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Residential
Commercial &
Institutional
Environmental
Restoration

Zoning By-law Amendment

1330 Avenue K



Prepared for: 25 Pickering Holding Inc.

Zoning By-law Amendment

1330 Avenue K

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

May 13, 2022

Novatech File: 119240
Ref: R-2022-075

May 13, 2022

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Sean Moore, Manager (A), Development Review South Branch

**Reference: Zoning By-law Amendment – 1330 Avenue K
Our File No.: 119240**

Novatech has prepared this Planning Rationale on behalf of 25 Pickering Holding Inc. to support a Zoning By-law Amendment application for a site municipally known as 1330 Avenue K (the “Subject Site”). It is also informally known as 25 Pickering Place.

25 Pickering Holding Inc. intends to develop the site as a mixed use community. A Draft Plan of subdivision application has been filed with the City. Preliminary Draft Plan conditions were issued mid 2021. A revised Draft Plan was filed with on April 21, 2022 and we hope to have approval of this revised Draft Plan soon.

A mix of uses is proposed, but this will be confirmed in future Site Plan applications. The uses will be those permitted in the current zoning. In order to achieve the density envisaged in the Secondary Plan whilst respecting the Urban Design Guidelines for High-Rise Buildings, a Zoning By-law Amendment is required to establish the setbacks on some of the lots.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of 25 Pickering Holding Inc. to support a Zoning By-law Amendment application for a site municipally known as 1330 Avenue K (the “Subject Site”). It is also informally known as 25 Pickering Place.

25 Pickering Holding Inc. intends to develop the site as a mixed use community. A Draft Plan application currently with City staff proposes six building lots, a park and a public street connecting the existing Pickering Place and Avenue K. The proposed uses will be confirmed in future Site Plan applications but will be those permitted in the current zoning. In order to achieve the density envisaged in the Secondary Plan a Zoning By-law amendment is required to establish the setbacks on some of the lots.

Note that this Planning Rationale should be read together with the Design Brief by Hobin Architecture to fully comply with the Terms of Reference for the Design Brief.

2.0 DEVELOPMENT PROPOSAL

It is proposed to develop the six lots created by the Draft Plan of Subdivision with high-rise towers of 16, 18, 20 and 30 storeys as shown on the Development Concept Plan below:

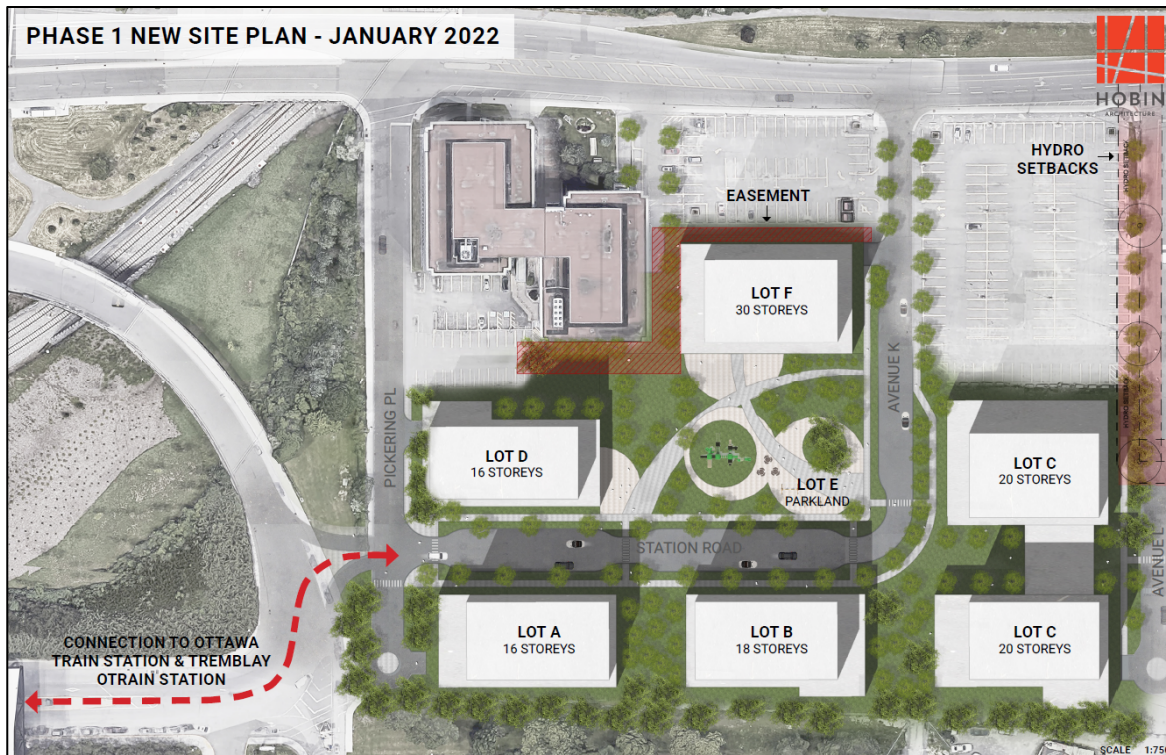


Figure 1: Excerpt from Development Concept Plan (Hobin Architecture)

The plan below provides greater detail of the conceptual development:

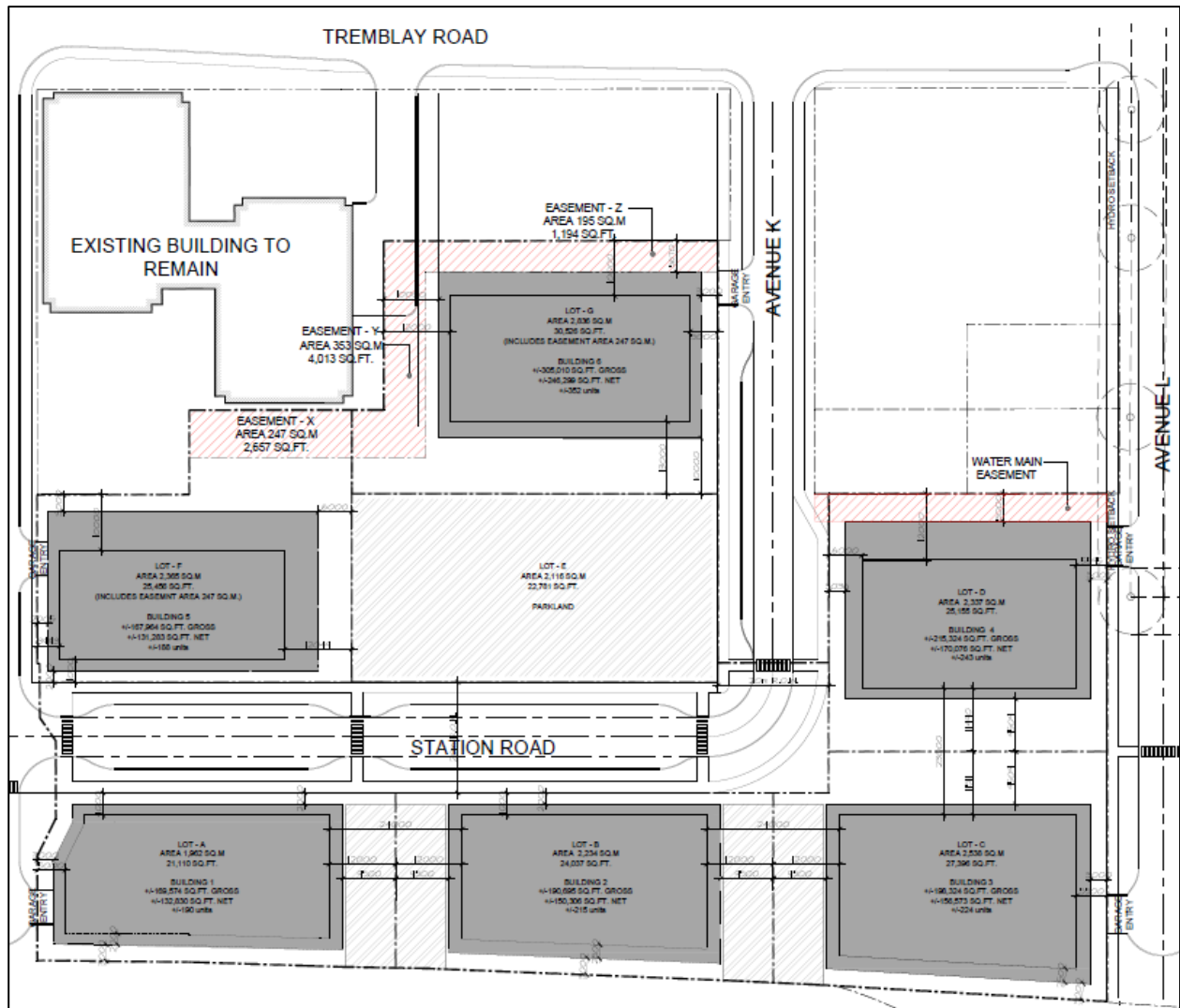


Figure 2: Excerpt of Master Plan by Hobin Architecture showing conceptual building footprints

The buildings are arranged on a new public street ('Station Road') that connects Pickering Place and Avenue K that was created through the Draft Plan. This completes a modified grid pattern street network for the site. Sidewalks will be provided on both sides of all existing and new streets within the site. Together, this pedestrian network provides extensive connections west to the Ottawa VIA Rail Station and Tremblay Light Rail Transit (LRT) station, north to the pathway along Tremblay Road and east to Avenue L. Cyclists will use the network of local streets to make the same connections.

The proposed uses have not yet been confirmed, but the development will likely include residential uses along with complementary commercial uses. The uses being considered are all permitted in the current zoning. The final use mix and the detailed design of the buildings will be finalised in individual Site Plan applications. The building form shown on the Development Concept Plan above is conceptual for this Zoning By-law Amendment application. The proposed heights of the towers are permitted by the current zoning. A Zoning By-law Amendment is required for relief from the setback requirements on some of the blocks, as detailed in Section 4.6 of this rationale.

As part of the Draft Plan of Subdivision, a 2,236m² park is provided as the central unifying feature of the development. Any additional parkland dedication that is required once unit and floor space counts are finalized through Site Plan applications would be provided as cash-in-lieu at that stage.

3.0 SITE DESCRIPTION AND SURROUNDING USES

The subject site is located immediately to the northeast of the Ottawa VIA Railway Station between Pickering Place, Tremblay Road and Avenue L. It is irregularly shaped with an area of 19,829m² (1.98 ha). Since at least 1965 it has been occupied by Dustbane Enterprises, a manufacturer of cleaning products. It is proposed that the company will incrementally leave the site as it is redeveloped.

The full legal description of the subject site is:

LTS 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551 & 552, PL 320 , PT AVENUE J, PL 320 ; PT AVENUE K, PL 320 , AS CLOSED BY BYLAWS OT2235 & OT74046; AS CLOSED BY BYLAW OT3267 AS IN OT76142, CT111133 & NS148470 EXCEPT AS IN OT62947; S/T & T/W CT143598; S/T CT112205 ; OTTAWA/GLOUCESTER

The following describes the surrounding land uses:

North: A six storey office building is located immediately to the northwest of the subject site at 250 Tremblay Road, with associated surface parking. It was constructed in the late 1960s to early 1970s and was renovated in approximately 2006. It is primarily occupied by The Professional Institute of the Public Service of Canada (PIPSC). To the northeast is a surface parking lot under the same ownership as 250 Tremblay Road, spread across 1319 Avenue K, 280 Tremblay Road, 1320 and 1324 Avenue L and 550 Belfast Road. Further north is Tremblay Road, a separated pathway, the LRT line and Highway 417.

East: To the east across Avenue L are a range of single storey commercial uses including a tire depot, auto centre and a roofing company, along with a vacant lot. Across Belfast Road is

Eastway Gardens, a residential area developed in the 1950s with single dwellings. Townhouses were added to it in the 1990s.

South and West: Ottawa VIA Rail Station abuts the subject site to the south and west. More specifically, to the south is a parking lot and a service yard associated with the station, separated from the site by a row of trees. Further south are the platforms and railways lines. To the west is the station building itself and the entry driveway loop.

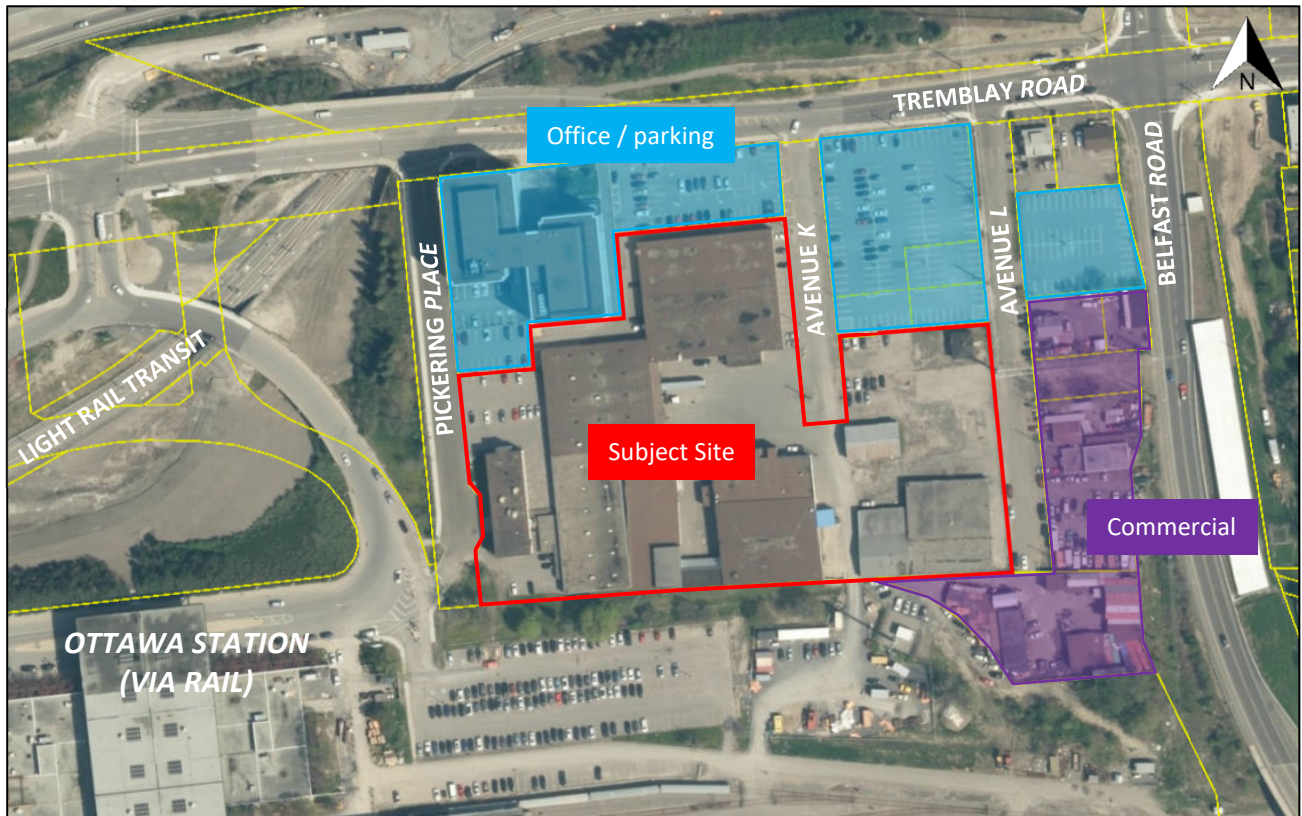


Figure 3: Subject Site and Surrounding Uses

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following subsections explain how the proposed development is consistent with the applicable PPS policies.

Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 1.1.1 Healthy, liveable and safe communities are sustained by:

- (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;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because:

- it proposes a compact building form which minimizes land consumption and servicing costs, and replaces an obsolete industrial building and a large surface parking lot;
- it diversifies the housing choice in the area to cater to people of all ages and life stages; and:
- it does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The subject site is in the Settlement Area.

Policy 1.1.3.2 *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;*
- (d) prepare for the impacts of a changing climate;*
- (e) support active transportation;*
- (f) are transit-supportive, where transit is planned, exists or may be developed; and*
- (g) are freight-supportive; and*

The proposed development efficiently uses available land, infrastructure and public service facilities by introducing a high density mixed use development to a brownfield industrial site within the Greenbelt. The proposal is 250m from Tremblay LRT station (and the Ottawa VIA Rail Station for inter-city travel). It is connected to the existing pathway network and is within cycling distance of downtown. It minimizes negative impacts to air quality and climate change, is energy efficient, supports active transportation and is transit supportive.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 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 of current and future residents of the regional market area by: permitting and facilitating:*

- 1. 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;*

Although subject to future Site Plan applications, the expected large amount of residential will allow for a broad range of apartments to accommodate various needs.

- (b) 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;*

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

- (c) 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*

The density of the proposed development represents an efficient use of land, resources, infrastructure, and supports the existing rapid Tremblay LRT station which is within convenient walking distance.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- (a) the use of existing infrastructure and public service facilities should be optimized*

A Servicing Report by Novatech dated April 8, 2022 for the Draft Plan application details how the proposed development will utilize municipal sewage, water and stormwater services. A further report was not a submission requirement for this application.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 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:

- a) promote compact form and a structure of nodes and corridors;*

A compact residential built form is proposed at a node based on a rapid transit.

- b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development potentially provides approximately 1,412 dwellings within 220m of an LRT station.

Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 Natural features and areas shall be protected for the long term.

The OP does not identify any natural features on or adjacent to the Subject Site. Furthermore, an Environmental Impact Statement (EIS) and Species at Risk (SAR) was completed by Muncaster Environmental Planning (June 16, 2020) and filed with the Draft Plan application. It concluded:

“The site is highly disturbed from a natural environment perspective with many existing buildings and surface parking. No woody vegetation 10cm dbh or larger was observed on the site. Potential Species at Risk, including chimney swift, barn swallow, and bats, were not observed during targeted late spring surveys. No natural heritage features, as identified in the Provincial Policy Statement, are present on or adjacent to the site.”

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

No sensitive surface or ground water features are known to exist on or adjacent to the Subject Site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.

The Subject Site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 Minerals and petroleum resources shall be protected for long-term use.

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Policy 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

Policy 2.6.3 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.

An Archaeological Resource Assessment was not required by City staff for this application.

Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

Policy 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by Pinchin dated July 23, 2020 was filed with the Draft Plan application. It concluded that a Phase 2 Environmental Site Assessment would not be required for the Draft Plan of Subdivision application. A further report was not a submission requirement for this application.

4.2 Current City of Ottawa Official Plan (2003)

Pursuant to the City of Ottawa's 'Transition of In-stream Applications' document that was adopted as part of the new Official Plan (OP) on November 24, 2021, this application must be evaluated against both the existing OP and the Council approved new OP.

With the exception of Schedule B – Urban Policy Plan, the Schedules in the new OP are generally updated versions of the comparable schedule in the current OP. In the interests of clarity, the other schedules in the current OP have been jettisoned in this rationale in favour of the schedules in the new OP. Similarly, Section 2.5.1 of the OP – Designing Ottawa has not been assessed in this rationale. To avoid double up of policies that are very similar, assessment is made against the urban design policies in the new OP and in the Urban Design Guidelines for High-Rise Buildings.

The Subject Site is designated as Mixed Use Centre in the City of Ottawa OP Schedule B – Urban Policy Plan as shown below:

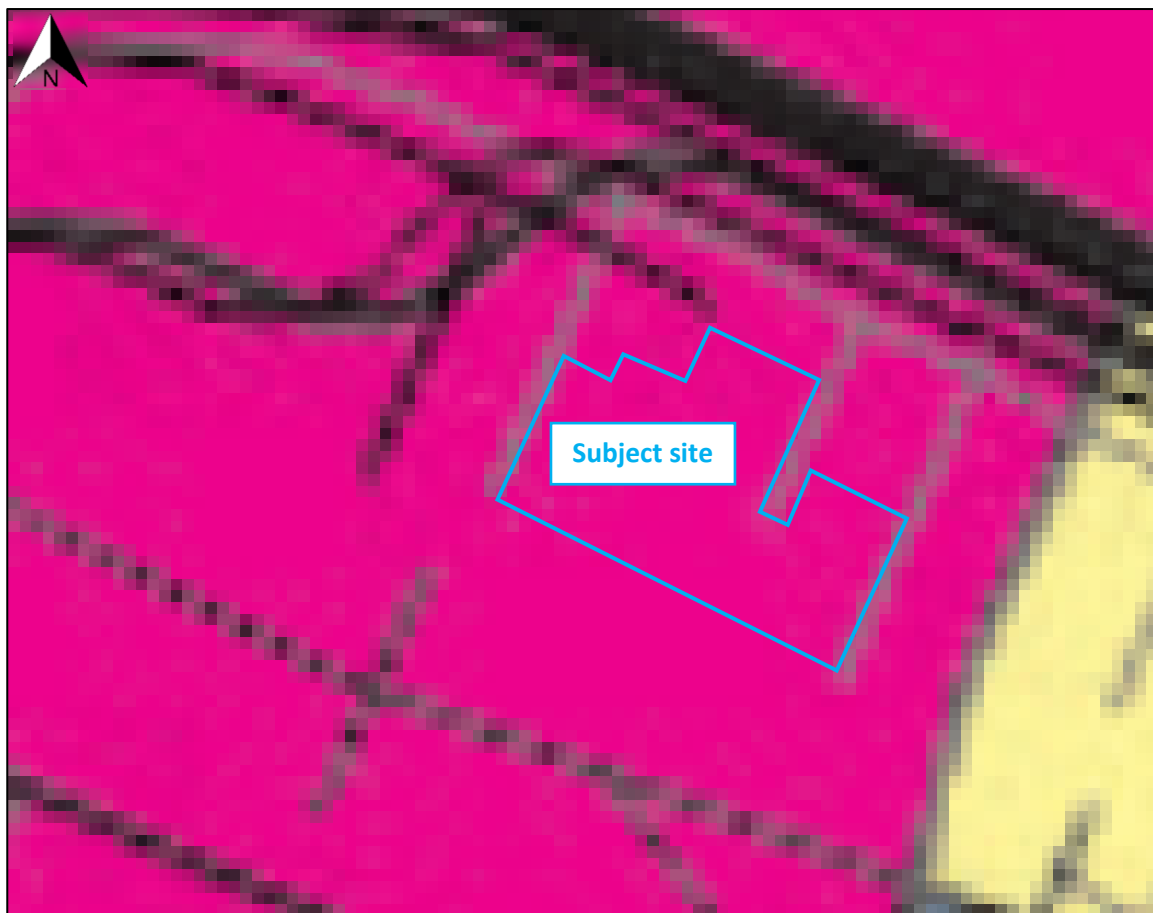


Figure 4: OP Schedule B showing the Subject Site in a Mixed Use Centre (magenta)

The proposal conforms with Section 3.6.2 of the OP being the Mixed-Use Centres and Town Centres designation:

Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide

Policy 4 allows for high-rise development:

In order to achieve the employment targets for Mixed Use Centres and the target density within walking distance of existing and proposed stations on the City's Rapid Transit System, a range of building heights including High-Rise may be considered. Appropriate transition, in building height, is to be provided at the periphery where the Mixed Use Centre abuts established Low-Rise or Mid-rise areas.

Policy 11 is also relevant:

Plans, public works and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular will:

- a. Give priority to walking and cycling in public rights-of-way;*
- b. Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and open space connections;*
- c. Use public art and the design of public streets and spaces to create attractive public areas;*
- d. Provide adequate, secure, and highly visible bicycle parking at rapid transit stations and throughout the Centre;*
- e. Design transit shelters, seating and other facilities that contribute to attractive public areas and that enhance personal security through such measures as described in Section 4.8.*

Many of the policies in this section have already been addressed through the designation of the site, the Secondary Plan, current zoning and the Draft Plan application. The proposal is an excellent example of what policy for the Mixed Use Centre designation is trying to achieve.

4.3 Tremblay, St. Laurent and Cyrville Secondary Plan

This secondary plan forms part of the current OP. It is also included in the new OP, renamed 'Inner East Line 1 and 3 Stations Secondary Plan'. It is substantively the same as the version in the current OP so is only addressed once, in this section of the Planning Rationale.

The Secondary Plan's sole function is to provide direction on maximum building heights and minimum densities for the planning areas around the three stations in the title, via a schedule to the plan. Tremblay Station is in Schedule A, shown below. Note that the required densities match those in the Zoning By-law, and are assessed at Section 4.5 of this rationale:

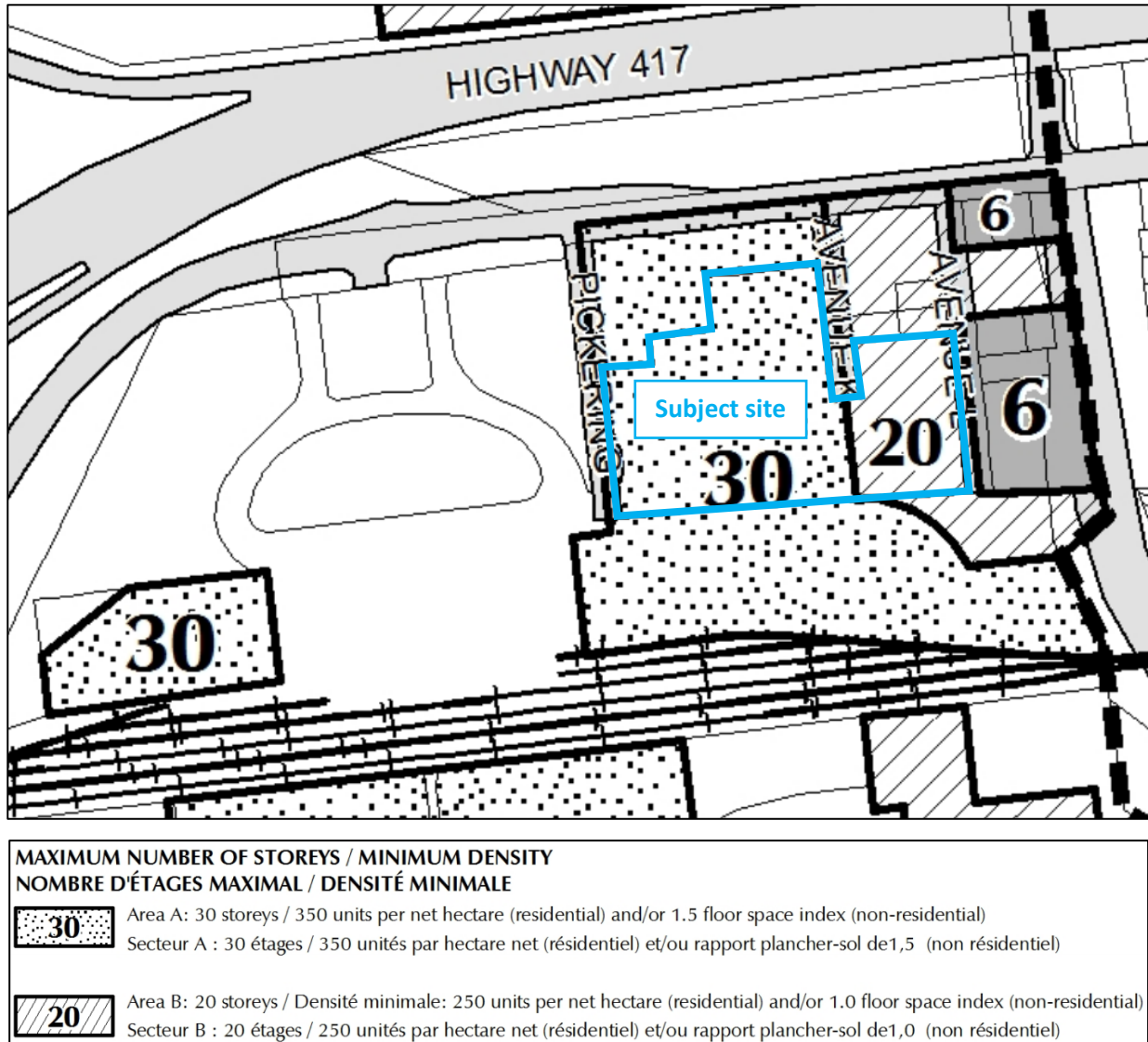


Figure 5: Excerpts from the Tremblay, St. Laurent and Cyrville Secondary Plan

4.4 New City of Ottawa Official Plan

The Subject Site is in the Inner Urban Transect. Pursuant to Schedule B2 – Inner Urban Transect shown below it is designated Hub (purple) and Evolving Neighbourhood (purple fleck).

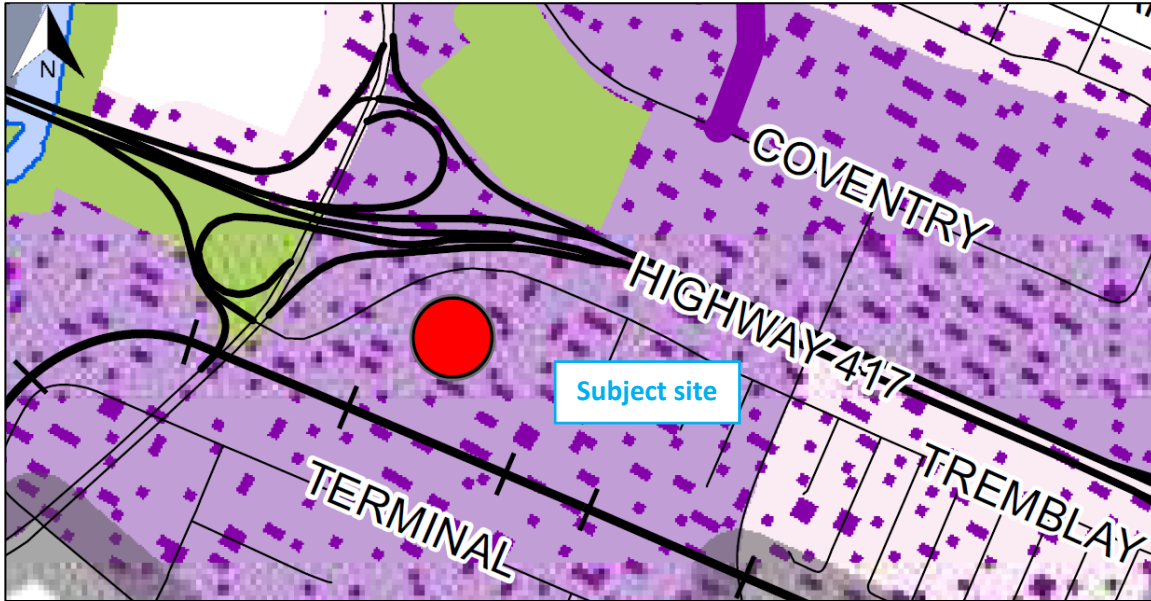


Figure 6: New OP Schedule B2

Pursuant to Schedule C1 - Protected Major Transit Station Areas (PMTSA) Transit Network Ultimate, the Subject Site is in a PMTSA (green).



Figure 7: New OP Schedule C1

Assessment against Section 6.1 – Hubs and Protected Major Transit Station Areas

Pursuant to Section 6.1 of the new OP:

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement.

An assessment against the relevant policies is below:

3) Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;*
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;*
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
 - i) Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;*
 - ii) Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and*
 - iii) May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;**
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*
- f) Shall establish buildings that:
 - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*
 - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
 - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.**

In relation to a) and b), the proposal groups six high-rise buildings 16 to 30 storeys high all within 430m walking distance of Tremblay LRT station. The VIA Rail station is closer still. In relation to c), the current TD zone does not require a mix of uses and the Zoning By-law Amendment will not change this. Notwithstanding, a mix of uses is likely, with hotel and retirement home uses contemplated, with commercial expected on the ground floor of residential buildings. In relation to d) and e) the proposal creates or extends existing local streets with low traffic speeds and sidewalks with connections to the surrounding area. In relation to f), although the detailed design of the buildings is not settled and will be subject to future Site Plan Control applications, the conceptual building footprints shown will “*Edge, define, address and enhance*” the public realm by locating close to the street and having the entrances to the street. Parking, loading, vehicle access, service entrances will be underground, away from the pedestrian realm.

Policy 4) states that: “*Hubs will generally permit residential uses.*”

Section 6.1.2 Sets out the direction for Protected Major Transit Station Areas. Relevant policies are assessed below:

1) Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

Table 3a) is in Section 3.2 (Support Intensification) of the OP and sets out a “*Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare*” of 200 for the area around Tremblay LRT Station. The “*Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare*” is as per the Secondary Plan. Although it is intended to implement it through the Zoning By-law, the current zoning does not provide a Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare. The Secondary Plan and the Current Zoning have density requirements of 250 and 350 units / ha for the Subject Site (refer to Section 4.3 of this rationale for details).

3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.

High density housing (i.e., high-rise apartments) will be included in the development.

Assessment against Section 5.6 – Overlays

Pursuant to Section 5.6.1.1 the Evolving overlay is a Built-Form overlay that applies for 150m beyond the Minor Corridor designation, thus covering the remaining part of the Subject Site that is not a Minor Corridor. The intent of the overlay is set out at 5.6.1:

The Evolving overlay is applied to areas in close proximity to 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.

Policy is at 5.6.1.1. The relevant sections are addressed below:

- 1) *The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
 - a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
 - b) *Allowance for new building forms and typologies, such as missing middle housing;*
 - c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
 - d) *Direction to govern the evaluation of development.*

The proposal introduces residential use to a former industrial site in a Hub.

- 3) *In the Evolving Overlay, the City:*
 - a) *The City will be supportive of applications for low-rise intensification that seek to move beyond 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 Sections 3 and 5 of this Plan;*
 - b) *May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.*

The underlying zone permits both high-rise development and non-residential developments. Accordingly, a) is not relevant and b) is not required.

Pursuant to Schedule C2 - Transit Network Ultimate below, the Subject Site is immediately adjacent to an LRT station (Tremblay, red circle). The Ottawa Inter-regional station (yellow diamond) is incorrectly mapped as it should be east of Tremblay. The Protect Transportation Corridor is shown in green.

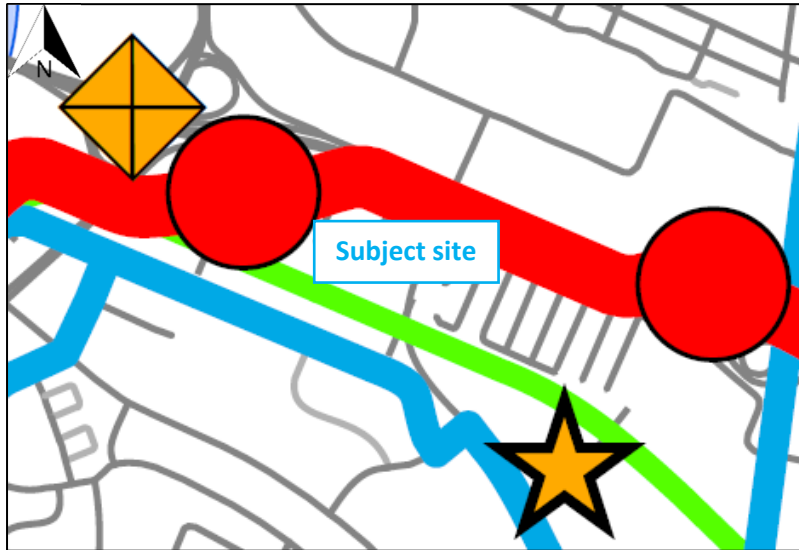


Figure 6: New OP Schedule C2

Schedule C3 - Active Transportation Network shows Major Pathways to the north (Tremblay Road), east (Belfast Road) and west (under the VIA rail station) of the Subject Site:

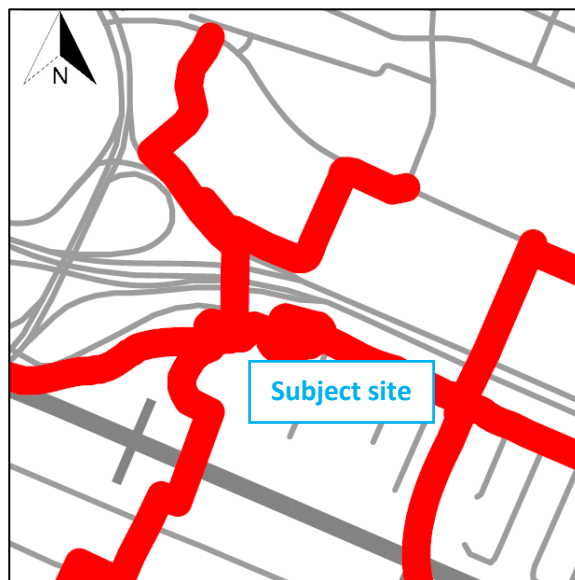


Figure 7: New OP Schedule C3

Schedule C4 – Urban Road Network shows Tremblay Road to the north of Subject Site as a Major Collector (yellow) and Belfast Road to the west as a Collector (green). Riverside Drive to the west is an Arterial (red). Highway 417 is a Provincial Highway (brown).

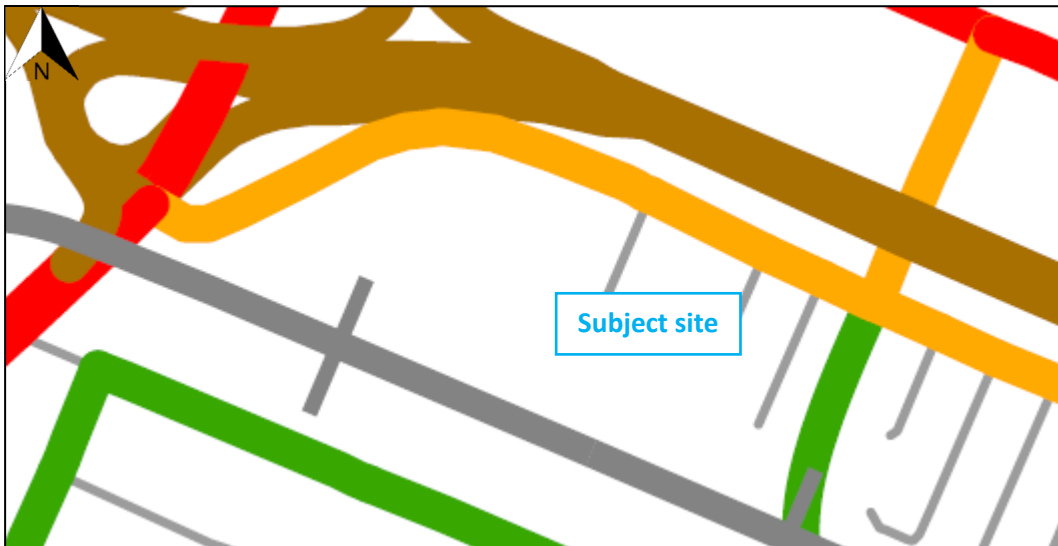


Figure 8: New OP Schedule C4

C7-A - Design Priority Areas – Urban includes the Subject Site (pink):

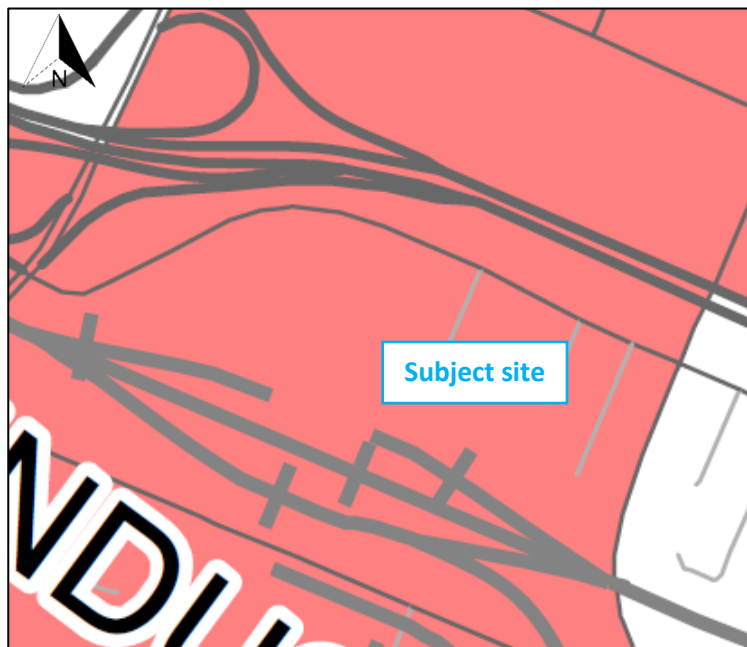


Figure 9 – Design Priority Areas

The following Schedules are not shown here:

- Schedule C11-A - Natural Heritage System (West) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace does not show any green space on or near the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Assessment against Section 4.6 City Wide Policies – Urban Design

Section 4 of the new OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

4.6.1 Promote design excellence in Design Priority Areas

The proposal is in a Design Priority Area. Policy 1) b) provides that:

The City may adopt an Urban Design Framework that will guide the level of urban design review undertaken by City staff and the Urban Design Review Panel (UDRP). This may include criteria for the review of projects by the UDRP, such as different thresholds, or exemptions for review based on the framework outlined in Table 5. This framework, along with the Public Realm Master Plan, may determine distinct DPAs for the public realm and for development review, once these documents are adopted.

The framework referred to has not been adopted. The Subject Site is in the lowest tier in Table 5. It is suggested that only the individual future Site Plan applications should be referred to UDRP.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
 - I. Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - II. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*

The applicable design guidelines referred to in 1) are the Urban Design Guidelines for High-Rise Buildings that were approved by City Council in 2018. An assessment against these is made in Section 4.7 of this rationale, with particular attention to the transition provisions. The current zoning transitions heights down towards the low-rise residential area which is 120m to the east. An appropriate transition is provided to this low-rise residential area. The majority of the surrounding area is commercial, office and industrial which is less sensitive to transition and overshadowing.

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

To the north is a six storey office building at 250 Tremblay Road. It is in the same Hub designation as the Subject Site and is not in the Neighbourhood designation. Both 30 and 16 storey buildings are conceptually proposed adjacent to this building. The towers are setback 10m and 12m to ensure and appropriate future tower separation.

4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*

Although subject to future Site Plan applications, private balconies will be provided for apartments. Amenity areas will comply with the Zoning By-law. A Wind Analysis and a noise study have not been completed for this application as they are more appropriately considered through the detailed design of buildings via future Site Plan Control applications.

8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Although subject to future Site Plan applications, it is intended that the buildings will have a well-defined base, middle and top. Tower floor plates are conceptual at this stage, but are around 750-900m². Their size will be adjusted once uses are determined and designs are finalized to suit.

9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing

separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23 metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

Tower separations between the proposed buildings range from 23m to 36m. A tower separation of 12m (i.e., more than half of 23m) is provided to the potential development site to the north of Tower D where a high rise tower could be built. The separation is reduced to 10m adjacent to the existing office building at 250 Tremblay as the potential for redevelopment is limited here due to the existing building and the narrowness of this site. Similarly, the separation is reduced to 5m to the south as adjacent land use is the parking lot for the VIA Rail station and no future development is anticipated.

10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposal does not affect the potential for 41+ storeys on adjacent lots, subject to Zoning By-law Amendments. Appropriate tower setbacks are provided on the Subject Site.

4.5 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently in two zones as shown below. West of Avenue K is zoned Transit Oriented Development subzone 3 with an exception (TD3 [1973]) and east of Avenue K is zoned Transit Oriented Development subzone 2 with an exception (TD2 [1974]). Neither exception is applicable as they only apply to use and development prior to November 14, 2012 or development lower than 18 or 22 metres.

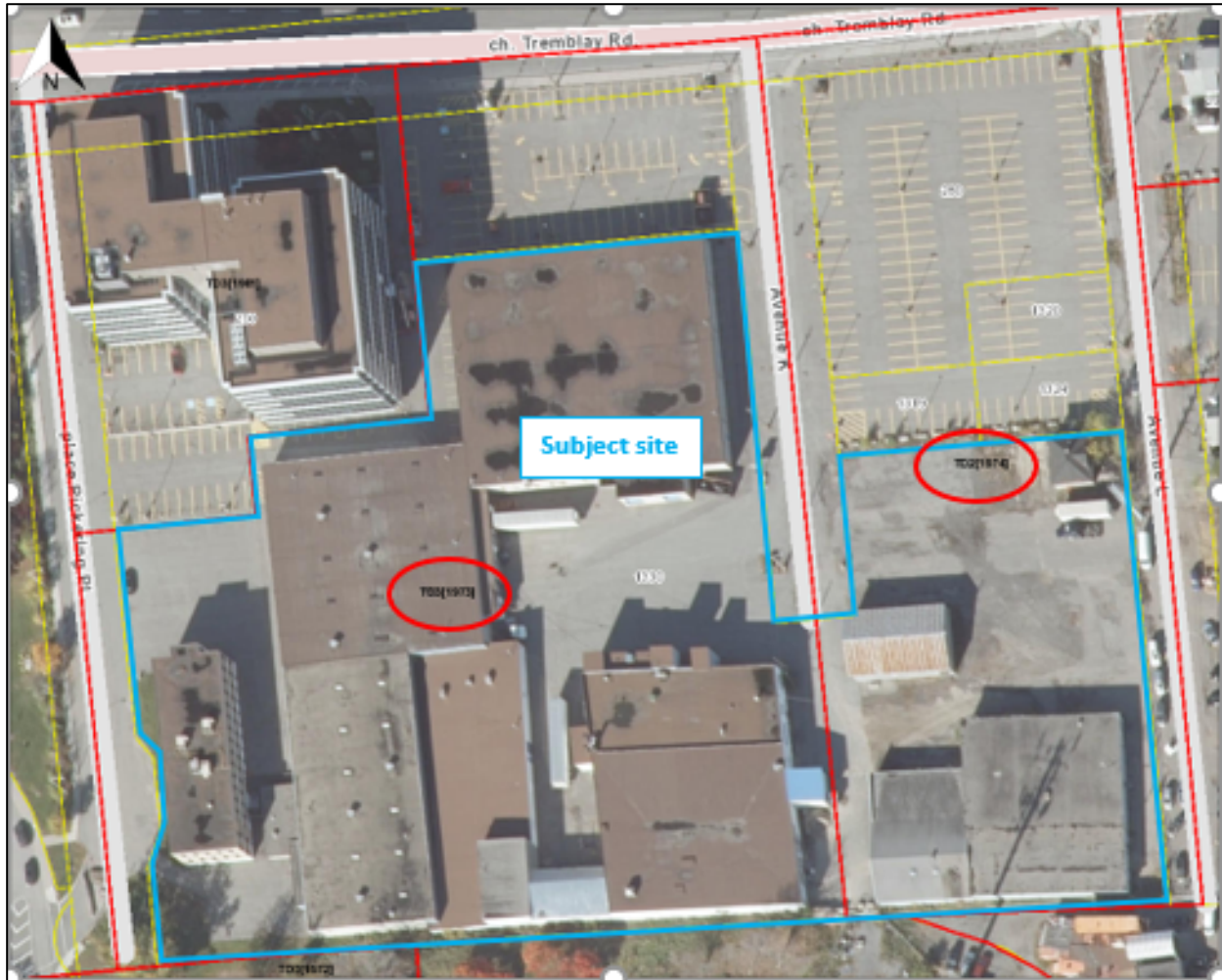


Figure 10: Current Zoning

All the potential uses are permitted in the TD zone (the subzones do not permit or prohibit additional uses). The height limits in both subzones permit the proposed building.

The TD2 and TD3 subzones both impose minimum unit densities and Floor Space Indexes (FSIs), compliance with which will be required for future Site Plan applications. These are assessed below:

In the TD2 Subzone:

a) minimum number of residential units per hectare required for residential use:

- i. on lots greater in area than 0.125ha: 250 units/hectare*
- ii. on lots 0.125ha in area or less: no minimum,*

b) minimum floor space index for non-residential use:

- i. on lots greater in area than 0.125ha: 1.0 FSI*
- ii. on lots 0.125ha in area or less: no minimum,*

In the TD3 Subzone:

a) minimum number of residential units per hectare required for residential use:

- i. on lots greater in area than 0.125ha: 350 units/hectare*
- ii. on lots 0.125ha in area or less: no minimum,*

b) minimum floor space index for non-residential use:

- i. on lots greater in area than 0.125ha: 1.5 FSI*
- ii. on lots 0.125ha in area or less: no minimum,*

If the lots develop for residential use, the requirements under a) (i) for both subzones will apply as all the proposed lots are greater than 0.125 ha. If the lots develop for non-residential use, the requirements under b) (i) for both subzones will apply.

4.6 Proposed Zoning By-law Amendment

Subject to discussion with the City of Ottawa we recommend that the Zoning By-law be amended to permit in some locations a minimum rear yard setback of 5m for part of a building above more than 6 storeys in height and a minimum interior side yard setback of 5m for part of a building above more than 6 storeys in height.

The tables below outline the compliance of the proposal with the provisions of the TD zone, highlighting the areas of non-compliance in red:

Lot A (Block 1 on the Draft Plan)

TD3 Setback	Required	Proposed
Front, (v) all other cases	0.5m	3m
Rear, (iii) all other cases	No minimum	9.5m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	12m
Corner Side (v) all other cases	0.5m	2m
Interior Side, (iii) all other cases	No minimum	3m
Interior Side, above that part of a building more than 6 storeys in height	12m	5m

Lot B (Block 2 on the Draft Plan)

TD3 Setback	Required	Proposed
Front, (v) all other cases	0.5m	2m
Rear, (iii) all other cases	No minimum	3m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	5m
Interior Side, (iii) all other cases	No minimum	9.5m and 9.5m
Interior Side, above that part of a building more than 6 storeys in height	12m	12m and 12m

Lot C (Block 3 on the Draft Plan)

TD2 Setback	Required	Proposed
Front, (v) all other cases	0.5m	2.1m
Rear, (iii) all other cases	No minimum	3m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	5.5m
Interior Side, (iii) all other cases	No minimum	3m and 9.5m
Interior Side, above that part of a building more than 6 storeys in height	12m	5m and 11.5m

Lot D (Block 4 on the Draft Plan)

TD2 Setback	Required	Proposed
Front, (v) all other cases	0.5m	3m
Rear, (iii) all other cases	No minimum	3m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	5.5m
Interior Side, (iii) all other cases	No minimum	5m and 9.5m
Interior Side, above that part of a building more than 6 storeys in height	12m	11.5m and 12m

Lot F (Block 5 on the Draft Plan)

TD3 Setback	Required	Proposed
Front, (v) all other cases	0.5m	2m
Rear, (iii) all other cases	No minimum	6m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	12m
Corner Side (v) all other cases	0.5m	2m
Interior Side, (ii) all other cases	No minimum	3m
Interior Side, above that part of a building more than 6 storeys in height	12m	10m

Lot G (Block 7 on the Draft Plan)

Setback	Required	Proposed
Front, (v) all other cases	0.5m	3m
Rear, (iii) all other cases	No minimum	10m
Rear, despite (iii) above that part of a building more than 6 storeys in height	12m	12m
Interior Side, (ii) all other cases	No minimum	5.6m and 10m
Interior Side, above that part of a building more than 6 storeys in height	12m	10m and 13m

4.7 Urban Design Guidelines for High-Rise Buildings

These are to be used during the review of development proposals to promote and achieve appropriate high-rise development. Following is an assessment of the proposal against the applicable sections of the guidelines:

1. Context

As this is a Zoning By-law Amendment application only, the most relevant sections of the guidelines relate to Transition in Scale, outlined as:

The OP requires an effective transition in height and massing when proposed high-rise developments are taller and larger than the surrounding existing or planned buildings or adjacent to parks and open space. Built form transition typically means a gradual rather than abrupt change from one pattern to the other. Transition in height and massing, which can be accomplished in different ways, nevertheless means to achieve a gradual change in these two aspects, and such gradual change may occur at different scale levels depending on the context.

Section 1.13 sets out the chief mechanism used, the 45 degree angular plane:

An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

As the Subject Site is an infill site, the relevant property lines to measure the plane from are illustrated in Diagram 1-6, reproduced below.

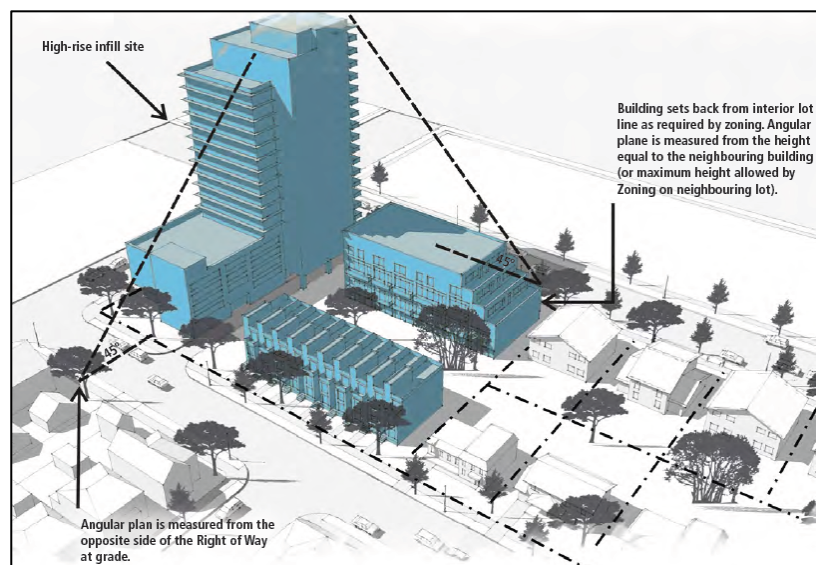


Figure 11: Diagram 1-6 from the Urban Design Guidelines for High-Rise Buildings

The associated provisions relating to 'Lot Conditions for Infill Development' are also applicable. They set out the appropriate interface with existing development on neighbouring properties, based on two potential situations:

1.16 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:

- a. 1,350m² for a corner lot;*
- b. 1,800m² for an interior lot or a through lot;*
- c. in areas where land assembly is difficult, the minimum lot area may be reduced without compromising the setback, step back and separation requirements and proponents of a high-rise building may enter into a Limiting Distance Agreement with neighbouring property owners, registered on title.*

Or:

1.17 When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:

a. in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and

b. in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

Tower separation within the Subject Site is assessed against 1.16 as each of the six high-rise buildings will site on its own lot and will therefore have neighbours. All the lots are larger than required. Tower separations between the proposed buildings range from 23m to 36m.

High-rise development is permitted on the lots to the north and south of the Subject Site.

Diagram 1-6 takes the angular plan from the property line of the stable low-rise neighbourhood. The closest residential neighbourhood is Eastway Gardens 120m to the east of the Subject Site and separated from it by Avenue L, a commercial area, Belfast Road, an LRT tunnel building and wide boulevard. Eastway Gardens comprises one and two storey detached and townhouse dwellings. The proposed buildings closest to here are conceptually up to 20 storeys high. The transition between the proposal and the low-rise residential area is considered appropriate based on the separation distance.

2. Built Form

Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

a. high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.

The proposed buildings have a base, middle, and top consistent with this policy.

Placement:

2.13 *Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):*

a. where there is an existing context of streetwall buildings, align the facades of the base with adjacent building facades;

b. in the absence of an existing context of streetwall buildings, create a new streetwall condition to allow for phased development and evolution.

The proposal presents a continuous building edge to the surrounding streets, consistent with its high density nature.

Articulation and materials:

2.20 *Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:*

a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (Figure 2-13);

b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes (Figure 2-14); and

c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

Short street facades of less than 50m are proposed. Entrances will be finalized through Site Plan applications but will be from the street.

2.24 *Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Figure 2-15):*

a. the maximum tower floor plate for a high-rise residential building should be 750m² (Diagram 2-8);

Tower floor plates are conceptual at this stage, but are around 750-900m². Their size will be adjusted once uses are determined and designs are finalized to suit.

- 2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:
- a. a step back of 3m or greater is encouraged.
 - b. the minimum step back, including the balconies, should be 1.5m; and

Although subject to design refinement through Site Plan applications, the towers are conceptually stepped back from the podiums consistent with this policy.

- 2.35 *The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.*

Although subject to design refinement through Site Plan applications, the design intent is that the tops of the buildings reflect the shape of the building but are smaller and lighter.

- 2.36 *Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.*

All services and signage will be integrated into the building form.

Sections 2.38 to 2.44 address external illumination of buildings. Details of illumination will be finalized through future Site Plan applications, consistent with the guidelines.

3. Pedestrian Realm

The OP promotes pedestrian-oriented development and requires adequate pedestrian infrastructure for all developments. The provision of an enhanced pedestrian environment is expected in intensification target areas. A successful high-rise development must be easily accessible by transit, bicycle, and foot, and requires a sufficient pedestrian realm. This could include a network of dense street grid and pathways, generous pedestrian spaces, and well positioned public spaces of different forms, characteristics, and ownership. Together, these elements will make high-rise developments accessible and livable to support the City's intensification strategy.

The proposal is assessed against the relevant policy sections below:

Space between curb and building face

(3.1) Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:

- a. the pedestrian clearway must be within the ROW;*
- b. on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and*
- c. on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public-private transition.*

The siting of the proposed buildings complies with this policy.

Policy for public spaces is at 3.4:

Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.

A public park is provided as part of the Draft Plan of Subdivision.

Design details are set out in the sections below:

(3.5) The public spaces should:

- a. complement and be integrated into the existing network of public streets, pathways, parks, and open space;*
- b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;*
- c. support the proposed high-rise development particularly at grade functions;*
- d. allow for year-round public use and access; and*
- e. maximize safety, comfort and amenities for pedestrians.*

The new public streets integrate into the existing (the public street is an extension of existing Avenue K). The new public park is provided with two new street frontages.

In relation to building access, sections 3.10 and 3.11 suggest:

Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

The building have access from the sidewalk.

Animation of the public realm is set out at 3.12:

Animate the streets, pathways, parks, open spaces, and POPS by:

- a. introducing commercial and retail uses at grade on streets with commercial character (Figure 3-12);*

- b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character (Figure 3-13);*
- c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;*
- d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;*
- e. providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and*
- f. providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.*

In relation to a), commercial uses are intended for some of the buildings. It is intended that these will provide amenities as required by e). In relation to b), c), d) and f), these will be explored as part of future Site Plan applications.

Parking, loading, and servicing is at sections 3.14 to 3.18:

Locate parking underground or at the rear of the building.

Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.

Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.

Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

Design elements such as the screen, garage doors and service openings as integral parts of the building and use high quality finishings.

Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

Coordinate, and where possible integrate, public transit stop elements such as benches and shelters within the site and building design.

The vast majority of parking will be underground with some limited parking on street. Drop-off and pick up areas will be on the public street, typical of this development form. Although servicing, loading, and other required utilities are to be finalized as part of future Site Plan applications, the intention is that they are internalized. Access to parking and servicing is away from the street frontages. It is not expected that buses will traverse the development as the Tremblay LRT with its bus connections is so close.

In relation to pedestrian weather protection at 3.28 to 3.31 details of weather canopies at the building entries will be confirmed through future Site Plan applications.

5.0 CONCLUSION

It is our assessment that the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's OP and to the Draft OP. The proposal respects the Urban Design Guidelines for High-rise Buildings. The proposed amendment to the Zoning By-Law 2008-250 to accommodate some of the setbacks of the proposed buildings can be approved as it is consistent with policy for higher density development adjacent to transit and doesn't have deleterious off-site impacts.

This planning rationale supports the proposed development. It is compatible in scale and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH



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