



## **1356 Clyde Avenue**

Planning Rationale + Design Brief  
Zoning By-law Amendment  
May 1, 2020



Prepared for Golpro

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# 1.0 Introduction

Fotenn has been retained by Golpro Holdings Inc. ('Golpro') to assess the appropriateness of a proposed redevelopment of their lands known municipally as 1356 Clyde Avenue ('subject property') in the Civic Hospital-Central Park neighbourhood of the City of Ottawa. Upon review of the existing policy and regulatory framework applicable to these lands, the owner is proposing a mixed-use development consisting of two high-rise buildings atop six-storey podiums. Based on architectural plans prepared by Roderick Lahey Architects (RLA), Fotenn has prepared the following Planning Rationale and Design Brief in support of the enclosed Minor Zoning By-law Amendment, required to facilitate appropriate development of the subject lands.

## 1.1 Purpose of Application

The intent of the enclosed Minor Zoning By-law Amendment application is to amend the zoning provisions for the subject property in order to permit the development of a 28-storey and a 24-storey high-rise building in proximity to the planned Baseline Bus Rapid Transit (BRT) line.



Figure 1: Aerial View Looking Northwest Towards the Proposed Buildings. Existing 12-storey Buildings Shown on Left.



## 2.0 Context

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### 2.1 Subject Property

The subject property is irregularly shaped, with a long frontage of approximately 175 metres along Clyde Avenue and a 32-metre curved corner lot line addressing the intersection of Baseline Road and Clyde Avenue. The subject property has a total area of 7,020.8 square metres.

The subject property is legally known as Part 1 and Part 3 on Plan 4R-6220; Parts 1, 2, 3, 4 and 5 4R-1111; and Part 2 on Plan 4R-11538. An access easement in favour of the residential property to the west is located on the middle of the site, splitting it into two halves, as shown in Figure 2. The primary vehicular access for the subject property is co-located within this easement. While the front property line is technically on Baseline Road for zoning purposes, the property functionally fronts on both Baseline Road and Clyde Avenue, with both existing vehicular entrances from Clyde Avenue (both access/egress are right-in/right-out). A right-out access connects the subject property to Baseline Road.

The subject property is currently occupied by two single-storey multi-tenant commercial buildings. In addition to a drive-through restaurant and a pharmacy, the existing uses include personal service businesses and medical offices. Parking is primarily located between the building and the street in the corner side yard. The property was first developed for commercial uses in the 1990s.



Figure 2: Aerial Photograph of Subject Property.

### 2.2 Land Use Context

The following significant land uses are found within the larger area around the subject property:

- / The Merivale Triangle, located just southeast of the subject property, and defined by Baseline Road, Merivale Road and Clyde Avenue, forms a major commercial node for the surrounding neighbourhood. A range of commercial uses, including large-format retail, office uses and smaller service commercial uses are found on both sides of the roads forming the triangle. Five retail food stores are found within a 550-metre radius of the subject property, with two large-format food retail stores located within a 300-metre walk of the subject property.

- / To the south of the subject property, Clyde Avenue merges into Merivale Road, which forms a significant north-south commercial corridor.
- / A major east-west open space corridor is created by the Central Experimental Farm and the Clyde Woods. This corridor connects to the north-south open space corridor created by the Rideau Canal and Rideau River to the East, and to the north-south open space corridor created by Pinecrest Creek and the Transitway/Sir John A Macdonald Parkway to the West. A continuous multi-use pathway forms an important active transportation route along this corridor. The closest corridor connection is located approximately 800 metres directly north of the subject property.
- / Agriculture and Agri-food Canada, a federal employment campus, is located approximately 750 metres walk from the subject property, east along Baseline Road.
- / Algonquin College, Ottawa's largest post-secondary college, is located approximately 1.5 kilometres west of the subject property.

These uses are identified in Figure 3.



Figure 3: Context for the Subject Property, Showing Planned Transit.

The following land uses are found in the immediate vicinity of the subject property:

**North:** A multi-family residential community, consisting of townhomes, surface parking areas and landscaped open space/amenity areas abuts the northern edge of the subject property, and the northern end of the west lot line. This property was developed between 1965 and 1976, based on historic aerial photography. Figure 5 shows the parking area immediately abutting the subject property. Further north is a low-rise residential community with a range of dwelling types including single-family homes, semi-detached homes and townhomes.

**East:** The property across Clyde Avenue to the East, formerly Laurentian High School, is a large mixed-use parcel currently developed with a large-format retail use (Walmart Supercentre, including retail food store uses), and several outbuildings. This property has approximately 200 metres of frontage along Clyde Avenue, and extends further north



than the subject property. Facing the northern half of the subject property across Clyde Avenue is a five-storey retail / commercial use building with a restaurant use at grade and office uses above, shown in Figure 5.

Also facing the subject property across Clyde Avenue is a vacant parcel identified for development. This parcel is proposed to be redeveloped into a 15-storey building with multiple towers containing residential and retirement uses at the corner of Baseline Road and Clyde Avenue, as illustrated in Figure 4. A Site Plan Control application was submitted in 2020 to permit this development; the zoning was approved in 2010.



Figure 4: Planned Mixed-Use Building with Retirement Uses at 1357 Baseline Road.

**South:** At the southeast corner of Clyde Avenue and Baseline Road is a gas station. A Zoning By-law Amendment application for 1375 Clyde Avenue to permit self-storage uses in a mid-rise mixed-use building format was rejected by the City of Ottawa and is currently under appeal at the Local Planning Appeals Tribunal (LPAT). Council's decision to reject the Zoning By-law Amendment related to the proposed self-storage use and not the proposed height and density. One of the reasons raised by some Councillors to reject the proposal was a desire to see greater residential density within the Merivale Triangle.

South of the subject property across Baseline Road is an automobile service station with extensive surface parking. This intersection is shown in Figure 5.

**West:** West of the subject property is a high-rise residential community consisting of three 12-storey buildings. From north to south, a surface parking area, an internal drive aisle, a landscaped open space and a tennis court abut the subject property. The tennis court, with the buildings in the rear, is shown in Figure 5. The easement over the centre of the subject property provides access to and from these lands.

Further west is a low-rise residential community.

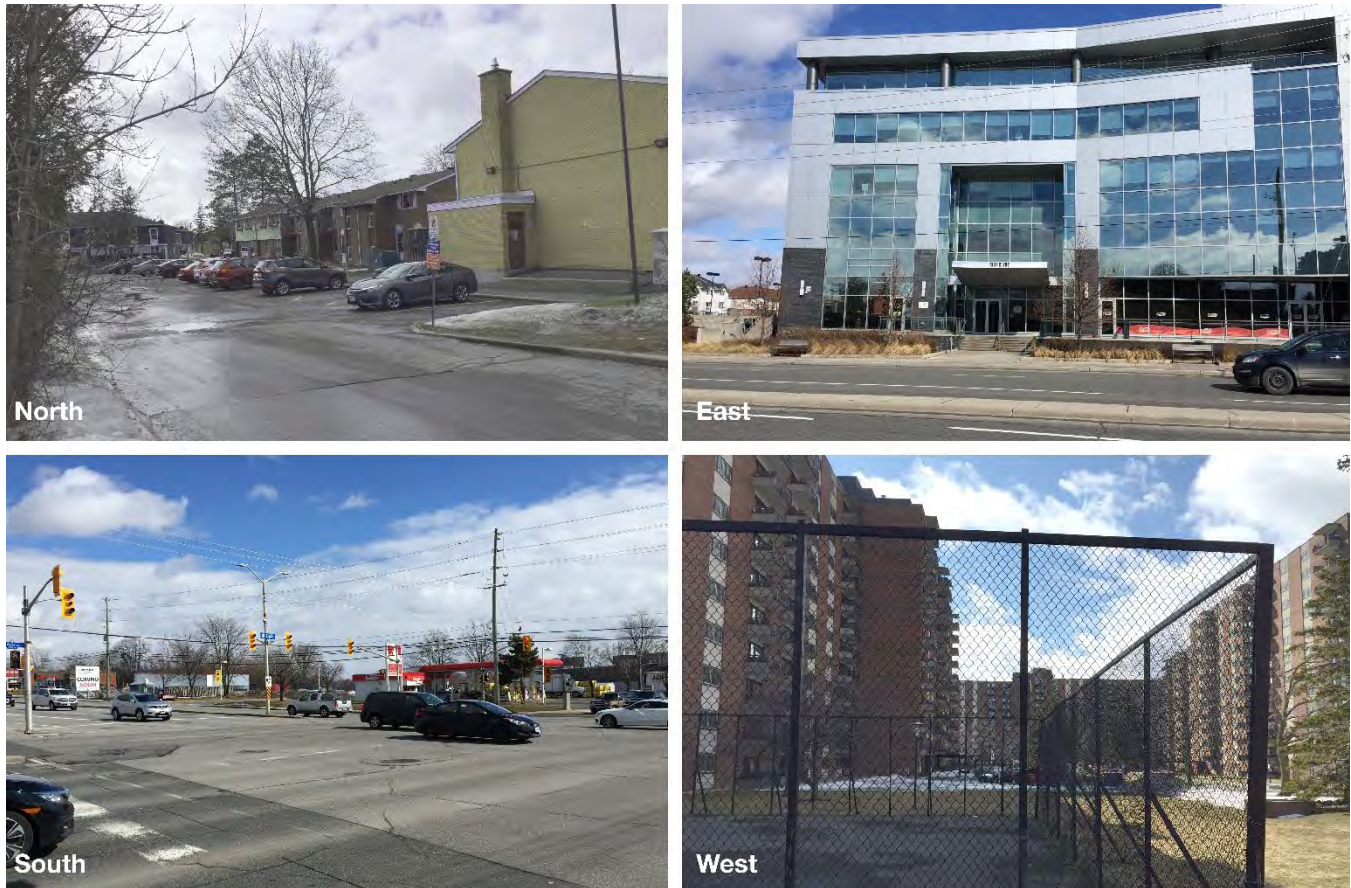


Figure 5: Photographs Showing Adjacent Context.

### 2.3 Transportation Network

Clyde Avenue is a four-lane Arterial roadway with additional turning lanes at major intersections. Baseline is also designated as an Arterial Roadway by Schedule E to the Official Plan, and has three vehicular traffic lanes in each direction. Painted cycle lanes and transit priority symbols are located at the intersection of Baseline Road and Clyde Avenue. Existing OC Transpo Route 88 runs along Baseline Road with 15-minute weekday service, connecting the subject property to the (Phase 2 LRT Station) Transitway Station at Algonquin College (Baseline Station), and to Mooney's Bay Light Rapid Transit (LRT) Station to the east. Local routes 50 and 81 run along Clyde Avenue.

In 2017, the City of Ottawa Council approved the functional design for the Baseline Road Bus Rapid Transit (BRT) corridor between Bayshore Rapid Transit Station and Heron Rapid Transit Station. The design includes continuous bus lanes adjacent to a centre median, two traffic lanes in each direction, and protected cycling infrastructure in the form of cycle tracks or multi-use pathways. Improved pedestrian infrastructure in the form of widened sidewalks or multi-use pathways is also a key feature of the plan. A station is proposed at Baseline Road and Clyde Avenue, next to the subject property.

Schedule D of the Official Plan, "Rapid Transit Network", also identifies Merivale Road, approximately 450 metres south of the Subject Property - as a Transit Priority Corridor – continuous measures, as shown in Figure 3. No functional design has yet been prepared for these improvements. Overall, the site is well-served by the existing transportation and planned transit network.



### 3.0

## Proposed Development

Two mixed-use high-rise buildings are proposed, adding approximately 468 residential units, 1,725 square metres of ground-floor commercial space, and 2,960 square metres of office space on the subject property. The proposed development is shaped by the desire to add a mix of uses at high density nodes to support the planned transit investments on Baseline Road, the existing easement that bisects the subject property, and the need to provide tower separation and transition to adjacent properties.

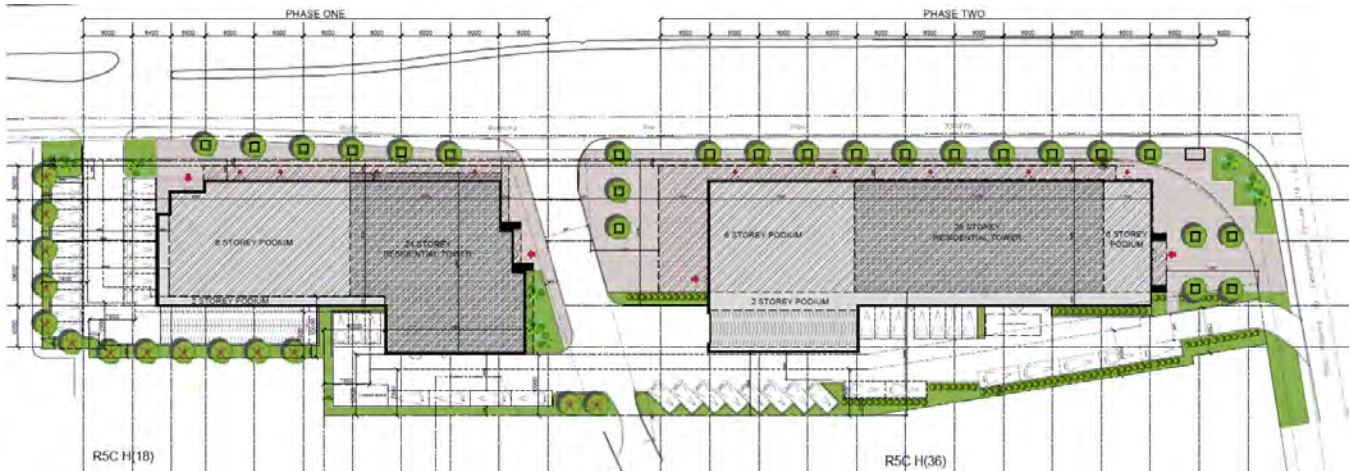


Figure 6: Excerpt from Proposed Site Plan. Phase One is at the Left.

It is intended to develop the subject property in two phases. In the first phase of development, the northern building on the subject property is proposed to be demolished and replaced with a 24-storey mixed use building consisting of a six-storey podium, with a slender tower above. The tower floorplate is less than 750 square metres. In the second phase of the proposed development, the southernmost commercial building would be demolished and replaced with a 28-storey building with a six-storey podium. The floorplate of the Phase Two tower is 750 square metres. The proposed ground floor commercial space replaces the existing commercial space on the subject property. The phasing of the development is intended to allow some of the existing businesses to relocate to the new development, while maintaining the vehicular easement to abutting properties. Each phase of the proposed development is self-contained with respect to parking and communal amenity area.



Figure 7: West-facing View Showing At-Grade Environment and Proposed North Patio POPS.

The proposed design has been revised and refined in response to comments received through the pre-application consultation process. In particular, the mass of the buildings has been shifted south to provide transition between the transit-oriented Arterial Mainstreet context on Baseline Avenue, and the planned mid-rise residential context to the north. In response to concerns about the proposed at-grade environment, two Privately Owned Public Spaces (POPS) have been proposed as part of the second phase of development, and pedestrian improvements along the public rights of way and internal easement have been added. The POPS are proposed as new patios located at the north and south facades of the Phase Two building.

The six-storey podiums of both buildings will frame Clyde Avenue, while the 28-storey tower at Baseline Road marks an important intersection in the immediate area. Small-scale retail/service commercial uses and residential lobby entrances are located along Clyde Avenue and Baseline Road, activating the public rights of way with active uses and entrances. The buildings are cantilevered towards Clyde Avenue above the second floor creating a weather-protected pedestrian space beneath. A building cantilever on the Phase Two building also marks and protects the main residential entry facing Baseline Road, and a proposed POPS between the buildings.



Figure 8: View of Proposed Buildings Showing Increase in Building Height Closer to Proposed BRT Station

Parking is proposed to be provided at slightly above the required rate. Once commercial, visitor and office parking have been accounted for, Phase One will provide approximately 0.8 parking spaces per unit, and Phase Two will be parked at approximately 0.6 spaces per unit. These ratios balance the evolving suburban context, which is currently highly auto-oriented, with the significant transit investments planned by the City.

Access to both the below-grade parking and surface parking is from the existing accesses, with the Phase Two vehicular entrance consolidated with the existing easement. It is acknowledged that the existing easement eliminates the possibility for a single below-grade parking garage. However, the proposed design is preferable for several reasons:

- / Adequate parking to serve the proposed development can be accommodated under the current scenario and there is no desire to over-provide parking;
- / Increase in parking efficiencies below-grade would not reduce the need for surface parking, as the surface parking is separate in function and is proposed to serve the commercial uses;
- / Primary access to the Phase Two development can be appropriately consolidated with the easement;
- / The location of the easement/primary access helps to break up the 170+ metre Clyde frontage into two urban-scaled blocks and provide adequate building separation; and
- / The easement forms a logical phasing line between the two development phases.

## Policy and Regulatory Context

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for intensification and redevelopment taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

New development is to have a compact built-form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

**The proposed development is consistent with the PPS 2014, supporting the evolution of healthy, liveable and safe communities. As a site located in proximity to planned rapid transit (the planned Baseline BRT ), the intensification of the subject property with a mix of uses, including high-density residential uses, supports transit use, efficiently uses infrastructure, and helps to provide an appropriate range and mix of housing types, among other policy considerations.**

#### 4.1.1 Provincial Policy Statement, 2020 Changes

In Summer 2019, the Provincial Government announced proposed changes to the Provincial Policy Statement, which will come into effect on May 1, 2020. The proposed changes with relevance to the proposed development are summarized below:



- / Part 4 of the revised PPS adds language encouraging planning authorities to permit and facilitate a range of housing options, including residential intensification, to respond to current and future needs.
- / Section 1.8 adds new policy language encouraging “transit-supportive development and intensification” to “improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.
- / Overall, policies have been strengthened to encourage adaptation and resiliency in response to the impacts of a changing climate. Climate change mitigation and increased energy efficiency remain important objectives in the PPS 2020. The impacts of a changing climate are now defined as “the potential for present and future consequences and opportunities from changes in weather patterns at local and regional levels including extreme weather events and increased climate variability.”

The increased focus on climate change mitigation and adaptation in the PPS better instructs planning authorities to protect matters of provincial interest as set forth in the Planning Act, specifically the:

- / Protection of ecological systems, including natural areas, features and functions;
- / Conservation and management of natural resources and the mineral resource base;
- / Orderly development of safe and healthy communities;
- / Protection of the financial and economic well-being of the Province and its municipalities; and
- / Protection of public health and safety.

**As a significant residential intensification project along a planned transit corridor, the proposed development contributes to climate change mitigation and adaptation by potentially reducing automobile commute journeys, and by reducing demand to convert land carbon-positive uses to housing uses, consistent with the policy directions set out in the forthcoming PPS 2020.**

## 4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use and growth in the City of Ottawa, the City of Ottawa Official Plan (‘Official Plan’) is composed of eight sections, each of which addresses a different aspect of the planned function of the city as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the city.

The City’s population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2021. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

- / Managing Growth
  - The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;

- Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

/ Creating Liveable Communities

- Growth will be managed in ways that create or contribute to complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

**The proposed development intensifies an under-utilized property within the City's urban area and in an area identified as a target for intensification. The compact form and high residential density of the development will encourage active transportation and transit use, helping to manage growth in the City of Ottawa.**

#### 4.2.1 Section 2.2.2 Managing Growth

Section 2.2. of the Official Plan addresses the management of growth in Ottawa, including the promotion of efficient land-use patterns through intensification of locations strategically aligned with the transportation network and, in particular, the rapid transit network. Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential. Lands designated as Mainstreets have been identified as strategic locations and constitute a critical element in the City's growth management strategy, representing opportunities for substantial growth.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development. Employment intensification includes the development of a property that results in a net increase in gross floor area.

Policy 3 of Section 2.2.2 defines 'Target Areas' for intensification to include Arterial Mainstreets and Transit-Oriented Development Areas. The target density for Baseline-Woodroffe is 200 people and jobs per net hectare (ppj/ha) – an increase from the 2012 density of 91 ppj/ha, per Figure 2.3 in the Official Plan.

A central tenet of successful intensification is the quality of built environment. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility between the existing and planned built form. The Plan requires that intensification proposals have full regard for the immediate and wider surroundings. The subject property will be held to a higher standard for design excellence given its location within a Design Priority Area (i.e. on an Arterial Mainstreet).

Intensification can happen in low-rise, mid-rise and high-rise building formats. Denser development, often meaning taller buildings, should be located to support Transit Priority and in areas with a mix of uses. Supplementing designation-specific policies on building height, Policy 11 of Section 2.2.2 states that the appropriate distribution of building heights will be determined by location in a Target Area for Intensification, proximity to a Rapid Transit Station, and design and compatibility criteria as detailed in Section 4.11. Building heights are to be implemented through the zoning.

The location of High-Rise buildings (defined as buildings between 10 to 30 storeys) is influenced by the need to provide adequate separation between existing, planned and potential high-rise buildings.

The proposed development meets the definition of residential intensification and employment intensification (through the addition of office uses) as defined within the Official Plan and helps to achieve the growth management objectives of the Official Plan. A taller building format is supportable for the subject property, given its adjacency to a planned rapid transit station, among other planning considerations.

#### 4.2.2 Land Use Designation – Arterial Mainstreet

The subject property is located at the intersection of two designated Arterial Mainstreets: Baseline Road, between Clyde and Merivale, and Clyde Avenue, between Baseline and Merivale, as shown in Figure 9. Arterial Mainstreets, typically automobile-oriented commercial corridors with parking lots between the building and the street, are intended to evolve into more transit-supportive, pedestrian-friendly Mainstreets, through the policies articulated in Section 3.6.3 of the Official Plan.

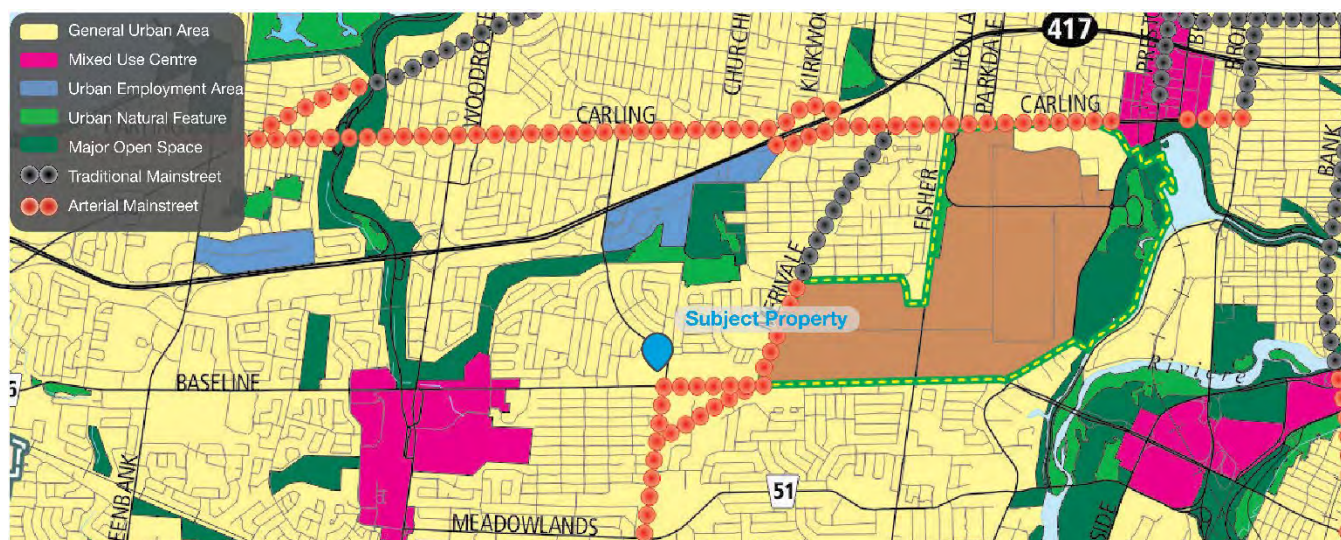


Figure 9: Extract from Schedule B to the Official Plan, Showing Land Use Designations

While the abutting properties to the west and north are designated General Urban Area, the Arterial Mainstreet designation applies to the subject property, as expressed in Policy 3 of Section 3.6.3. The symbol delineating Arterial Mainstreets represents a stand-alone designation and applies to the whole of the subject property.

A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices and residential uses, including in mixed-use buildings (Policy 5). Redevelopment and infill that creates active, defined street-edges are encouraged, and direct pedestrian access to the sidewalk should be provided.

Per Policy 12, building heights up to nine storeys are permitted as-of-right on Arterial Mainstreets. High-rise building heights (i.e. buildings between 10 and 30 storeys) may be permitted subject to a zoning amendment where the property is located:

- / Within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
- / directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
- / directly abutting a Major Urban Facility.

The subject property meets both of these criteria. In addition to the above criteria, the development must provide both a community amenity and adequate transition to low-rise development. As discussed through the pre-application



consultation meeting, a POPS is an appropriate community amenity to provide at this location. More specific guidance on built form transition is provided in Sections 2.5.1 and 4.11 (Urban Design and Compatibility) of the Official Plan, discussed below.

**The proposed development will add uses permitted on Arterial Mainstreets in two separate mixed-use buildings. The proposal will facilitate the evolution of the Baseline Arterial Mainstreet through the addition of high-density residential uses and new office uses, and the continued presence of active ground-floor commercial uses. The proposed building format will help to define the significant intersection of Baseline Road and Clyde Avenue, site of a future BRT station, and the proposed podium frames the Baseline Road frontage and the corner side frontage along Clyde Avenue. The pedestrian environment is expanded and enhanced by the 3-metre strip of hard landscaped space along Clyde Avenue, 2.3 metres of which is protected by cantilevered podiums. A POPs located just south of the easement is also partially protected by cantilevered building. Together with a POPS located at the Baseline-Clyde intersection, these improvements further enhance the pedestrian environment.**

**The zoning amendment request for high-rise buildings is appropriate and in compliance with policy 12. A community amenity in the form of two POPS is provided, and adequate transition is provided as discussed in more detail below. Further, the proposed height will permit a high-density development that strongly responds to the growth management policies outlined in Section 2.2.2 of the Official Plan.**

#### **4.2.3 Urban Design Objectives – Sections 2.5.1 and 4.11**

High-quality urban design is critical for all aspects of development on the subject property, given its location within a Design Priority Area and its adjacency to the future Baseline BRT. While the Design Priority Area appellation applies to the whole subject property, particular attention should be paid to the part of the site that faces the intersection of Clyde Avenue and Baseline Road. As identified through the pre-application consultation process, built form transition from the proposed high-rise towers in proximity to low-rise development is an important consideration for the proposed development. Extra attention must also be directed to the provision of a positive pedestrian environment.

Two sections of the Official Plan provide design guidance on achieving high-quality urban design and compatibility with the existing and planned built context. Section 2.5.1 of the Official Plan sets out seven high-level design objectives which are broadly applicable on a city-wide basis. Section 4.11 of the Official Plan sets more specific criteria for certain classes of development.

#### **Designing Ottawa (Section 2.5.1)**

Section 2.5.1 addresses community design, setting high level objectives to encourage good urban design and high-quality architecture. The section applies particularly to new, higher-density infill in existing urban areas. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is identified as development that, although not necessarily the same as or similar to existing buildings in the vicinity nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. Compatible development 'fits well' within the physical context and 'works well' among those functions that surround it.

The proposed development responds to the identified Design Objectives in the following way:

#### **1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The City has planned a significant rapid transit corridor along Baseline Road, with a station located at the corner of Clyde Avenue and Baseline Road. This intersection is already significant as the intersection of two arterial roads and the northwest entrance to the Merivale Triangle commercial node. The existing built form of the Merivale Triangle and surround area ranges from low-rise to high-rise, but is generally low-density and does not reflect the significance of this location in the city. The proposed development, with its 28-storey tower, marks a

Rapid Transit Station and highlights the planned transit-oriented identity of this community. The varied heights of the two towers help point towards the Station, providing subtle wayfinding cues.

**2. To define quality public and private spaces through development.**

The pedestrian area created underneath the cantilevered building, the active store frontages, and the proposed POPS create a tightly woven interface between the public realm and the private development, animating the public space. The podium height of six storeys creates an approximately 2:3 ratio between the podium and the Clyde Avenue Right of Way, framing the street at a pedestrian scale.

**3. To create places that are safe, accessible and are easy to get to, and move through.**

Ample pedestrian space is provided on the subject property, enhancing comfort and accessibility for pedestrians. The existing vehicular accesses will be maintained, with widths of 6.7 to 7.1 metres for double traffic lanes, allowing adequate space for vehicle circulation, including emergency vehicles, while encouraging slower and safer onsite traffic speeds and minimizing vehicle-pedestrian conflicts.

The existing easement, which will be maintained, breaks the development up into two pedestrian-scaled blocks. A pedestrian access beside the easement will be created, to allow for future pedestrian access to the adjacent lands to the west.

**4. To ensure that new development respects the character of existing areas.**

Design guidelines direct planners to consider the existing desirable character of areas, recognizing that not all existing built form patterns are appropriate or worthy of preservation. In the case of the Merivale Triangle, particularly at the corner of Baseline Road and Clyde Avenue (the Baseline Corner), the existing development is desirable because of the mix of uses it hosts and the services those uses offer to the immediate neighbourhood. Because of its planned function as the intersection of three Mainstreets, the many underutilized parcels located in the Merivale Triangle, and the City's significant planned investment in the Baseline BRT, the broader area is well suited for high-density, mixed use development.

As such, the proposed development adds a mix of uses at a density that will support the valuable commercial uses found in the area, while supporting a built form transition to a more compact, pedestrian-friendly form of development, as illustrated in Figure 10.



Figure 10: View Looking South, Showing Existing Built Form Transition

The proposed development also respects the existing character of the adjacent high-rise community, by providing tower separation of approximately 30 metres and by increasing the height of the proposed buildings as they move closer to planned transit. The proposed development likewise respects the existing character of low-rise development to the north and northwest, by shifting the towers to the south ends of the proposed buildings, and providing transition via a six-storey podium. The six-storey podium, which is set back approximately 15 metres from the closest townhomes, respects the existing low-rise form of the adjacent property, as well as the planned (zoned) mid-rise potential for the adjacent property.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The proposed development adds new residential units, increasing the housing variety in the Civic Hospital-Central Park neighbourhood of the City of Ottawa. Tall, 4.8 metre ground floors are proposed to ensure flexibility for a variety of future uses.

## Urban Design and Compatibility

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. This Planning Rationale, particularly the following sections, address the requirement for a Design Brief. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

|                        | Policy  | Proposed Development  |
|------------------------|---|---|
| <b>Building Design</b> |   |   |
| 5.                     | Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul> | <p>The proposed six-storey podium on the 28-storey building is defined by a 2.3 metre front façade setback. The 24-storey building provides a 1.2 metre front façade setback to define the podium. Additional pedestrian space is provided and protected via a 2.3 metre cantilever above the second floor.</p> <p>The podiums themselves are well-articulated, with ample transparent glazing on the first two floors, recessed balconies on floors three to six, and well-defined windows. The building design references the adjacent 12-storey building in proposed façade colours while using a more contemporary design language.</p> |
| 6.                     | Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.  | <p>The residential lobby for 258 dwelling units faces Baseline Road, animating a POPS that is 15 metres at its deepest. This residential entrance is accentuated through building articulation that cantilevers out over the residential entrance, providing clear accessible pedestrian connections to the public street.</p> <p>The lengthy Clyde Avenue frontage is occupied by building wall, broken up into two buildings, and animated by at-grade retail with street-facing active entrances.</p>  |



|                          |  |   |
|--------------------------|--|---|
| 8.                       | Servicing and other required equipment should be internalized into the building where possible.  | Servicing and loading are provided to the rear of the building / internalized in the below-grade parking garage. Specific design details will be further developed at Site Plan Control.  |
| <b>Massing and Scale</b> |  |   |
| 10.                      | <p>Where a Plan does not establish specific criteria, Council-approved Design Guidelines and the following evaluative criteria will be used:</p> <ul style="list-style-type: none"> <li>/ Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting and facing development; and</li> <li>/ Prevailing patterns of rear and side yard setbacks, building separation, landscaping and outdoor amenity areas as established by existing zoning.</li> </ul> | <p>No secondary plan exists for the subject property. The building height highlights the planned station at Clyde Avenue for the Baseline BRT, stepping up in height from the adjacent 12-storey high-rise buildings, and providing transition down to the existing townhomes to the rear, which is zoned for mid-rise built form (R5C H18).</p> <p>A consistent pattern of interior yard setbacks and amenity area does not exist, given the mix of zoning permissions applying to the surrounding properties, the large property sizes, and the surrounding multi-family, multi-building nature of nearby residential development. The proposed development respects the yard setbacks set out in the Zoning By-law.</p>  |
| 11.                      | <p>The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>   | <p>The Shadow Study conducted by RLA identifies some morning shadowing throughout the year on communal at-grade amenity areas to the west. Shadow impacts are generally acceptable with regard to the Shadow Study Terms of Reference, and have been minimized by providing smaller tower floorplates of less than 750 square metres. The more compact floorplate will allow new shadows to move across adjacent sites quickly, minimizing shadowing impacts to the north and west.</p> <p>A Wind Study by Gradient Wind found that conditions in the vicinity of the proposed buildings will be acceptable for their intended uses throughout the year, with the exception of the bus stop on the east side of Clyde Avenue, the Phase One Office Entrance, and the proposed northern POPS patio, which will require mitigation (bus shelter; coniferous plantings or wind screen) to achieve comfortable levels. These details will be further refined during Site Plan Approval.</p> |
| 12.                      | <p>Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.</p>  | <p>Transition is a critical consideration for this proposal. While all abutting and facing properties are zoned for at least 18 metres (six storeys) of height, existing low-rise buildings are located on the abutting lot to the north. The majority of the proposed development falls within the volume created by projecting a 45-degree angular plane perpendicularly from all lot lines shared with properties containing low-rise development, using 18 metres as a base height. Further discussion of transition is addressed in relationship to the Urban Design Guidelines.</p>   |

|                              |  |   |
|------------------------------|--|---|
| 13.                          | <p>Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a. Incremental changes in building height;</li> <li>b. Massing; for example incorporating podiums along a Mainstreet); and</li> <li>c. Building setbacks and step-backs.</li> </ul>  | <p>Building height and massing transition is achieved through the inclusion of six-storey podiums, 7.5- to 10-metre building setbacks to the property line, and step-backs between the podium and the tower. The mass of each tower is pushed to the south end of its respective podium, towards the planned BRT Station and away from the residential neighbourhood to the north.</p> <p>Overall the building design and layout responds to the existing and planned context and will not have undue adverse impacts on abutting properties.</p>   |
| <b>High-Rise Buildings</b>   |  |   |
| 14.                          | <p>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:</p> <ul style="list-style-type: none"> <li>/ Pedestrian comfort, safety and usability;</li> <li>/ Public views, including view planes;</li> <li>/ Proximity to heritage districts or buildings; and,</li> <li>/ Reduced privacy for existing building occupants on the same lot or on adjacent lots.</li> </ul> | <p>The proposed high-rise buildings address the identified potential impacts in the following ways:</p> <ul style="list-style-type: none"> <li>/ The podiums are human scale and defined by minimum 1.2 metre setbacks above the sixth floor (front façade);</li> <li>/ The pedestrian environment is further enhanced and protected by recessed ground and second floors along both street-facing facades;</li> <li>/ No protected views are impacted by the proposed development;</li> <li>/ No nearby heritage assets exist;</li> <li>/ Significant tower separation between the proposed towers (57 metres) and existing high-rise development (approximately 30 metres) eliminate building-to-building privacy concerns; and</li> <li>/ Almost all of the adjacent amenity areas are communal, and thus privacy concerns are minimal.</li> </ul> |
| 15.                          | <p>High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The base should respect the scale, proportion, and character of the surrounding buildings. The tower should step back from the base and incorporate appropriate separation from existing or future towers adjacent lots.</p>  | <p>Both buildings are clearly defined with a base, middle and top in accordance with the Design Guidelines for High-rise Buildings. The base of the building respects the proportion, scale and character of the adjacent streets.</p> <p>Adequate tower separation is provided, with responsibility shared between both lots. A 12-storey slab building form was contemplated during design development, but was ultimately rejected due to more significant impacts on the public realm and adjacent lots.</p>  |
| <b>Outdoor Amenity Areas</b> |  |   |
| 19.                          | <p>Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).</p>   | <p>The only private amenity areas impacted by the proposed development are associated with a row of townhouses directly west of the subject property. These will face morning shadow impacts, as per the findings of the Shadow Study. While the as-of-right zoning only permits three-storey development, the Official Plan supports building heights up to nine storeys “as of right”. Relative to</p>  |

|                              |   |   |
|------------------------------|---|---|
|                              |   | a nine-storey bar building on the subject property, shadow impacts have been minimized through a more slender tower profile.  |
| 20.                          | Mixed-use buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios. | <p>Ample, high-quality amenity space is provided via rooftop patios at the seventh floor of each building. These are augmented with internal communal amenity rooms at grade and at the seventh floor.</p> <p>Overall, the proposed development will meet the minimum requirements for total amenity area and communal amenity area as defined in the zoning by-law.</p>  |
| <b>Design Priority Areas</b> |   |   |
| 22.                          | The portion of the buildings adjacent to the public realm will be held to the highest building design standards.  | <p>The proposed podiums incorporate the following features to respect the highest building design standards:</p> <ul style="list-style-type: none"> <li>/ A 4.8 metre ground floor to retain flexibility for other ground floor uses in the future;</li> <li>/ Front building facades located parallel to the street, with an additional 15-metre setback at Baseline Road to provide a pocket plaza (POPS) that provides a supportive function to street activity;</li> <li>/ Transparent windows at grade to give views into and out of the building, enhancing street-level activity and providing natural surveillance;</li> <li>/ A cantilever above the 2<sup>nd</sup> floor to soften the interface between buildings and the public realm;</li> <li>/ Façade treatments that accentuate the differences between the at-grade residential and commercial functions, and to provide visual interest at the floor transitions; and</li> <li>/ Space for commercial signage that is architecturally appropriate.</li> </ul> <p>Many of these features are illustrated in Figure 11 below.</p> |
| 24.                          | The massing and scale of development will define public spaces (e.g. streets).  | The six-storey massing of the podium is appropriate to define the adjacent public spaces, while the 24- and 28-storey towers highlight and point to the Baseline BRT Station.   |

**The proposed design responds to the compatibility policies set out in Section 2.5.1 and Section 4.11 of the Official Plan.**





Figure 11: View from Clyde-Baseline Intersection, Showing Active Frontages

### 4.3 Urban Design Guidelines

The City of Ottawa has published a series of Council-approved design guidelines for land development. These guidelines are intended to be used to guide and evaluate planning applications. Three urban design guideline documents are applicable to the proposed development.

The guidelines are intended to be sensitively applied to the site, using good judgement and attention to site- and proposal- specific context. Often, as in the case of the subject property, multiple design guideline documents recommend the same approach, adding extra weight to the recommendation. To avoid unnecessary repetition in this Planning Rationale, the influence of these recommendations of the design of the proposed development is discussed only in relation to the design guideline document where it is most strongly or clearly articulated.

#### 4.3.1 Transit-Oriented Development Guidelines

Ottawa City Council approved the Transit-Oriented Development Guidelines in September 2007. These guidelines are intended to be applied throughout the city for all development within a 600-metre walking distance of a Rapid Transit stop or station. Zoning By-law Amendment requests will be evaluated against the directions provided in these guidelines.

Successful Transit-Oriented Development (TOD) relies on the right mix of land use and densities, as well as appropriate built form, including site/neighbourhood layout, building design, pedestrian/cyclist facilities, parking and streetscape environment. The following relevant design guidelines guided the proposed development:

- / The proposed developments include transit-supportive land uses at transit-supportive densities, within a 150-metre radius of a future transit station. The mix of land uses, including apartment uses, will provide extended hours of activity throughout the week (Guideline 1).
- / The addition of high-density residential uses, while retaining at-grade commercial uses, contributes to the evolution of Merivale Triangle into a multi-purpose destination (Guideline 3).

- / The proposed development will locate high-density uses in closest proximity to the transit station. Relative to preliminary designs for the proposed development, the tower portions of the buildings have been shifted towards the future Clyde Station of the Baseline BRT. The varied tower height likewise creates a stepping-up of density towards the future station (Guideline 8).
- / Bicycle parking is provided at the required rate, with resident and office parking provided in secure lockers below-grade, and commercial bicycle parking to be provided in convenient at-grade locations (Guideline 29).
- / Most parking is provided below-grade to avoid the negative impacts of surface parking on the pedestrian environment, and to maximize the density that the subject property can accommodate (Guideline 39).

As the building design is further refined during Site Plan Approval, another Design Brief will be prepared to address the details of the proposed development.

#### **4.3.2 Urban Design Guidelines for High-Rise Buildings**

##### **LANDMARK BUILDINGS – Guidelines 1.4, 1.7 and 1.8**

- / The proposed buildings, in particular the 28-storey building, will act as a landmark building for the area immediately surrounding the Clyde Station of the planned Baseline BRT. The 28-storey building, supported by 24-storey building, points towards the future Clyde Station.
- / The proposed height of the building form makes it distinctive when viewed from a distance and helps to fulfill its role as a marker of a transit station and serves as a city-wide destination.
- / Both buildings incorporate high-quality materiality and architectural articulation.

##### **TRANSITION – Guidelines 1.10 to 1.18**

- / The proposed buildings include a six-storey base that relates directly to the planned (zoned) six-storey (18-metre) context to the north.
- / The vast majority of the development fits within a 45-degree angular plane projected at right angles from all lot lines shared with the adjacent property that is zoned for six storeys, assuming that the angular plane is started at a height of 18 metres at the shared property line. The northernmost portion of the Phase 1 tower projects into the 45-degree angular plane.

It should be noted that an angular plane approach to transition is generally recommended where high-rise development outside of emerging downtown districts (as defined in the guidelines) is located adjacent to or near lots where only low-rise buildings are permitted. While the subject property is in an emerging downtown district, an angular plane transition approach has been applied here.

Notwithstanding that the proposed development generally fits within the angular planes described above, responding to the most rigorous of the built form transition standards identified in the City of Ottawa's urban design policy framework, it is recognized that due to the jogging in of the interior side lot lines, a portion of the proposed 24-storey Phase One tower is located within 20 metres of the shared property lines. Potential impacts to existing low-rise development and outdoor amenity areas were considered and mitigated through a slender tower format that minimizes shadowing impacts.

- / The subject property abuts the public realm on two sides, and both buildings have publicly accessible space, including POPS, on at least two sides.

- / The subject property, at 7,020 square metres, significantly exceeds minimum 1,350 square metre requirement for a corner lot. Two towers are proposed on the lot, with a 5- metre tower separation between them.

#### **BUILDING MASSING - Guidelines 2.1 to 2.37**

- / The proposed buildings use a base, middle, and top format, which is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
- / While a 12-storey bar building could be oriented north-south to minimize shadowing impacts, and located to frame the street, the same positive outcomes can be achieved through the proposed podium and point-tower format, while minimizing the negative impacts of a bar building.
- / The podiums for both buildings are six storeys (20.4 metres) in height: greater than the minimum recommended height of two storeys, but less than the width of the ROW (34 metres), appropriately framing the street. The six-storey podium height corresponds to the six-storey height permissions on the adjacent property to the north.
- / The floorplates of both towers are less than 750 square metres.
- / The towers are set back a minimum of 10 metres from all property lines, with setbacks for the 28-storey building exceeding 10 metres to the western property line.
- / The tower of the 28-storey building is set back at least 2.3 metres from the podium and the 24-storey building is set back a minimum of 1.2 metres from the base on all sides except the west façade
- / Continuity of some façade materiality up into the mechanical rooms at the top of the towers helps to integrate them into the building.

#### **PEDESTRIAN EXPERIENCE AND PUBLIC SPACES – Guidelines 3.1 to 3.13 and 3.28 to 3.31**

- / At least 6 metres is provided between the edge of the ground floor façade and the curb. Sheltered pedestrian spaces is created under a building cantilever 8.4 metres above grade.
- / A 15-metre building setback is provided at the corner, to create a POPS.
- / The two provided POPS, at the north and south ends of the proposed building, are directly connected to the public ROW.
- / A mid-block connection is provided, along the north side of the existing access easement. The site allows the owner of the adjacent property to extend pedestrian connections in the future.

#### **PARKING, LOADING AND SERVICING – Guidelines 3.12 to 3.25**

- / Parking and loading is provided below-grade and to the rear (interior side yard) of the buildings.
- / Primary servicing and parking access are co-located with an existing vehicular access easement over the property, which provides access to an adjacent property.

#### **MICROCLIMATE – Guidelines 3.26 and 3.27**

- / A Wind Study was conducted for the proposed development, finding that at-grade conditions will be acceptable, once identified mitigation measures have been implemented.
- / A Shadow Study was conducted for the proposed development. At certain time of day and year, the proposed towers do create new shadows on the public right of way, proposed POPS and nearby communal amenity area;



however, these impacts are restricted to part of the day (and year) and are generally acceptable with reference to the Shadow Study Terms of Reference.

#### 4.3.3 Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development along Arterial Mainstreets were approved by Council in May 2006. These guidelines provide urban design guidance in order to assess, promote, and achieve appropriate development along Arterial Mainstreets. The guidelines address seven aspects of development, including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The redevelopment of the subject property responds to the following relevant guidelines:

- / The new building is located along the public street edge (Guideline 1), with the ground and second floors set 3 metres back from the corner side lot line, and the podium above set back 1 metre from the corner side lot line (Guideline 6);
- / The six-storey podium creates a ratio of building height to ROW width of approximately 1.5:2 for Clyde Avenue and approximately 1:2 for Baseline Road (Guideline 9).
- / The proposed building occupies the majority of the lot frontage and the corner side yard, while allowing space for urban plazas (POPS) (Guideline 13);
- / Clear windows and doors make the ground level street-facing facades highly transparent, and active uses including at-grade retail, residential lobbies, and communal amenity rooms, animate the street-facing facades (Guideline 18);
- / The building cantilever above the second floor provides weather protection for pedestrian activities, including part of the northern proposed POPS (Guideline 22); and
- / Vehicular access to Clyde Avenue is shared with the property to the west (Guideline 26);

**The proposed development responds strongly to the Urban Design Guidelines for Development along Arterial Mainstreets.**

As the building design is further refined during Site Plan Approval, another Design Brief will be prepared to address the details of the proposed development.

## 4.4 Comprehensive Zoning By-law 2008-250

The subject property is currently zoned Arterial Mainstreet, Subzone One, with a height permission of nine metres (AM1 H(9)), as shown in Figure 12. Baseline Road is considered the front lot line for zoning purposes.

Permitted uses include **dwelling unit** and a wide range of commercial uses including:

- / Bank;
- / Convenience store;
- / Office;
- / Personal service business;
- / Restaurant;
- / Retail food store;
- / Retail store; and
- / Service and repair shop



Figure 12: Zoning on Subject Property and Surrounding Properties

The AM1 subzone restricts the gross floor area (GFA) dedicated to non-residential uses to 50% of the maximum permitted Floor Space Index (FSI).

The following table illustrates the performance standards applicable to the proposed development:

| Zone Provision  | Requirement   | Provided  |        |
|---|---|---|--------|
| <b>Lot Area (min)</b>   | No Minimum  | 7,020.8 m <sup>2</sup>  | ✓      |
| <b>Lot Width (min)</b>  | No Minimum  | ~ 30 m (irregular lot)  | ✓      |
| <b>Front and Corner Side Yard</b>                             | Mixed-Use Building: No Minimum  | Front: 15.0 m<br>Corner (Phase 1): 1 m<br>Corner (Phase 2): 1 m               | ✓      |
| <b>Interior Side Yard</b>                                     | Abutting Residential Zone: minimum 7.5m<br>Other Cases: No Minimum  | Phase 1: 10 m<br>Phase 2: Varies/min 10.2 m                                   | ✓      |
| <b>Rear Yard</b>  | Abutting Residential Zone: minimum 7.5m   | 18.8 m  | ✓      |
| <b>Building Height</b>  | Maximum: 9 m  | Phase 1: 74.5 m (24 storeys)<br>Phase 2: 86.5 m (28 storeys)                  | ✗      |
| <b>Tower Separation*</b>                                      | Tower: portion of building above 9 storeys<br>Min Tower Setback: 10 m from interior lot lines   | Tower Setbacks: Varies/ min 10 m  | ✓      |
| <b>Floor Space Index</b>                                      | ≥80% of required parking provided below grade: 3.5  | 5.4   | ✗      |
| <b>Non-residential FSI</b>                                    | 50% of permitted FSI: (3.5/2)*7,020 m <sup>2</sup> = maximum 12, 285 m <sup>2</sup> for non-res uses  | 4,783.6 m <sup>2</sup> proposed   | ✓      |
| <b>Parking Lot Landscape Buffer</b><br>(10-99 parking spaces) | Abutting street: minimum 3 m<br>Not abutting a street: minimum 1.5m (0 for fewer than 10 spaces)<br>15% of parking lot area as landscaping: | Abutting street: varies/min 3 m<br>Abutting interior lot lines: varies/min 0m | ✓<br>✓ |

\* Under Appeal

**With the exception of the permitted height and density, both phases of the proposed development comply with the requirements of the Zoning By-law, including the minimum and maximum parking requirements, as shown below. A site-specific exception will be sought to permit the requested height and density.**

The proposed development meets the minimum parking space requirements of the Zoning By-law, as illustrated by the zoning compliance table below.

| Zone Provision   | Requirement |  | Provided                               |   |
|--|-------------|--|--|---|
| <b>Minimum Parking</b><br>(Area X per 101 5(b))<br>No resident or visitor parking required for first 12 units. | Phase 1     | Resident: (210-12) @ 0.5/unit = 99<br>Visitor: (210-12) @ 0.1/unit = 20<br>Retail: 821.3 m <sup>2</sup> @ 1.25/100 m <sup>2</sup> GFA = 10<br>Office: 1,262.7 m <sup>2</sup> @ 1/100 m <sup>2</sup> GFA = 13<br><b>Total: 145</b>  | Below Grade: <b>192</b><br>Outdoor: 25 | ✓ |
|  | Phase 2     | Resident: (258-12) @ 0.5/unit = 123<br>Visitor: (258-12) @ 0.1/unit = 25<br>Retail: 903.8 m <sup>2</sup> @ 1.25/100 m <sup>2</sup> GFA = 11<br>Office: 1,695.6 m <sup>2</sup> @ 1/100 m <sup>2</sup> GFA = 17<br><b>Total: 176</b> | Below Grade: <b>197</b><br>Outdoor: 22 | ✓ |
| <b>Maximum Parking</b><br>(Within 600 metres of a Rapid Transit Station)                                       | Phase 1     | Residential: 210 @ 1.75/unit = 377<br>Retail: 821 m <sup>2</sup> @ 3.6/100 m <sup>2</sup> GFA = 30<br>Office: 1,263 m <sup>2</sup> @ 2.2/100 m <sup>2</sup> GFA = 28<br><b>Total: 435</b>  | <b>217</b>                             | ✓ |
|  | Phase 2     | Residential: 258 @ 1.75/unit = 452<br>Retail: 903.8 m <sup>2</sup> @ 3.6/100 m <sup>2</sup> GFA = 33<br>Office: 1,695 m <sup>2</sup> @ 2.2/100 m <sup>2</sup> GFA = 37<br><b>Total: 522</b>  | <b>219</b>                             | ✓ |
| <b>Bicycle Parking</b>   | Phase 1     | Resident: 0.5/unit = 105<br>Non-res: 2,087 m <sup>2</sup> @ 1/250 m <sup>2</sup> GFA = 8<br><b>Total: 113</b>  | Total: <b>143</b> (below grade)        | ✓ |
|  | Phase 2     | Resident: 0.5/unit = 129<br>Non-res: 2,559 m <sup>2</sup> @ 1/250 m <sup>2</sup> GFA = 10<br><b>Total: 139</b>   | Total: <b>157</b> (below grade)        | ✓ |

Although the proposed development meets the parking requirements, a site-specific provision confirming that the Shopping Plaza rate is to be used for all at-grade commercial uses is requested. This is requested to ensure flexibility for a wide range of potential commercial uses to locate on the ground floor, including restaurant, retail stores and medical facilities among other permitted uses. A single blended minimum parking rate will ensure adequate parking is provided, while minimizing the risk that a minor variance may be required in the future should an appropriate active use, such as a restaurant, that also has a higher minimum parking requirement, locate in the ground floor in the future.

#### 4.4.1 Required Zoning Relief: Increase in Maximum Height and Density

A site-specific exception or schedule permitting a tower height of 87 metres for the Phase 2 building, and a tower height of 75 metres for the Phase 1 building is requested. It is also requested to increase the maximum density for the subject property from 3.5 FSI to 5.5 FSI.

**The requested zoning relief will permit the property to be redeveloped at transit-supportive densities. The proposed development uses sensitive building form that provides adequate transition to adjacent uses. The requested zoning relief is appropriate, desirable, and in conformity with the City of Ottawa policy context.**



## 4.5 Section 37

Section 37 authorizes a municipality with appropriate Official Plan provisions to pass Zoning By laws involving increases in the height or density otherwise permitted, in return for the provision by the owner of community benefits. The community benefits must be set out in the Zoning By-law amendment and then secured in an agreement registered on title. The term “community benefits” reflects the City’s priority on providing public benefits within the local community in which the contributing development project is located. The increase in height and/or density is an incentive to the developer to provide community benefits at no cost to the City. In general, a Section 37 benefit is required if the proposed development constitutes an increase of over 25-percent of the existing density allowed on the property.

At present the province is introducing legislation for a new Community Benefit Charge (CBC) that would replace both Cash-in-lieu of Parkland and Section 37 fees in favour of the new CBC. Depending on the timing for zoning approval, a Section 37 Agreement could be executed prior to the introduction of the by-law that implements the Zoning By-law Amendment for the increased density and/or height.

## 5.0 Supporting Plans and Studies

### 5.1 Site Servicing and Stormwater Management Brief

A Functional Site Servicing and Stormwater Management Report prepared by EXP prepared in support of the proposed development identified the water, sanitary and stormwater requirements for the proposed development, and made high-level design recommendations.

### 5.2 Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind Engineers and Scientists (Gradient Wind). This analysis found that conditions in the vicinity of the proposed buildings will be acceptable for their intended uses throughout the year, with the exception of the bus stop on the east side of Clyde Avenue, the Phase One Office Entrance, and the proposed northern POPS patio. With the recommended mitigation measures, which include dense coniferous plantings or a wind barrier erected at grade on the north façade of the Phase Two Building, and the construction of a bus shelter at the existing bus stop on the east side of Clyde Avenue, acceptable conditions can be achieved.

Mitigation measures will be required to achieve acceptable conditions on both 7<sup>th</sup>-floor outdoor amenity areas. These include two-metre wind barriers as well as coniferous plantings or wind screens. These recommendations are anticipated to be discussed with staff and implemented through a future Site Plan Control process.

### 5.3 Transportation Impact Assessment

A Transportation Impact Assessment was undertaken by Parsons. Based on the findings of their analysis, the proposed development will have minor impacts on the surrounding transportation network, and approval of the Zoning By-law Amendment is recommended from a transportation perspective.

### 5.4 Phase One Environmental Site Assessment

EXP. prepared a Phase One Environmental Impact Assessment (ESA) for the subject property, in conformity with Ontario Regulation 153/04. This assessment identified no areas of potential environmental concern, and as such a Phase Two ESA was not recommended.

## Public Consultation

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities are proposed:

- / Notification of Ward Councillor and adjacent Councillors;
- / Notification of Community Associations;
- / Urban Design Review Panel Formal Consultation;
- / Community “Heads Up” to local registered Community Associations (City of Ottawa);
- / Community Information and Comment Session, to be held by Golpro in collaboration with Councillor Chiarelli’s office;
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa); and
- / Statutory Public Meeting - Planning Committee.

It should be noted that due to the State of Emergency in effect due to COVID-19, adjustments to the format and timing of public consultation activities may be required.



## Conclusions

It is our professional opinion that the proposed Minor Zoning By-law Amendment to permit a 24-storey building and a 28-storey building on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Policies of the Provincial Policy Statement (2014), including the new Provincial Policy Statement (May 2020);
- / The proposed height will permit a high-density mixed-use development adjacent to a planned rapid transit station in a target area for intensification, helping to support the City's infrastructure investments and implement the growth management policies of Section 2.2.2 of the Official Plan;
- / The requested Zoning By-law Amendment responds to the current height policies of the Official Plan;
- / Built form transition to existing low-rise development has been thoughtfully provided;
- / The development responds strongly to the Transit-Oriented Development Guidelines, the Urban Design Guidelines for Development along Arterial Mainstreets and the Urban Design Guidelines for High-rise Buildings;
- / The proposed development represents a significant step in the evolution of Baseline Road into a pedestrian-oriented mainstreet, through the introduction of a building form that encloses the street edge, and active at-grade uses that animate the pedestrian realm;
- / The development will allow the redevelopment of an underutilized site in a target area for intensification;
- / The proposed use is permitted and the proposed building achieves the intent of the active street frontage provisions of the Zoning By-law; and
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Bria Aird, M.P.L.  
Planner



Matthew McElligott, MCIP RPP  
Principal, Planning + Policy