FOTENN



337 & 345 Montgomery Street and 94 Selkirk Street

Planning Rationale and Design Brief
Zoning By-law Amendment
December 2021

FOTENN

Prepared for Serco

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1.0 Introduction

Fotenn Planning + Design has been retained by Serco to prepare this Planning Rationale and Design Brief in support of a Minor Zoning By-law Amendment to facilitate the proposed development on the lands municipally known as 337 & 345 Montgomery Street and 94 Selkirk Street in the City of Ottawa.

Serco is proposing to redevelop the subject site with a twenty-storey, residential-use building containing a total of 203 residential apartment units, 76 underground parking spaces, 134 bicycle parking spaces, and 2028m^2 of private and communal amenity space. The existing buildings on the subject property will be demolished in preparation for redevelopment.

1.1 Required Application

To facilitate the proposed development, a Minor Zoning By-law Amendment application is required. The Zoning By-law Amendment proposes to maintain the current Residential Fifth Density zone (R5C, H(25)) applicable to the site and to introduce new site-specific zoning provisions to address certain provisions such as maximum building height, yard setbacks, and minimum parking space requirements. A special Urban Zoning Exception is proposed to be applied to the lands to establish the proposed zoning provisions for the site.

A future Site Plan Control Application is also anticipated to be submitted at a later date to address site-specific design considerations including building materiality, landscaping, amenity areas, and access/egress.

1.2 Public Consultation Strategy

Pursuant to the City's Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation.

The required pre-application consultation meeting with the City of Ottawa was held on June 30th, 2021 which also included representatives from the Community Association. A community information session will be held following the application submission to share the latest concepts with the general public. Additional public consultation events will be organized if requested by the Ward Councillor or Community Association.

Other means of engagement and opportunities for input will include the statutory posting of notification signs by the City, posting on the City's Development Application (DevApps) website, and the statutory public meeting at Planning Committee.

2.0
Site Context and Surrounding Area

The subject site, municipally known as 337 & 345 Montgomery Street and 94 Selkirk Street (Figure 1), is located in the Vanier South neighbourhood (Ward 12). The site is 1,710 square metres in area with 60 metres of frontage along Selkirk Street to the north, 63 metres along Montgomery Street to the south, and a lot depth of 34 metres. The properties are legally known as Lots 23, 25, 27, 29, 70 and Part of Lots 30 and 69 Registered Plan 49, City of Ottawa.

The site is currently improved by low-rise residential buildings and surface parking to support the existing uses; a small commercial unit is also located on the site with frontage along Montgomery Street. All existing structures are proposed to be demolished to facilitate the redevelopment proposal.

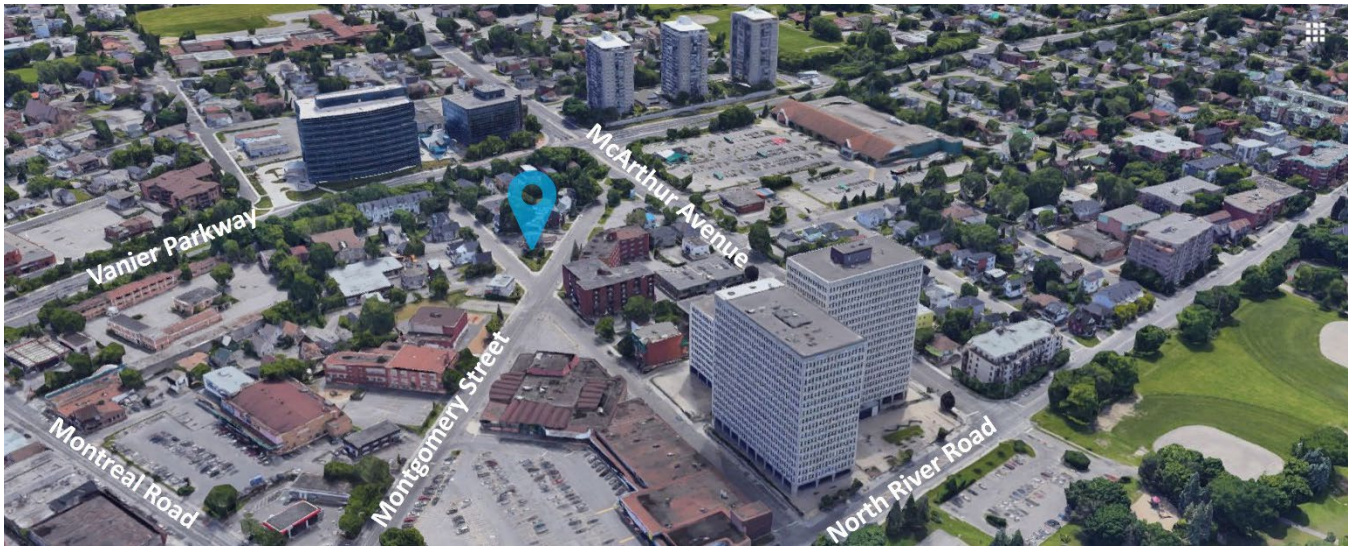


Figure 1: Site Context Aerial looking west.



Figure 2: Aerial of Subject Property.

2.1 Surrounding Area

The subject property is located within the broader Vanier South community which is a large and diverse urban neighbourhood located east of the Rideau River, By-Ward Market, and City's downtown core including many other key institutions and employment opportunities. The Montreal Road Traditional Mainstreet is 200 metres north of the subject property and offers a wide range of services and amenities. The immediate area comprises a mix of uses and building forms and is characterized predominantly by residential and commercial uses with building heights varying from low to high-rise.

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

- Riverain Park and Sports Fields;
- Multi-Use Pathways and Bicycle Routes along the Rideau River;
- Several Schools and Day Care Centres;
- Retail Shopping Centres and Commercial Uses; and,
- Restaurants.

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

North: The subject property abuts Selkirk Street to the north. Also fronting Selkirk Street are existing low-rise residential buildings. The Montreal Road Traditional Mainstreet is located further north of the site. The area further north of Selkirk Street up to Montreal Road is rapidly transforming towards mid- and high-rise developments.

There are active applications with the City for high-rise developments between Selkirk Street up to Montreal Road, including applications for properties at 112 Montreal Road and 314 Gardner Street for an 8-storey mixed use building fronting onto Montreal Road, a 20-storey building located internal to the site, and two 30-storey buildings fronting onto the Vanier Parkway.

East: Immediately to the East of the site are four (4) single detached residential dwellings fronting onto Selkirk, Gardner and Montgomery Street. These properties share same zoning as the subject site R5 with a height restriction of up to 25 metres. Further east is the Vanier Parkway, a cross-town Arterial Roadway providing for important connections to key destinations and the broader transportation network in the City. High-rise employment and residential development is located east of the subject property with frontage along Vanier Parkway.



Figure 3: High-rise development east of subject property.

South: The properties to the south of the subject property abut McArthur Avenue, an Arterial Mainstreet. A new eight-storey building was recently constructed on this block with a nine-storey building currently under construction. The existing buildings to the south of the subject site also consist of multiple 4 and 5-storey apartment buildings. A full-service grocery store is also located immediately south of the subject lands with access from MacArthur Avenue.



Figure 4: Subject Property looking east (existing buildings to be demolished).



Figure 5: Montgomery Street looking west and abutting the rear property line of the subject site

Other notable features west of the subject site include, École élémentaire publique Mauril-Bélanger, Riverian Park, and the Rideau River and MUP Pathway. Further west are the By-Ward Market and Central Business District.



Figure 6: Selkirk Street looking west.



Figure 7 Existing high-rise development west of subject site.

2.2 Road Network

The subject property is well serviced with respect to the existing road network. Montreal Road, McArthur Avenue, and Vanier Parkway are classified as, “Arterial Roads” on Schedule F – Urban Road Network of the Ottawa Official Plan (Figure 8). All three roadways are important from a vehicle, transit, cycling and pedestrian perspective. Montreal Road specifically is an important east-west corridor providing access from Ottawa’s east end communities to Downtown Ottawa including the Central Area employment centre, the Rideau Centre and By-ward Market hub and the University of Ottawa Campus.

Vanier Parkway which is renamed Riverside Drive/Limebank Road to the west, is a major arterial roadway in Ottawa that follows along the eastern bank of the Rideau River. Its terminus is the city limits to the south and North Beechwood Avenue to the north. The Parkway provides access to Highway 417, the Riverside Hospital, the Billings Bridge Plaza, the RA Centre, Canada Post headquarters, Public Works Canada headquarters, Canadian Labour Congress headquarters, Vincent Massey Park, Terry Fox Athletic Facility, and Mooney's Bay Park.

Arterial Roadways are roads within the city intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

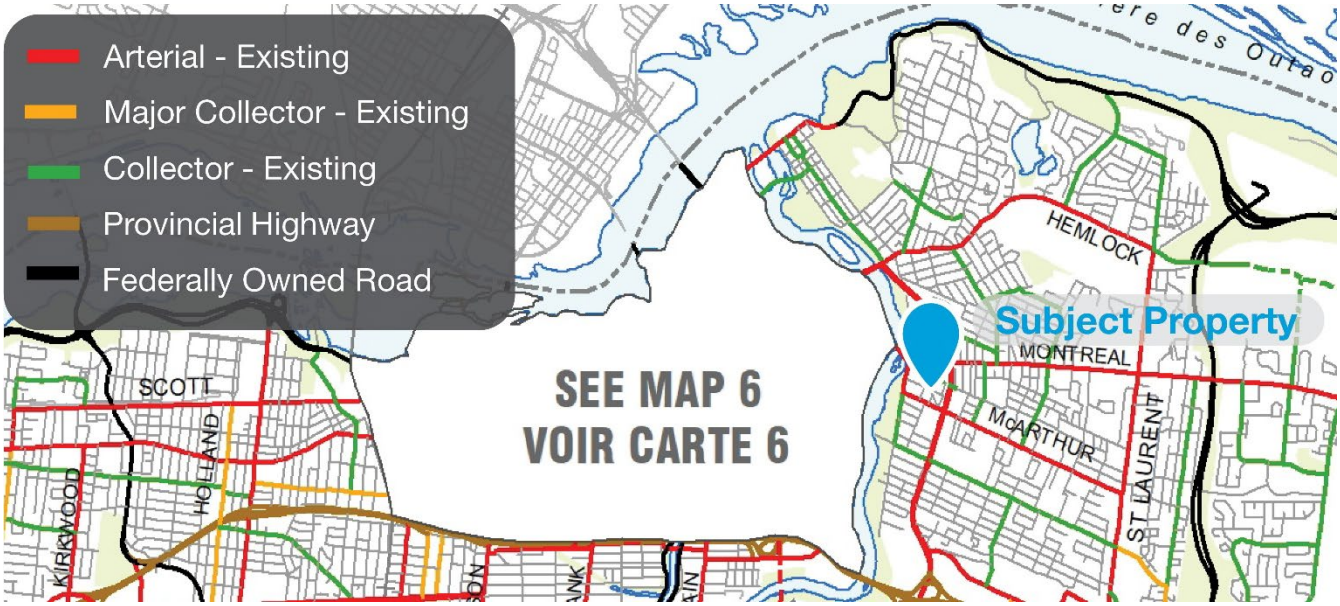


Figure 8: Excerpt from Schedule E of the Official Plan (Urban Road Network)

The subject property is well served by public transit options. The Transportation Master Plan and Schedule D – Rapid Transit Network of the Official Plan (Figure 9) identifies Montreal Road as a Transportation Priority Corridor (east-west) with continuous lanes and McArthur Avenue as a Transit Priority Corridor with Isolated measures. The site is also within a 2.2-kilometre radius of four (4) LRT Stations: Rideau; uOttawa, Lees, and Tremblay. Transit Priority Measures that may be implemented along these corridors include such provisions as dedicated bus lanes, transit signal priority treatments, bus queue jumps, special stop arrangements and others.

Local transit routes including routes 9, 14, and 15 are located in close proximity to the subject property and offer convenient access to local and regional destinations including the higher order LRT network, downtown, and key employment areas including universities and hospitals.

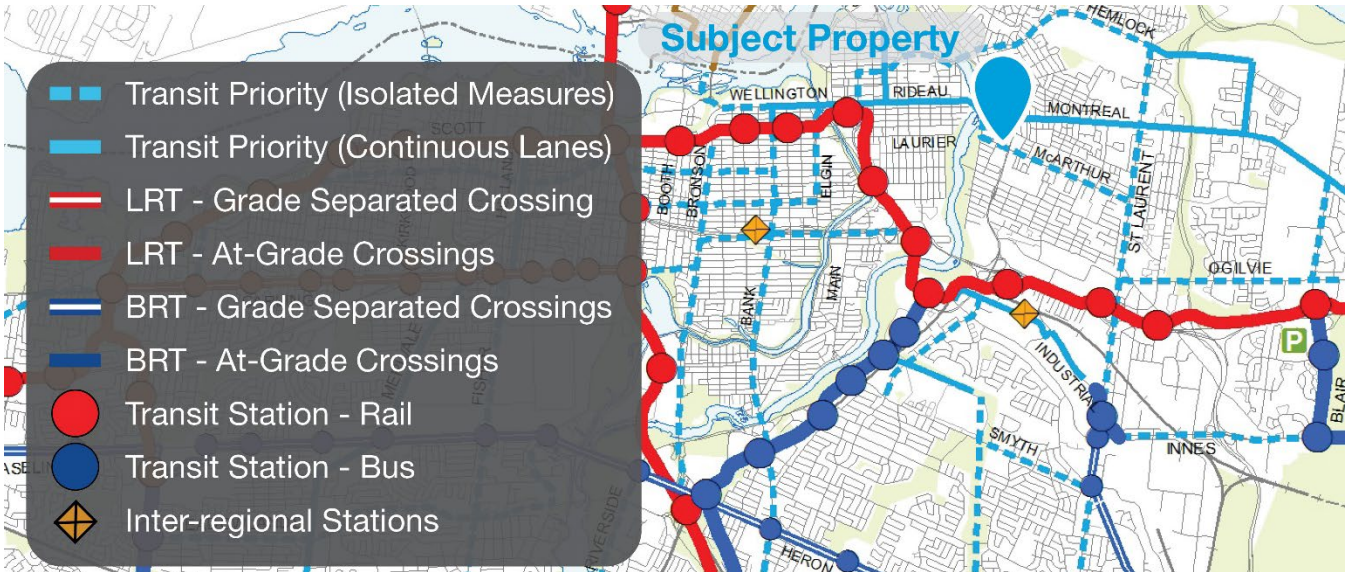


Figure 9: Excerpt from Schedule D of the Official Plan (Rapid Transit Network)

As indicated on Schedule C – Primary Urban Cycling Network of the Official Plan (Figure 10), the subject property is located in close proximity to many key routes within the City of Ottawa's greater cycling and active transportation network including the Rideau River Eastern Pathway, and the Montreal Road and Vanier Parkway Spine Routes. The subject property is also located with convenient access to a full suite of amenities, services, and employment areas which will facilitate and promote walking for many daily activities. A full-service grocery store is located within 300 metres walking distance of the subject property.

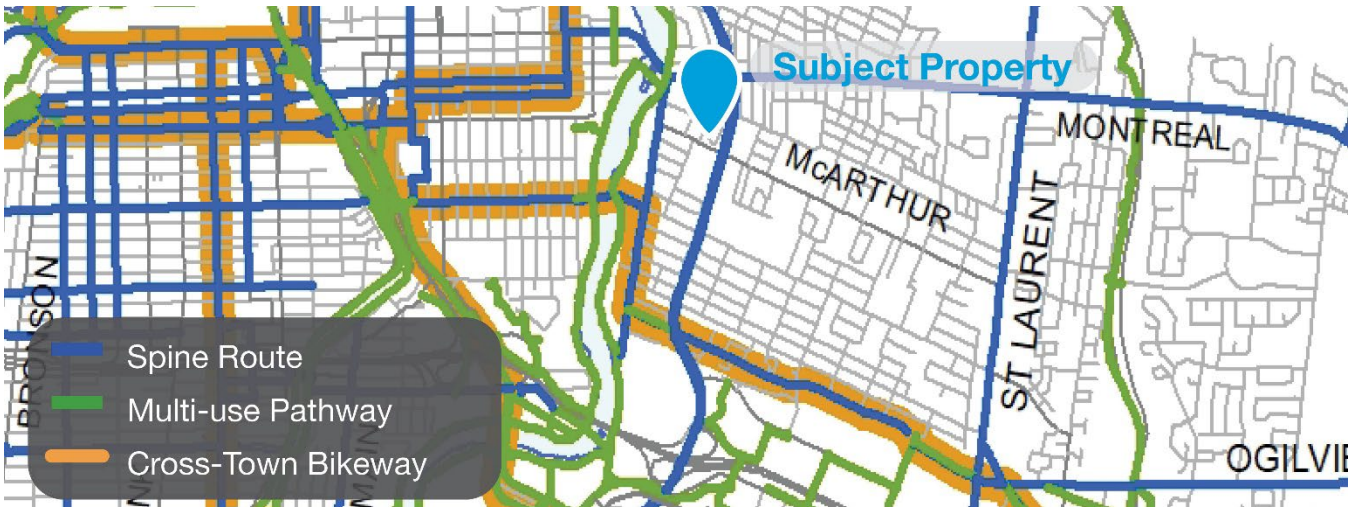


Figure 10: Schedule C – Primary Urban Cycling Network

3.0
Proposed Development and Design Brief

The redevelopment proposal for the lands includes a twenty-storey, residential-use building containing a total of 203 residential apartment units, 76 underground parking spaces for visitors and residents, 134 bicycle parking spaces, and 2028m^2 of private and communal amenity space. The building proposal includes a mix of studio, one and two-bedroom units.

3.1.1 Design and Masing

The building design complements the form and character of the evolving nature of this mixed-use neighbourhood through the eight-storey podium scale and the use of dark brick materiality and active at-grade residential entrances and glazing on both street frontages, while the 12-storey point tower is designed with predominantly glass and paneling in order to reduce the visual mass of the building while positively contributing to the city's skyline. The eight-storey podium aligns with the recently constructed mid-rise residential building to the south and the under-construction nine-storey building to the south-east; both within close proximity of the subject property.

With a floorplate of generally 699m^2, the small tower design maintains sun exposure while reducing shadowing. Overlook is also minimized with angled facades and windows directing projected views of the neighbourhoods north and south of the site. Minimal front and side yard setbacks with at-grade landscaping features further reinforces the streetscape. Overall, the proposed development serves to redefine the identity of this property as a transitional area towards the mid-rise development to the south from the high-rise development to the north, east, and west.

3.1.2 Access and Egress

Vehicular access for the development is provided via Selkirk Street on the northern frontage of the subject property. Two underground parking levels provide 76 vehicle and 134 bicycle parking spaces. Potentially negative impacts from vehicle movement and parking are directed to the underground portion of the building with further mitigation to be undertaken through appropriate fencing and screening along property lines. Garbage collection will be accessed from Montgomery with the storage area enclosed in the main building massing and screened from the public right-of-way.

Pedestrians and cyclists can access the building from multiple entry points including the main entrance via Montgomery Street, a secondary public access point from Selkirk, and also via the at-grade entrances for individual residential units from Selkirk Street.

3.1.3 Amenity Space and Landscaping

Amenity space (2028m^2) is provided throughout the building in both private and communal areas (450 m2). The at-grade residential units on Selkirk will provide direct access to the public realm along Selkirk Street with this interface proposed to be landscaped area framed by street trees and include private terraces for the ground-oriented units. The details of these spaces will be more thoroughly addressed through the future Site Plan Control application. Also at-grade, the proposal includes communal lobby space, an exterior entrance plaza accessed from Montgomery Street and programable amenity space within the building. Level 9 of the building contains the majority of the communal amenity space for residents including a gym, amenity room, and theatre. As the tower portion of the building is setback after the eighth storey, a 177m^2 outdoor patio is provided at the ninth storey as well. Balconies and terraces are also included throughout the building to provide private outdoor amenity space for residents and their guests.

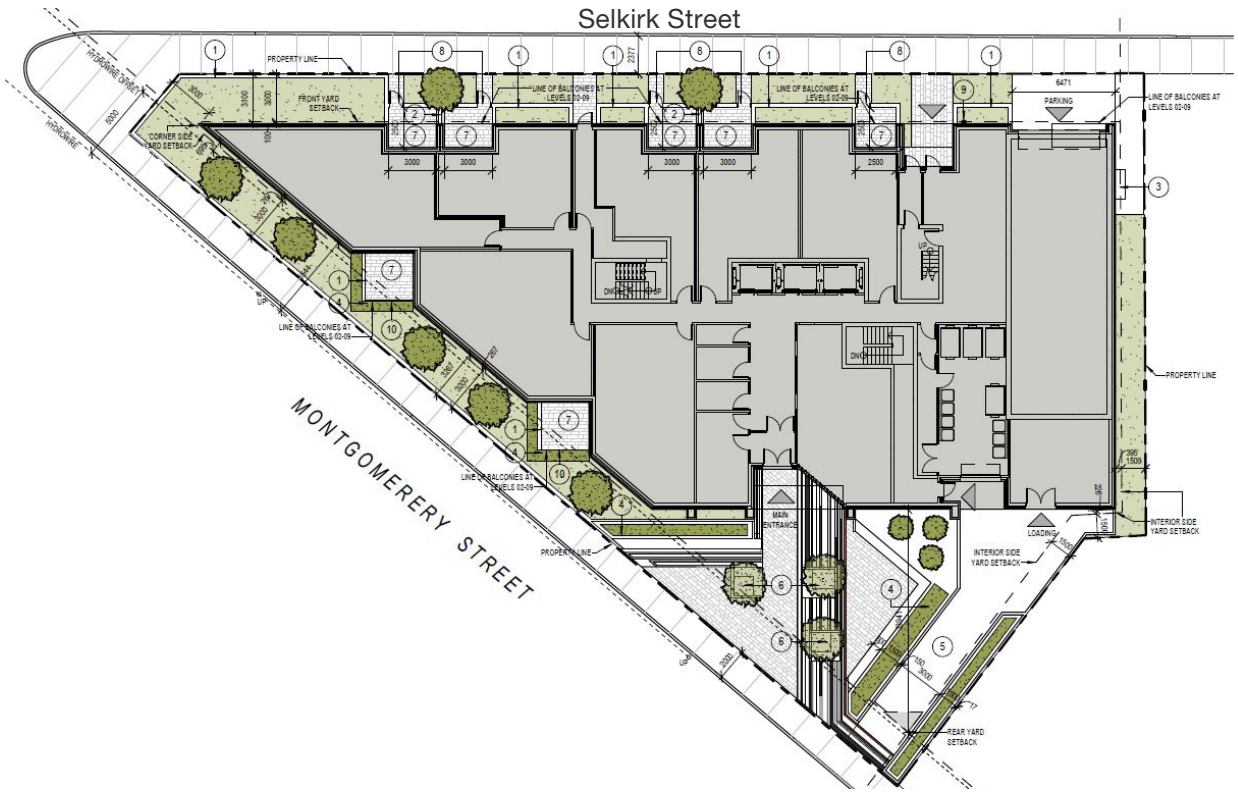


Figure 11: Proposed Site Plan

3.2 Design Brief

The project design is routed in the context of the site and geometry of the lot. Montgomery and Selkirk Streets come together in one of the few ‘bow-tie’ intersections in the city, and the result is a lot with a very sharp point at its western edge. Highlighting this geometry was a critical design focus of the project. Instead of a rounded corner at the point the proposed design establishes a more angular approach to the corner, which will allow the building to appear two dimensional as if there were simply a façade being propped into place.



Figure 12: Proposed Front (North) Elevation

The building is comprised of an 8-Storey podium articulated in masonry with a glassy 12-Storey tower portion above. The eight-storey podium is appropriate given the permitted and existing heights in the area and the immediate precedent for recently constructed and approved eight and nine storey buildings directly east of the site. The existing character of the brick buildings along both streets is also evident, and the proposed treatment of the podium compliments the existing street edge. The podium is highly articulated with a series of recesses for balconies and copper frames that vary in height from 4 to 6 storeys that serve to animate the elevation and assist in the transition in height.



Figure 13: View of the Proposed Development from intersection of Selkirk and Montgomery.



Figure 14 Entrance Plaza accessed from Montgomery Street.

The at-grade treatment of the design includes multiple active entrances and uses at grade terraces, ample landscaping, and clear glazing at-grade for the first floor units. The main entry point from Montgomery Street is accentuated by a prominent front plaza entrance feature with areas for seating, landscaping and high-quality paver materials.

3.2.1 Tower Separation Distances

The Ottawa Urban Design Guidelines for High-Rise Buildings establish minimum lot areas (Section 1.16) for sites that can reasonably accommodate high-rise development. The guidelines state that when a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back and that for a corner lot a minimum lot size of 1,350m^2 is required to accomplish these objectives.

Given the unique lot configuration of the subject property, the triangle shaped building fronts both Selkirk and Montgomery Streets in a formation that allows for a slender point tower design. The tower is setback 4.7 metres from Montgomery Street and 4.2 metres from Selkirk, which when combined with the R.O.W width of

both streets totals a building setback of over 17.5 metres from the adjacent property lines on the opposite side of both streets allowing for adequate space for tower separation and building transition.

To the east, towards the interior lot line, the tower portion of the building is setback between 6.3 to 8.4 metres. The properties immediately to the east (100 Selkirk Street and 336 Gardner Street) of the subject lands cannot achieve the parameters of the High-Rise Design Guidelines. At 1,000 square metres, the lot size for the two properties combined is approximately 80% the size of the established minimum area within the guidelines. Architecturally speaking, it is therefore anticipated that only a small tower footprint (less than 450 square metres) could reasonably fit on these properties which would not represent a feasible building program. As such, a mid-rise tower would be anticipated on those lots if they were to undergo redevelopment in the future.

Regarding the properties at 349 and 353 Montgomery Street, the proposed tower and site layout includes an at-grade entry plaza directly abutting these properties with the building tower off-set to the north. As per the High-Rise Design Guidelines, when towers do not directly overlap, a reduced tower separation (such as proposed) may be appropriate.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

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

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

Section 1.1.1 of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, including the following that are applicable to the proposed development:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Policies 1.1.3.1 and 1.1.3.2 require that settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) Efficiently use land and resources;
b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
e) Support active transportation; and
f) Are transit-supportive, where transit is planned, exists or may be developed.

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

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area.

Policy 1.6.7.2 requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1.3 states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

a) Promote compact form and a structure of nodes and corridors;
b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

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

The proposed development is consistent with the policies of the Provincial Policy Statement. The development is a compact and sensitive redevelopment making efficient use of existing infrastructure. The development will support public and active transportation given its location in close proximity to multiple Transit Priority Corridors and bicycle routes as well as its close proximity to key amenities and employment areas.

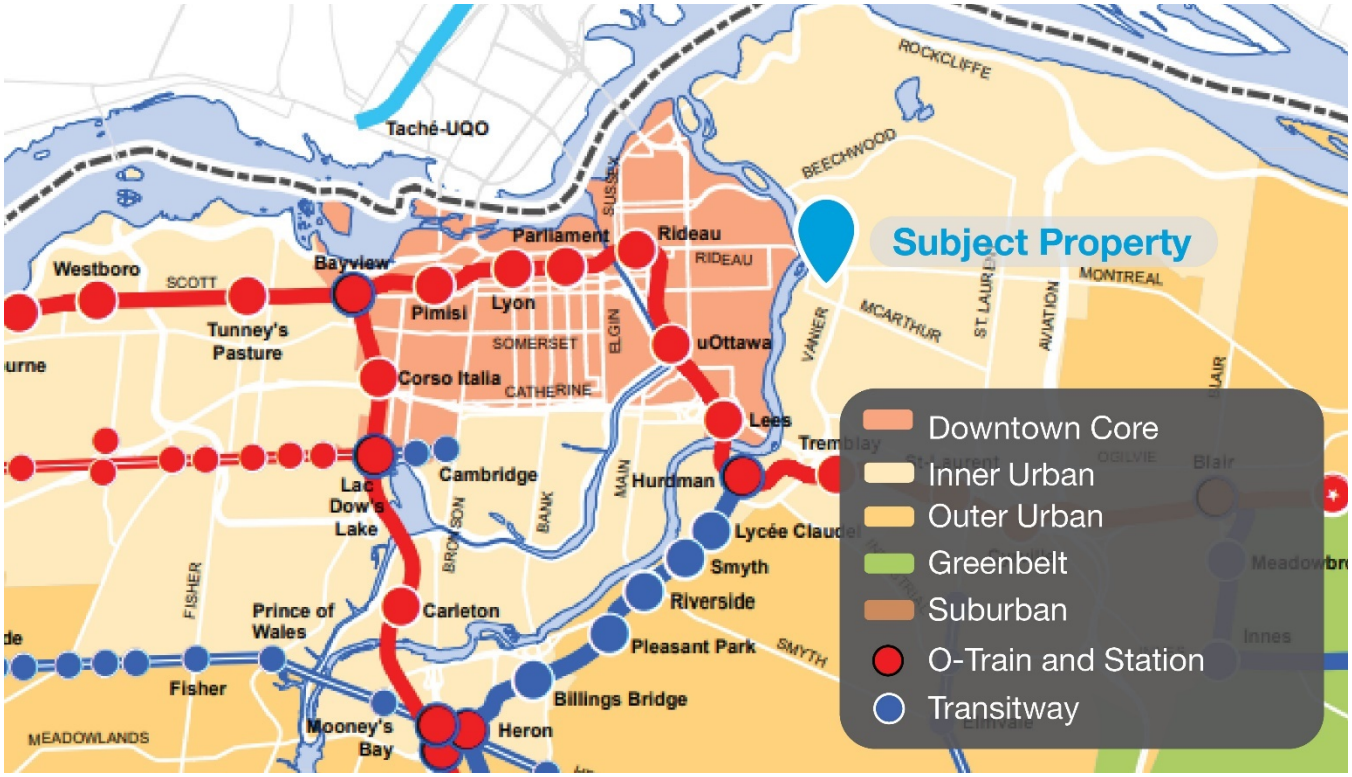
Located within an evolving neighbourhood, the development will provide residential intensification on an appropriate site for increased density. Overall, the proposed development offers an efficient, cost-effective pattern of growth, intensifying an underutilized property within an existing community that is well suited to accommodate the proposal.

4.2 City of Ottawa Official Plan Update

The City of Ottawa has completed a comprehensive review of their Official Plan, which has resulted in a new Official Plan that provides direction for the upcoming 25-years (2021-2046). City Council has adopted the new Official Plan and is now awaiting review and approval by the Ministry of Municipal Affairs and Housing,

which may come with or without modifications; the Ministry's review could take several months into 2022. When the New Official Plan is approved, the current Official Plan will be replaced.

Within the new OP, the subject property is located in the Inner Urban Transect, as per Schedule A – Transect Policy Areas. The site is located within 200 metres from a designated Main Street Corridor (McArthur Street) and has an evolving neighbourhood overlay, as per Schedule B2—Inner Urban Transect Areas of the Official Plan.



4.2.1 Neighbourhoods Designation

The site falls in the Neighbourhood Designation as per Schedule B2—Inner Urban Transect Areas of the New City of Ottawa Official Plan. The intent of the Neighbourhood Designation is to permit a mix of building forms and densities to move towards 15-minute areas. Neighbourhoods are further categorized with a Mature or Evolving overlay.

Building heights in Neighbourhoods are expected to be Low-rise, except in areas already characterized by taller buildings 6.3.1 (2)(b). The new OP states that if development in Neighbourhood designation seeks additional height beyond four (4) storeys, it may be considered through a Zoning By-law amendment rather than the need for an Official Plan amendment in cases where zoning does not contain provisions for taller heights (6.3.1 (3)).

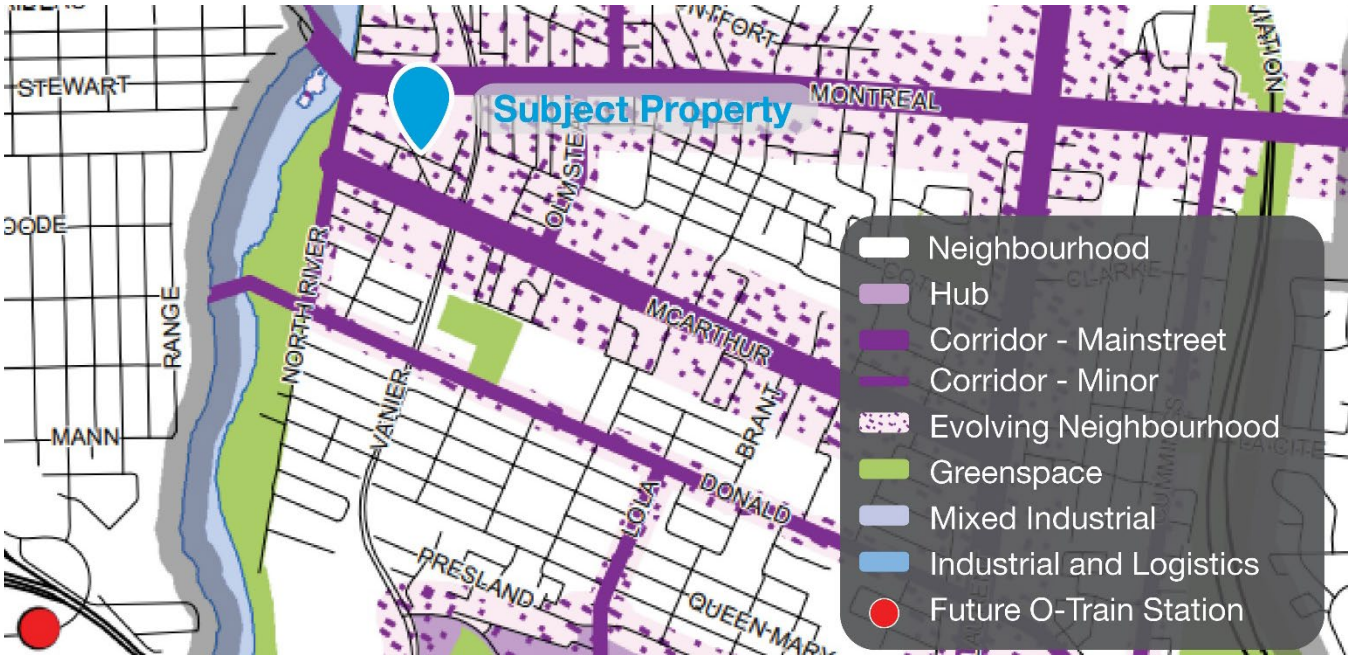
The Zoning By-law will distribute permitted densities in the Neighborhood by allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to rapid-transit stations, Corridors and major neighbourhood amenities (6.3.1 (5)).

The Policies of the Official Plan are designed for densities that promote a shift towards 15-minute neighbourhoods. In general, the Official Plan gives direction for low-rise built form with maximum of

four (4) storeys in the Neighbourhood designations. However, taller heights are permitted in areas where other taller buildings already exist. Considering there are other taller buildings existing and proposed in close proximity to the subject property, heights greater than four (4) storeys can be pursued on the subject property without the need for an Official Plan Amendment.

4.2.2 Evolving Neighbourhood Overlay

The subject property has an Evolving Neighbourhood overlay. The Evolving overlay is applied to areas near Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.



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

The new OP states that the Zoning By-law shall provide development standards, and permissions to meet or exceed density targets set out in the Official Plan (Table 3b). The Zoning By-law will be revised to implement the new policy direction of the New Official Plan for the City of Ottawa after Ministerial approval has been received, and the Official Plan has been adopted. The City will generally have up to three (3) years after the approval of the New Official Plan to update it's By-laws in order to reflect the objectives of the New Official Plan.

As per the direction of the new Official Plan, the City will generally be supportive of applications for intensification that seek to amend the development standards of the underlying zone where the

proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Section 3 and 5 of the Plan.

The proposed development will facilitate the development of a 15-minute neighbourhood, add substantial intensification, and contribute to a land use pattern that is consistent with significant emissions reductions. The proposed development will significantly contribute to intensification within the established urban area through the provision of a variety of residential unit types in close proximity to services, amenities, and transportation infrastructure. As a site located within an evolving neighbourhood that is already characterized by existing, approved, and proposed high-rise, the building form recognizes this condition through appropriate massing and materiality, and building height which facilitates the transition from the tallest buildings to the north, east, and west to a mid-rise building from south of the site.

4.3 City of Ottawa Official Plan

The policy framework for strategic growth and development of the city is detailed in the City of Ottawa Official Plan. To support liveable communities and healthy environments, objectives and policies direct the creation of complete communities that provide housing choices, support infrastructure, and enable employment opportunities, among others.

4.3.1 Managing Growth

Section 2 of the Official Plan provides Strategic Directions for growth and development within the city. Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline, resulting in the need for approximately 145,000 new homes in Ottawa by 2031. The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area, and one third of housing growth is anticipated to occur within the Greenbelt. Much of the demand for new housing is anticipated to be in the form of smaller units such as apartments or condominiums.

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth is to be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

Section 2.2.2 of the Official Plan addresses the management of intensification within the urban area while recognizing that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Policy 1 defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses."

The proposed development is residential intensification as defined by Section 2.2.2, Policy 1 of the Official Plan.

Policy 3 identifies the Central Area, Mixed-Use Centres, and Mainstreets as target areas for intensification primarily given their proximity to rapid transit, however, Policy 22 also supports compatible intensification outside of these target areas including areas designated as General Urban Area, particularly on brownfield sites, underdeveloped sites, and on sites that are no longer viable for their original use, among others. Policy 23 states that the City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. As per Policy 23, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces.

As per the Official Plan, the character of a community is generally articulated through the existing and planned built environment including defining features such as building height, massing, setbacks, and the location of parking and vehicular access to individual properties. The OP states that the City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.

The proposed development is located within the General Urban Area on an underutilized site that is currently dominated low-rise built-form and by surface parking. The immediate context includes recently approved and currently existing high-rise built-form signifying the evolving nature of this neighbourhood.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined 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 by the design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11. Policy 12 classifies building heights, including ‘high-rise’ as 10 to 30 storeys. Policy 14 of Section 2.2.2 states that building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights.

The proposed development constitutes a high-rise development per the City’s definition. The subject property is located outside of a target area for intensification, however, is in close proximity to numerous Arterial Roadways and Transit Priority Corridors and is also within the General Urban Area where compatible intensification is supported per the policies of Section 3.6.1, discussed herein. The proposed development has been carefully designed to ensure compatibility with the surrounding community including the on-going long-term renewal of this area as evidenced in recent Council approval for high-rise development in close proximity to the subject property. Further discussion on compatibility and design is detailed below.

4.3.2 Land Use Designation

Pursuant to Schedule B of the Official Plan, the subject site is designated ‘General Urban Area’. As detailed in Section 3.6.1, the General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

Generally, development within the General Urban Area is to be of a low-rise form (Policy 3), however, notwithstanding this policy, Policy 4 of Section 3.6.1 permits consideration for new taller buildings on sites that are in an area already characterised by taller buildings or sites zoned to permit taller buildings. The opportunity for greater heights supports Policy 1, which permits many types and densities of housing, as well as employment and retail uses. All development is to be reviewed in accordance with Sections 2.5.1 and 4.11

of the Official Plan (Policy 2), which detail urban design objectives and compatibility criteria for new development. As per the Official Plan, intensification within the General Urban Area is supported but must be assessed for its compatibility with the existing community character and how it contributes to a balance of housing types (Policy 5).

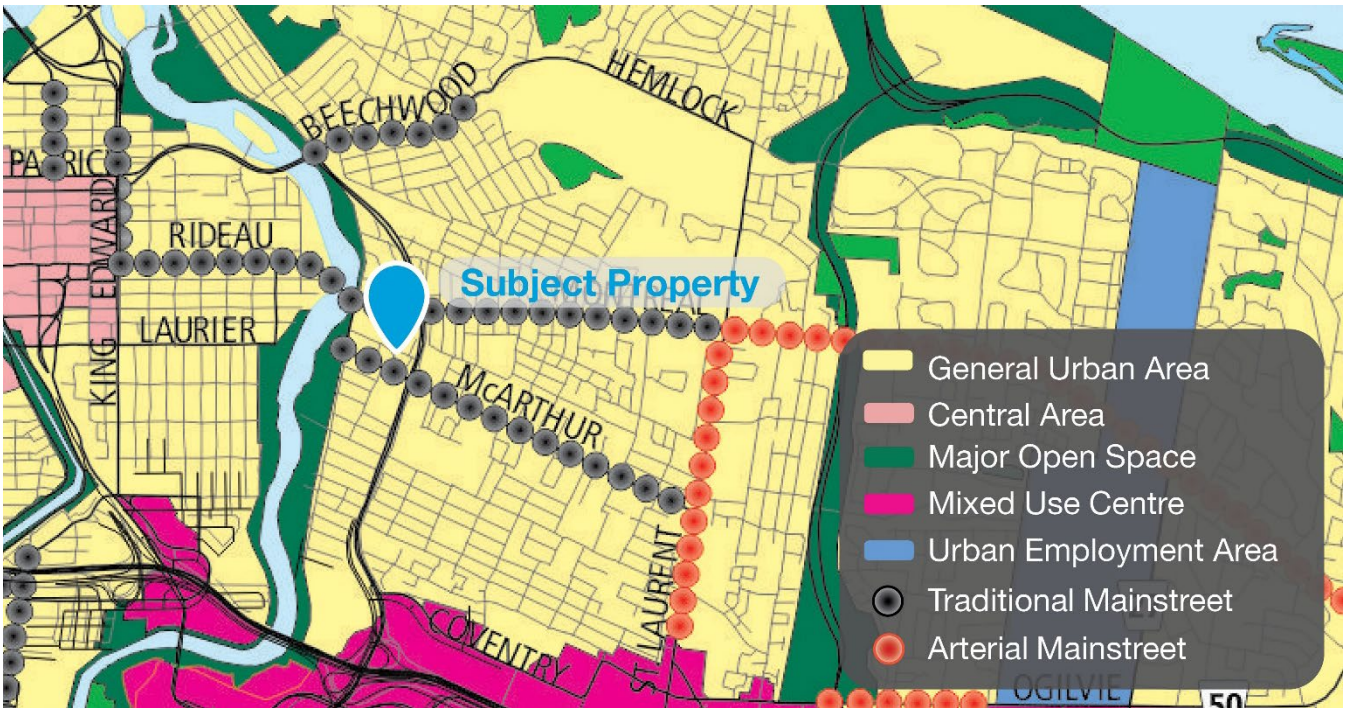


Figure 15: Schedule B – Land Use Designation

As per Policy 3, increased building heights on the subject property is appropriate as the site is in an area already characterised by taller buildings nearby and also sites recently zoned to permit taller buildings. As a result, the site meets the criteria for consideration of heights greater than low-rise per the policies of Section 3.6.1.

As per Policy 5, the proposed development contributes to achieving a suitable balance of housing types within a building form that is compatible and appropriate as a transition and interface for the built form of the area with the tallest buildings on the edge of the community and building height then gradually stepping down to the south along McArthur.

4.3.3 Urban Design and Compatibility

With respect to urban design and compatibility of development, Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The following Design Objectives are intended to influence Ottawa's built environment as it grows and are applicable to the subject site and proposed development. The proposed development responds to the design objectives as follows:

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

   The proposed development will redevelop and intensify an underutilized property characterized by low-rise development and surface parking along the street today, enclosing the street edge and improving the public realm with active residential entrances at-grade and a mix of residential units above.

   The proposed development will enhance the two street frontages (Montgomery and Selkirk) through a design that introduces a consistent street wall contributing to improvements to the pedestrian environment and improving upon the existing condition. This redevelopment of a property within the vibrant Vanier South community of Ottawa has the potential to establish this intersection at Selkirk and Montgomery as a prominent contribution to the continuing evolving nature of this area.

   The unique triangle design of the building as well as the substantial outdoor entry plaza offer distinctive elements to the building design which will contribute to the sense of place and community for this neighbourhood.

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

   The proposed development animates the street edge with an eight-storey podium that features an appropriate scaled ground floor. The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and additional street trees along the public R.O.W. The at-grade outdoor entry plaza further improves the condition of the public to private space interface for this block. The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the building, the various amenity spaces will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies/terraces and a communal amenity space atop the building podium.

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

   The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along Selkirk Street and Montgomery Street. As a site within walking distance of numerous key services, amenities, and employment opportunities, and with convenient access to Ottawa's transit and cycling networks, residents and visitors will be able to easily access the site. A high amount of glazing and active entrances along the street frontages will ensure eyes on the street for safety. The existing condition which provides a surface parking lot with multiple entrances will be improved to reduce vehicle interface issues along both sidewalks.

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

   The height, massing, and design of the building is compatible within the existing context and planned function of the area. The high-rise building form responds to the evolving high-rise character established for this area and the planned function of the surrounding area while also providing appropriate tower separation.

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 considers adaptability and diversity providing a large amount of private and communal amenity space for residents. The ground floor will be able to adapt to the changing needs of residents, and to the surrounding neighbourhood, over time.

6. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment**.**

   The proposed development provides additional residential intensification within an existing well serviced community. The proposed building is located on an underutilized site within the urban boundary, which serves to reduce development pressure on outlying areas, and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions. Furthermore, as an existing lot, the redevelopment will make use of existing city infrastructure.

Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. Some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy		**Proposed Development**
1.	A Design Brief will be required as part of a complete application.	**The Design Brief has been prepared and integrated into this Planning Rationale as per the requirements to satisfy a complete application package.**
Building Design		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area.	**The proposed development has a mid-rise podium and high-rise tower form that is compatible with the existing and planned context of this block at-large bordered by Montreal Road, MacArthur Avenue, and the Vanier Parkway. The proposal recognizes this block as an evolving area with existing, recently approved, and proposed high-rise development in close proximity along North River Road, Montreal Road, and the Vanier Parkway. Mid-rise development is also nearby along Montgomery and Gardner.** **The 8-storey podium is designed to provide adequate massing and scale to the public realm. Materiality, including glazing, will serve to animate the pedestrian realm while ensuring the tower acts as a complementary building within the skyline.** **The materiality, scale, and articulated massing of the podium is inspired directly from the unique layout of the lot. These character defining elements help to**

		simultaneously draw a distinction between the podium and the tower portions of the proposed development but also helps reinforce the existing and planned fabric of the surrounding community **The building is comprised of an 8-Storey podium articulated in masonry with a glassy 12-Storey tower portion above. The distinction between the podium and tower is achieved through the choice of windows and composition of the materiality for the facades. The window sizes and ordered placement on the podium refers to the existing character buildings in the area, while the tower uses contrasting window sizes and more dynamic placement.** **Including active at-grade residential entrances and terraces with significant landscaping opportunities, as well as a prominent main entrance plaza treatment creates an improved sidewalk experience and offers an element of placemaking for the block.**
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.	**The building design includes a prominent front entry feature for the primary residential use along Montgomery Street as well as individual active entrances and terraces for the at-grade residential uses. Furthermore, the ground floor features a high level of glazing to complement the soft landscaping and, overall, enhance the public realm.** **The at-grade entry plaza further accentuates the main entry feature.**
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	**The proposed development integrates the garbage room, as well as loading and storage access, into the at-grade enclosed portion of the podium with a single driveway and underground parking space located on the site in order to minimize interruptions to the pedestrian realm and vehicular traffic along Selkirk Street.**
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	**The rooftop mechanical equipment has been incorporated into the building design.**
Massing and Scale		
11.	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	**The shadow analysis demonstrates that shadows will be move quickly through the neighbourhood, as is expected in an urban context.**

	analysis is to demonstrate how impacts have been minimized or avoided.	**The wind analysis demonstrates that the pedestrian realm will not be negatively impacted by the proposed development.**
12.	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.	**The proposed development of 20-storeys is compatible with the planned context of the area. The eight-storey podium maintains a human scale within the pedestrian realm, while the tower portion is appropriately separated from existing and planned development. The subject site acts as a transition down in height for the existing and planned high-rise development to the north, east, and west towards the approved and constructed mid-rise development south of the property.** **The tower separation to the east is appropriate given the site context and will provide adequate setbacks to accommodate future development where applicable.**
13.	Building height and massing transitions will be accomplished through a variety of means, including: / I**ncremental changes in building height;** / Massing**;** / Building **setbacks and step-backs.**	**As a site on a narrow triangle shaped block, transitions are achieved through design and materiality for the street facing facades, including a change in material to ground the podium while ensuring the tower is a background building. For the south and east property lines, which abut existing and planned developments, height and massing transition is achieved through the stepback of the tower to achieve appropriate separation.**
High-Rise Buildings		
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 (pedestrian comfort, public views, proximity to heritage, privacy)	**The proposed development does not negatively impact any protected view planes or historically significant views. The wind and shadow studies prepared for the proposed development show that any impacts are typical of an urban context and will not negatively impact the useability of the pedestrian realm. Shadows will move quickly as is typical of a point tower within an urban context. Finally, tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development. The slender point tower (699m2) will ensure appropriate massing for this neighbourhood in the context of existing and pending high-rise development in the immediate context.**
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; / The base of a high-rise building should respect **the** scale,	**The design of the proposed building with a distinct design ensures the building respects the at-grade and mid-rise scale and character of nearby properties while providing a tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.**

	proportion, and character of the surroundings. / The **tower**, which typically includes a middle and a top, should step back from the base where possible. / Floor **plates** may also vary depending on the uses and the context.	**The proposed floorplate (699m^2) is of an appropriate size to provide an efficient core while also providing flexibility in unit size and type. The eight-storey podium is reflective of the recently constructed and approved eight and nine storey buildings directly east of the property.**
16.	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.	**While the proposed development does not meet the zoning provisions for high-rise development within the R5B zone, the development strongly responds to the Built Form guidelines of the Montreal Road SP, as well as the Design Guidelines for High-rise Buildings. The subject site is of an adequate size and shape to accommodate high-rise development, and the tower portion of the development is appropriately setback to maintain tower separation from existing and planned development where feasible.**
17.	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.	**The building has been designed as a high-rise tower with a compact footprint, distinct base/middle/ top and ample setbacks and separation that strongly responds the City's Urban Design Guidelines for High-rise Buildings.**
Outdoor Amenity Areas		
19.	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).	**The studies submitted with this application indicate that the tower design and mid-rise podium ensure that shadow and wind impacts to the established residential properties nearby are minimally impacted.**
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces, and rooftop patios.	**The proposed development includes amenity area for residents through private balconies and terraces, at-grade communal amenity rooms within the first floor, and enclosed and outdoor communal amenity space on the 9th storey.** **Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.**

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. The proposed development will positively contribute to the surrounding

neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties.

4.4 Montreal Road District Secondary Plan

The subject property is located within the Montreal Road District Secondary Plan. The purpose of this plan is to guide development of the Montreal Road District by dividing it into 3 sectors: West, Central and East, that are affected by 4 major intersections. The subject property is located within the Interior of the West Sector at the intersection of Montgomery Street and Selkirk Street.

As per the Secondary Plan, the main goals are to:

- Foster development and redevelopment along the Traditional Mainstreets and Arterial Mainstreet which complements and improves upon the positive qualities of the existing character of the District.
- Improve streetscaping along Montreal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.
- Improve pedestrian, cycling and transit facilities throughout the District.
- Provide open spaces or other areas for public functions, publicly accessible landscaped open spaces and public art that reflects the history of the District.

Relevant General Policies of the Plan include:

- Development and redevelopment will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged.

4.4.1 West Sector

The subject property is located within the West Sector in the Interior West Sector sub-designation. The primary role of the West Sector is to be the entryway from downtown core into the district. It is designed to accommodate a greater mix of uses to draw urban activity across the Cummings Bridge from the west and downtown core.

As per Policy 1.3.4 of the Secondary Plan, the boundaries of the Interior of the West Sector are delineated on Schedule 1. The area consists of a mix of lot sizes, land uses and building types. The proximity to the Traditional Mainstreets provides opportunities to redevelop lots to non-residential uses that are compatible with residential uses.

The Secondary Plan notes that the north portion of Montgomery Street contains commercial and institutional uses which provide a transition from the commercial area of Montreal Road to the residential area of the interior portion of the West Sector.

The following policies apply to the Interior of the West Sector:

- The Zoning By-law will permit a mix of uses which provide opportunities for compatible non-residential uses and the retention of low-rise residential uses.
- If a number of lots with frontage on Palace Street are consolidated for development or redevelopment purposes a maximum four storey building height fronting onto Palace Street will be permitted.
- Development or redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.

The proposed re-development generally adheres to the above-noted policies by providing an appropriate building massing and incorporating a high-rise tower on narrower floorplates, to ensure an acceptable transition is realized.

4.5 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by Ottawa City Council in May 2018. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also looking at the built form. The relevant guidelines have been reviewed for the purposes of this report. The guidelines address a number of design aspects related to fit and compatibility, impact on the pedestrian environment and open spaces, and the quality of materials, among others.

The Urban Design Guidelines for High-rise Buildings note that high-rise buildings located in existing neighbourhoods are usually on smaller sites set in an established pattern of development along the street and within the block. The guidelines note that issues of connection, transitions, shadows, compatibility, parking and servicing are often at the forefront. However, through adhering to best practices and carefully considering local context, high-rise infill creates opportunities to renew neighbourhoods, meet intensification targets, and achieve more sustainable communities that are safe, healthy, and liveable. The proposed development advances the following guidelines:

Section 1 – Context

- No views or vistas are affected by this proposal. The proposal is not located within a view plane of any national symbols **(Guideline 1.2, 1.3).**
- A transition to lower-profile development is facilitated through the use of setbacks from the east lot line, step backs and articulation cuts as well as the 8-storey podium base **(Guideline 1.12).**
- The lot is above the recommended minimum lot area of 1,350 m^2 for a corner lot **(Guideline 1.16.b).**

Section 2 – Built Form

- The proposal enhances the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which animates existing street edge **(Guideline 2.1).**
- The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline **(Guideline 2.2).**
- The design places the base of the building to form a continuous building edge along both streets **(Guideline 2.13).**
- The base of the proposed buildings is appropriately expressed given the width of the abutting ROWs and the nearby mid-rise built-form **(Guideline 2.15, 2.18, 2.19).**
- Provides a minimum base height of two storeys **(Guideline 2.17).**
- Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade (**Guideline 2.21).**
- The ground floor of the base has been designed to be animated and transparent with direct access to the residential portions of the proposal at-grade **(Guideline 2.23).**
- The tower section will minimize shadow and wind impacts while creating an appropriate fenestration pattern **(Guideline 2.33).**
- The tower portion of the building steps back from the base to allow the base to be the primary defining element for the site **(Guideline 2.29).**
- The top section will integrate machinery into the roof of the building **(Guideline 2.36).**
- The tower portion of the design provides a floor plate of 699m^2 which is below the maximum tower floorplate recommendation within the guidelines and will assist in reducing impacts from shadow, overlook, and massing **(Guideline 2.3.a, 2.24).**
- The tower has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces **(Guideline 2.31).**

Section 3 – Pedestrian Realm

- Main pedestrian entrances are linked with a seamless connection to the sidewalk **(Guideline 3.10)**.
- Glazing is provided at the pedestrian level **(Guideline 3.12)**;

- Parking is located underground and accessed away from the primary pedestrian realm **(Guideline 3.14);**
- Loading, servicing, and utilities are screened from view and underground **(Guideline 3.16)**.
- A wind and shadow analysis has been conducted which indicates that no adverse impacts will be created on the pedestrian realm as a result of this building design **(Guideline 3.26, 3.27).**

The proposed development will enhance the pedestrian realm along Selkirk and Montgomery Street, which is currently characterized by low-rise development and surface parking at the subject site. The proposed development will provide a continuous street wall condition through the use of an eight-storey podium, active at-grade residential entrances, and an ample landscaping treatment including street trees lining the public realm and a prominent entry plaza. The ground floor will include a high amount of glazing and the ground floor residential uses will create animation and porosity between the private and public ream. The ground floor will provide a sense of enclosure for pedestrians and will also provide protection from the elements.

Parking for the proposed development will be located underground and accessed from the a ramp along Selkirk Street. Loading, servicing, and utilities will also be accessed off-street from Selkirk as well as Montgomery Street.

In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, and sidewalks are acceptable for their intended uses through the year.

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

Overall, through providing a well-designed, appropriately scaled, and context sensitive design, the proposed development advances several of the City's Urban Design Guidelines for High-rise Buildings.

4.6 City of Ottawa Zoning By-Law

The subject site is currently zoned Residential Fifth Density, Subzone C, Height Limit of 25 metres (R5C H(25)). The intent of the Residential Fifth Density Zone is to allow a wide mix of residential building forms ranging from detached to high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan.

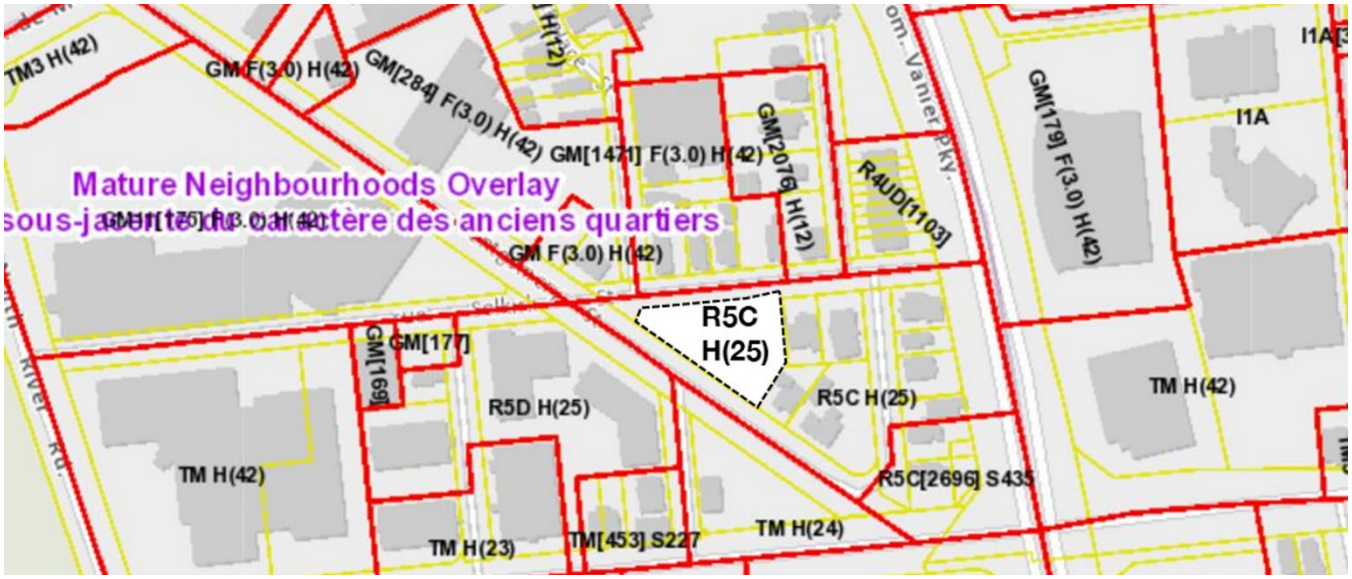


Figure 16: Excerpt from the City of Ottawa's Zoning By-Law Map (prepared by Hobin Architecture)

The proposed development is compared to the R5C H(25) zone requirements in the table below:

R5C H(25) Zone			
Provision	**Required**	**Provided**	**Conformance**
Min Lot Area	675m2	1,686m2	✓
Min Lot Width	22.5m	60 metres	✓
Max Height	As per zoning (25 metres) (a) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that restricts building height to less than 30m or to fewer than ten storeys on the entire lot, the use Apartment Dwelling, High Rise is a prohibited use on that lot. **Will need to include high-rise as a permitted use.**	62 metres	**NO**
Front Yard Setback (Selkirk is front lot line)	3 metres	3 metres	✓
Rear Yard Setback (No rear lot line so measure to furthest point opposite the from lot line)	The minimum required rear yard setback is equal to 25% of the lot depth but need not exceed 7.5 metres.	13.94 metres	✓

Corner Side Yard Setback	3 metres	3 metres	✓
Interior Side Yard Setback	(a) If located within 21 metres of the front lot line: 1.5 m (b) If located further than 21 metres from the front lot line: 6 m	1.5 metres for first 21 metres. Less than 6metres for a portion of the building after the first 21 metres.	Within 21 metres: ✓ After 21 metres: **NO**
Landscape Area	30% of the lot area must be provided as landscaped area	30%	✓
Permitted Projections:	**Balconies**: 2 metres, but no closer than 1 metre from any lot line. (By-law 2020-289)	2 metres, but no closer than 1 metre from any lot line. (By-law 2020-289)	✓
Parking Requirements (Sec. 101, 102, 106, 111)			
Area X of Schedule 1A -	- 0.5 spaces/unit (resident) less first 12 units (visitor)= 96 spaces 0.1 spaces/unit, less first 12 units (visitor) Resident: 96 Visitor: 19 Total: 115	Resident: 57 spaces Visitor: 19 spaces Total: 76	Resident: **NO** Visitor: ✓
Vehicle Space Dimensions	- Must be 2.6m-3.1m by 5.2m - Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m	2.6m x 5.2m	✓
Bicycle Parking	0.5/unit = 102	102 spaces	✓
Bicycle Space Dimensions	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces)	Horizontal: 0.6m by 1.8m Vertical: 0.5m by 1.5m (max 50% of required spaces).	✓
Drive Aisle Width (Double Traffic Lane)	Minimum: 6m Maximum: 6.7m	6 metres	✓
Amenity Space Provision			
Total and Communal	Total: 6m2 per unit Communal: 50% of total required Total: 1,224m2 Communal: 612m2	Total: 2,028 m^2 Communal: 417 m^2 plus lobby and front plaza	Total: ✓ Communal: ✓

4.6.1 High-Rise Zoning Provisions

The City of Ottawa is in the process of implementing new High-Rise Zoning Provisions. The initial staff report was presented to Planning Committee on September 26, 2019, however, the provisions have been appealed

since then and are therefore not in force and not applicable to the proposed development. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Appealed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed	Compliance
Minimum Lot Area (Interior Lot)	1,350 m^2	1,720m^2	✓
Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less		
Minimum Interior Side and Rear Yard Setbacks for a Tower	10 m	**Interior Side: 6.3 metres** **Rear Yard: 21 metres**	**NO** ✓

4.6.2 Proposed Zoning By-law Amendment

To facilitate the proposed development, the Zoning By-law Amendment proposes to maintain the parent R5C zone with the following site-specific exceptions:

- **Increase to the Permitted Maximum Building Height:** The permitted maximum height of 25 metres is proposed to be increased to 62 metres. The proposed height and tower design is appropriate given the subject site's unique configuration and location within an evolving neighbourhood in close proximity to existing, approved, and proposed high-rise development. Also, the site is currently under utilized and the proposal provides significant opportunities for residential intensification in close proximity to private and public amenities and services. This section of the Vanier South community is isolated from the remainder of the neighbourhood by Arterial roadways, further aiding in transition to the broader community and minimizing impacts.

  The building has been designed as a high-rise point tower building advancing several of the City's Urban Design Guidelines for High-rise buildings. The angled orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline.

  The proposed podium and tower design will ensure minimal shadow, wind, and privacy impacts. Further, due to the slender tower design (699m^2), along with reducing shadowing, the design will also preserve sky plane views for the immediately abutting neighbours.

- **Reduced Side Yard Setback after 21 metres:** In the proposed development only a small portion of the building (7.5 metres) requires relief from the side yard setback requirements of the zoning by-law. Due to the unique lot configuration, the building is setback significantly greater than the required distance for the second half of the property (20 metres). The interior side yard setback is a continuous 1.5 metres along the first 28 metres from the front lot line and therefore the relief is only required for the final 7.5 metres. With the first 21 metres and last 20 metres compliant with the provisions of the by-law, this effectively means the interior setback is on average more proficient than deficient relative to the performance standard.

- **Reduced Vehicle Residential Parking Space Provision:** The proposed development provides 57 vehicle parking spaces for residents. This parking space provision rate is adequate to serve the needs of residents as the subject property is situated within an established community currently well served by amenities including parks, schools, bicycle infrastructure, recreational facilities, and commercial services including grocery stores within a 15-minute walk. Local transit routes including routes 9, 14, and 15 are located in close proximity to the subject property and offer convenient access to local and regional destinations including the higher order LRT network, downtown, and key employment areas including universities and hospitals. Important bicycle routes including the Rideau River MUP are also

in close proximity. Further, a bicycle parking space ratio per unit of 1:1 is proposed to ensure ample opportunities to reduce reliance on personal vehicle ownership for residents.

In its recent review of the Official Plan, the City of Ottawa acknowledged that walkable, 15-minute neighbourhoods will help reduce car dependency, promote social and physical health, and sustainable communities. The proposed development will help ensure that housing is close to local shops and services in a neighbourhood with a street and pathway network that facilitates active transportation and discourages local car trips. The City's stated goal of intensifying within established areas is supported by the proposed development which will assist by provide a diversity of residential opportunities within a walkable 15-minute neighbourhood.

/ **Reduced Tower Side Yard Setback (Appealed Provision):** The proposed development provides a side yard setback on the east side of 6.3 to 8.4 m for the tower whereas the High-Rise Zoning provisions require a minimum of 10 m. As illustrated throughout this report, locating the tower 6.3 metres from the interior property line will not limit development potential on the adjacent property and, as such, is appropriate.

5.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment to permit a high-rise residential development with an eight-storey podium with 12-storey point tower above represents good planning and is in the public interest. As outlined in the previous sections:

- The development proposal is consistent with the intent of the Provincial Policy Statement (2020) with respect to infill development, particularly allowing development in established urban areas where services, amenities, facilities, transit, and infrastructure are readily available.
- The proposed development conforms to the Official Plan policies regarding intensification and managing growth.
- The subject site permits intensification pursuant to the policies for the General Urban Area land use designation.
- The proposal complies with the City's urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan. The delicate high-rise built form with mid-rise podium and selected materials respect the character of the existing community and will contribute positively to the area while promoting an important opportunity for intensification in close proximity to established services and amenities.
- The proposed re-development adheres to the policies of the Montreal Road District Secondary Plan by providing an appropriate building massing and incorporating a high-rise tower on narrower floorplates, to ensure an acceptable transition is realized.
- The proposed development responds to the Urban Design Guidelines for High-rise Development through proposing a development that through appropriate tower floorplate, window placement, and podium scale, provides a well-designed, appropriately scaled, and context sensitive design.
- Through a design that both complements the adjacent low and mid-rise neighbourhood and recognizes the site within an evolving neighbourhood with heights transitioning from the tallest buildings to the north, east, and west and mid-rise buildings to the south, the proposed development achieves good urban design and compatibility.
- The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Tim Beed, MCIP RPP
Senior Planner



Haris Khan, MES
Planner