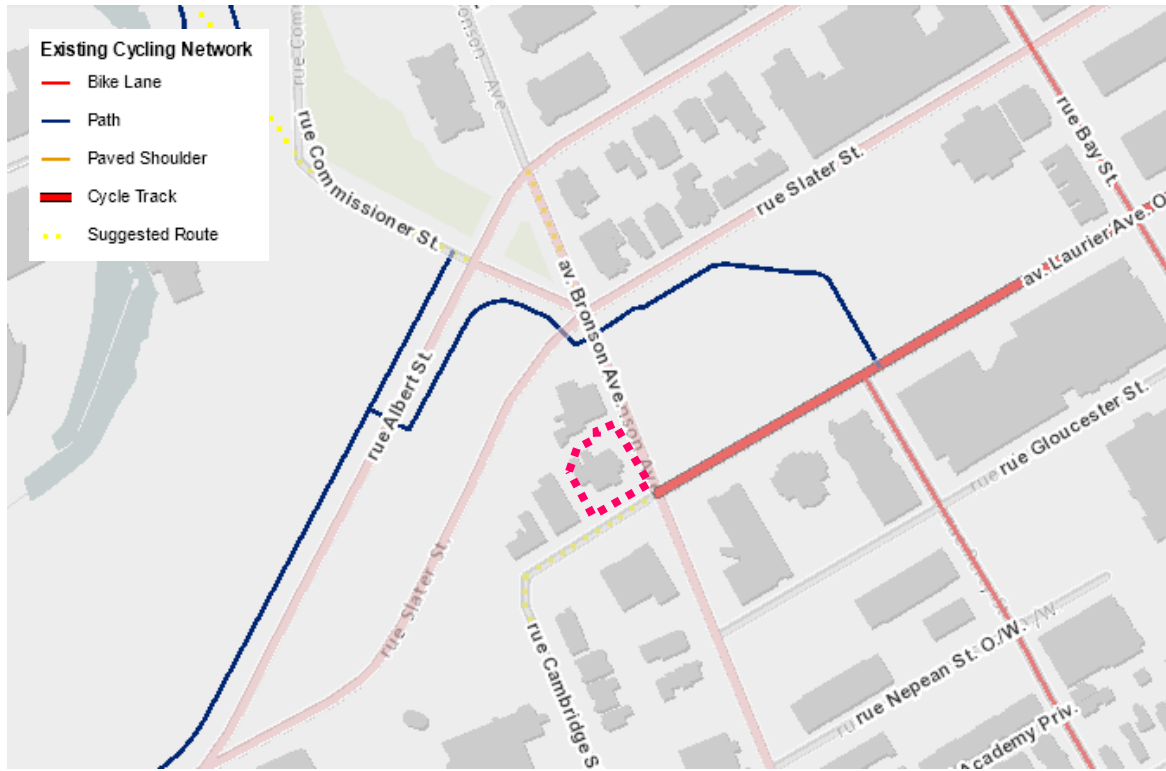


Figure 5: Local Connections to Ottawa's Cycling Network, Excerpt (GeoOttawa as edited)

2.0 DEVELOPMENT PROPOSAL



Figure 6: Rendered Image of Proposed Development (Project1 Studio)*

** Note: the 'vestibule addition' on the east side will be removed, a 2m high noise wall will be added around the outdoor living area as denoted on the Site Plan. The tree in the City right-of-way is proposed to be kept. At times, two cars may be parked in the interior yard in front of the western portion of the heritage building (in the location shown on the Site Plan).*

The proposed development is a 17-storey residential building addition to an existing designated Heritage building, the Alexander Fleck House, at 593 Laurier Avenue West. The proposed development is shown in Figures 6, 7 and 8 and in the architectural drawings submitted with the Site Plan application. Eighty-five (85) residential units and two visitor parking spaces are proposed. Bicycle parking above the requirement is proposed as is a bicycle maintenance station. The unit mix includes studio, one- and two-bedroom units, which are proposed to be for rent. Balconies flank both ends of the addition from levels five to 16, and a terrace over Laurier Avenue West is on level four. Large amounts of glazing provides animation at street level.

Heritage

Great efforts are required to maintain and restore the Andrew Fleck House to the highest quality inside and out. These efforts have created some constraints for the proposed addition.

In terms of massing, the heritage asset constraints result in the proposed addition having a slim, single-loaded corridor that 'hinges' around the viewing turret - a significant characteristic of the heritage building. The rear of the building was shortened during the design development stage to allow for views of the Ottawa River and to Quebec from within the turret.

In terms of scale, the first four storeys of the addition are clad with red brick and stone to complement the heritage building and allow the heritage building to maintain its prominence on site. The addition also steps back 0.5m off Laurier Avenue West at the levels four to 16 to provide more emphasis on the Alexander Fleck House and the low-rise base.

Finally, the entrance to the addition is through the Alexander Fleck House. This entrance will put on display the grandeur of the heritage asset as restored. The exterior of the heritage building will also be completely restored to create a lasting piece of important local heritage.

Amenity Area

Outdoor and indoor amenity areas will be provided that amount to more than the requirements of the Zoning By-law. Private balconies or terraces on levels 4 through 16 make up 20 per cent of the total amenity area and communal indoor lounges on levels 12 and 13 and in the heritage building make up a further 42 per cent. A communal outdoor 'pavilion' and barbeque area on the northeast corner of the property makes up the last 38 per cent of total amenity area.

Parking

No parking for residents is proposed given the proximity of the Subject Site to excellent transit and active transportation options. Two (2) visitor parking spaces are proposed within the drop-off and deliveries area off Laurier Avenue West.

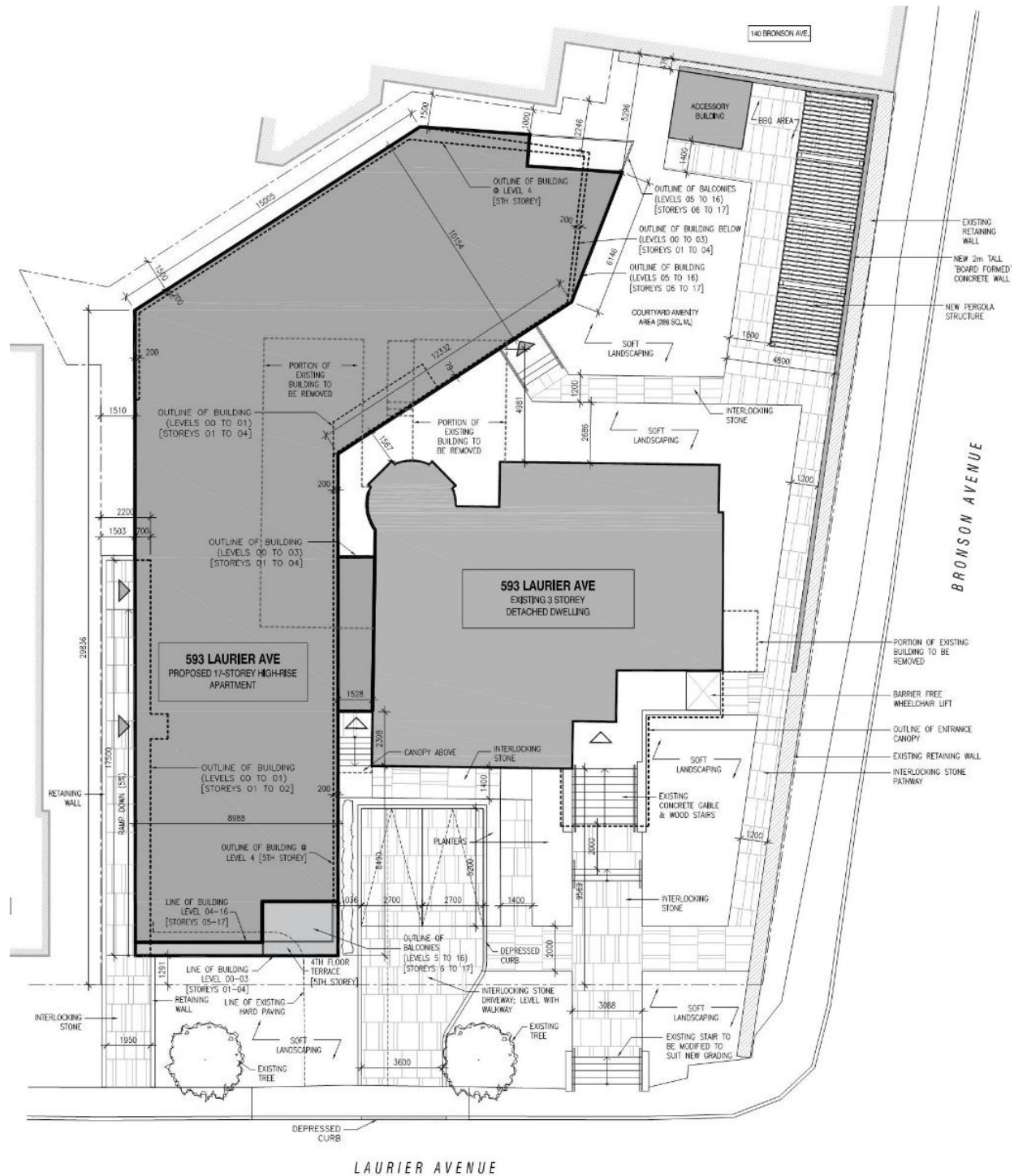


Figure 7: Site Plan issued December 09, 2019, Excerpt (Project1 Studio)

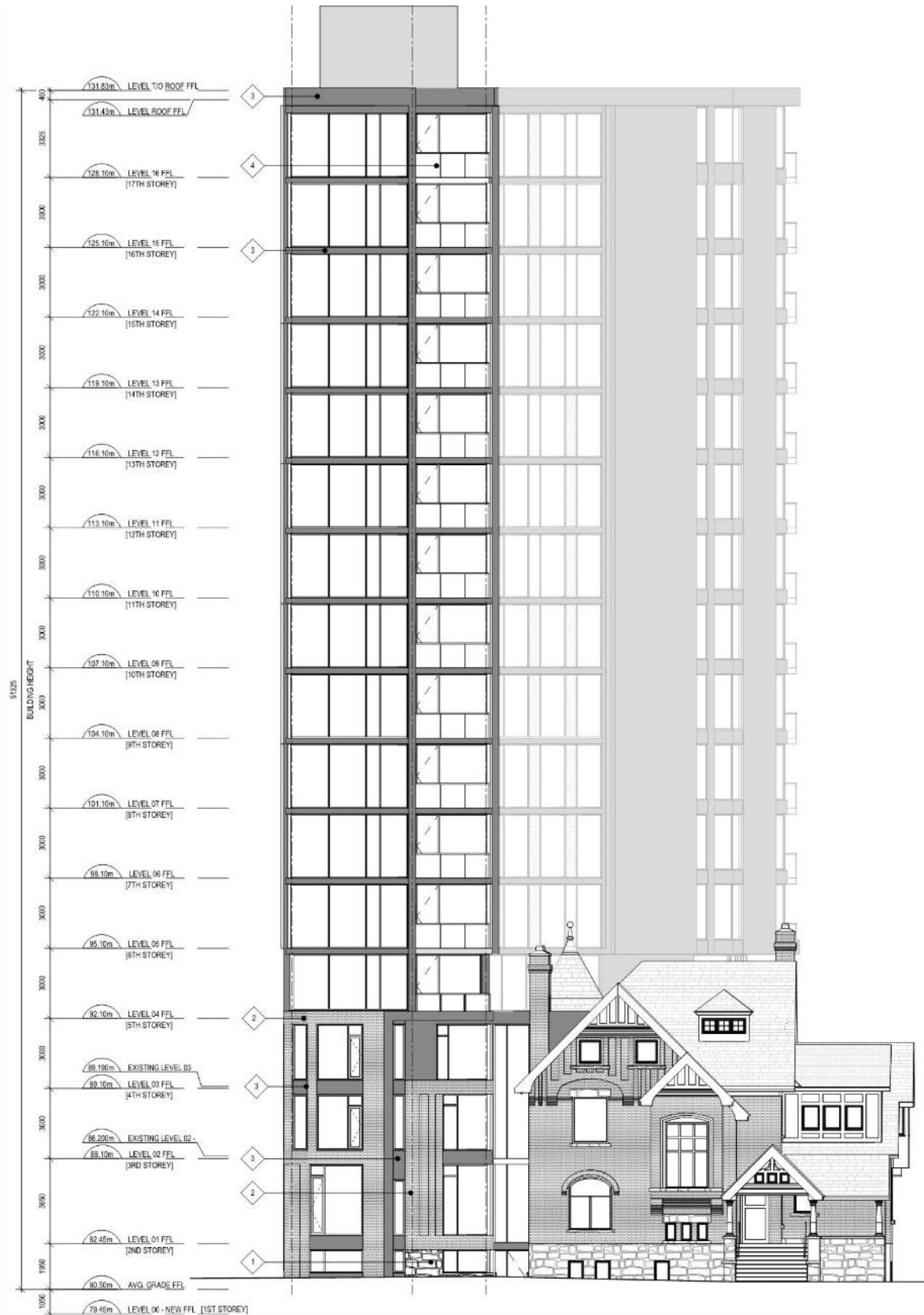


Figure 8: Front Elevation issued December 09, 2019 (Project1 Studio)

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

This section will list relevant policies from the Provincial Policy Statement, Official Plan, Community Design Plan, relevant Guidelines and the Zoning By-law. Responses to each policy are provided to show that the project is in keeping with plans for the area.

It should be noted that the Subject Site is somewhat forgotten in the City of Ottawa's planning framework. The areas surrounding the Site have strongly-identified existing and planned contexts, and although the Subject Site links these areas (e.g. Uppertown Commons with LeBreton Flats), it is not contained within any of the City's plans for the immediate area, including the *Central Area* and *Centretown Secondary Plans*, and the *Downtown Ottawa Urban Design Strategy (DOUDS)*. The *DOUDS* describes the immediate context as ideal for high-rise buildings.

The Zoning By-law also leaves the Subject Site apart from its surrounding planned and existing context. The Site is immediately adjacent to the planned context that enables no parking for tenants in high-rise buildings, as seen on Figure 9.

On the other hand, the Site is captured by the *Escarpment Area District Plan* (Community Design Plan). Unfortunately, this plan provides no direction for the Subject Site despite its prominence atop the escarpment - overlooking the future LeBreton Flats and Main Library - and its position helping to frame the Uppertown Commons open space described in the Plan (across Bronson Avenue between Laurier Avenue West and Slater Street).

The application for zoning by-law amendment addresses two major aspects of the planned context for the Site by:

- Increasing the permitted height to be consistent with that found in the adjacent existing and planned areas; and,
- Reducing parking to an amount that is appropriate for sites within walking distance to LRT stations.

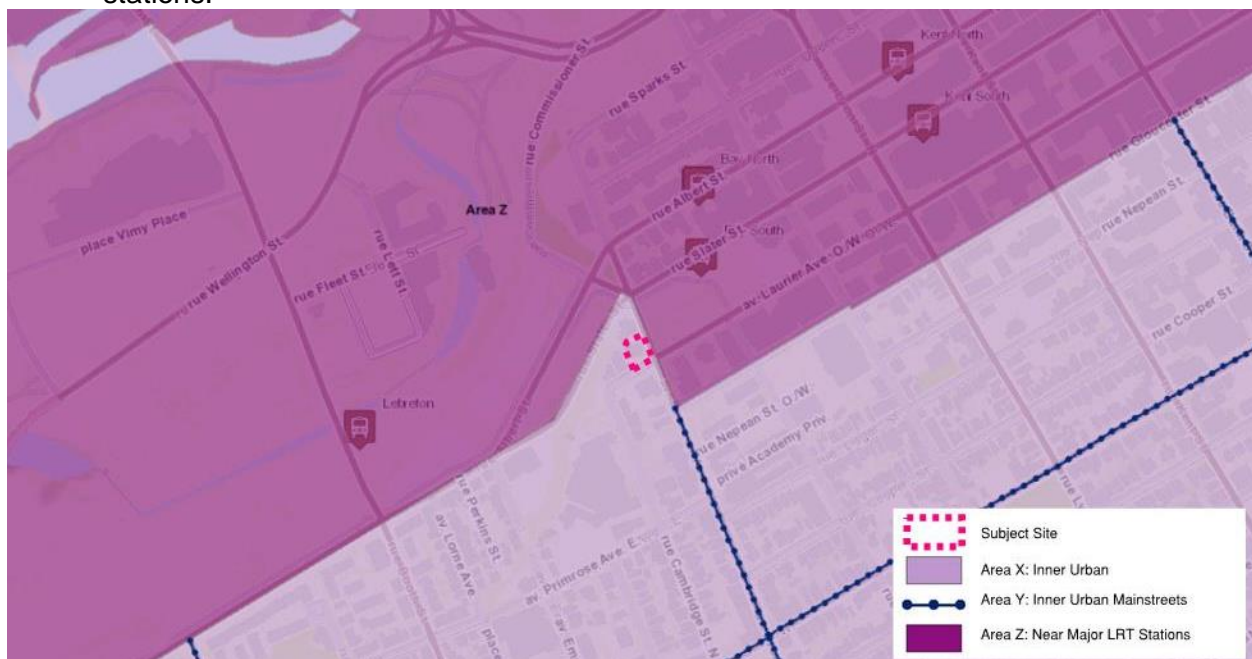


Figure 9: Schedule 1A: Near LRT Stations Area Z, Excerpt (GeoOttawa as edited)

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on April 30, 2014. This section will discuss relevant policies of the PPS.

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

The accommodation of residential units in this location positively enables more citizens to take advantage of, and further support, Ottawa core's services, parks and institutions.

- e. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

The proposed development is a high-density urban infill project in which its residents will use existing infrastructure and services in the neighbourhood, such as parks, transit, roads and site servicing. This minimizes land consumption and servicing costs in the most efficient manner.

Section 1.1.3.1 of the PPS states that, "settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted". Section 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed;*
 - 6. are freight-supportive.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site will have access to cycling and bus routes along Laurier Avenue West, Bronson Avenue, and Albert and Slater Streets. The Pimisi and Lyon LRT station are within a 600m radius of the Subject Site.

The proposal, which supports intensification and has regard for numerous capital improvements in the immediate neighbourhood, will promote a land use pattern, density and mix of uses that efficiently utilises city resources, minimizes vehicular dependence and supports accessible active as well as public modes of transportation.

Section 2.6.1 of the PPS states, "Significant built heritage resources and significant cultural heritage landscapes shall be conserved".

The proposed development conserves, restores and complements the heritage resource. The heritage resource will also form the primary entranceway to the whole development, which will bring a part of Ottawa's heritage into modern-day lives. The incorporation of the heritage resource into the addition will be a leading example of heritage integration in Canada given that the existing entrance of the house will be used as the main entrance for the new building. Residents will experience the heritage aspects of the Fleck house every time they enter and exit the building. The Fleck house will retain prominence on the street as pedestrian access is directed towards the house instead of the addition.

The proposal represents appropriate intensification and is consistent with the Provincial Policy Statement.

3.2 City of Ottawa Official Plan

The Subject Site is designated 'General Urban Area' on Schedule B of the *City of Ottawa Official Plan* (OP) as seen in Figure 10. The following policies from the *Official Plan* support the proposed development. Of focus are policies that rationalize the development of a building taller than four (4) storeys, which is the maximum permitted building height within the General Urban Area designation unless otherwise described by *Official Plan* policy.

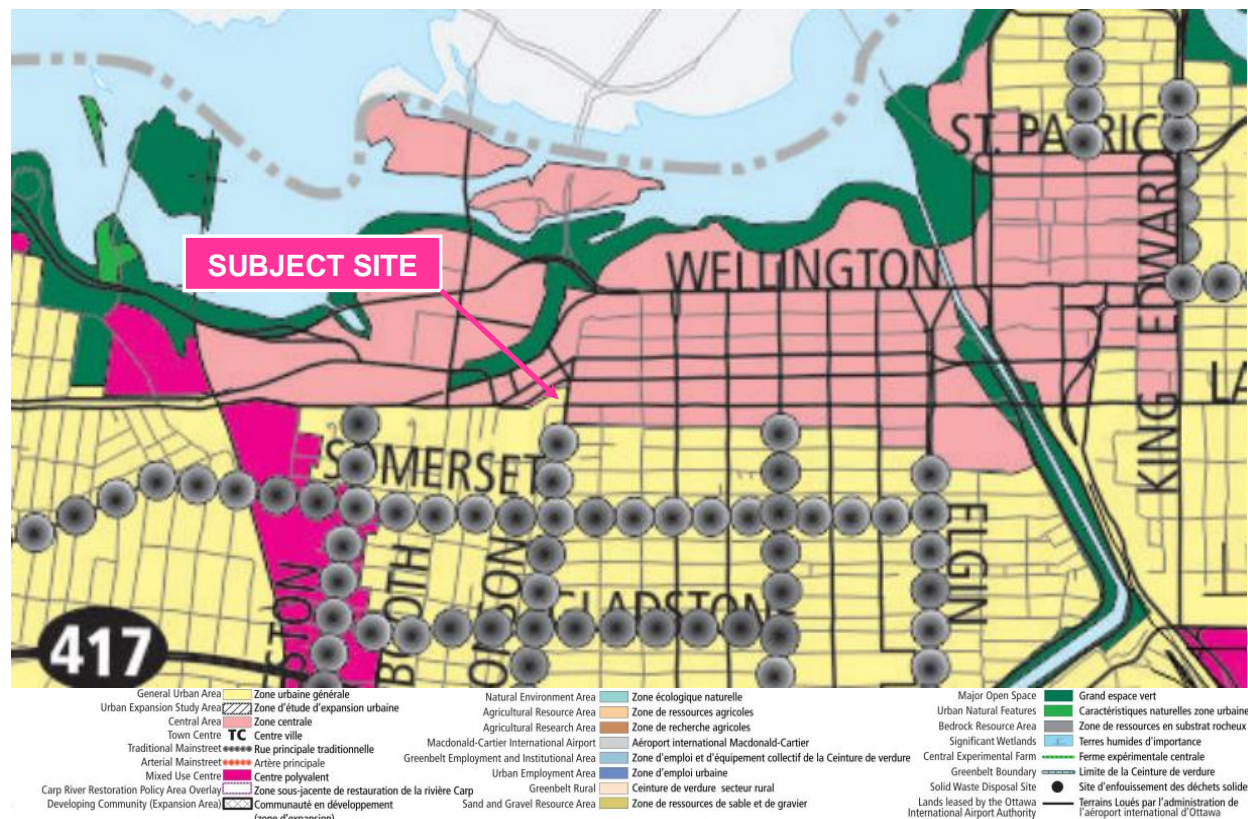


Figure 10: Schedule B, Excerpt (Ottawa Official Plan as edited)

The following policies, taken directly from the Official Plan, are shown *italicized*. Applicable portions are underlined. Novatech's responses to the policies follow in normal font.

2.2.2 Managing Intensification Within the Urban Area

The Official Plan Section 2.2 states “about 90 per cent of the growth in population, jobs and housing will be accommodated within areas designated within the urban boundary”. It goes on to describe the promotion of intensification as a strategy to manage growth in a sustainable way and states that, “concentrating growth within the designated urban area also allows for a pattern and density of development that supports walking, cycling and transit... and supports a cleaner, safer, healthier city. This is the most cost-effective pattern for the provision of municipal services and infrastructure.”

Specifically, Policy 10 states,

Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. ...

Policy 11 goes on to state,

The distribution of appropriate building heights will be determined by:

- a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and*
- b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height. [Amendment #150, LPAT Decision October 22, 2018]*

The proposed development and rezoning support the intensification of the Subject Site, resulting in a cost-effective land use pattern for the provision of municipal services, transit and other infrastructure. The Subject Site is within a 700 metre walking distance of Pimisi and Lyon LRT Stations in addition to a variety of bus stops. The Subject Site is within walking distance of the employment and services hub of downtown Ottawa and Chinatown, Little Italy, Centretown and LeBreton Flats.

The planned function of the area is intensively urban in that it has the oldest and highest concentration of high-rise buildings in Ottawa and is excellently-served by transit, human services, public institutions, recreation, shopping and employment opportunities. The Design and Compatibility of the development is further explored below within the context of Official Plan Section 4.11.

2.5.1 Designing Ottawa

Policy 1

In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives. [Amendment #150, LPAT July 18, 2019]

Design Objectives

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- 2. To define quality public and private spaces through development*
- 3. To create places that are safe, accessible and are easy to get to, and move through.*
- 4. To ensure that new development respects the character of existing areas.*
- 5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
- 6. To understand and respect natural processes and features in development design.*
- 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

These design objectives are considered in the submitted drawings and described throughout this combined planning rationale and design brief.

Design Priority Areas

Policy 3

The City recognizes that, though not part of the formal list of design priority areas provided in Section 2.5.1, High-Rise Buildings, Major Urban Facilities, and that the portion of Ottawa's downtown bounded by the Rideau River, Queensway and O-Train, are types of development and are areas that will be subject to evaluation using the policies of Section 4.11. [Amendment #150, LPAT July 18, 2019]

The Subject Site is proposing a high-rise building and is therefore subject to the policies of Section 4.11. This report addresses the policies of Section 4.11 further below.

3.6.1 General Urban Area

Policy 3.

Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

Policy 4.

Notwithstanding Policy 3, new taller buildings may be considered for sites that:

1. front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;
2. are in an area already characterised by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018]

The Subject Site is within less than 800 metres walking distance of two LRT stations, Pimisi and Lyon. The Site is bound to the east by Bronson Avenue, which is an arterial road identified as a Transit Priority Corridor on Schedule D of the Official Plan.

The neighbourhood has the highest concentration of high-rise buildings in Ottawa. High-rise buildings can be seen abutting the east side of Bronson Avenue and proliferate the neighbourhood east of Bronson Avenue, which are designated parts of the Central Area and Centretown Secondary Plans and zoned for high-rise. The west side of Bronson Avenue has a variety of building heights from two to 10 storeys and a 19-storey building currently under construction on the block south of the Subject Site. Lands abutting Slater and Albert Streets east and west of Bronson Avenue (including the LeBreton Flats north of the Subject Site) are proposed for high-rise development as seen in the *Escarpment Area District Plan* and publicly-available development applications (e.g. for the area north of the Subject Site that includes the library).

The Subject Site is in a unique location given that it is surrounded by, but not included in, the Bronson Avenue Traditional Main Street, the Central Area Secondary Plan and the Centretown Secondary Plan. These plans suggest building heights, which are mid- and high-rise closest to the Subject Site. The Site is included in the *Escarpment Area District Plan*, which is described in its executive summary to “establish [] a new benchmark for high-rise built form in the city”. The Subject Site is likely included in this Plan because it sits atop the escarpment, is part of the background to future LeBreton Flats developments and helps to frame the Upper Town Commons (the large park proposed east of Bronson between Slater Street and Laurier Avenue West). Buildings framing the Upper Town Commons are existing and planned high-rise buildings.

4.0 Review of Development Applications

Section 4 of the Official Plan outlines policies related to the review of development applications to ensure that new development meets the objectives of the Official Plan. The following section demonstrates how the proposed redevelopment of the Subject Site conforms to the policies in Section 4.1 through 4.11 of the Official Plan.

4.1 Site-Specific Policies and Secondary Policy Plans

The Subject Site is not subject to any Site-Specific Policies or a Secondary Policy Plan in Volume 2 of the Official Plan. However, it is subject to the Escarpment District Area Plan, which is a Community Design Plan.

4.2 Adjacent to Land-Use Designations

The Subject Site is not adjacent to any areas of natural or scientific interest.

4.3 Walking, Cycling, Transit, Roads, and Parking Lots

Policy 4

The City may, in keeping with the direction in Section 2.3, establish maximum requirements for on-site parking and reduce or eliminate minimum requirements in:

- a. intensification target areas; or*
- b. within 800 metres walking distance of a rapid transit station; or*
- c. within 400 metres of the Transit Priority Network, inside the Greenbelt; or*
- d. within 400 metres of a Traditional Mainstreet, inside the Greenbelt;*

and in particular where the small size, dimensions and other characteristics of existing lots preclude the ability to provide on-site parking for a change in use or small-scale intensification. [Amendment #150, LPAT. July 29, 2019]

Two parking spaces are proposed to accommodate visitors to the development. The expectation is that future residents will choose walking, cycling and using transit for their daily commutes given the prime location within an 800m walk to two LRT stations (Lyon and Pimisi), within 400m of the Transit Priority Network (on Bronson) and within 400m of a Traditional Mainstreet (on Bronson).

Two (2) visitor parking spaces are proposed whereas seven (7) are required under the Zoning By-law. It is expected that five (5) visitor parking spaces can be accommodated by local on- and off-street parking or that visitors will not require parking at all.

Policy 5

The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The City may use the zoning by-law and cash-in-lieu of parking agreements as tools to reduce parking requirements. Furthermore, as referenced in Policy 44 of Section 2.3.1, the zoning by-law may establish maximum parking requirements that would apply to development within 600 metres of a rapid transit station/service. [Amendment #76, August 04, 2010]

The Subject Site is within 600m of two (2) rapid transit (LRT) stations. Further, the Subject Site is surrounded by Area Z of Schedule 1A of the Zoning By-law 2008-250, which

removes the requirement for on-site parking for tenants. It is anticipated that residents will not rely on the automobile.

Two (2) visitor parking spaces are proposed whereas seven (7) are required under the Zoning By-law. It is expected that five (5) visitor parking spaces can be accommodated by local on- and off-street parking or that visitors will not require parking at all.

Policy 9

The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.

Two parking spaces are proposed to be located where the drive aisle leading to the existing parking area is today. While no screening will be possible, the parking is somewhat less visible given its location atop a grade incline from the street, and its location in an interior yard and not a front or corner side yard.

4.4 Water and Wastewater Servicing

The Subject Site will be serviced by municipal water and wastewater services. A Servicing and Stormwater Management Report dated December 9, 2019 has been prepared by Novatech. The Report indicates that the proposed building will be serviced by the municipal watermain in Laurier Avenue West and sanitary and storm services will outlet through the property at 140 Bronson Avenue and into the combined sewers in Bronson Avenue. Stormwater runoff will be attenuated on site. The Servicing and Stormwater Management Report indicates that existing municipal water and wastewater infrastructure can accommodate the proposed development on the Subject Site.

4.5 Housing

The proposal for the Subject Site adds 85 new residential rental units, including studio, one- and two-bedroom units to the transit-oriented area.

4.6 Cultural Heritage Resources

A Cultural Heritage Impact Statement (CHIS) dated December 10, 2019 has been prepared by Robertson Martin Architects (RMA) given the Heritage designation of the Alexander Fleck House. Coordination between RMA and Project1 Studio has informed several aspects of the proposed design, not limited to:

- Change to red brick at levels 01 to 03, from limestone;
- Alignment of 'datum lines' between the heritage building and the proposed addition;
- Reduction in massing at rear of building to allow views from turret; and
- 'Cut out' and set back of building around turret.

The CHIS lists mitigation measures to address possible negative impacts of the proposed building. These are:

1. Consider further refinement of the south façade's design
2. Explore alternate/improved design of the gasket connection

Details regarding these mitigation measures are provided in the CHIS.

The CHIS concludes:

The revised proposed design... is assessed as compatible with the City's Official Plan, the R4T zoning category and the immediate context of the site...the proposal, in general, conforms with the requirements of the Standards & Guidelines for the Conservation of Historic Places in Canada (2nd Edition) as well as the heritage character as outlined by the City of Ottawa.

The conclusion continues:

The Consultant is of the opinion that the updated architectural design of the development project dated December 4, 2019, has mostly addressed concerns related to the treatment of the podium façade in terms of height, massing, datum lines and materiality, although further improvements can be made in this regard. In addition, the distance and connection between the heritage building and the new tower may be improved.

4.6.1 Heritage Buildings and Areas

Policy 2

Where a structure designated under Part V of the Ontario Heritage Act is to be altered, added to, partially demolished, demolished, relocated, or where new construction in a district designated under Part V of the Ontario Heritage Act is proposed, the approval of City Council, after consultation with its municipal heritage committee, currently known as the Ottawa Built Heritage Advisory Committee (OBHAC) is required. ...

The proposed development requires alteration to the heritage building. An Heritage Permit application will be submitted prior to receiving approval of the Site Plan Control application.

4.6.4 Scenic Entry Routes

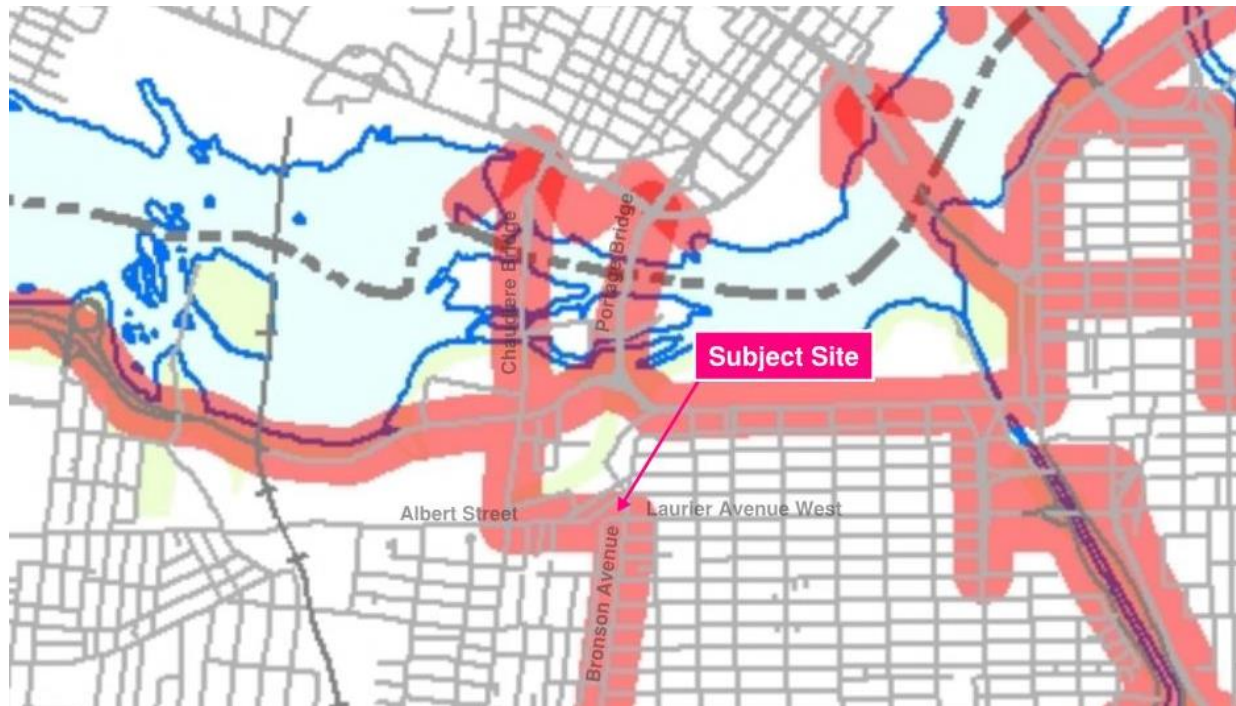


Figure 11: Scenic Entry Routes, Exerpt (Ottawa Officila Plan Schedule I as edited)

Policy 2

Guidelines for Scenic-Entry Routes that elaborate on the more general Arterial Road Corridor Design Guidelines, as updated from time to time, will be developed and implemented by the City. While respecting the primary function of the road, the guidelines will promote:

1. *The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;*
2. *Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;*
3. *The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;*
4. *Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;*
5. *Any other items determined by the City.*

Policy 3

Until such time as the guidelines for Scenic-Entry Routes are prepared, development applications adjacent to these routes will be assessed against the criteria listed above, in addition to other requirements of this Plan.

The proposed development meets the above criteria in the following manner:

1. The proposed development creates a safe and attractive environment.
2. The stone wall remains in place and is the main feature of the site as seen from the street on Bronson Avenue.
3. Views of the cultural heritage feature (Alexander Fleck House) will remain in place, except for views of the northeast corner of the property as seen from Bronson Avenue at Slater Street. Recommended in the associated noise study, a noise barrier is required to reduce the noise levels in the outdoor living area (OLA) at the northeast corner of the site, near Bronson. This barrier will block portions of the view of the heritage asset similar to that seen in Figure 12.

The two (2) mature trees found near Laurier Avenue West are proposed to remain. Roadside vegetation (lilacs at the top of the retaining wall) must be removed in order to accommodate a barrier-free path to the main entrance.

4. Landscaping and pathways will be designed to meet City standards in the right-of-way on Laurier Avenue West. It is expected that the existing mature trees in the right-of-way on Laurier Avenue will be kept. No opportunity for right-of-way features is available to the Bronson Avenue side of this site given the placement of the existing retaining wall.
5. No other items were determined by the City.



Figure 12: View of Proposal from Slater and Bronson Streets (Project1 Studio)*

** Note: The outdoor living area will not be bound by trees but instead a concrete noise wall is proposed in the location shown on the Site Plan.*

4.7 Environmental Protection

There are no sensitive environmental features on or in proximity to the Subject Site.

4.7.2 Protection of Vegetation Cover

A Tree Conservation Report and a Landscape Plan (both dated December 10, 2019) were prepared by Novatech. According to the Tree Conservation Plan shown in Figure 13, the two mature trees in the right-of-way on Laurier Avenue West are proposed to be retained. The two trees on the west of the site must be removed to make way for the proposed development. Most of the lilac bushes must also be removed in order to accommodate the proposed building.

The Landscape Plan in Figure 14 indicates numerous new large deciduous shrubs will be planted, in addition to small shrubs and small flowering plants. Proposed species are suitable for the local climate while being generally low maintenance.

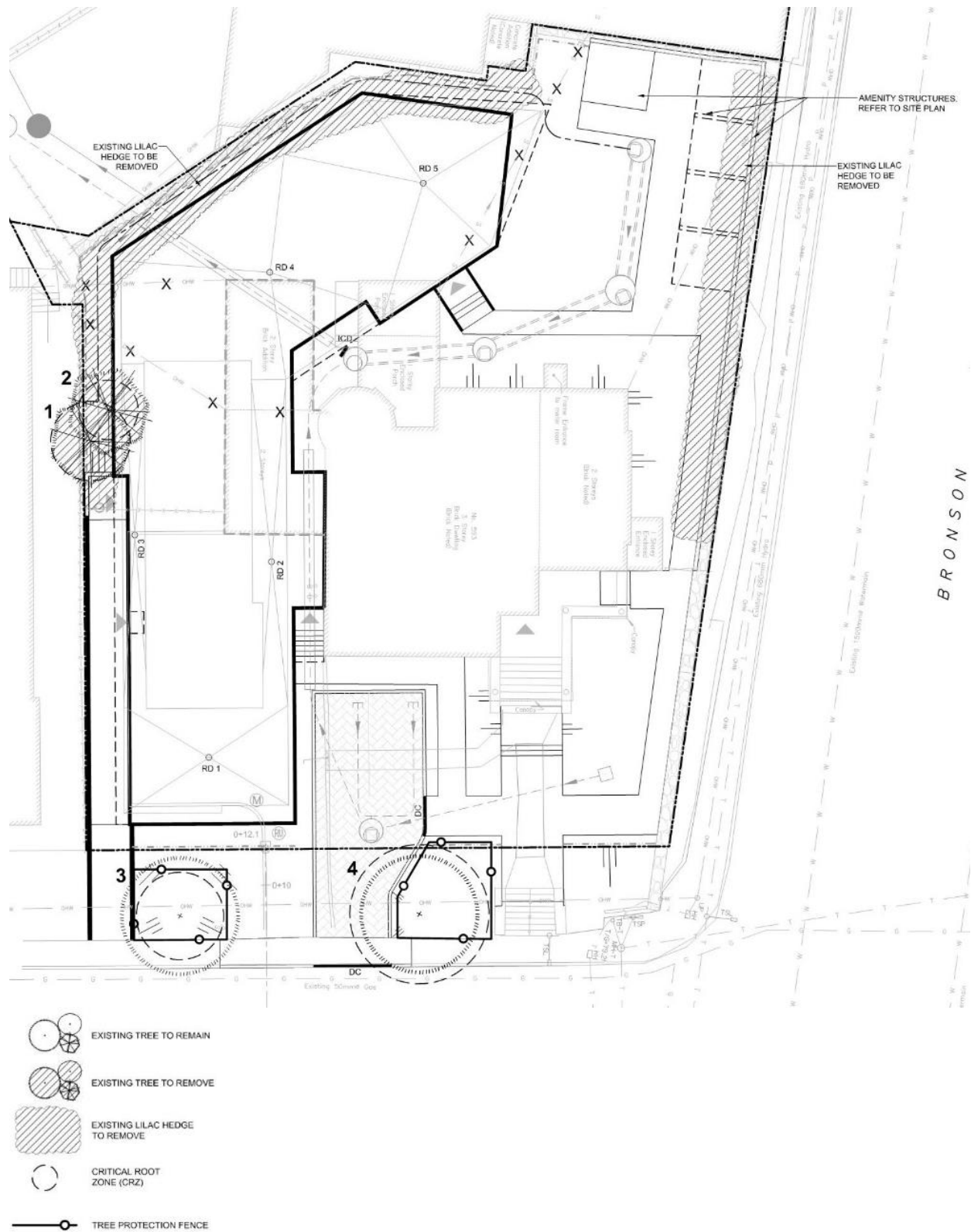


Figure 13: Tree Conservation Report, Excerpts (Novatech)



4.7.3 Erosion Prevention and Protection of Surface Water

The erosion and sediment control is addressed in the Development Servicing and Stormwater Management Report prepared by Novatech (dated December 9, 2019). The Grading and Erosion & Sediment Control Plan is included with the report. The report concludes:

- Regular inspection and maintenance of the building services, roof drains, on-site SWM storage system and the sumps / ICD is recommended to ensure that the storm drainage system is clean and operational.
- Temporary erosion and sediment control measures are to be provided during construction.

4.7.4 Protection of Endangered and Threatened Species

An EIS is not required for the Subject Site.

4.7.6 Stormwater Management

A Servicing and Stormwater Management Report dated December 9, 2019 has been prepared by Novatech. Quantity control is addressed through the use of control-flow roof drains and underground storage. Stormwater quality control is not required as the outlet is to a Municipal combined sewer. Sanitary and storm services will outlet through the property at 140 Bronson Avenue and into the combined sewers in Bronson Avenue. The Servicing and Stormwater Management Report indicates that existing municipal water and wastewater infrastructure can accommodate the proposed development on the Subject Site.

4.8 Protection of Health and Safety

The Subject Site is not affected by *Environmental Constraints* identified on Schedule K of the Official Plan, such as flood plains, wellhead protection, Airports and unstable slopes.

4.8.3 Unstable Soils or Bedrock

A Geotechnical Investigation (dated June 2019, revised October 2019) was completed by LRL Engineering for the Subject Site. Recommendations for design, construction and inspection are provided.

A Slope Stability Analysis was made as part of the Geotechnical Report. The analysis concludes, "the elevation changes to the east and the north of the property limits are constrained by a retaining wall, overlying bedrock, which is relatively resistant to erosion; thus, will remain stable".

4.8.4 Contaminated Sites

A Phase I ESA dated July 15, 2019 was completed by LRL Engineering. The Phase I ESA indicates that a Phase II ESA is required. The Phase I ESA (July 2015) identified the following environmental concerns to be investigated:

- The former heating oil tank located in the basement;
- The trap door in the garage over a gravel basement, purpose unknown;

- The former foundry identified east of the Site; and
- The unspecified spill on Bronson Avenue, east of the Site.

A Phase II ESA dated November 7, 2019 was completed by LRL Engineering. Finalizing a list of detailed conclusions, the Phase II ESA recommends:

... that the horizontal extent of the soil contamination be delineated and remediated. It is recommended that groundwater be resampled from MW19-1 for PHC F2 to determine the level since the detection limit was above the applicable standard. The contamination encountered onsite presents a low risk to the building occupants.

A contamination delineation letter dated November 8, 2019 was prepared by LRL Engineering and is submitted to accompany the Phase II ESA. The letter concludes:

The soil contamination onsite presents a low risk to building occupants if left undisturbed...it is recommended that the soil contamination be remediated at the time of Site development. The vertical extent of the contamination is anticipated to be from surface to bedrock, encountered at depths between 0.5m and 1.65m bgs. The horizontal extent of contamination has not been delineated, however it is anticipated to extend across the majority of the Site.

It is recommended that if groundwater monitoring wells are not required for future monitoring purposes, they should be decommissioned in accordance with O. Reg. 903.

The groundwater analysis results and respective MECP standards are summarized in Table 2 of the contamination delineation letter.

4.8.7 Environmental Noise Controls

A Noise Impact Study dated December 10, 2019 was completed by Swallow Acoustic Consultants Ltd. Recommendations are included for:

- Exterior wall construction;
- Glazing;
- Air conditioning;
- Warning clauses on purchase and sales agreements; and
- Outdoor Living Areas (OLAs).

Evaluation of outdoor mechanical systems was not completed but it is noted that all outdoor mechanical systems must comply with the City of Ottawa's Environmental Noise Control Guidelines (ENCG) sound level limits from stationary sources at all nearby noise-sensitive areas.

While a 2m high acoustical barrier (noise wall) must be erected to reduce noise levels from Bronson Avenue to the outdoor living area (pavilion and BBQ area) on the northeast corner of the Site, the barrier will not reduce the levels of noise below the maximum recommended in the MECP and City of Ottawa requirements and a warning clause will be required.

The required noise wall must shield users of the OLA from Bronson Avenue. This results in a 2m tall, 33m long barrier along Bronson Avenue, which reduces the view of the Alexander Fleck House from Bronson Avenue at Slater Streets, similar to that seen in Figure 12.

4.9 Energy Conservation Through Design

The project is not targeting any particular energy *standards*; however, the building will be designed with energy efficiency in mind. The requirements of the Ontario Building Code provide increasingly stringent requirements for the major building systems, and this project will exceed these targets.

Because this is to be a rental building, the owners will be operating and maintaining the building meaning that they have a vested interest in the energy efficiency of the project because they will have a direct financial benefit from reduced energy costs.

The tower portion of the building features extensive glazing, and these glazing units are being designed to have high insulation values and will include glazing units that contain coatings that limit passive solar heat gain that lead to increased cooling requirements. Wall assemblies will also have higher than required insulation values and will feature components that limit 'thermal bridging' in order to increase the performance of the assembly. The heating and cooling systems for the suites will be among the most efficient available with each suite having integrated heat recovery systems and complete control over their temperature.

An energy model will be completed for the project, and the report generated from this model will be our guide in ensuring that the building exceeds current standards for energy consumption.

Native landscaping and permeable soft and hard landscaping is proposed for the grounds.

4.10 Greenspace Requirements

Cash-in-lieu of parkland may be provided as a condition of the Site Plan Control application.

4.11 Urban Design and Compatible Development

Policy 2.5.1(11) noted above uses the policies in Section 4.11 to form detailed descriptions of the design and compatibility of a proposed development in its context. Responses to applicable policies follow.

Massing and Scale

Policy 12

Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or

street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

The proposed development is designed to keep and complement the three-storey heritage building on site. Design features that achieve this also work to provide transition from the proposed building to the neighbouring building to the west and, visually, to that across Laurier Street West. Such features include:

- Red brick and stone at levels 00 through 03, which complement the heritage building and creates a visual separation between the low-rise base and the high-rise form above;
- A step back after the fourth storey provides emphasis to the heritage building and draws the eye to the low-rise base.
- A 'thin' building addition (single-loaded corridor) lessens the massing by half when viewed at street level;
- Visual prominence given to the heritage house by 'hinging' the building addition around the heritage house.

Policy 13

Building height and massing transitions will be accomplished through a variety of means, including:

1. *Incremental changes in building height (e.g. angular planes or stepping building profile up or down);*
2. *Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);*
3. *Building setbacks and step-backs. [Amendment #150, LPAT July 19 ,2019]*

As described in the response under policy 12, the proposed building provides:

1. stepping back of the building as viewed from Laurier Avenue West, and a variety of stepbacks in the elevation facing Bronson Avenue;
2. ground-oriented housing (Alexander Fleck House) at the corner of Bronson Avenue and Laurier Avenue West;
3. a stepback at the fourth level (at the fifth storey) draws attention to the low-rise base and the heritage asset.

High-rise Buildings

Policy 14

High-rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise Buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

1. *pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;*

Public parks are found all around the Subject Site, from the Upper Town Commons across Bronson Street to the proposed open spaces throughout LeBreton Flats, the Ottawa Riverfront and existing neighbourhood and school parks such as Primrose Park, Centennial School and Dundonald Park.

The slender building form offers reduced shadowing compared to the 'slab' style buildings nearby. New shadowing will be created beyond that created of an as-of-right form. These shadows will fall onto the adjacent buildings to the north and to the west. That said, the building to the west at 601 Laurier is built tight to the escarpment and features very little outdoor amenity space, so the impact of the shadows on the residents of this building will be minimal. Likewise at 140 Bronson to the north, there is only a surface parking lot and no outdoor amenity space, so there would be an equally minimal impact.

The additional shadowing will also be cast over the western half of the Nanny Goat Hill community garden in the Uppertown Commons late in the afternoons of September. Shadowing will be cast over the southwest corner of the community garden during the late afternoons of the spring and summer.

A wind study was completed by RWDI dated November 19, 2019. It concludes:

The proposed development includes several positive design features such as the building setback at the grade from Laurier Ave. W. and Bronson Ave., and the recessed entrances along the south facade. Wind conditions are expected to be suitable for the intended usage at the sidewalks and south entrances throughout the year. Higher winds are predicted during the winter at entrances A3 and A4. Higher than desired wind speeds are also expected at the outdoor amenity area at the grade during the summer.

The proposed development will have minimal impact on pedestrian comfort. The building is set behind an existing heritage house, meaning that the down-draft from the proposed building face will be interrupted before they reach pedestrians near the intersection. Further west, the building extends closer to the street, however there is a slight setback at the 4th floor which will have a similar effect in limiting the wind load at the street level. For the residents of the building, the outdoor amenity space at grade is set away from the base of the building and the amenity space features seating areas with louvered ceilings that will increase resident comfort.

2. *public views, including view planes and view-sheds referred to in Policy 3 above*

[Parliamentary buildings viewshed]

Views of the Subject Site are indicated on the map in Figure 15 and seen in Figures 16 through 21. A 360-degree analysis of both near and far views and impacts on skyline is provided. Views are taken from key locations such as entry routes to the downtown core and from within the neighbourhood.

This project, located on top of the escarpment, will become an important element in the skyline as viewed from LeBreton flats. A great deal of care has been invested into the design of the cladding of the building and the use of matte and reflective cladding materials. These materials all have different levels of reflectivity and sheen which play with the quality of sunlight at different times of day, allowing the character building's skin to be dynamic and constantly in flux. The playful use of materials along with the twisting mass of the building will allow it to become a building fitting of its unique location and will serve as an engaging backdrop to the new central public library.

3. *proximity to heritage districts or buildings,*

The proposed development has been designed to respect the existing heritage asset on the property, the Alexander Fleck House, to the greatest extent possible. While being significantly larger than the Fleck house, the proposed development has been articulated in a way that is respectful of the mass and character of this heritage building. This is made evident in masonry clad 'podium' which takes cues from the proportion of the existing house and has been carefully designed to be subordinate to the character of the Fleck house.

Perhaps the largest gesture toward the preservation of heritage value is the shape of the building footprint of the addition itself. Originally designed to wrap the Fleck house in an 'L-Shape', in an effort to preserve the views of the turret on the north side of the house the floor plate was adjusted to significantly straighten the 'L-Shape' of the building. This created a physical separation between the new building and the existing house and the result is that views of the turret have been significantly improved. Preserving this view has created an atypical floorplate and we have capitalized on the unusual geometry to create defining features in the building, most notably the north-east corner of the tower that hovers above the podium as a modern interpretation of a turret.

4. *reduced privacy for existing building occupants on the same lot or on adjacent lots,*

While the proposed development will be significantly taller than the existing house, there should be relatively little impact on the privacy of the residents of the adjacent buildings. 601 Laurier to the west is a three storey building set fairly close to the interior side yard. The impact of the new development on this building would be the same as that of an as of right development of 4 storeys. The proposed development is 1.5m from the interior side yard at 601 Laurier Avenue West, which is 0.3m further from the property line than required by zoning. The building to the north at 140 Bronson would not see any adverse effects from the new development. Given the topography of the site, there are no windows on the building at 140 Bronson Avenue that face the proposed development, and there are no roof top amenities at this building where overlook from the proposed development would cause an issue.

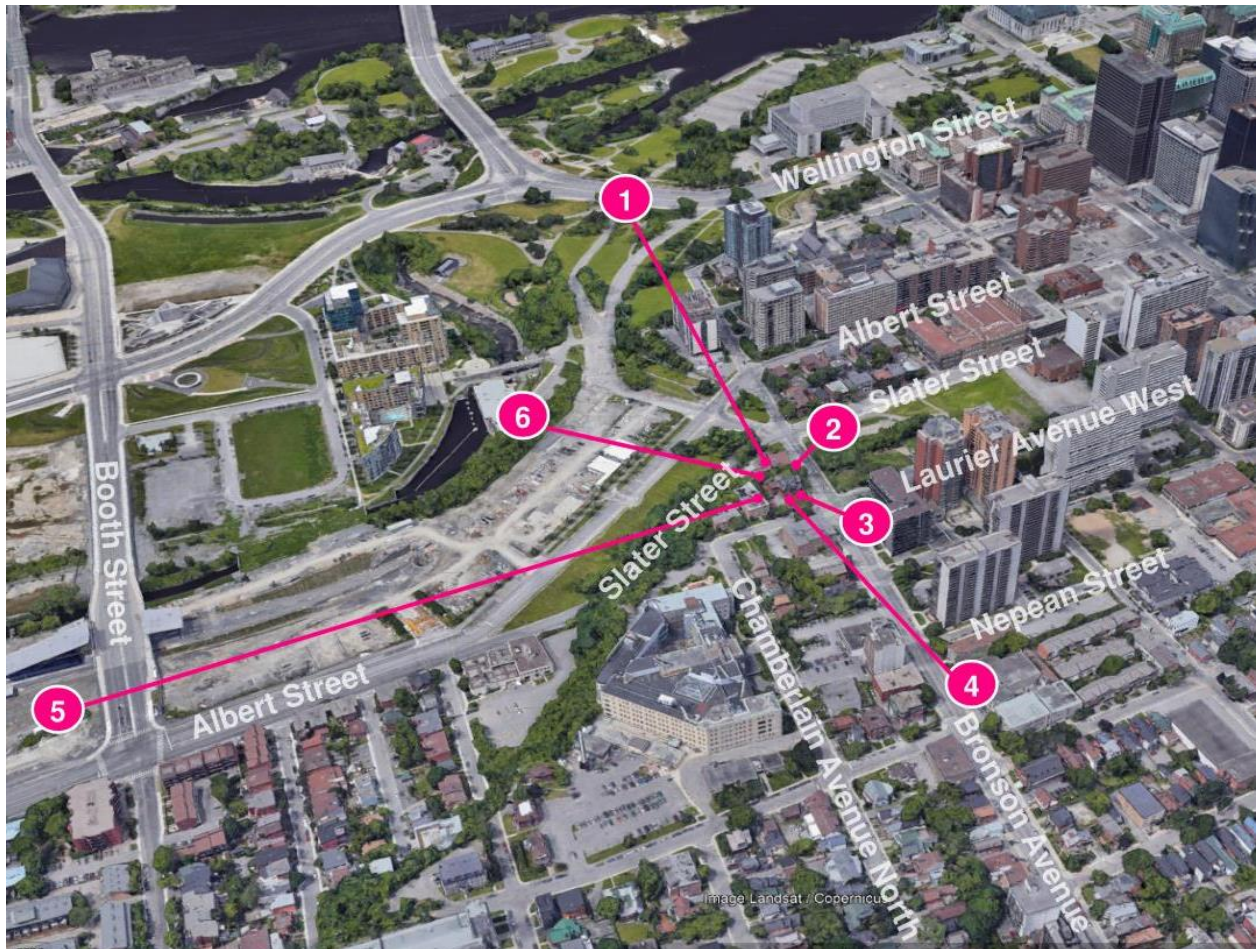


Figure 15: Map of Views of Subject Site (Google Earth as edited)



Figure 16: View 1 - from Wellington Street looking South (Project1 Studio)



Figure 17: View 2 - from Slater Street looking Southwest (Project1 Studio) *

** Note: The outdoor living area will not be bound by trees but instead a concrete noise wall is proposed in the location shown on the Site Plan.*



Figure 18: View 3 - from Bronson looking North (Project1 Studio)*

** Note: the 'vestibule addition' on the east side will be removed, a 2m high noise wall will be added around the outdoor living area as denoted on the Site Plan. The tree in the City right-of-way is proposed to be kept. At times, two cars may be parked in the interior yard in front of the western portion of the heritage building (in the location shown on the Site Plan).*



Figure 19: View 4 – from Bronson Avenue at Nepean Street looking North (Project1 Studio)



Figure 20: View 5 – above Albert Street at Pimisi Station looking East (Project1 Studio)



Figure 21: View 6 – above LeBreton Flats looking Southeast (Project1 Studio)

Policy 15

Generally, High-rise Buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- 1. The base of a High-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.*
 - 2. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where High-rise Buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.*
 - 3. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.*
1. The base of the building is low-rise in scale, which is consistent with the existing neighbouring building and permitted height.
 2. A step back of the middle is provided after the third level (fourth storey). The Subject Site is in an area where the *Urban Design Guidelines for High-Rise Buildings* suggests a 15m tower separation distance. Given that a project imperative is to keep and preserve the heritage asset, the high-rise addition must be located closer to the interior side and rear lot lines. No towers exist on the neighbouring lots.
 3. The tower floor plate is small with only a single-loaded corridor and only 5 units per floor.

Policy 16

Secondary Plans may provide area-specific directions for the design of High-rise Buildings.

Described further in Section 3.3 of this report, the Subject Site falls within the *Escarpment Area District Plan* (a Community Design Plan). Direction for high-rise buildings in this plan is:

The strategy behind new development in the Escarpment District is twofold: First, new development must break from the traditional slab-style development. Density will shift from the more squat distribution found in existing high-rise developments to a more slender vertical "point tower". This will help to preserve views and sunlight, reduce shadow impacts, maintain privacy, and eliminate blank walls and

inactive frontages. Second, at the foot of these towers, buildings will incorporate a strong base. These will be pedestrian in both scale and articulation, will work to define and animate the streets, and will reduce the impact of the taller structures.

The proposed building is a slim, single-loaded tower with a strong base. The base is clad with red brick and complements the Alexander Fleck House. This house is the focal point at the base of the proposed building. It is a human-scaled building and animates the street due to its heritage architecture. It greatly reduces the impact of the taller structure beside and behind it because of its unique character.

Policy 17

The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-rise Buildings. Proposals for a High-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.

The proposed zone is R5Q XXXX H(XX). The interior side yard setback requirement of the R5Q zone is 7.5m. Given the nature of the Subject Site and its heritage asset, the proposed building must have an interior side yard setback of no less than 1.0m. The building presents a slim profile given its single-loaded corridor. The setback abutting the property at 601 Laurier Avenue West is 1.5m, which is consistent with that required in the current zone, R4T. An interior side yard setback of 1.0m is proposed near the rear of the 140 Bronson Avenue for a small portion of the addition.

The impacts identified in *Policy 14* are discussed above under *Policy 14*.

Policy 18

The Urban Design Guidelines for High-rise Buildings may establish general principles for the design of High-rise Buildings, including the design of the base and guidance for tower separation distances. [Amendment #150, LPAT July 19, 2019]

The proposal has considered the *Urban Design Guidelines for High-rise Buildings*. The *Guidelines* consider tower separation for existing and future towers. They state that a 15m separation is a guideline for the urban context. No tower exists on the property at 601 Laurier Avenue West, however it is possible that a tower could be proposed closer than 15m to the proposed tower at 593 Laurier Avenue West.

Public Art

Policy 21

Proponents of prominent developments, such as Major Urban Facilities and High-rise Buildings, are encouraged to include site-specific public art. Public art may be identified as a means to satisfy the policies of Section 5.2.1 where proponents of development are seeking an increase in height and density. Where public art is provided as part of a private development proposal, the City will assist by providing

*consultation services in adherence with the Municipal Public Art policy.
[Amendment #150, LPAT July 19, 2019].*

Public art is not a part of this proposal.

The proposed development conforms to the City of Ottawa Official Plan. The proposal has considered the *Urban Design Guidelines for High-rise Buildings*. A tower separation less than that in the Guidelines is required.

3.3 Escarpment Area District Plan

This Community Design Plan was created in 2006 with the vast amounts of underdeveloped, publicly-owned lands within the Study Area seen in Figure 22. Throughout the Plan, the Subject Site is considered, ‘residential’, ‘heritage’ and ‘not likely to change (currently built-out)’, however the intent of the Plan is to provide *“of the most sought after addresses for downtown living – offering unrivaled views over the city and the river, easy access to the core, plentiful green spaces and the best in quality new development”* (Section 4.1: Vision).

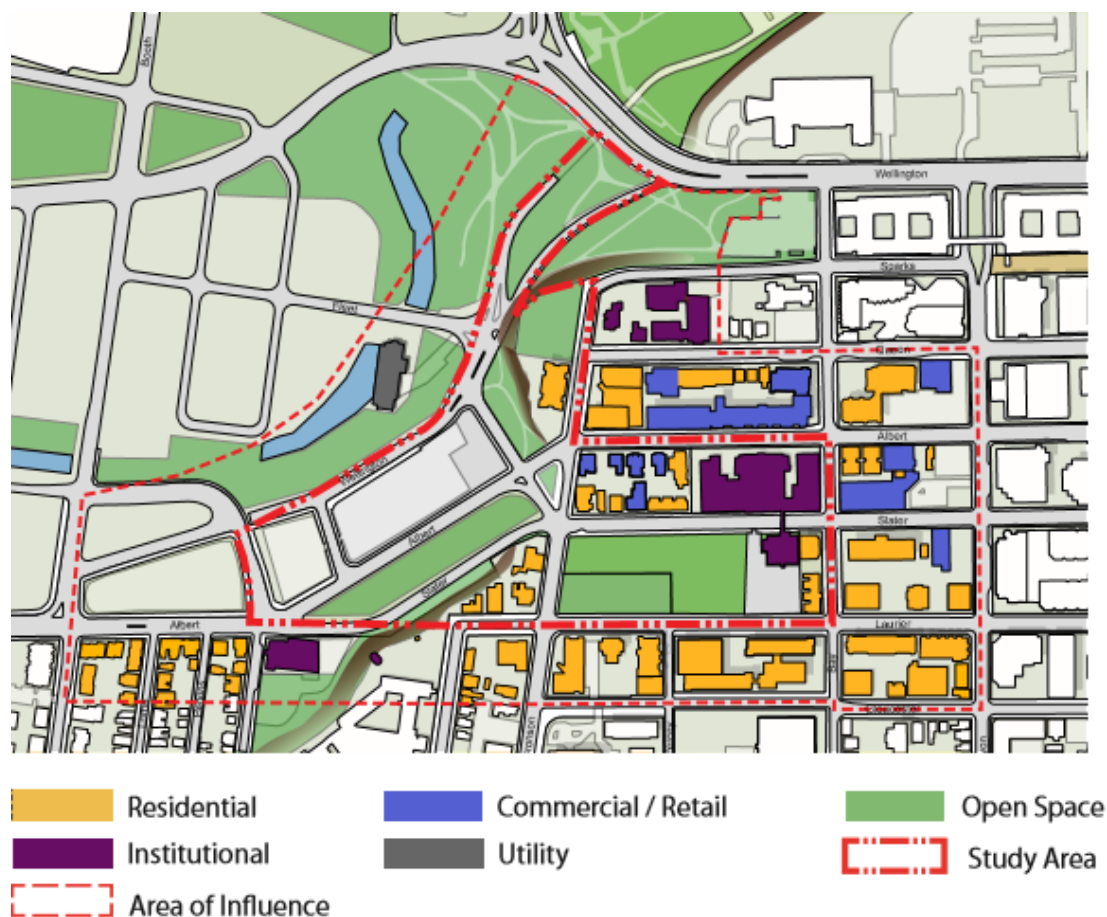


Figure 22: Land Use Map, Excerpt (Escarpment Area District Plan)

Section 4.1: Vision

The Subject Site is described as a target for new development despite other labels as it states, *“At the top of the Escarpment, striking new residential developments will seamlessly integrate with existing towers to frame a major new community park – Upper Town Commons”*. Upper Town Commons is the focal open space for the Plan Area and can be easily identified today as the Nanny Goat Hill Community Garden, off-leash dog park and abutting greenspace containing a multi-use path. This area is bound by Laurier Avenue West, Bronson Avenue, Slater Street and the old Ottawa Technical School parking lot.

Section 4.3.2. Approach to Built Form

This section expects the Area to establish “a new benchmark for high-density development in Ottawa, one that embraces the high-rise character of the community yet is more pedestrian friendly, addresses the street better and results in a more visually appealing form of development”.

The following responds to the design goals of this section:

Base-middle-top

The section explains the general expectation that high-rise buildings will have a base, middle and a top. The proposed building meets these Guidelines as follows:

Base

1. *Bases are typically between 3 and 6 storeys in height.*

The proposed base is 4 storeys in height.

2. *Townhouses that wrap around the podium are the preferred approach for defining the base of a building and integrating with existing smaller scale development. This is crucial to ensure that all new development is sensitive to existing low-rise development.*

The existing buildings immediately adjacent to the project are mainly low-rise multi-unit buildings. The massing of the podium at 4 storeys has been designed to respect the datum line of these existing buildings and creates a visual break in the proposed building that is sensitive to the existing urban fabric.

3. *Ground level access to individual units shall be consistently provided along both street and mews frontages to animate streets and provide a pedestrian quality to new development.*

The narrow floor plate and the orientation of the new podium was not conducive to a ‘townhouse’ approach. While the units are all accessed internally, the design of the podium has placed focus on the relationship with grade and creating articulations that reinforce the human scale.

4. *Ground level units should be articulated within the façade of the base to reduce the scale of the podium and reintroduce a more finely grained rhythm to the street frontage.*

The new podium contains the only ground level unit that faces the street, and this unit occupies the entirety of the front façade. The front of the podium has been carefully designed to integrate with the Fleck house and features a number of articulations and design details that make reference to the house. These details include stone banding, the proportion and colour of the fascias, and expressive brick detailing.

5. *While the base or podium of a building will generally wrap around the tower it may be appropriate to ‘pull back’ the base in places where the tower meets the ground.*

Given the Fleck house to the east and the existing low-rise buildings to the west we believe maintaining a consistent podium is more appropriate. Typically the expression to the tower coming to ground is done to enhance an architectural moment, and would occur along the front elevation. In this case the proposed building has limited frontage, and what does exist has been focused on the relationship with the Fleck house.

6. *For bases that are 6 storeys in height, a setback or change of material is recommended after the 4th storey.*

The proposed base is 4 storeys in height.

Middle

1. *Ideally, the shaft of a tower should support a setback from the base of the building. However, it is possible to create a good transition between the shaft of the tower and the base in the absence of a physical setback. This can be achieved through a variety of design techniques including: creating a gap in the façade, using variation in building materials or introducing perpendicular articulation where the shaft meets the base.*

The shaft of the tower is set back from the base of the building 0.5m on the front elevation. This setback is reinforced through a 'gap' condition at the entirety of the 5th floor created by changing the cladding to glass around the perimeter of the building. On the north-east corner of the tower the transition is achieved by inverting the physical setback, and the tower levels actually extend beyond the line of the gap and the podium base below.

2. *The use of balconies is encouraged as a form of private residential amenity space and visual interest.*

Balconies are proposed for those units at both ends of the addition from levels 5 through 16. The unit facing Laurier Avenue West at the fourth level will have access to a private terrace.

3. *Blank walls should not be permitted.*

No blank walls are proposed. Even with the small interior side yard setbacks extensive glazing is proposed on all sides of the tower.

4. *Balconies should be recessed and/or integrated into the building façade as an important design consideration.*

Balconies are integrated into the building façade.

5. *Providing a mix of materials is encouraged to provide greater design variation.*

Red brick, concrete, metal and glass are all proposed materials.

Top

1. *The tops of towers shall be articulated through the use of a small setback on the top 3 to 6 storeys, a difference in articulation or the use of an architectural element or feature.*

The design of the building uses a more subtle approach in defining the top of the building. On the west and north elevations, the ratio of opaque surfaces to reflective glazed surface increases as it moves up the building. The result is that the upper levels of the building feature considerably more glass and reflective surface than the lower levels, giving the effect of 'dematerializing' and making the top of the building feel significantly lighter than the base.

2. *Mechanical systems should be integrated into the design of the top in a manner which is consistent to the style of the building.*

The mechanical systems will be enclosed in a penthouse that will be setback from the edge of the building face, reducing its visibility. The mechanical penthouse will be clad with complimentary to the cladding of the building, allowing it to be contiguous with the remainder of the building.

Tower Separation

Section 4.3.2 goes on to note that the tower separation distance should be no less than 20 metres. This is despite the City of Ottawa's *Design Guidelines for High-rise Buildings*, which state that a 15m separation may be accommodated on small sites.

Floor Plate Size

The Plan states, "*floor plate sizes should ideally be no greater than 750m² in total with a maximum length or width of no more than 35 metres.*"

The proposed tower has a floorplate of 385m², a width of 8 metres and a length of no more than 28 metres.

Building Height

The Plan states, "*In keeping with existing developments in the area, it is recommended that... buildings will step down towards Bronson to a height of 56 metres adjacent to the new Upper Town Commons and heritage housing south of Albert.*"

The proposed development, which frames the western edge of the Upper Town Commons, is 52 metres in height.

Architecture

The following guidelines have been considered:

1. *Encourage architectural diversity in order to create a dynamic, contemporary image of the District; Promote buildings of an enduring quality;*

The proposed building blends Ottawa's heritage and modern needs. The Alexander Fleck House is the principal entranceway to the modern addition behind it. The addition takes

cues from the heritage asset, such as hinging the addition around the turret, stepping back after the third level (fourth storey), and in the choice of materials at levels 00 through 03, which align with the height of the heritage building.

2. *Horizontal and vertical building articulation are encouraged to provide long and/or tall façade variation;*

The podium levels of the building feature a combination of horizontal and vertical articulations. The glazing cuts through the masonry base in two storey vertical columns. These two storey columns of window are staggered creating a horizontal line in the masonry. Adjacent to the Fleck house there is a canopy and fascia that extends from the top of the podium, giving a pronounced horizontal articulation. On the tower levels there is distinct vertical articulation of the cladding panels that is offset by the horizontal banding of the balconies..

3. *Provide an opportunity for the integration of public art with the building;*

Public art is not provided, however significant efforts will be made to restore the interior and exterior of the heritage building in order to make it a lasting piece of local heritage.

4. *Providing a mix of materials and colours are encouraged to provide design variation; and*

The project will feature a number of cladding materials. On the podium level there addition will be comprised of red brick to match the Fleck house, along with stone cladding and composite metal panels along fascias. On the tower portion of the building there will be a combination of composite metal panels of differing colours and levels of sheen, along with glazing units which provides variation in colour as well as texture.

5. *Recessed and/or integrated exterior balconies should be considered to articulate and modulate building façades.*

All balconies in the building are recessed and are integrated into the design of the project.

The proposed building generally meets the expectations of the Escarpment Area District Plan. Although the Subject Site is hardly addressed by the Plan, the design intent is inferred from the description of the Plan Area and the lands surrounding Upper Town Commons.

3.4 Zoning By-law 2008-250

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential Fourth Density, Subzone T (R4T) to Residential Fifth Density, Subzone Q, with an urban exemption and a 52 metre height limit [R5Q XXXX H(52)].

The purpose of the Residential Fifth Density Zone is to:

- a. allow a wide mix of residential building forms ranging from detached to mid- to high-rise apartment dwellings in the General Urban Area, Mixed Use Centres or Central Area in the

Official Plan;

- b. allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- c. permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size; and
- d. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The proposal provides an opportunity to integrate a prominent local heritage building into a modern, high-rise residential addition. With the exception of building setbacks, location of amenity area, parking and walkway width, the proposed development has been designed in accordance with the zoning provisions of the R5Q zone as well as other applicable provisions in Zoning By-law 2008-250.

Table 1 summarizes relevant zoning performance standards and the standards provided by the proposed development. Bold pink text identifies areas of non-compliance.

Table 1: Zoning Review Summary

Zoning Information: R5Q XXXX H(52) Zone		
City of Ottawa Consolidated Zoning By-law 2008-250		
Proposed High-Rise Apartment Building		
Performance Standards	Required	Proposed
Minimum Lot Width (m)	18	29.9
Minimum Lot Area (m ²)	540	1401
Maximum Building Height (m)	Shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	52
Minimum Front Yard Setback (m)	3	1.2
Minimum Corner Side Yard Setback (m)	3	3.5
Minimum Rear Yard Setback (m)	7.5	5.2
Minimum Interior Side Yard Setback (m)	7.5	1.0
Landscaped Area	30% lot area	39%
Minimum Parking Spaces (in excess of 12)	0.5 per d.u. = 37	0
Minimum Visitor Parking Spaces (in excess of 12)	0.1 per d.u. = 7	2
Minimum Bicycle Parking Spaces	0.5 per d.u. = 43	60
Minimum Total Amenity Area (m ²)	6m ² per d.u. = 510	726
Minimum Communal Amenity Area (m ²)	50% of total = 255	578
Location of Amenity Area	must not be located in a required front or corner side yard	In corner side yard , rear yard and interior yard
Width of a Walkway	Max 1.8	3

The proposed R5Q zone is consistent with zoning for lands surrounding and near the Site and provides the closest framework for appropriate development on the Site. The urban exemption will accommodate the following changes to the zone given the uniqueness of the Site in terms of its shape, heritage asset and proximity to the adjacent existing and planned high-rise communities with no residential parking requirements.

The front yard setback is to be reduced to 1.2 metres to allow the building to wrap the heritage asset and provide better animation at street level. A boulevard of approximately 5 metres is provided by City-owned land between the sidewalk and the front property line on Laurier Avenue West.

The rear yard setback must be reduced to 5.2 metres. This will allow the building to wrap around the heritage building. The rear yard is on the northern portion of the lot, which has an unusual shape and is bound to the north by the property at 140 Bronson Avenue. The proposed reduction does not increase shadowing on 140 Bronson Avenue over and above that cast by a building built as-of-right.

The interior side yard is to be reduced to 1.0 metre at the north and to 1.5 metres adjacent to the property at 601 Laurier Avenue West. The heritage building cannot be moved to accommodate a wider yard and the building cannot be made smaller as it is already a single-loaded building with relatively small units (500 – 600 square foot units).

Parking requires relief of 42 spaces – 37 resident and 5 visitor – given that the Site does not have the need for such parking due the business model and proximity to mass transit and active transportation options. The Subject Site is on the very edge of Area X on Schedule 1A of the Zoning By-law where it abuts Area Z, which requires no parking for residents. The five visitor spaces are not required given the options for public transit, active transportation and on- and off-street parking.

The location of the amenity area requires relief for that area outdoors and at grade. The area is located in the corner side yard whereas the Zoning By-law states it should not be in the corner side yard. The proposed amenity area, however, is abutting the proposed noise wall along the corner side yard for the entire length of the amenity area as required by the Noise Impact Assessment submitted with this application. Given that noise will be reduced to the full extent possible, the amenity area in the corner side yard is no different than the amenity area only in the interior and/or rear yards.

The maximum width of a walkway requires relief. Whereas the maximum provided by the Zoning by-law is 1.8m, the proposed development sites a walkway off of Laurier Avenue West having 3m in width and a walkway off the drive aisle having 2m in width. The walkway off of Laurier Avenue West should be 3m to capture the width of the existing (to be restored) stairs leading to the principal entranceway. The walkway off the drive aisle is proposed to be 2m for design purposes.

4.0 Public Consultation Strategy

Two public meetings are proposed. Communication with the immediate neighbours has been ongoing.

Open House #1:

Who: the Dalhousie Community Associations (CA) members and their interested contacts

Where: the place and time of the CA's choice

When: immediately after the application is submitted and 'deemed complete' by City staff. (This is in order to make the CA members aware of what was proposed.)

City representative: a City representative is not required at this time, however should the City wish to send a representative they are welcome to do so.

Follow-up: Comments and other feedback from the meeting will be collected by the Project Team during the meeting, and we will ask the Community Associations to submit to us a consolidated account of their first round of comments and questions. We will keep the Primary Contacts from the Community Associations abreast of changes as the project progresses.

Notes: In open-house style, project boards on easels will be erected and Project Team members, including the architect, planner(s) and maybe the owners will be available for discussion and feedback. Handouts will not be made available however interested parties can request further information through the Primary Contacts at the Community Associations and it will be the responsibility of those primary contacts to keep interested members abreast of changes (at least until after the second open house).

Open House #2:

Who: attendees of the first meeting and the broader interested public.

Where: the location and time suggested by the Community Associations (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)

When: soon after the City's first circulation and first round of comments are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public hearing.

City representative(s): the File Planner may wish to attend, depending on the level of interest and/or controversy. This can be determined after the first round of City comments are received. Councillor McKenney may be invited to attend depending on the level of interest as gauged by the first open house or subsequent communications or she may attend by her own request.

Follow-up: A sign-in sheet will be visible upon entry of the location and all attendees will be requested to sign in. Attendees wishing to receive follow-up information may include their e-mail address. The Project Team will do their best to keep interested citizens informed of bigger changes and/or the final submission that will be heard at Planning Committee.

Notes: In open-house style, project boards on easels will be erected and Project Team members, including the architect, planner(s) and possibly the owners will be available for discussion and feedback. Handouts will not be made available however interested parties can request further information through the Project Team or their Community Association Primary Contact.

5.0 Conclusion

The Zoning By-law Amendment proposes to rezone the Subject Site from Residential Fourth Density, Subzone T (R4T) to Residential Fifth Density, Subzone Q, with an urban exemption and a 52 metre height limit (R5Q XXX H(52)). This rezoning will facilitate the construction of a 17-storey residential building containing 85 residential units and will preserve and enhance the Alexander Fleck House, a designated heritage building.

The proposed rezoning and development are consistent with the Provincial Policy Statement as they enable the addition of smaller residential options to meet the needs of residents in the neighbourhood. The proposal promotes the efficient use of land, resources, infrastructure, municipal services and public facilities.

The proposed rezoning and development conform to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposal also contributes to providing a full range of housing types, tenures and densities in the surrounding area by contributing small apartment units. This compact high-rise building will enhance the community's diversity and will help to meet the needs of some members of society, such as older singles or younger couples. Additionally, the revitalization and use of the Alexander Fleck House as the principal entrance to the residential units and amenity area for the residents provides a very special adaptation of a heritage asset for modern life.

The proposed development and rezoning establish appropriate zoning standards for the Subject Site as the Residential Fifth Density Zone supports high rise apartment dwellings in areas designated as General Urban Area in the Official Plan and the exemption moulds the zoning to the uniqueness of the Site.

The amendments to building height, parking and building setbacks make the proposal consistent with development found within the abutting neighbourhoods.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Sincerely,

NOVATECH

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