



3750 N Bowesville Road

Planning Rationale + Design Brief
Zoning By-law Amendment
April 14, 2022



Prepared for Jennings Real Estate

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Jennings Real Estate to prepare this Planning Rationale and Design Brief in support of a minor Zoning By-law Amendment application to facilitate the proposed development on the property municipally known as 3750 N Bowesville Road (the “subject site”) in the City of Ottawa.

The proposed development consists of two (2) 14-storey residential high-rise towers connected via a single storey podium along the western edge of the site. The base of each tower provides six-storey podium heights, where the seventh through ninth storeys are stepped back and transition to the high-rise built form. A total of 365 dwelling units are proposed within the podium levels and tower portions, while a total of 343 vehicle parking spaces are proposed. Most of the parking is proposed to be located underground, accessed via North Bowesville Road, with 4 visitor spaces located at-grade, central to the site near the residential entrances. A total of 183 bicycle parking spaces are proposed to be located underground. The proposed development consists of a range and mix of unit sizes, including studios, one-bedroom, and two-bedroom units, contributing a diverse type of units in the Hunt Club / Ottawa Airport neighbourhood.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City’s applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in an area characterised by taller buildings.

1.1 Required Applications

To facilitate the proposed development, a minor Zoning By-law Amendment application is being submitted. The proposed Zoning By-law Amendment seeks relief from zoning provisions including maximum floor space index (FSI) applied to the site, as well as a reduction to residential and visitor parking requirements. The proposed land use and height of the building is otherwise permitted.

A Site Plan Control Application for the proposed development will be submitted under separate cover in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff on April 13, 2021, between City Staff and the applicant team.
- / Notification of Ward Councillor, Councillor Riley Brockington
 - o The Ward Councillor was notified of the proposed development for the subject site prior to the Zoning By-law Amendment application being submitted, including a meeting to discuss the proposed Zoning By-law Amendment application, which occurred on May 18, 2021.
 - o A meeting to discuss the proposed development can be accommodated following application submission.
- / Community “Heads Up” to local registered Community Associations

- A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process.

/ Community Information Session

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development as soon as deemed desirable after submitting the applications.
- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.

/ Planning Committee Meeting Advertisement and Report Mail out to Public

- Notification for the statutory public meeting will be undertaken by the City of Ottawa.

/ Statutory Public Meeting for Zoning By-law Amendment – Planning Committee

- The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0 Subject Site & Surrounding Context

2.1 Subject Site

The subject site, located in River Ward (Ward 15), is a generally square shaped lot with a curved lot line along the western portion of the property. The subject site contains a total area of approximately 6,753 square metres with approximately 81 metres of frontage along North Bowesville Road at the eastern edge (Figure 1). The subject site is located approximately 150 metres south of the intersection of Riverside Drive and Uplands Drive. Located in the Hunt Club / Ottawa Airport neighbourhood, the site currently contains a two-storey commercial use building operating as an events space, surrounded by surface parking on all sides.

The site is accessed via two locations from North Bowesville Road. Combined hydro pole and light standards are located along the eastern edge of the property. North Bowesville Road contains no sidewalks on either side of the right-of-way, and terminates just south of the subject site.



Figure 1: Site Context Map for 3750 N Bowesville Road

2.2 Surrounding Context

The area surrounding the property is characterized by a mix of uses and building typologies including low-rise residential, mid and high-rise mixed-use buildings, and recreational uses including the Ottawa Hunt and Golf club.

The surrounding uses vary and can be described as follows:

North: Immediately north of the subject site is a three-storey vehicle parking structure, accessed via North Bowesville Road. Further north of this structure is the intersection of Uplands Drive and Riverside Drive, where a gas station and car wash are located. Further north is generally characterized by low-rise residential neighbourhoods on both the eastern

and western sides of Riverside Drive, which contain a mix of low-rise detached, semi-detached, and townhouse dwellings. A low-rise commercial plaza is located along Riverside Drive at the intersection of Rivergate Way, beyond which are two 19-storey high-rise towers located along the eastern edge of the Rideau River.

East: East of the subject site beyond the Ottawa Hunt and Golf Club, is a residential neighbourhood which contains a mix of low-rise detached, semi-detached, and townhouse dwellings. The golf club and residential neighbourhood continue through approximately 1.3 kilometres east of the subject site, to the eastern loop of Uplands Drive. Further east are additional low-rise neighbourhoods, with commercial uses located along McCarthy Road and Hunt Club Road.

South: Immediately south of the subject site is the Ottawa Hunt and Golf Club, accessed via a private driveway from North Bowesville Road. The golf course is situated on lands through to Hunt Club Road, approximately 450 metres south of the subject site. Hunt Club Road contains a mix of commercial uses, including a grocery store, retail stores, offices, and hotels. Further south is the Ottawa International Airport, which occupies a large land area through to Leitrim Road.

West: Immediately west of the subject site are mid-rise and high-rise commercial buildings containing office spaces, surrounded by surface parking through to Riverside Drive. Further west is a residential neighbourhood which contains a mix of low-rise detached, semi-detached, and townhouse dwellings through to the Rideau River, and the Uplands-Riverside Park, beyond which are a mix of residential, commercial, and industrial lands.

2.3 Road Network

The subject site is well-served by the City of Ottawa’s urban road network, as demonstrated in Schedule F of the Official Plan (Figure 2). The subject site is located less than 80 metres from Uplands Drive, which is designated a Collector Road, and less than 150 metres from Riverside Drive, which is designated an Arterial Road. Riverside Drive provides connections in a north-south direction to other major roadways in the City’s urban road network, including Hunt Club Road, West Hunt Club Road, Prince of Wales Drive, and Walkley Road, all designated as Arterial Roads.

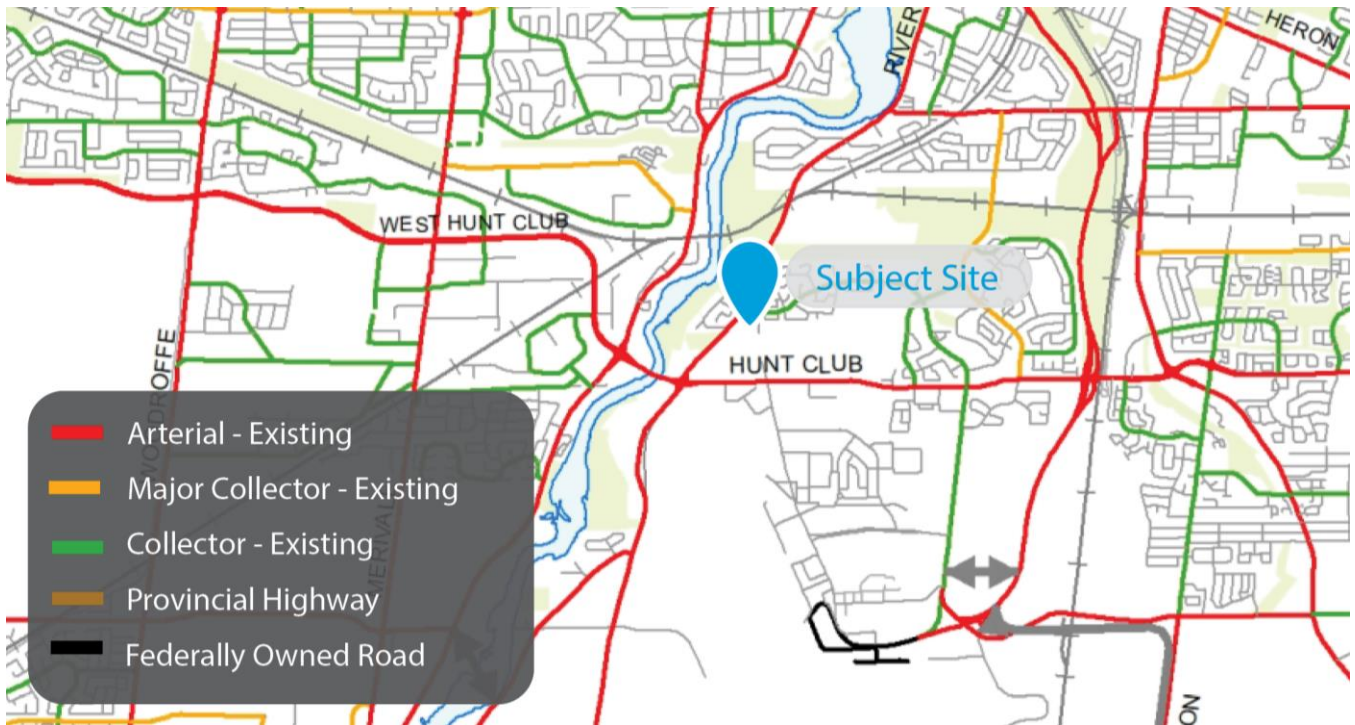


Figure 2: Schedule E, Urban Road Network, subject site indicated

Arterial Roads are those within the City which are 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 as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

2.4 Transportation Network

The subject site is served by the City's transit, cycling, and the pedestrian network. The site is located within approximately 150 metres west of Riverside Drive and 430 metres north of Hunt Club Road, which are both identified as Transit Priority Corridors on Schedule D of the City of Ottawa's Official Plan (Figure 3). These Transit Priority Corridors offer rapid transit connections to the greater Ottawa transportation network, including to future Line 2 Light Rail Transit (LRT) stations and the existing Bus Rapid Transit (BRT) corridor to the east of the subject site.

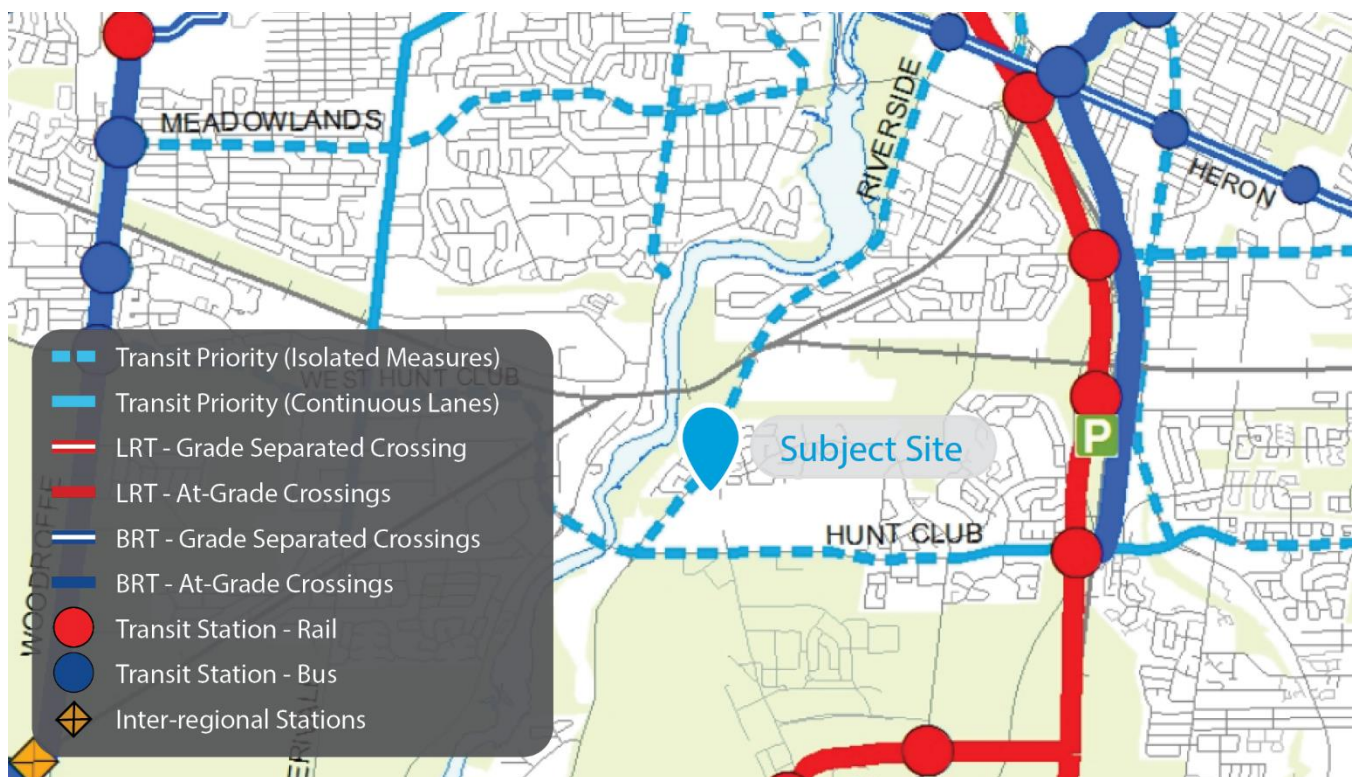


Figure 3: Schedule D Rapid Transit and Transit Priority Network, subject site indicated

The OCTranspo network serves the site with Route 90, with the nearest frequent service stop located at the corner of North Bowesville Road and Uplands Drive, within 80 metres walking distance from the site (Figure 4). This route provides connections to the existing Heron BRT station and South Keys BRT Station, which are proposed to be converted to future LRT Stations as part of the Line 2 development. These stations provide connections to rapid transit along the BRT corridor and into the wider OCTranspo network, including into Downtown to the north and to the Ottawa International Airport to the south. This route further provides connections to the future Mooney's Bay LRT Station along Heron Road. Additional OCTranspo Bus Routes are located along Hunt Club Road, Paul Anka Drive, and Cahill Drive, which provide local service connections near the subject site.



Figure 4: OCTranspo Network Map, subject site indicated

The subject site is well-served by the City of Ottawa’s urban cycling network (Figure 5). As shown on Schedule C of the Official Plan, Riverside Drive is a designated cycling spine route, providing connections in a north-south direction to other spine routes, multi-use pathways, and cross-town bikeways in the City. Other dedicated spine routes, including Hunt Club Road, West Hunt Club Road, and Walkley Road are all connected via Riverside Drive. Additionally, Prince of Wales Drive on the western side of the Rideau River is designated a cross-town bikeway and provides further connections in a north-south direction. Multi-use pathways are located approximately 600 metres north of the subject site, providing additional connections in an east-west connection generally following the rail corridor through the McCarthy Woods. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal, active transportation opportunities.

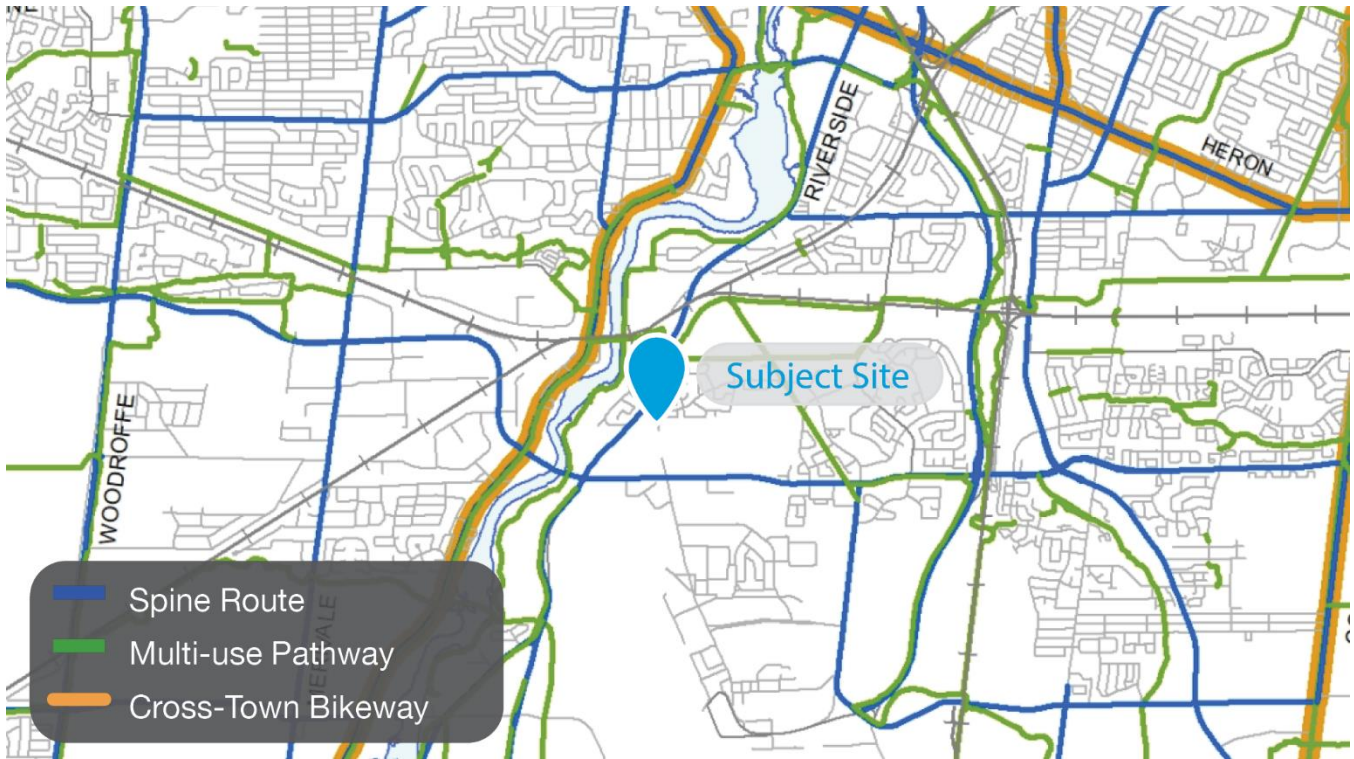


Figure 5: Schedule C *Primary Urban Cycling Network*, subject site indicated

2.5 Neighbourhood Amenities

The subject site is located within close proximity to many nearby amenities including a variety of commercial and employment uses such as restaurants, retail, offices, neighbourhood and community services, and greenspaces. Most notably, the Ottawa Hunt and Golf Club is located abutting the site, while the Ottawa International Airport is located less than 500 metres south of the subject site. Considering its location among established residential neighbourhoods, the subject site benefits from close proximity to parks and greenspaces throughout the area, including those along the Rideau River.

A non-exhaustive list of nearby amenities illustrates a broad range of uses in the area, which include:

- / Commercial strips along Riverside Drive, Hunt Club Road, and McCarthy Road, which include neighbourhood services, restaurants, pharmacies, medical services, offices, hotels, and a grocery store at the corner of Hunt Club Road and Riverside Drive;
- / Employment areas and major facilities, including the IBM offices directly adjacent to the west. Commercial, office, and light industrial land west of the Rideau River along West Hunt Club Road, and the Ottawa International Airport 500 metres south of the subject site;
- / Parks, greenspaces, and private outdoor areas, including the abutting Ottawa Hunt and Golf Club, and others such as Uplands Park, Uplands-Riverside Park, Riverwood Park, Paul Landry Park, McCarthy Park, McCarthy Woods and greenspaces along the Rideau River.

Proposed Development & Design Brief

3.1 Project Overview

The proposed development consists of two (2) 14-storey residential high-rise towers connected via a single storey podium along the western edge of the site. Between the towers is a central courtyard area containing space for vehicle circulation, landscaping, and a communal outdoor amenity area. The courtyard area also provides access to the residential lobbies. The base of each tower provides six-storey podium heights, with the podium of the north tower facing west, and the podium of the south tower oriented towards North Bowesville Road. Atop the sixth storey, the seventh through ninth storeys are stepped back providing articulation and transition between the base of the building and the high-rise built form.

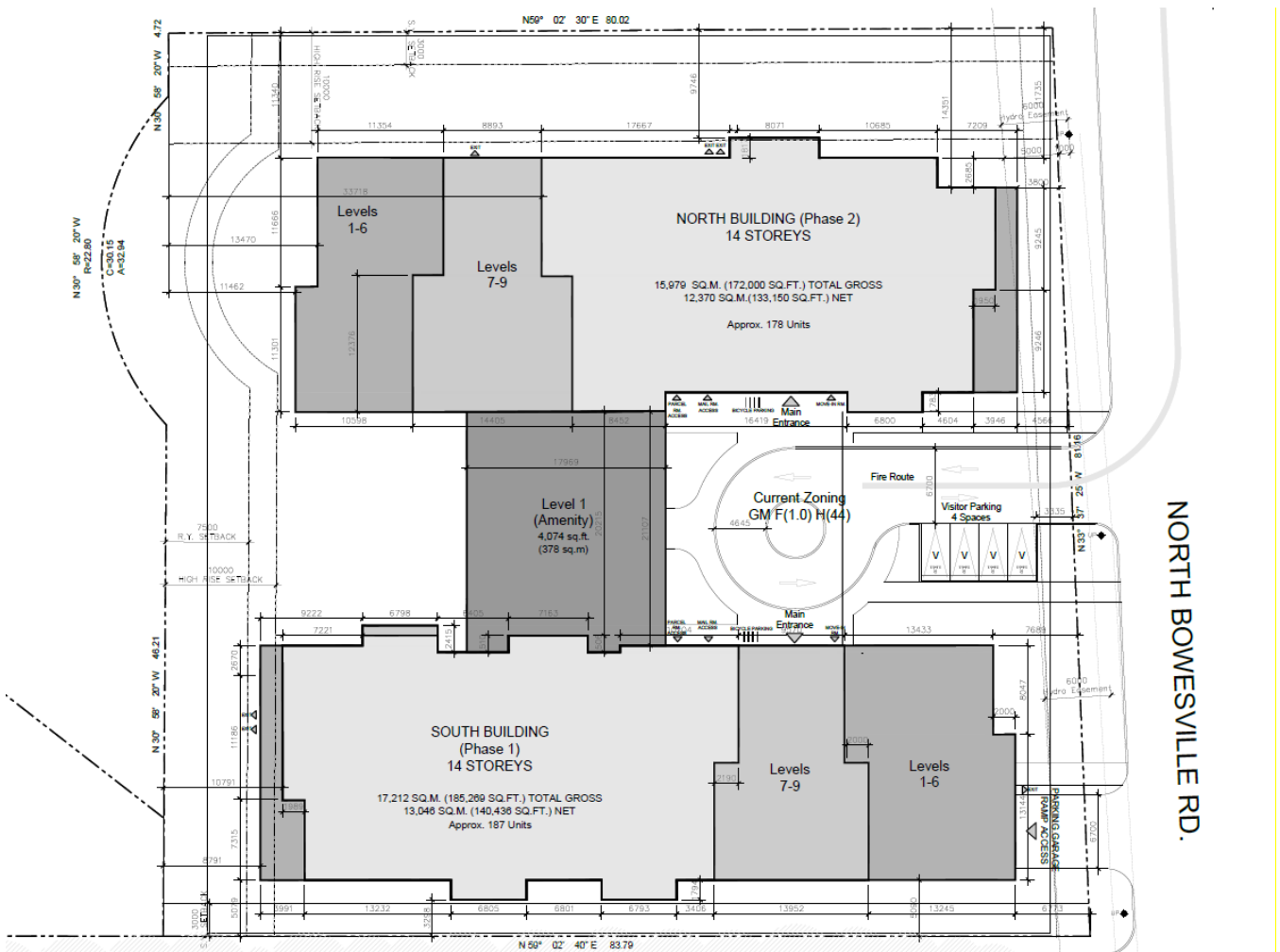


Figure 6: Site Plan for 3750 North Bowesville Road

A total of 365 dwelling units are proposed at the subject site, both within the podium levels and each of the high-rise towers. A total of 343 vehicle parking spaces are proposed, where 306 are provided for residential use and 37 are provided as visitor parking spaces. The majority of parking is proposed to be located underground, accessed via North Bowesville Road, with 4 visitor spaces located at-grade and central to the site near the residential entrances. A total of 183 bicycle parking spaces are proposed to be located underground.

The proposed development consists of a range and mix of unit sizes, including studios, one-bedroom, and two-bedroom units, contributing a diverse type of units in the Hunt Club / Ottawa Airport neighbourhood. The south tower (Phase I) contains a mix of 19 studio, 94 one-bedroom, and 75 two-bedroom units, while the north tower contains 18 studio, 89 one-bedroom, and 71 two-bedroom units. Amenity space is provided throughout the subject site via private balconies, and communal indoor and outdoor amenity spaces.

3.2 Massing and Scale

The proposed development provides a scale and massing which is appropriate for the subject site considering the existing site conditions, surrounding context, and zoning permissions. The proposed development contemplates two (2) 14-storey high-rise towers atop mid-rise podiums, providing a built form which complies with the required setbacks and building heights applicable to the site. The podiums provide an appropriate transition from the public realm by introducing stepbacks at the first, sixth, seventh, and ninth storeys, ensuring a pedestrian scale central to the subject site and along North Bowesville Road. The tower portions are staggered within the eastern and western portions of the site to ensure a high degree of permeability to the central courtyard and amenity spaces of the building, minimizing shadow and wind impacts on at-grade public spaces and private amenity areas throughout the site. A central connection along the western portion of the site frames and defines a courtyard area for vehicle and pedestrian circulation.



Figure 7: View looking west towards the subject site from North Bowesville Road

3.2.1 Alternative Massings

Alternative site layouts and an as-of-right demonstration have been developed and considered as part of this application (Figures 8 and 9). As depicted below, the as-of-right development massing shows a mid-rise residential building which conforms to the applicable Zoning By-law provisions, however does not provide reach the permitted maximum building height. This massing demonstrates the significant development constraints which result from the maximum floor space index provision, where the majority of the site would remain undeveloped. Alternative massing options which

contemplated the introduction of a townhouse dwelling typology were considered. Additionally, a two tower approach was considered which framed North Bowesville Road, however this alternative did not accommodate on-site vehicle circulation or at-grade open space as successfully as the proposed site design. The proposed site design allows for greater tower separation and open space to be accommodated at the subject site and was deemed to be the most suitable development approach.

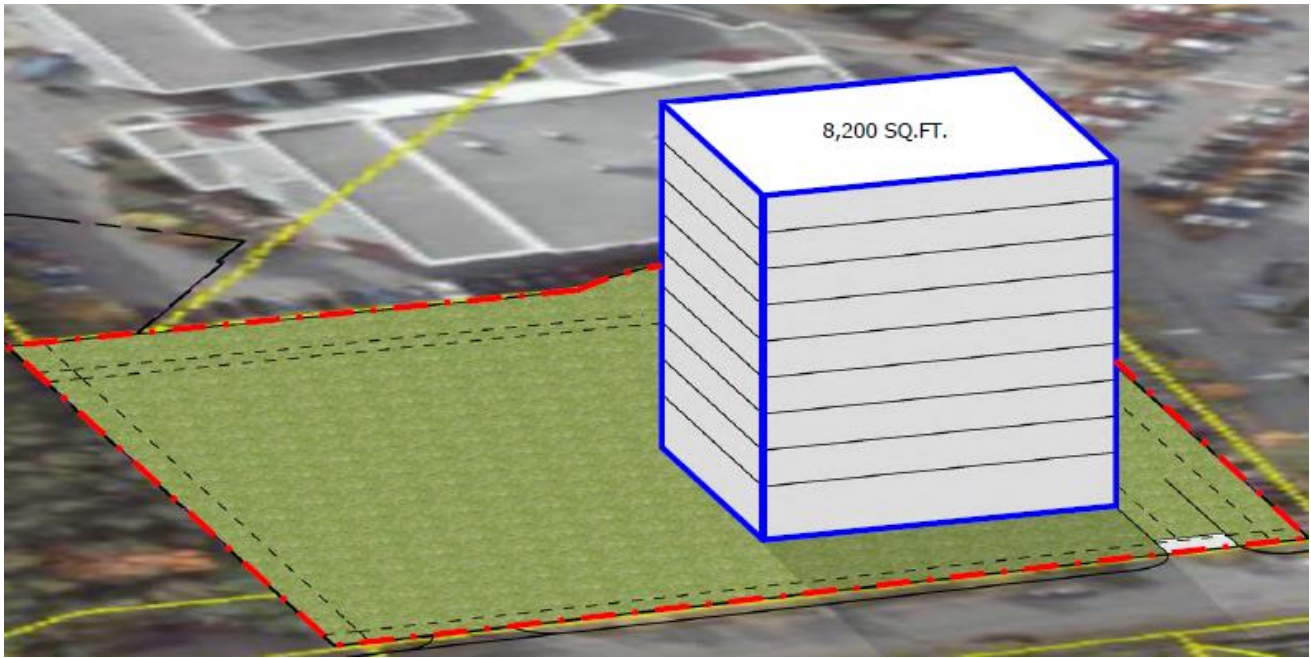


Figure 8: As-of-right Building Massing Diagram

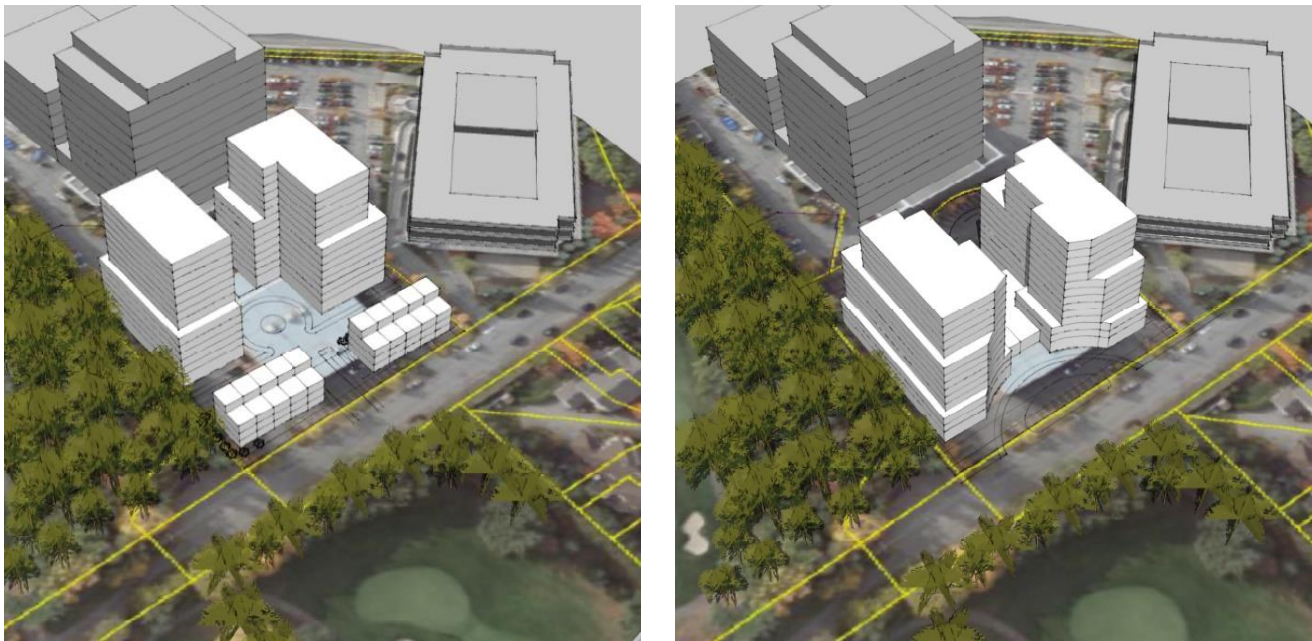


Figure 9: Left showing an alternative massing with townhouse dwellings along North Bowesville Road; Right showing alternative massing with two residential towers.

3.3 Building Design

The proposed development provides a high-quality building design which responds to its surrounding context while ensuring a contemporary and distinctive built form. The development has been designed in a manner which ensures a pedestrian scale via appropriate distinct podiums. The proposed built form conforms to the applicable setbacks as established by the Zoning By-law and applies several of the Urban Design Guidelines for High-Rise Buildings. The building design adheres to the base, middle, and top approach for high-rise building design and provides a high quality built form which considers its relationship to the adjacent high-rise building to the west and transitions to the existing low-rise neighbourhood to the east.



Figure 10: View looking south-east towards the subject site

Additional transitions between the surrounding context and high-rise built form is achieved via variations in building articulation, fenestration, and materiality. Stone, masonry, and glazing materials are prominent along all elevations. Of note, masonry and stone elements provided within the podiums draw inspiration from the surrounding established low-rise context, while the high-glazing and articulation of the upper storeys transitions appropriately to the surrounding high-rise context and provides a new, contemporary built form.

3.4 Public Realm

The proposed development provides a high-quality architectural response to the public realm along North Bowesville Road and provides an enhanced pedestrian, at-grade experience abutting the site. The development has been designed in a manner which ensures a pedestrian scale along North Bowesville Road via appropriate podium heights, variations in building articulation, fenestration, and materiality, which provide defined transitions from the public realm to the high-rise built form. The first-storey provides a greater floor to ceiling height, while a light stone materiality is proposed within the first two-storeys, which articulates and defines the buildings at-grade relationship to the public realm. A variation in material is proposed from the third through to the sixth storey, where masonry creates a distinct middle

portion of the building. High-glazing and a varied fenestration differentiate the upper storeys from the podium and reduce the visual presence of the upper storeys.



Figure 11: View looking south-west towards the podium of the proposed development.

Internal vehicle and pedestrian circulation routes are accommodated central to the subject site via a private driveway and pathways into the central courtyard, each of which provides access to primary building entrances and at-grade amenity spaces. The garage door and drive aisle access to the parking garage is located to the south of the site within the south building to minimize interruptions within the pedestrian realm. Soft landscaping is conceptualized on all frontages to ensure an improved public realm along North Bowesville Road and high-quality private spaces throughout the site.



Figure 12: Looking west through the central courtyard of the proposed development

3.5 Sustainability

The proposed development has incorporated preliminary sustainability measures such as bird friendly glazing, improved accessibility, site connections, and high-quality bicycle parking measures into the overall design. As the redevelopment is refined through the Site Plan process, so to will be the sustainability considerations. At present, bird friendly glazing is incorporated within the first 16 metres of the building height. This includes low reflectivity glazing on levels 1 through 4, glass frit for all balcony railings on level 4, and glass frit on all balcony railings on the roof terrace levels. 15% of all residential unit types are proposed to be provided as accessible, barrier-free units. The site has been designed in a manner which ensures accessibility at-grade via new pathways have been incorporated into landscape design along the site frontages, connecting to adjacent roadways. Bicycle parking spaces for residential uses are provided indoors within weather protected areas, primarily within the underground parking levels. Additional sustainability items related to the landscaping, site layout, minimizing light pollution, site servicing, and water management will be considered in future stages as the design advances.



Figure 13: View looking east towards the subject site

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act that provides direction on matters of provincial interest related to land use planning, growth, and development. All decisions on planning matters shall be consistent with the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - o 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 (1.1.1.e);

- / 1.1.3: Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; 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 (1.1.3.2).

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

- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
 - o Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
 - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
 - o 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 (1.4.3.c);
 - o Promoting densities for new housing which 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 (1.4.3.d);

- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services and transportation infrastructure.

- / 1.7.1: Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).
- / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- Promote compact form and a structure of nodes and corridors (1.8.1.a);
 - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses (1.8.1.e).

The proposed development is consistent with the Provincial Policy Statement (PPS), 2020. The proposed development achieves the vision of the PPS by addressing policies related to efficient development and land use patterns and accommodating an appropriate range and mix of residential types to meet long-term needs of the City. Redevelopment of the subject site achieves a cost-effective development pattern which efficiently utilizes existing infrastructure, including public transportation and active transportation options. New development is directed to a location identified for intensification and redevelopment by the municipality. The proposed redevelopment advances provincial goals of healthy, liveable, and safe communities that efficiently utilizes existing infrastructure and improves the range and mix of housing types in an established neighbourhood.

4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

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 2031. 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.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states "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" (Policy 1).

The subject site is located within the General Urban Area, which is expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads and transit, and the area's planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

Although the predominant form of intensification in the General Urban Area is low-rise, intensification is encouraged to occur through a variety of built forms, from low-rise to high-rise provided that urban design and compatibility objectives are met, with building heights and densities established through the Official Plan and implemented by the Zoning By-law

(Policy 10). The City is supportive of compatible intensification outside of Target Areas, including within General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22).

The subject site is located within a community characterized by a variety of land uses and building typologies permitted in the General Urban Area. The proposed development represents residential intensification through the redevelopment of a large and highly underutilized lot within an area appropriate for intensification. The proposed development provides a compatible design and appropriate building heights related to its context, while ensuring adequate transitions and compatibility with its existing surrounding context. The proposed development is in keeping with the policy directions of the Land Use designation by proposing a compact built form and appropriate densities for the site. The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

4.2.2 Land Use Designation

The subject site is designated as General Urban Area, as described on Schedule B of the Official Plan (Figure 13). The General Urban Area designation permits a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The City supports infill development and intensification within the General Urban Area which enhances and complements the characteristics of the community and ensures its long-term vitality. A broad scale of uses is found within this designation, including low- to mid-rise buildings.

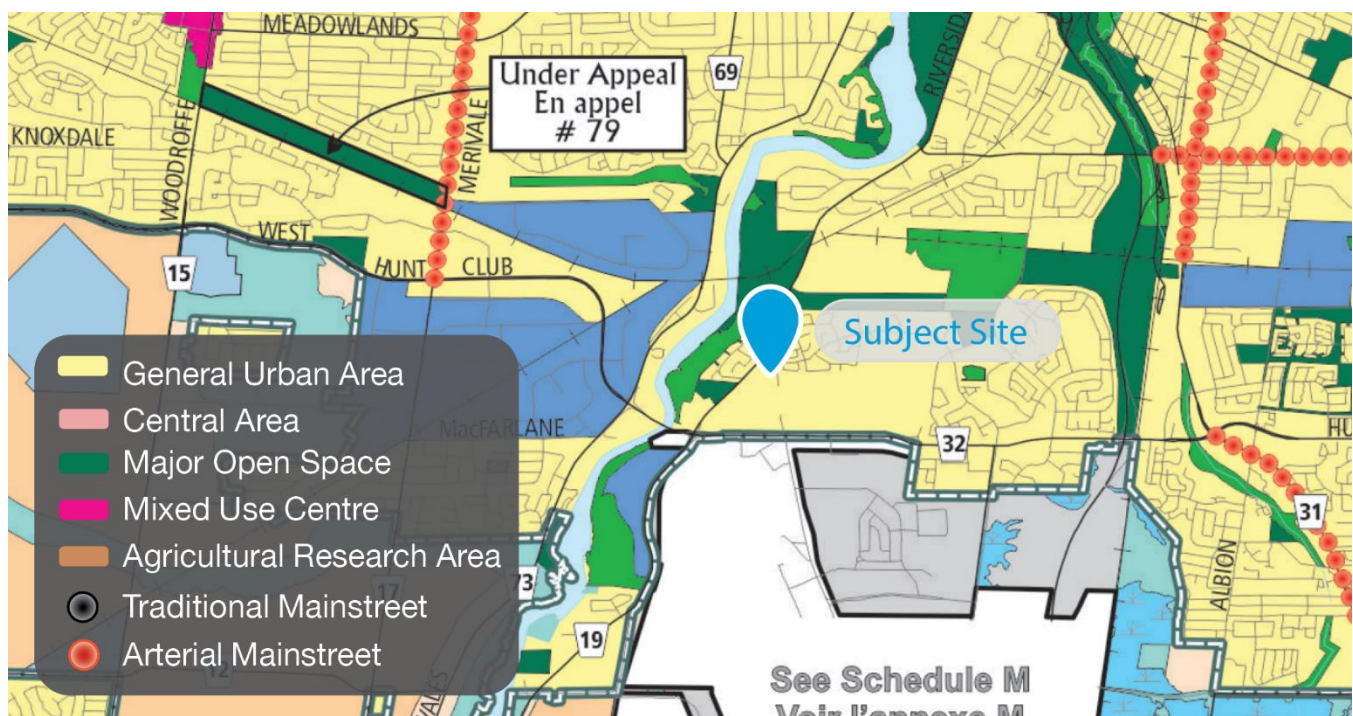


Figure 14: Schedule B, Urban Policy Plan, subject site indicated

Although building heights in the General Urban Area will continue to be predominantly low-rise, a Zoning By-law can permit greater building heights (Policy 3). Further, new taller buildings will be considered in areas already characterised by taller buildings or sites zoned to permit taller buildings (Policy 4). The City is supportive of intensification which complements the existing pattern, scale of development, and planned function of the area, and is to assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces (Policy 5).

Policies within the General Urban Area are supportive of the proposed development. The proposed development provides an increased range and choice of new housing on an underutilized site which can accommodate a more intensive built form. The proposed development intensifies a highly underutilized lot while providing a compatible built form which relates to adjacent properties and surrounding land uses. The built form is reflective of a typology and pattern which is desirable for the site and complements the existing and planned function of the area, which permits high-rise residential and mixed-use buildings both on site and in close proximity to the site.

4.2.3 Designing Ottawa

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. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists 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 following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

- / **Enhances the sense of community by creating and maintaining places with their own identity;**
- / **Defines quality public and private spaces through development;**
- / **Creates places that are safe, accessible and are easy to get to, and move through;**
- / **Ensures that new development respects the character of existing areas; and,**
- / **Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.**

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

The proposed development addresses the Design Objectives by providing a design which redevelops an underutilized site within the City’s urban boundaries. The proposed development is designed in a manner which enhances the existing community and property along North Bowesville Road by contributing new housing types and options to an established area. Development of the subject site will enhance the public realm and quality of streetscape along North Bowesville Road. The proposed development conforms to the design objectives of the Official Plan by introducing a more intensive, compact residential form to the site which respecting the existing character and context by providing appropriate transitions, setbacks, and setbacks at all frontages.

4.2.4 Urban Design & Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief component for the proposed development.

<p>Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.</p>	
<p>Building Design</p>	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> • 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. 	<p>The proposed development provides a high-quality site and building design where it interfaces with the surrounding built form context and public realm. The proposed development conforms to setback provisions as described by the Zoning By-law, and achieves compatibility through a series of stepbacks and height transitions at the podium level through to the high-rise tower form. The façade and roofline have been articulated in a manner which responds to the surrounding context while providing a modern design that complements the existing neighbourhood. Architectural elements, such as fenestration, materials, and colours, will be carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property. These details will be refined through discussions with City Staff and other stakeholders during the Site Plan Control process.</p>
<p>6. Orient the principal 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>	<p>The proposed development provides a site design where the principal facades are oriented towards the public realm. These facades are proposed to contain a high level of glazing in order to integrate well with the public realm. The proposed building materials and architectural elements at the principal elevations will be carefully considered to ensure a high quality public realm along North Bowesville Road. Landscaping features are proposed to be provided along North Bowesville Road enhancing the interface with the street.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, utilities, and mechanical equipment will be located internal to the site and away from the public realm. The proposed scale and setbacks along North Bowesville Road provide a high quality, pedestrian friendly environment.</p>
<p>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</p>	<p>The rooftop mechanical equipment has been incorporated into the design and massing of the building. Amenity spaces will be integrated into the design and massing of the building.</p>

Massing and Scale	
<p>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 Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>A Shadow Analysis has been prepared by Hobin Architecture which demonstrates that the majority of shadows fall within the existing high-rise context, with minimal impacts on surrounding low-rise properties.</p> <p>A Wind Analysis has been prepared by Gradient Wind which demonstrates that wind conditions are predicted to be acceptable for intended uses throughout the year. Mitigation measures may be implemented improve the quality of private amenity spaces serving Buildings 1 and 2.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed development provides a high-rise building design which integrates well with its existing context. The proposed development provides a high-rise built form which provides single storey podiums along North Bowesville Road. Podium heights are staggered and stepped back at the sixth and ninths storeys to ensure an appropriate experience and massing at the pedestrian realm and transition gradually to the high-rise built form. The high-rise portions provide appropriate setbacks from surrounding properties, considerate of the existing high-rise building to the west and planned context to the north. The towers are staggered in order to maximize sunlight and minimize potential shadow and wind impacts on the site and surrounding spaces.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and stepbacks. 	<p>The proposed development provides incremental changes in building heights, where podium heights of one-storey, six-storeys, and nine-storeys are provided via setbacks and stepbacks. The base of the proposed development appropriately transitions to the high-rise built form and provides a podium which activates the streetscape and public realm along North Bowesville Road, while transitioning gradually from the existing low- and high-rise context surrounding the property.</p>
Outdoor Amenity Areas	
<p>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. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development has been designed in a manner which does not cause undue negative impacts on surrounding private amenity spaces or nearby existing properties. To the south, a generous landscaped buffer exists between the open space and proposed development. Further, the proposed development has been oriented and situated in a manner which maximizes sunlight permeability through the centre of the site, which additionally minimizes potential shadow and window impacts on the surrounding area. Balconies in the</p>

	development are sensitively located to mitigate issues of overlook and privacy.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.	The proposed development will provide high-quality amenity spaces via a combination of private balconies and communal terraces. Further, communal indoor, at-grade outdoor spaces, and terraces are proposed to ensure a high-quality living experience for new residents.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to its existing context by enhancing an underutilized site with a new residential use, a range and mix of new housing options, streetscape improvements, and a high-quality, contemporary built form and design. The built form has been designed in a manner that will minimize impacts to surrounding properties through setbacks, stepbacks, articulation, and appropriate transitions at all frontages.

4.2.5 Airport Vicinity Development Zone

The subject site is located within the Airport Vicinity Development Zone (AVDZ), as described in Annex 10 of the Official Plan (Figure 14).

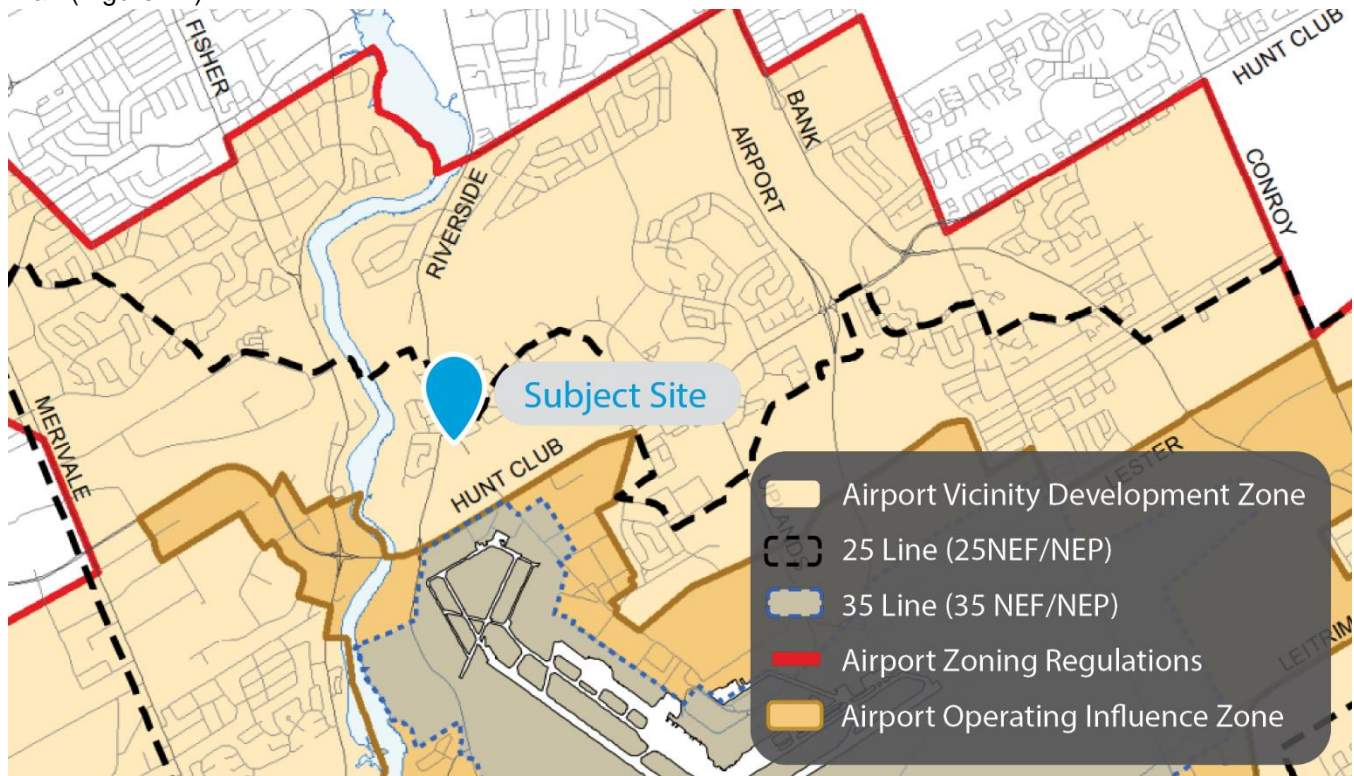


Figure 15: Annex 10, Land Use Constraints Due to Aircraft Noise, subject site indicated

Considering the fundamental role of the Ottawa International Airport to the economic well being of the city, the Official Plan seeks to ensure the role and function of the airport is maintained by:

- / Ensuring appropriate noise reduction measures are integrated into any new proposed residential or other noise sensitive development between the 25 NEF/NEP and 30 NEF/NEP contours; and,
- / Controlling building heights and natural vegetation within the airport obstacle limitation surfaces as established by federal standards or airport zoning regulations.

Development within the AVDZ must take into consideration the Environmental Noise Control Guidelines and applicable provincial and federal guidelines and regulations (Policy 4.8.6.1). Within the AVDZ, noise-sensitive uses may be permitted between the NEF/NEP 25 composite noise contour line and the Ottawa Airport Operating Influence Zone, subject to a detailed Noise Control Study (Policy 4.8.6.3).

The proposed development conforms to Official Plan policies related to the Airport Vicinity Development Zone. As confirmed by the Ottawa International Airport Authority, the maximum buildable height at the subject site would be 151.79 metres above sea level (ASL). The proposed development is located approximately 100.00 metres ASL and provides a total height of 150.00 metres ASL, including permitted projections. A subsequent Site Plan Control application will review appropriate noise mitigation measures through a detailed Noise Control Study.

4.3 New Ottawa Official Plan (anticipated 2021 – 2046)

The City of Ottawa recently undertook a comprehensive review of their Official Plan, which resulted in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The final new Official Plan was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in summer 2022. While this Official Plan is not yet in force, the preliminary policy directions approved by City Council have been reviewed as they relate to the subject site.

4.3.1 Growth Management, Supporting Intensification

The new City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by directing new development to Hubs, Corridors, and lands within the Neighbourhood designations that are adjacent to them. These designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into consideration whether the site has municipal water and sewer services, and is specifically encouraged on former industrial and commercial sites (Policies 3.2.4 and 3.2.5). Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8).

The proposed development is supported by the new Official Plan policies related to growth management and intensification. The proposed development provides a compact built form via a new housing type and tenure in an existing and established neighbourhood, which responds to City objectives in accommodating new growth in the urban area within the Greenbelt. Through the redevelopment of a former underutilized commercial site within the urban area, the proposed development achieves the City's intensification goals and objectives while being highly supportive new Official Plan policy direction.

4.3.2 Outer Urban Transect and Neighbourhoods

The subject site is proposed to be located within the Outer Urban Transect and designated “Neighbourhood” as shown in Schedule B3 of the new Official Plan (Figure 15).

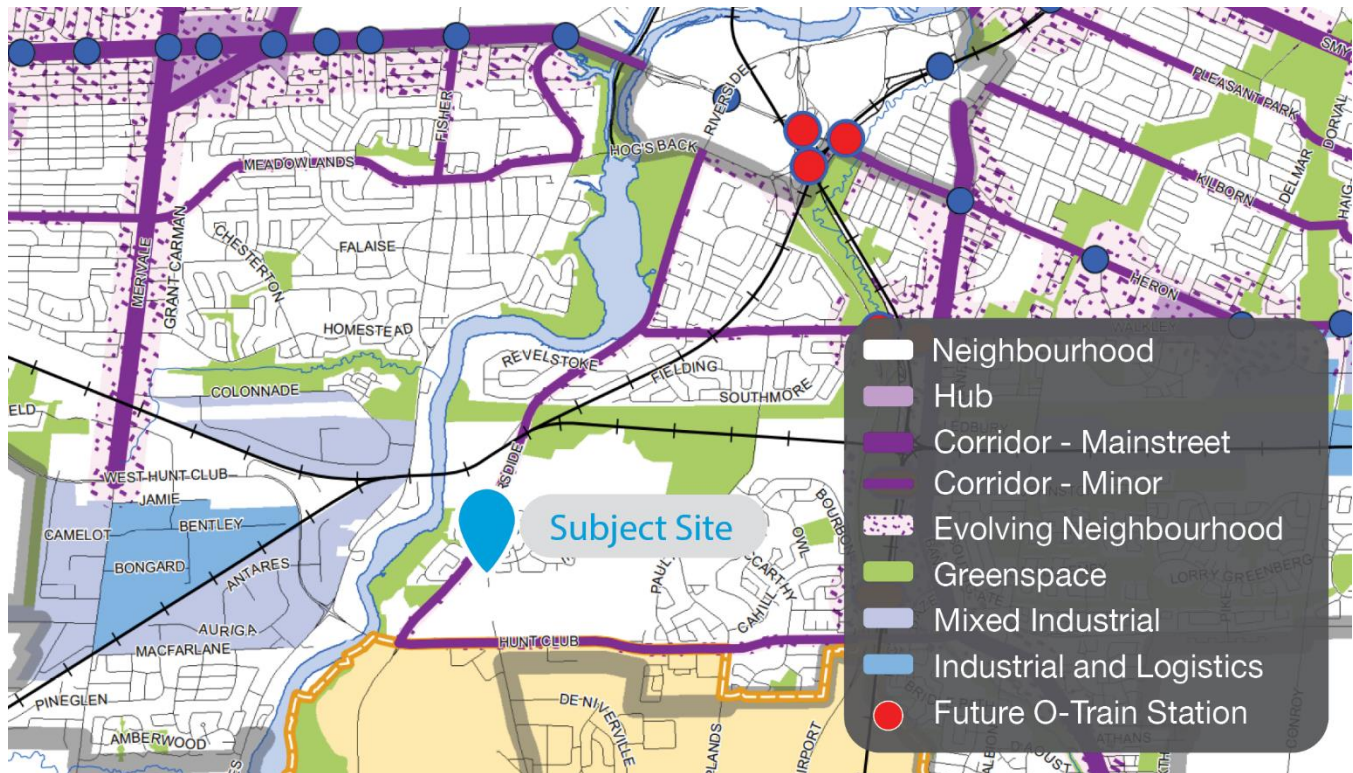


Figure 16: Schedule B3, *Outer Urban Transect*, subject site indicated

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century, with a pattern of development representative of the classic suburban model, generally characterized by the separation of land uses, standalone buildings, generous setbacks, and low-rise building forms. The existing neighbourhoods are anticipated to evolve gradually, with more substantial changes in strategic locations, including sites located in close proximity to Hubs or Corridors that are serviced by rapid transit. Over the medium- to long-term, this Transect will evolve toward an urban model in support of 15-minute neighbourhoods (Policy 5.3.1.1).

The Outer Urban Transect is generally characterized by low- to mid-density development, with new development being predominantly low-rise within Neighbourhoods (Policy 5.3.1.2), where Neighbourhoods located in the Outer Urban area are planned to accommodate new residential growth (Policy 5.3.4.1). The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms in order to allow and support a wide variety of housing types, with a focus on lower density missing-middle housing and other housing types that are currently not contemplated in the new Official Plan (Policy 5.3.4.1.a).

Neighbourhoods are generally planned to accommodate low-rise building heights, except where existing zoning allow for greater building heights (6.3.1.2). Any additional height beyond four-storeys may be evaluated through a Zoning By-law amendment, without the need to amend the Official Plan (6.3.1.3). The Zoning By-law shall allow a range of residential and non-residential built forms within the Neighbourhood designation (Policy 6.3.1.4) and will distribute permitted densities to allow for higher densities and permitted heights, including apartment forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and neighbourhood amenities (Policy 6.3.1.5).

The proposed development conforms to the intent and direction of the Outer Urban Transect and Neighbourhood policies of the new Official Plan. The proposed development provides a new range and mix of housing types in a compact, urban built form near a Corridor and existing neighbourhood amenities. The proposed development provides a site configuration and building design which is suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm. The proposed built form is appropriate considering the site’s existing conditions, size, and context, including its proximity to the Riverside Drive and other high-rise buildings.

4.4 Hunt Club Secondary Plan (1994)

The subject site is located within the Hunt Club Secondary Plan area and is designated as a Commercial Area per Schedule I (Figure 16). The Commercial Area category is intended to include local shopping, local commercial services facilities, and public utility installations. The policies of this Secondary Plan are implemented by the Zoning By-law, and any development within the Secondary Plan area shall require Site Plan Approval from the City.



Figure 17: Schedule I, Hunt Club Land Use, subject site indicated

Although no commercial uses are proposed at the subject site, the proposed development is in keeping with the intent of the Secondary Plan and implementing the Zoning By-law. The Commercial Area designation does not exclusively permit commercial uses, and although residential uses are not listed, the Secondary Plan does not exclude their permission. This interpretation is supported by the fact that the Secondary Plan states that the Zoning By-law will implement the Secondary Plan direction. As the subject site is zoned General Mixed Use, residential uses are permitted thereby ensuring that the proposal conforms to the Secondary Plan policies. Lastly, it should be noted that this Secondary Plan is proposed to be repealed upon adoption of the New City of Ottawa Official Plan.

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 for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

- / The lot is a regular shape which allows for a design that incorporates effective transition measures (Guideline 1.1.4).
- / The lot abuts the public realm and privately owned public spaces on at least two sides (Guideline 1.15);
- / The interior lot has an area greater than 1,800 square metres (Guideline 1.16);
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- / 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);
- / Includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- / Places the base of the building at the edges of the street to create a new street wall condition (Guideline 2.13);
- / The height of the base of a proposed high-rise building is proportionate to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street (Guideline 2.15);
- / Provides a minimum base height of two storeys (Guideline 2.17);
- / Provides a transition in height on the base through setbacks and architectural articulation to sites where the adjacent context is lower-scale and not anticipated to change (Guideline 2.19);
- / Respects the character and vertical rhythm of the adjacent properties and creates a comfortable pedestrian scale by breaking up a long façade vertically through massing and architectural articulation (Guideline 2.20);
- / 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);
- / Features a highly transparent and animated ground floor (Guideline 2.23);
- / Provides an appropriate tower floorplate which minimizes shadow and wind impacts, and allows the passage of natural light into interior spaces (Guideline 2.24);
- / Ensures appropriate setbacks from side and rear lot lines and tower separations between existing towers off site (Guideline 2.25);
- / Provides tower step backs from the base of the towers of at least 2 metres (Guideline 2.29);
- / Orients the towers to minimize shadow and wind impacts on the public spaces (Guideline 2.31);
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity (Guideline 2.32);
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context (Guideline 2.33);
- / Provides a distinct termination at the top of the tower (Guideline 2.35);
- / Integrates rooftop mechanical equipment into the architecture (Guideline 2.36);
- / Appropriately contributes to the character of the city skyline by fitting in with the existing character and harmony of the skyline (Guideline 2.37);
- / Provides a minimum 6 metre space between the curb and the building face along the primary frontages of a high-rise building (Guideline 3.1);
- / Provides a direct, clearly defined pedestrian connection between the main pedestrian entrance and the sidewalk (Guideline 3.11);

- / Locates parking underground (Guideline 3.14);
- / Minimizes the size of garage and service doors (Guideline 3.19);
- / Considered wind impacts in the design of the building (Guideline 3.26); and,
- / Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

The proposed development considered the Urban Design Guidelines for High-Rise Buildings. The proposed development has been designed in a manner which adheres to the base, middle, and top design to maintain the pedestrian realm while enhancing the skyline in the area. The built form will incorporate high quality building materials and design elements which are distinguishable, yet complementary to the existing context while considering the character of the area. The design of the subject site adheres to appropriate setback, stepbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.

4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is currently zoned General Mixed Use, with an maximum Floor Space Index (FSI) of 1.0 and maximum permitted building height of 44 metres (GM F(1.0) H(44)) (Figure 17).

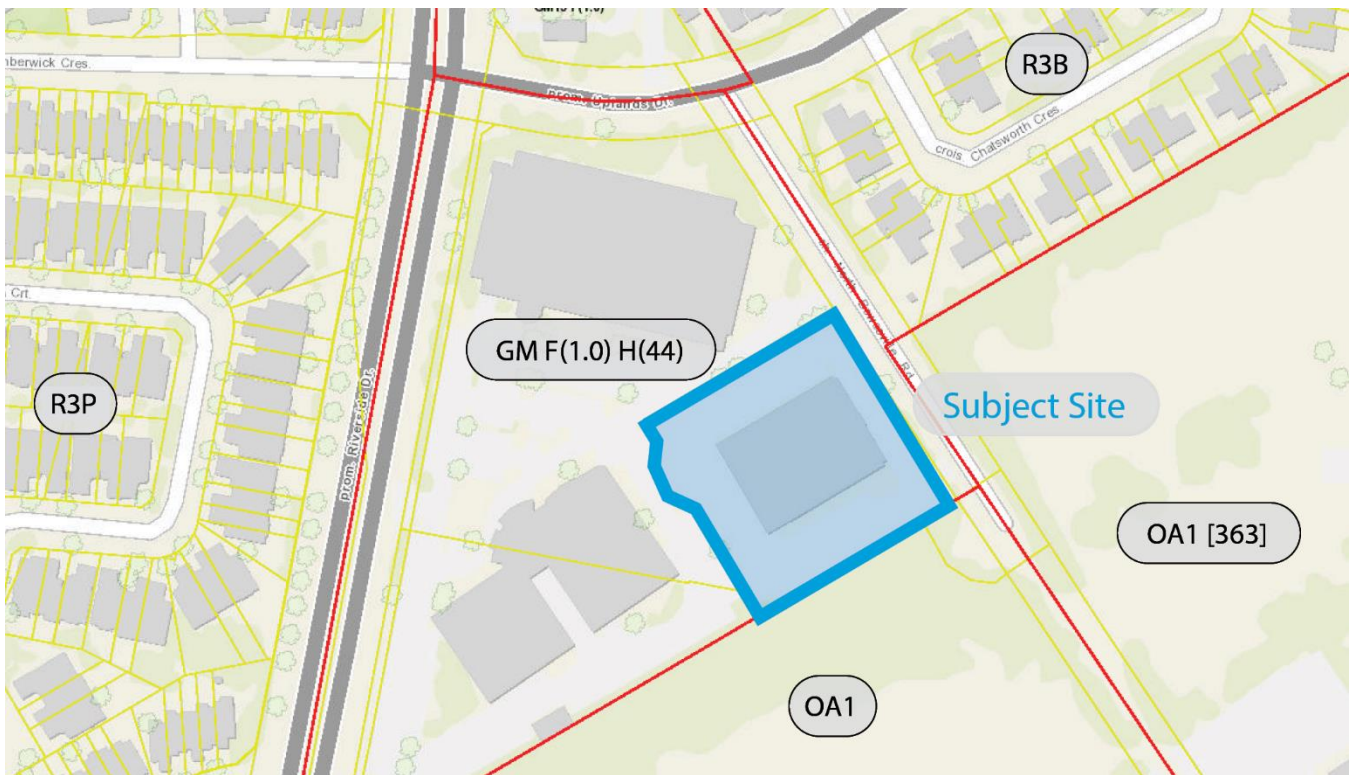


Figure 18: Zoning Map for 3750 N Bowsville Road

The General Mixed Use zone is intended to allow a broad range of residential building forms, varying from semi-detached dwellings to high-high rise apartment dwellings in areas designated as General Urban Area. The R5 zoning allows a mix other residential uses in providing varied housing choices, types, and tenures.

Table 1 below describes a list of permitted residential and non-residential uses in the General Mixed Use zone.

Table 1: Permitted Uses in the General Mixed Use zone

Permitted Uses
<p>Residential apartment dwelling, low rise, mid-rise and high-rise, bed and breakfast, dwelling unit, group home, planned unit development, retirement home, rooming house, stacked dwelling, townhouse dwelling</p>
<p>Non-Residential animal care establishment, animal hospital, artist studio, bank, catering establishment, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, drive-through facility, emergency service, funeral home, home-based business, home-based day care, instructional facility, library, medical facility, municipal service centre, office, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, service and repair shop, shelter, storefront industry, technology industry, training centre, urban agriculture</p>

Table 2 provides a summary of the General Mixed Use zone provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for the General Mixed Use Zone

Provision	Required	Proposed	Compliance
Minimum Lot Width	No minimum	81.16 metres (irregular)	Yes
Minimum Lot Area	No minimum	6753.45 square metres	Yes
Minimum Front Yard Setback	3.0 metres	3.8 metres +	Yes
Minimum Interior Side Yard Setback	Residential Use Building greater than 11 metres in height: 3 metres	Varies: South Lot Line: Minimum 3.3 metres North Lot Line: 9.8 metres	Yes Yes
Minimum Rear Yard Setback	For a residential use building: 7.5 m	Varies, min 8.8 metres	Yes
Maximum Building Height	44 metres	44 metres	Yes
Maximum Floor Space Index	1.0	4.87	No
Permitted Projections above Height Limit (Sec. 64)	maximum height limits do not apply to the structures that may require a height in excess of maximum height limits in order to serve their intended purpose, including mechanical and service equipment penthouse, elevator or stairway penthouses and landscaped areas, roof-top gardens and terraces and associated safety guards and access structures	A 5.0 metre projection is proposed atop the 44 metre height limit to accommodate mechanical / service equipment, and elevator / stairway access to the rooftop amenity space.	Yes

Minimum Width of Landscaped Area	Abutting a street: 3 metres All other cases: no minimum	Abutting North Bowesville Road: 3.3 metres	Yes
Amenity Area	6.0m ² / dwelling unit, where 50% is required as communal 365 units x 6.0m ² = 2,190m ² total 1,095m ² required as communal	Total: Greater than 2,190m ² total amenity space will be provided Communal: Greater than 1,095m ² provided as communal	Yes Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Provision	Required	Provided	Compliance
Required Vehicle Parking Spaces	1.2 spaces / unit for a residential use high-rise building 365 units x 1.2 spaces = 438 residential spaces required	306 vehicle parking spaces are provided	No
Visitor Parking	0.2 / dwelling unit 365 units x 0.2 spaces = 73 visitor spaces required	37 visitor spaces are provided	No
Minimum Drive Aisle Width	3.0 metres for single lane traffic 6.0 metres for double lane traffic	4.65 metres for single lane 6.7 metres for double lane	Yes
Bicycle Parking	Residential: 0.5 spaces / dwelling unit 365 units x 0.5 = 183 spaces required	183 bicycle parking spaces provided	Yes

5.0 Proposed Amendments

5.1 Zoning By-law Amendment

The minor Zoning By-law Amendment application would seek to amend the following provisions of the Zoning By-law:

- / **Floor Space Index:** Per the Zoning By-law, the maximum permitted Floor Space Index (FSI) applied to the subject site is 1.0, which would allow for a gross building area of 6753.45 square metres. However, the size of the subject site can comfortably accommodate greater densities while still adhering to permitted building heights, setbacks, and tower separation. An as-of-right development concept, as shown in Section 3.2 of this report, demonstrates that the maximum FSI applicable to the subject site significantly restricts the potential of the property. The proposed buildings have been oriented and designed in a manner which minimizes negative impacts on surrounding land uses and provides appropriate transitions to nearby adjacent properties. The application of a maximum FSI provision is inappropriate at the subject site when achieving the objectives and policies of the Official Plan related to growth and intensification. As such, relief from the maximum FSI zoning provision is requested.

- / **Parking Requirement:** Per the Zoning By-law, residential parking is required at a rate of 1.2 vehicle parking spaces per unit. Further, visitor parking is required at a rate of 0.2 visitor parking spaces per unit. The parking required by the Zoning By-law would result in a total of 511 parking spaces required (438 residential parking spaces and 73 visitor parking spaces). The proposed development seeks relief from these provisions and proposes vehicle parking for the residential use at a rate of 0.84 vehicle parking spaces per dwelling unit and visitor parking at a rate of 0.1 spaces per dwelling unit, for a total of 343 parking spaces (306 residential parking spaces and 37 visitor parking spaces). As such, the Zoning By-law Amendment application requests relief from a total of 168 vehicle parking spaces, which is adequate in accommodating the demands of the proposed development as described below:
 - o **Zoning By-law Parking Rates:** The Zoning By-law requires resident parking to be provided at a rate of 1.2 spaces per dwelling unit for apartment dwellings in Area C, as described on Schedule 1A. By contrast, a mixed-use development containing apartment dwellings would require that vehicle parking be provided at 1.0 spaces per dwelling unit. Additionally, most other dwelling types, including detached, semi-detached, duplex, and townhouse dwellings only require parking to be provided at a rate of 1.0 per dwelling unit. The proposed development features studio through to two (2) bedroom units, whereas most of the previously mentioned dwelling types typically contain three (3) bedrooms or more.

In other areas of the City of Ottawa, the parking requirements for apartment dwellings are uniformly less onerous than parking requirements for Area C. For instance, apartment dwellings in the rural area (Area D), where dependency on private vehicles would likely be assumed greater than that of the subject site, are required to provide just 1.0 spaces per unit for residents. This rate is generally consistent with the supply being proposed for the subject site.

- o **Proximity to Multi-Modal Transportation:** The subject site is located within close proximity to Transit Priority Corridors along Riverside Drive and Hunt Club Road, which offer rapid transit connections into the City's transit network. The subject site is served by a frequent OCTranspo Route 90 which to the existing Bus Rapid Transit (BRT) corridor to the east of the subject site. This route serves the site along Riverside Drive and Uplands Drive, with a bus stop at the corner of North Bowesville Road and Uplands Drive, less than 100 metres from the proposed development. The subject site is also located with close proximity to a cycling spine routes along Riverside Drive and Hunt Club Road, and near to many additional multi-use bicycle paths and cross-town bikeways. The development proposes a parking rate which will balance private vehicle use, nearby transit services, and cycling options by way of accessing

the site.

The requested relief from residential and vehicle parking rates is appropriate in that the rate is proposed which is adequate in accommodating the anticipated needs of the proposed development, which also encouraging multi-modal transportation options in accessing the site.

6.0 Supporting Studies

The following plans and reports have been prepared in support of the minor Zoning By-law Amendment application, summarized as follows.

6.1 Site Servicing Study

A Site Servicing Study was prepared for the subject site by Robinson Land Development, dated April 2022. The report provides details on the proposed servicing and stormwater management designs required in support of a Zoning By-Law Amendment application. Specifically, the report provides an assessment on the adequacy of the existing municipal infrastructure available to service the redevelopment of the subject site. A review of the subject site and contextual conditions was conducted in relation to the proposed development, which determined that the redevelopment of the subject site can be accomplished in accordance with current Ottawa Design Guidelines and can be accommodated within the existing municipal infrastructure systems. The report provides recommendations related to water supply, wastewater, and stormwater connections, as well as the on-site stormwater storage and outflow design.

6.2 Geotechnical Investigation

A Geotechnical Investigation was prepared for the subject site by Paterson Group, dated May 27, 2021. The purpose of this investigation is to determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations pertaining to design of the proposed development, including construction considerations which may affect the design. The investigation determined that, from geotechnical perspective, the subject site is considered suitable for the proposed residential building. The report contains several recommendations related to site grading and preparation, foundation design, basement slab and wall design, pavement design, and construction design precautions related to excavation, pipe bedding and backfill, groundwater control, and winter construction.

6.3 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared for the subject site by Paterson Group, dated June 3, 2021. The purpose of a Phase I ESA is to research the past and current use of the subject site and study area and identify any environmental concerns with the potential to have impacted the property, no potentially contaminating activities (PCAs) were identified at the subject site. The historical use of the surrounding lands has consisted of primarily residential developments, a golf course and some commercial uses. As such, no areas of potential environmental concern (APEC) on were identified related to the use of the neighbouring lands. Additionally, a site visit determined that no PCAs were identified in relation to the current use of the property or the surrounding lands. Based on the findings of this assessment, it is concluded that a Phase II ESA is not required for the subject site.

6.4 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared for the subject site by CGH Transportation, dated April 2022. The TIA presents a four stage assessment, including screening, scoping, forecasting, and strategy reports. The screening report indicates that the trip generation trigger was met and supports the zoning by-law amendment for the subject site. Existing and background conditions were further evaluated by the scoping report. The report notes that the proposed development is forecasted produce 146 two-way people trips during the AM peak hour and 145 two-way people trips during the PM peak hour. Of the forecasted trips, 54 two-way trips will be vehicle trips during the AM peak hour and 64 two-way trips will be vehicle trips during the PM peak hour, while 40 % are anticipated to travel north, 30 % to the east, and 15 % to both the west and south. The proposed development is anticipated to generate an additional 70 AM peak hour transit trips and 54 PM peak hour transit trips, resulting in forecasted new transit trips of approximately 9 additional riders per bus per peak hour in the peak direction for route #90. In examining the study area intersection delays, negligible impacts are noted on the transit movements at the study area intersections as a result of the

development site traffic and no mitigation measures are required. The report recommends supportive transportation demand management strategies to be included by the proposed development.

6.5 Wind Analysis

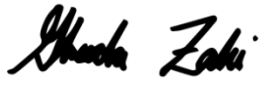
A Wind Analysis was prepared for the subject site by GradientWind, dated April 11, 2022. The purposed of this analysis is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered. The analysis identifies that all grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Conditions over the common amenity terraces are predicted be mostly suitable for sitting during the typical use period, however full perimeter wind screens are recommended for year-round suitability.

7.0 Conclusion

It is our professional opinion that the proposed minor Zoning By-law Amendment application to permit development of the subject site constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement and achieves its vision through efficient development and land use patterns, the accommodation of an appropriate range and mix of residential types to meet long-term needs of the municipality. The redevelopment of the subject site advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, and supports multi-modal transportation use, including active transportation.
- / The proposed development conforms to the policy directions for the General Urban Area designation in the Official Plan. By introducing a new compact residential built form, the proposed development will promote the increase housing options and types in support of the City's intensification objectives. The proposed development has been designed in a manner which defines the street edges along North Bowesville Road and enhances the public realm and pedestrian environment.
- / The proposed development is designed in a manner which is consistent with the design and compatibility policy direction of Section 2.5.1 and 4.11 of the Official Plan and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its existing and planned context through its proposed land uses, building heights, and unit types.
- / The proposed development is in keeping with the intent of the Secondary Plan. The Commercial Area designation does not exclusively permit commercial uses and the Secondary Plan does not exclude permissions for residential uses. As the Zoning By-law implements the designations of the Secondary Plan, and residential uses are permitted, the proposed development conforms to the policies within the Secondary Plan.
- / The proposed development conforms to Official Plan policies related to the Airport Vicinity Development Zone. The proposed development is located approximately 100.00 metres ASL and provides a total height of 150.00 metres ASL, which is within the permitted 151.79 metres maximum building height. A subsequent Site Plan Control application will review appropriate noise mitigation measures through a detailed Noise Control Study.
- / The proposed development conforms to the policy direction within the new City of Ottawa Official Plan by providing a new residential housing type in a Neighbourhood within the Outer Urban Transect. The proposed development provides a built form consistent with the planned context of the subject site, within the described building height range and densities supported by the new Official Plan policies. The proposed development is designed in a manner which complements its existing context and ensures appropriate transitions to nearby properties through a site and architectural design which complement the character of the area.
- / The proposed development considers the Urban Design Guidelines for High-Rise Buildings and has been designed in a manner which effectively applies the overarching built form principles to maintain the pedestrian realm while enhancing the neighbourhood. The proposed built form is distinguishable, yet complementary to the existing context while considering the planned function of the area while adhering to appropriate setback, stepbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250, including the permitted use and permitted maximum building heights. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Ghada Zaki, MCIP RPP
Senior Planner



Nathan Petryshyn, M.PI
Planner