

200-201 Friel Street

Planning Rationale

Major Zoning By-law Amendment and Site Plan Control Applications

March 22, 2023



**diamond
schmitt**





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1 Introduction

WSP was retained by Diamond Schmitt Architects (“DSA”), on behalf of Ottawa Community Housing (the “Client”), to prepare a Planning Rationale (the “Report”) in support of Major Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 200-201 Friel Street in the City of Ottawa. The requested Major Zoning By-law Amendment and Site Plan Control applications (the “Applications”) would permit the development of a 20-storey residential apartment building including a 6-storey podium, mechanical penthouse on top, and one level underground parking by Ottawa Community Housing.

A total of approximately 160 apartment units (including 32 accessible units) are proposed, which will consist of 150 one-bedroom units and 10 two-bedroom units. The ground level will have tenant-serving amenity spaces while the underground parking level will provide for 8 parking spaces and a bicycle parking area.

In order to facilitate the proposed development, the site is proposed to be re-zoned from Residential Fifth Density, Subzone B, Height Limit 18 m, Floor Space Index 2.0 (R5B H(18) F(2.0)) to Residential Fifth Density, Subzone B, Urban Exception XXXX, with a height Schedule (R5B[XXXX] SYYY). The R5B Zone permits high-rise apartment dwellings and planned unit developments. The proposed Urban Exception would contain site-specific provisions to allow for a reduced corner side yard setback, a reduced interior side yard setback, a reduced exterior side yard, a reduced tower setback from side property lines, and reduction in required resident and visitor parking spaces. The height schedule would allow for a maximum building height of 67 m (20 storeys). The proposed mechanical rooftop would be a permitted projection above the proposed maximum building height. The proposed Zoning By-law Amendment is to bring the site-specific zoning into conformity with the Central and East Downtown Core Secondary Plan, in particular the maximum building height, as discussed in Section 5.3 of this Report.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed development;
- **Section 4** outlines our consultation strategy;
- **Section 5** outlines the policy and regulatory framework applicable to the site, and provides a planning rationale for the proposed development;
- **Section 6** summarizes the planning opinion;
- **Appendix A** contains the Site Plan;
- **Appendix B** contains the Landscape Plan;
- **Appendix C** contains the Building Elevations; and

– **Appendix D** contains the Draft Zoning By-law Amendment text and Schedules.

A number of technical studies, including an Urban Design Brief, have been prepared in support of the applications and submitted to the City. The supporting studies are available under separate cover.

2 Site Location and Community Context

2.1 Site Location

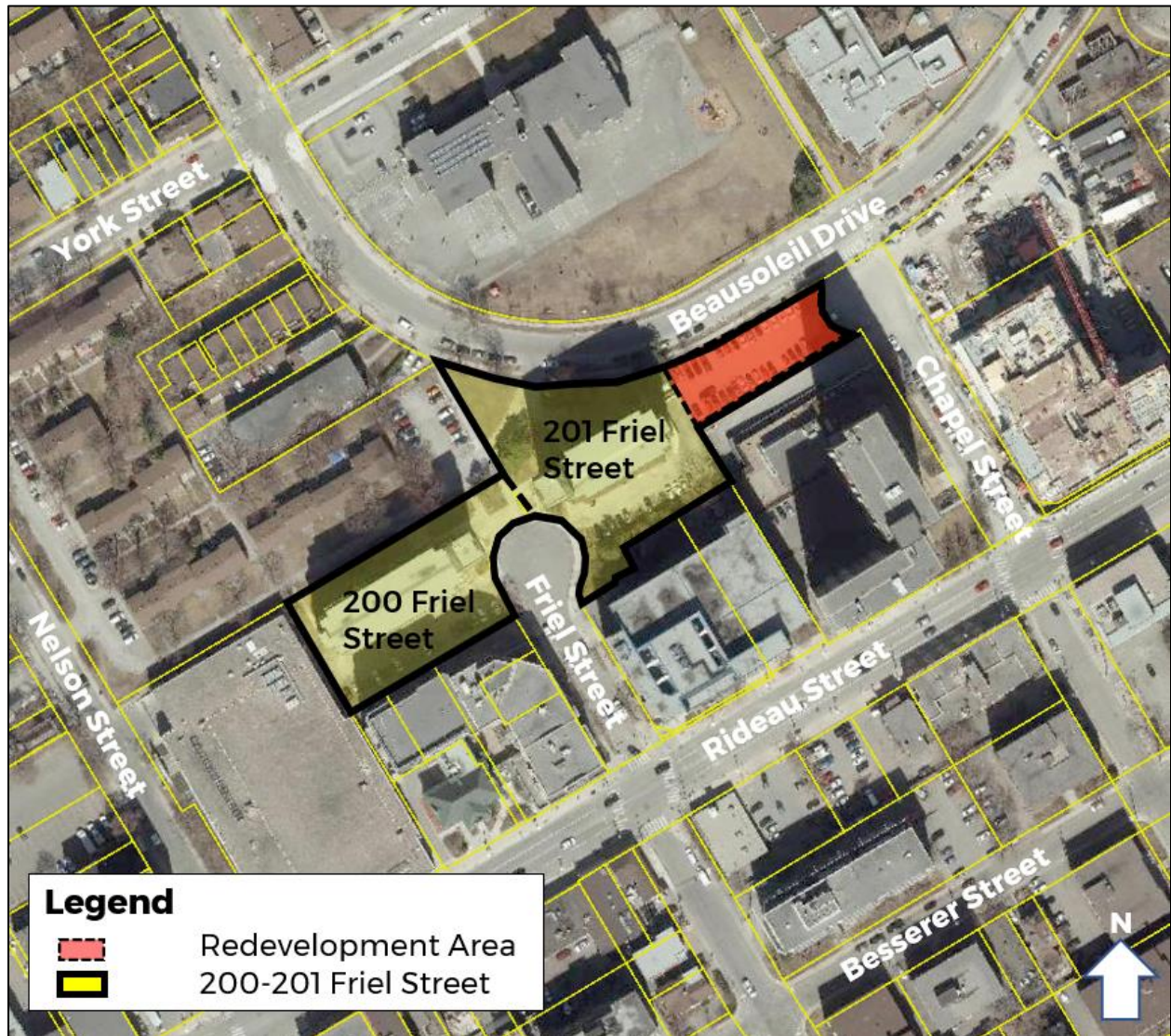
The subject property (the “site”) is municipally known as 200-201 Friel Street in the City of Ottawa. It is legally described as ‘Lots 1 and 2 (West Friel Street), Part of Lot 19 (North Rideau Street), Part of Lots 1, 2, 3, and 4 (East Friel Street), Part of Lots 1, 2, and 3 (West Chapel Street), and Part of Friel Street (as closed by By-law 203-72, Inst. CR616467) on Registered Plan 43586, City of Ottawa’ as per the Plan of Survey prepared by Farley, Smith & Denis Surveying Ltd., dated September 30, 2022. **Figure 2-1** illustrates the site’s location and approximate boundaries.

The site is located in Ottawa’s Lowertown neighbourhood, Ward 12, and is bound by Beausoleil Drive to its northwest, Chapel Street to its northeast and Rideau Street to further southeast. Throughout this report, Beausoleil Drive is referred to as project north. The registered owner of the site is Ottawa Community Housing. The site is generally flat, irregular in shape and has a total area of approximately 7,235.90 m² (0.72 hectares; 1.79 acres).

There are two (2) existing residential apartment buildings located at 200 Friel Street and 201 Friel Street, which contain a total of 155 dwelling units. The existing 11-storey building at 200 Friel Street contains 75 dwelling units and the existing 13-storey building at 201 Friel Street contains 80 dwelling units. The two (2) existing buildings are owned and operated by the Client and will be retained as part of the proposed development. The portion of the site which is proposed to be redeveloped, is currently occupied by a surface parking lot and an abandoned one-level underground parking garage underneath. Both the surface parking lot and the underground parking garage are currently closed and not in use.

The site is accessed by Friel Street and Chapel Street, which are both Local roads. A service entry from Beausoleil Drive provides access to the underground level of the existing apartment building at 201 Friel Street. In addition, the site has approximately 22.20 m of frontage along Chapel Street to the east and approximately 130.5 m of frontage along Beausoleil Drive to the north. Chapel Street is considered as the front lot line as per the definition in Section 54 – Definitions of the City of Ottawa Zoning By-law.

Figure 2-1: Site Location (GeoOttawa, 2023)



A site visit was undertaken by WSP on August 30, 2022. All photos in this Planning Rationale were taken by WSP unless otherwise noted.

2.2 Community Context

The site is located within the Lowertown neighbourhood, which is primarily comprised of a mix of low-rise, mid-rise, and high-rise residential buildings within the City of Ottawa's downtown core. There are some local commercial and institutional uses in the vicinity of the site, including the York Street Public School, Sainte-Anne Catholic Elementary School. A Loblaws grocery store located on Rideau Street, is approximately 180 m walking distance from the site.

In addition, the site is also in close proximity to various community amenities, including the Ottawa Library – Rideau, Jules Morin Park and MacDonald Gardens Park. The Rideau O-Train Station is approximately 800 m away from the site to the southwest. Cummings Bridge over the Rideau River is approximately 800 m to the northeast of the site. The York Street Public School, originally built in 1921 and located across Beausoleil Drive to the north, is a designated heritage building under the Ontario Heritage Act.

Figure 2-2 illustrates the community context to the site, including nearby amenities and services.

Figure 2-3 through 2-15 illustrate the site and existing conditions.

Land uses and facilities adjacent to the site are as follows:

- **North:** York Street Public School, Sainte-Anne Elementary School, and a two-storey townhouse development, also owned by OCH;
- **South:** A 7-storey mixed-use building with commercial uses at-grade and Friel Residence (a University of Ottawa student dormitory), a 6-storey Bell Canada office building, and a 22-storey apartment building with commercial uses at-grade. On the south side of Rideau Street, there are a variety of 2-storey and 3-storey residential buildings with retail on the ground floor.
- **West:** Loblaws grocery store and Wine Rack store; and
- **East:** Two (2) 25-storey mixed-use towers under construction and a vacant property.

Figure 2-2: Surrounding Community Context (WSP, 2023)

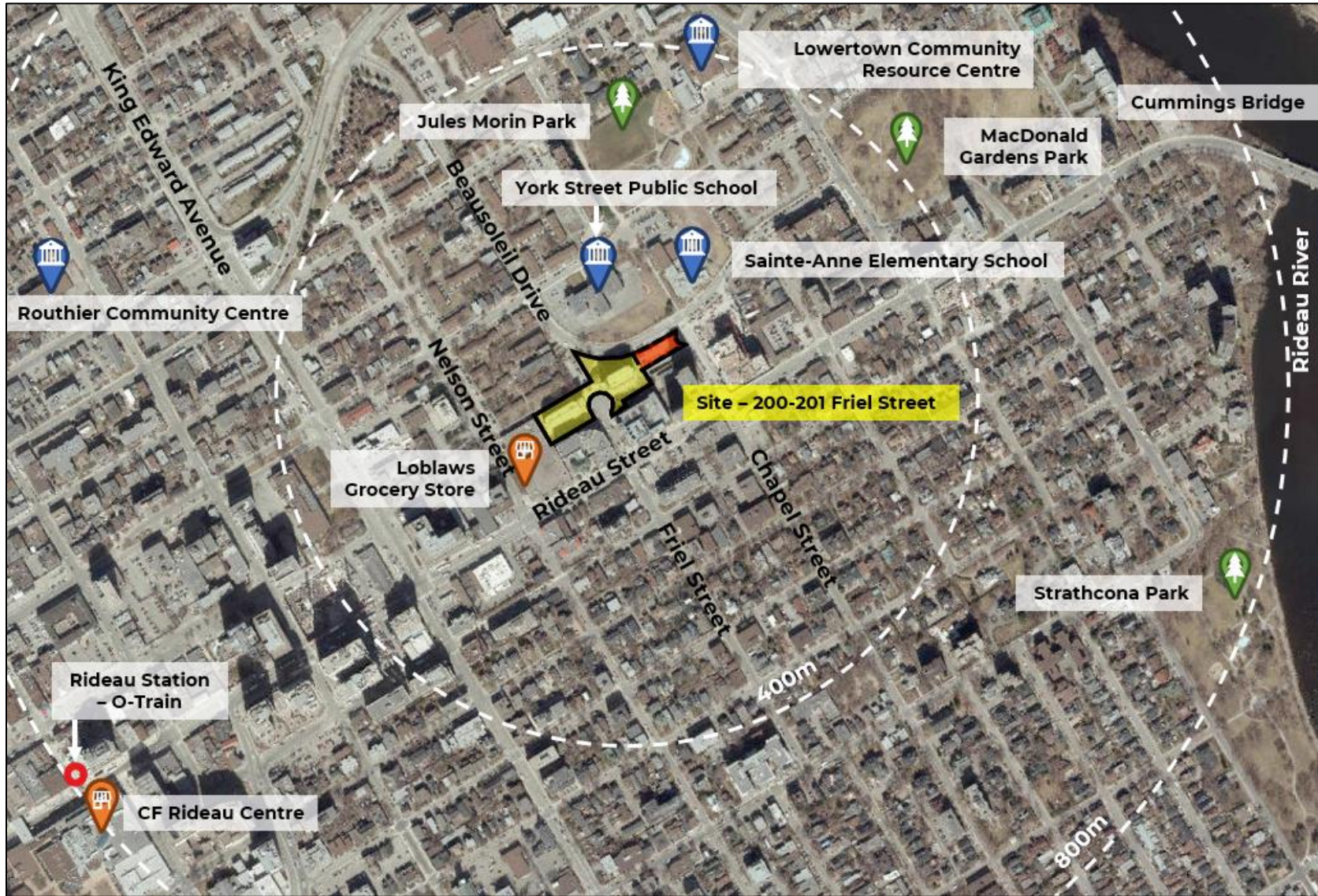


Figure 2-3: Site Photos – Existing Site Conditions and Context – Pinpoint Map (WSP, 2023)

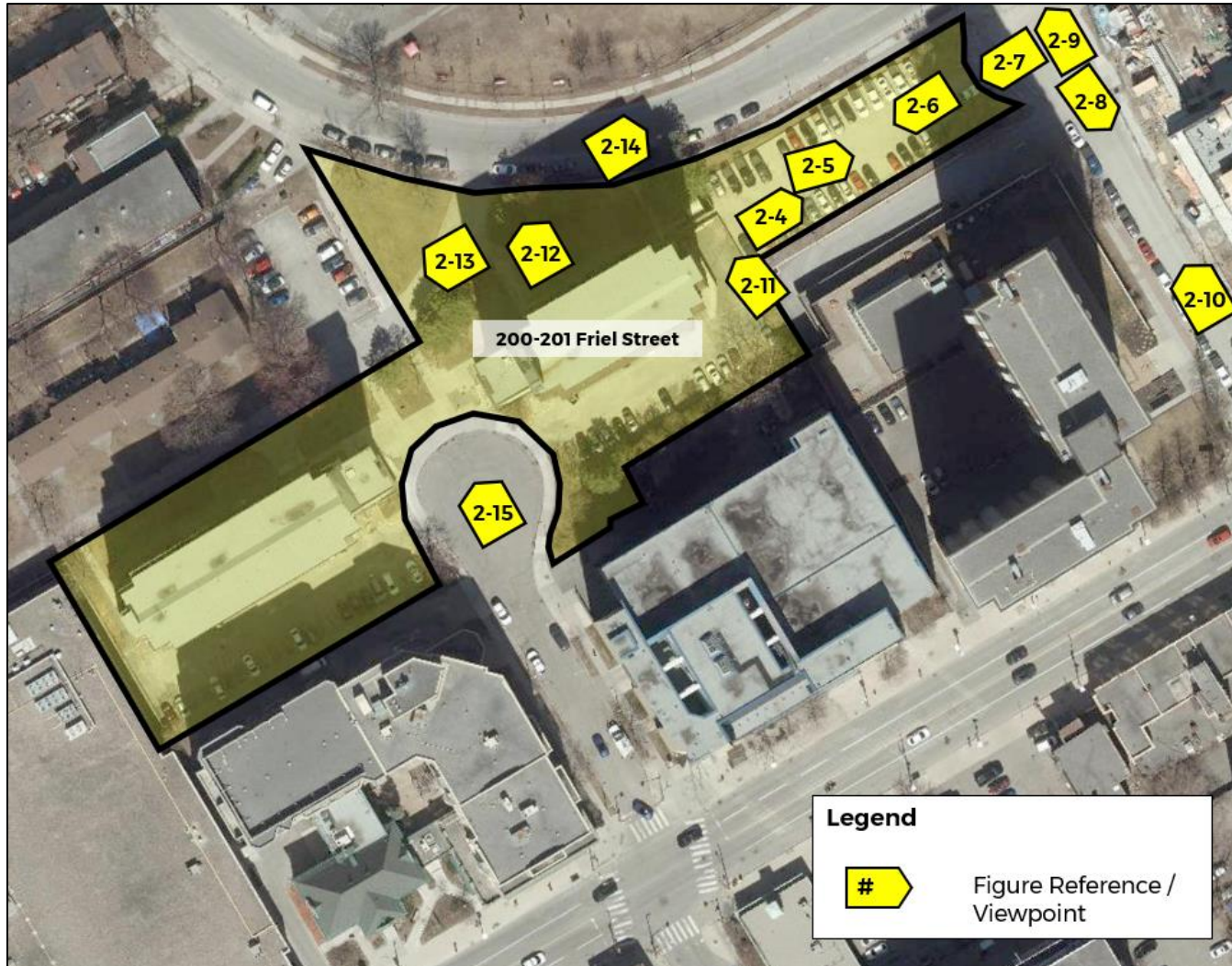


Figure 2-4: Site, looking east – Existing underground parking garage



Figure 2-5: Site, looking southeast towards 151 and 160 Chapel Street



Figure 2-6: Site, looking west towards existing underground parking garage at 200 Friel Street



Figure 2-7: Existing access to 201 Friel Street from Chapel Street, looking west



Figure 2-8: Chapel Street, looking north



Figure 2-9: Chapel Street terminus, looking south towards Beausoleil Drive



Figure 2-10: Chapel Street, looking north towards site and 160 Chapel Street



Figure 2-11: Entrance to existing underground parking garage on site



Figure 2-12: Existing treed area north of 201 Friel Street



Figure 2-13: Existing driveway at 201 Friel Street to parking areas at 260 York Street



Figure 2-14: Beausoleil Drive looking east, north of 200 and 201 Friel Street



Figure 2-15: Friel Street looking north towards 200 and 201 Friel Street



2.2.1 Surrounding Development Activity

Figure 2-16 identifies active and recently completed development applications in the vicinity of the site, and **Table 2-1** provides a summary of these development applications.

Figure 2-16: Development Activity in the Site's Vicinity

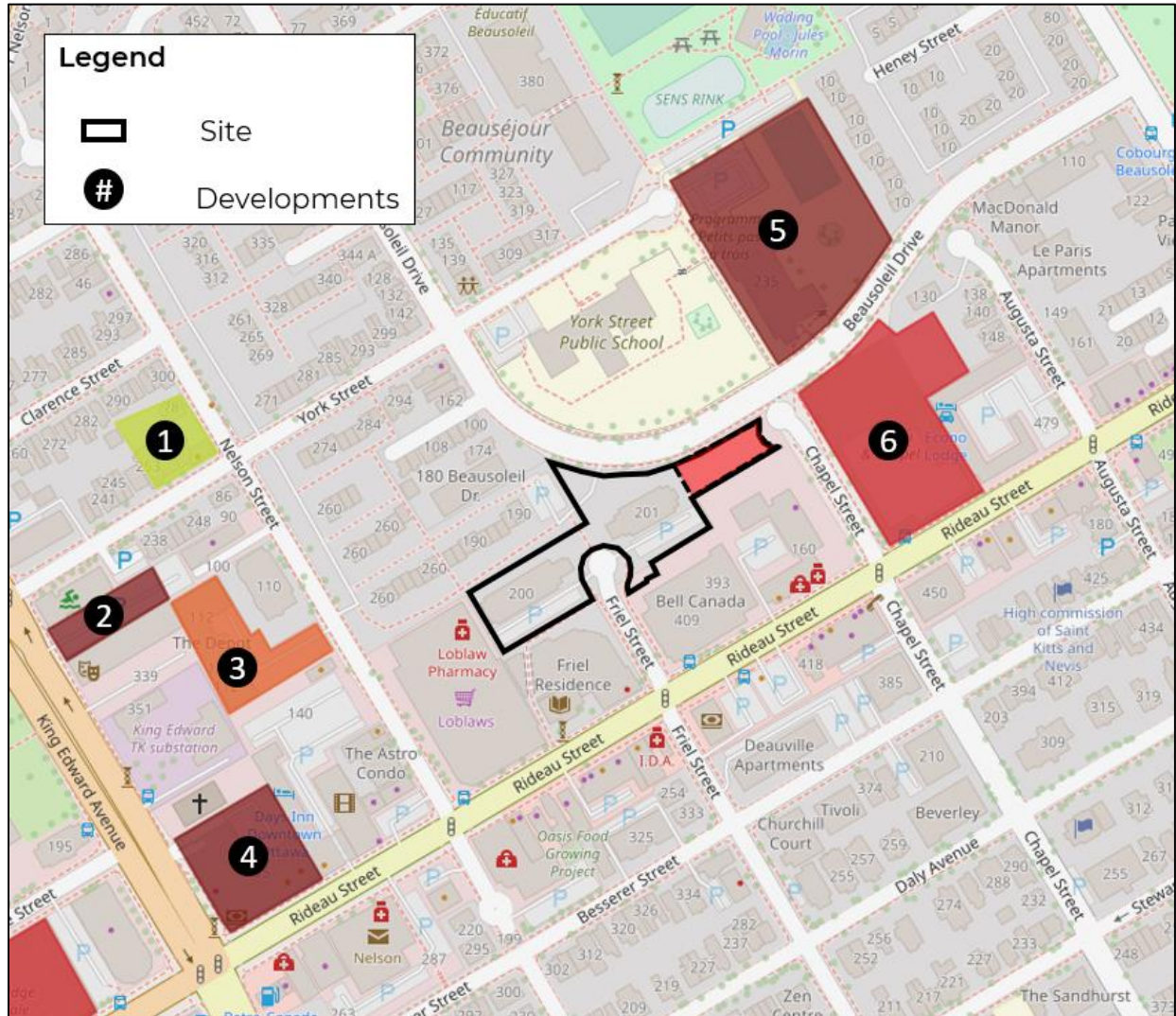


Table 2-1: Development Activity in Vicinity of the Site

NO.	ADDRESS	LAND USE	MAX. HEIGHT (STOREYS)	NO. OF UNITS or GFA	DEVELOPMENT APPLICATION STATUS
1	253, 255, 257 York Street, and 78-80 Nelson Street	Residential	4-storey, 3-storey addition (8 storeys total)	46 units	ZBLA* and SPC** submitted in August 2021
2	333 King Edward Avenue	Commercial	3	2,975 m ²	Built and occupied
3	112 Nelson Street	Residential	9	176 units / 2,317 m ²	ZBLA* approved in 2021; SPC** submission pending
4	305 Rideau Street	Mixed Use (Residential / Commercial)	13	194 units	Built and occupied
5	340 York Street (École Sainte-Anne Addition)	Institutional	3	1,682 m ²	Built and occupied
6	151 Chapel Street	Mixed-Use (Residential / Commercial)	25	633 / 45,382 m ²	Built and occupied

*Zoning By-law Amendment Application (ZBLA)

**Site Plan Control Application (SPC)

2.3 Transportation Network

The road network surrounding the site as per Schedule C5 – Downtown Core Road Network in the City of Ottawa New Official Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022 with modifications) is illustrated in **Figure 2-17**.

The site is currently accessed by Friel Street and Chapel Street, which are both Local roads. Chapel Street ends in a cul-de-sac to the east of the site. Beausoleil Drive, north of the site, is illustrated on Schedule C5 – Downtown Core Road Network of the City of Ottawa’s New Official Plan as an Existing Collector Road. Rideau Street, approximately 80 m, south of the site, is identified as an Existing Arterial Road, and provides vehicular and transit access to the greater Ottawa area.

Figure 2-17: Schedule C5 - Downtown Core Road Network (Excerpt), (City of Ottawa New Official Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022 with modifications))



The site is serviced by existing public transit, as shown in **Figure 2-18**. Rideau Street is serviced by the following Frequent and Local bus routes:

Frequent Bus Routes:

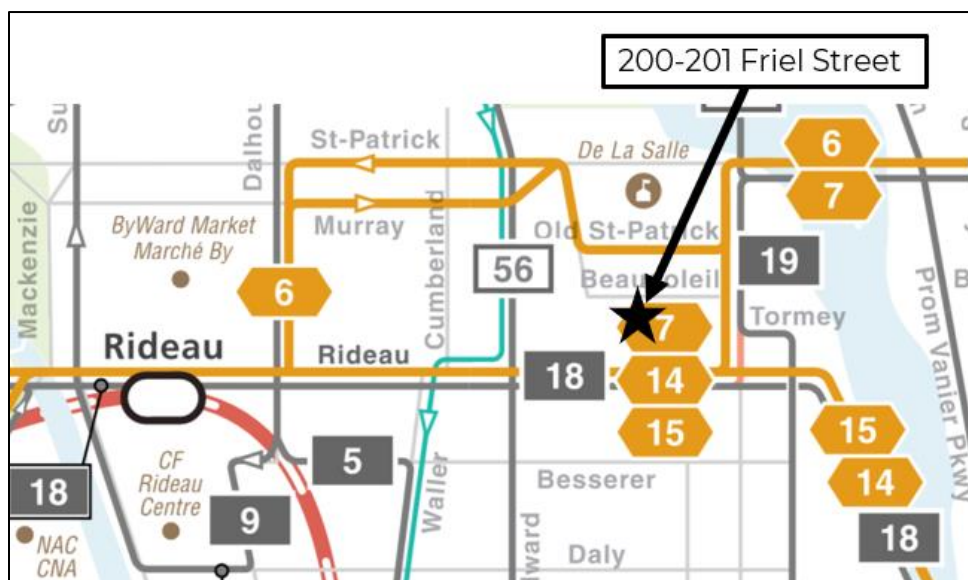
- Route 7 Carleton <-> St-Laurent;
- Route 14 St-Laurent <-> Tunney’s Pasture; and
- Route 15 Blair <-> Parliament.

Local Bus Routes (serve destinations that are not on a Rapid or Frequent route):

- Route 18 St-Laurent <-> Rideau.

The Rideau O-Train Station, part of the O-Train Confederation Line (Line 1), is approximately 800 m west of the site.

Figure 2-18: OC Transpo Network Map (December 2022)



<p>Line 1 / Ligne 1</p> <p>Line 2 / Ligne 2</p> <p>Rapid • Rapide</p> <p>Frequent • Fréquent</p> <p>Local</p> <p>Connexion</p>	<p>O-Train Station-to-station train service Operating 7 days/week in all time periods Service de train de station à station Service offert en tout temps, tous les jours de la semaine</p> <p><i>Closed for O-Train expansion / Fermée dans le cadre du prolongement de l'O-Train</i></p> <p>Line 2 bus service / Service d'autobus de la Ligne 2</p> <p>Rapid • Rapide Station-to-station bus service Operating 7 days/week in all time periods Service d'autobus de station à station Service offert en tout temps, tous les jours de la semaine</p> <p>Frequent • Fréquent Service every 15 minutes or less on weekdays Operating 7 days/week in all time periods Service aux 15 minutes ou moins en semaine Service offert en tout temps, tous les jours de la semaine</p> <p>Local Custom routing to local destinations Réseau local adapté aux besoins des usagers</p> <p>Connexion Convenient connection to the O-Train Weekday peak-periods only Correspondance pratique à l'O-Train Service offert aux heures de pointe, les jours de semaine seulement</p>	<p>Limited service • Service limité Service does not operate in all time periods Service does not operate every day Service offert durant certaines périodes de la journée seulement. Service offert certains jours seulement</p> <p>Occasional trips only Service occasionnel</p> <p>Terminus Beginning or end of route Début ou fin d'un circuit</p> <p>Transit station Station de transport en commun</p> <p>STO Société de transport de l'Outaouais - sto.ca</p> <p>Park & Ride / Parc-o-bus</p> <p>School / École</p>
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25/12/2022

2.4 High Social Impact Project

As per the City of Ottawa's Planning Committee Report 37, dated February 24, 2021, A High Social Impact Project (HSIP) is a development application that supports the City's Council priority for thriving communities and promoting the well-being of our residents. The objective of this initiative is to assist with timelines of related development applications within Development Review and ensure these are prioritized departmentally.

The criteria for eligibility for the HSIP is described as below:

- “The applicant is a non-profit organization
- The land use is either residential, is a long term care facility (residential care facility in in the zoning by-law), or is a retirement home
- Where a contribution agreement or municipal capital facilities agreement has or will be entered into with Housing Services.”

Based on the above-noted criteria, the development applications are eligible to be considered as a High Social Impact Project since OCH is a not-for-profit organization, and the proposed development is for residential use.

3 The Proposed Development

Ottawa Community Housing is proposing to develop a 20-storey (67 m in height with a mechanical penthouse and elevators overrun above the height limit as permitted projections), approximately 160-unit, residential apartment building on the site. **Figure 2-1** shows the portion of the site that is proposed for redevelopment. The proposed building’s footprint is approximately 770.8 m² and it has a Gross Floor Area (GFA) of approximately 10,161.4 m². The tower floor plate is 553.56 m². The existing decommissioned underground one-level parking garage will be demolished as a part of the proposed development.

The proposed building would consist of the following building elements:

- A ‘podium and tower’ built form;
- A six-storey podium;
- Amenity and common spaces for residents and an OCH office space on the ground level;
- Residential dwelling units (160 units) on the 2nd to 20th storeys;
- Additional indoor and outdoor amenity areas for residents on the 7th floor;
- Underground parking spaces, a bicycle parking room, facility and storage space for use by OCH, building services, and a garbage and recycling room on the basement level; and
- A 201.93 m² Privately-Owned Publicly Accessible Space (POPS) and an outdoor shared amenity space on site along Beausoleil Drive.

Residential units in the 6-storey podium would be accessible units. The mechanical penthouse is proposed to be an additional 5 m in height and the elevator overrun would be 8 m in height. Mechanical penthouse and elevator overrun are permitted projections above the height limit. The mechanical penthouse is proposed to be only on a portion of the rooftop, along Chapel Street.

The proposed development will provide affordable options for the rental units in alignment with City and funding requirements. As well, tenancies will align with City priorities as dictated through the central wait list.

Units Distribution

Table 3-1 provides a summary of the proposed residential unit distribution.

Table 3-1: Unit Distribution

UNIT TYPE	COUNT	PERCENTAGE
Typical One-Bedroom	128	80%
One-Bedroom Accessible	22	13.75%
Two-Bedroom Accessible	10	6.25%
Total	160	100%

Amenity Area

The proposed development includes approximately 961.49 m² of indoor and outdoor amenity area for residents. The indoor amenity area will consist of ground floor program space and multi-purpose rooms. The outdoor amenity space consists of a private garden with play-area along Beausoleil Drive, outdoor seating areas, a front garden near the building entrance, and a communal terrace on Level-7 of the proposed building. It is intended that these outdoor spaces will be used by residents as well as visitors.

Parking, Vehicular Access, Circulation, and Loading

The existing vehicular access to the site from Friel Street will be maintained. The proposed building will have a two-way ramp leading to a 1-storey underground parking garage, which will provide a total of eight (8) parking spaces. The proposed development will include provisions for converting all these parking spaces into electrical vehicle parking spaces in the future.

The proposed parking spaces are as follows:

- Two (2) parking spaces will be resident-focused through a car-share program.
- Two (2) parking spaces will be reserved for Ottawa Community Housing staff.
- Four (4) parking spaces, including two (2) accessible parking spaces will serve the visitors. One of these accessible parking spaces will be a Type A space (minimum 3.4 m wide) and the other will be a Type B space (minimum 2.4 m wide) as per the City of Ottawa Accessibility Design Standards.

A total of eighty (80) bicycle parking spaces are proposed. Sixty-four (64) of these bicycle parking spaces will be located in the bicycle room area in the underground parking level accessible by the ramp at the west of the proposed development, and sixteen (16) will be accommodated in the outdoor bicycle parking racks by the building entrances, as illustrated in the Landscape Plan.

In addition, the underground parking level will have a solid waste management room for the proposed development. A staging area, as shown in the Site Plan in **Figure 3-1**, is proposed where the garbage bins will be staged on the garbage collection day. The staging area will be depressed from the street level by 3.5 m and further enclosed by a 1.1 m tall railing that will provide additional screening. The waste collection vehicle will access the site via Friel Street. For tenant move-in and unloading, vehicles will use the same access route and staging area as the waste management vehicle.

The proposed Site Plan, prepared by DSAI (dated March 22, 2023) is shown in **Figure 3-1** and is also available in a larger format in **Appendix A**. The Landscape Plan is shown in **Figure 3-2** and is also included in **Appendix B**. Elevations of the proposed development are shown in **Figure 3-3** as well as in **Appendix C**. Preliminary renderings of the proposed development are shown in **Figure 3-4** and **Figure 3-5**.

Municipal Services

As outlined in the Servicing and Stormwater Management Report, prepared by Morrison Hershfield (March 22, 2023), there are existing sanitary and storm sewers and watermain stubs that are available on site.

Figure 3-1: 200-201 Friel Street – Site Plan (Prepared by DSAI, dated March 22, 2023)

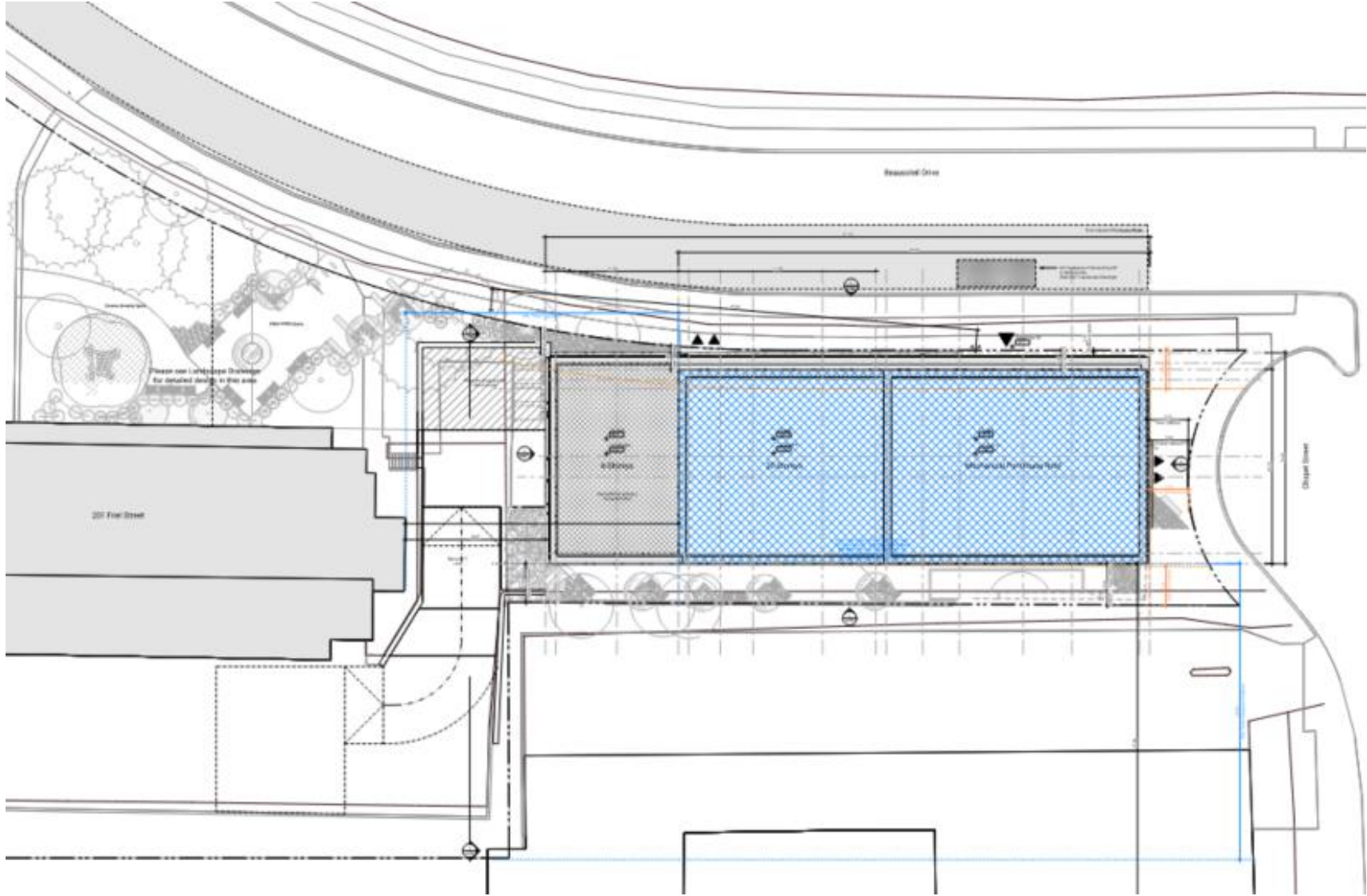


Figure 3-2: Proposed Landscape Plan – 200-201 Friel Street (Prepared by Lashley + Associates Corp., dated March 22, 2023)

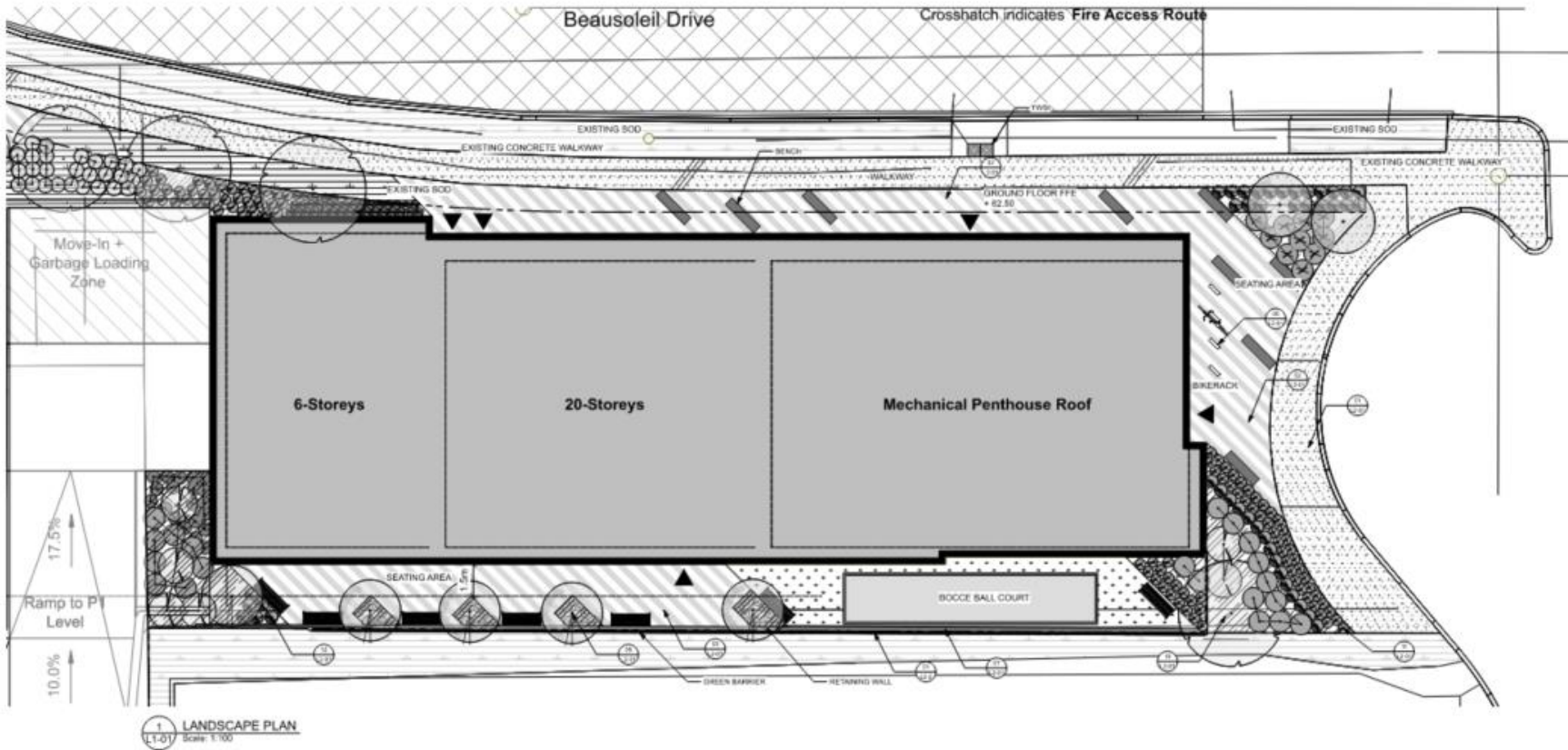


Figure 3-3: Proposed Building Elevations – 200-201 Friel Street (Prepared by DSAI, dated March 22, 2023)

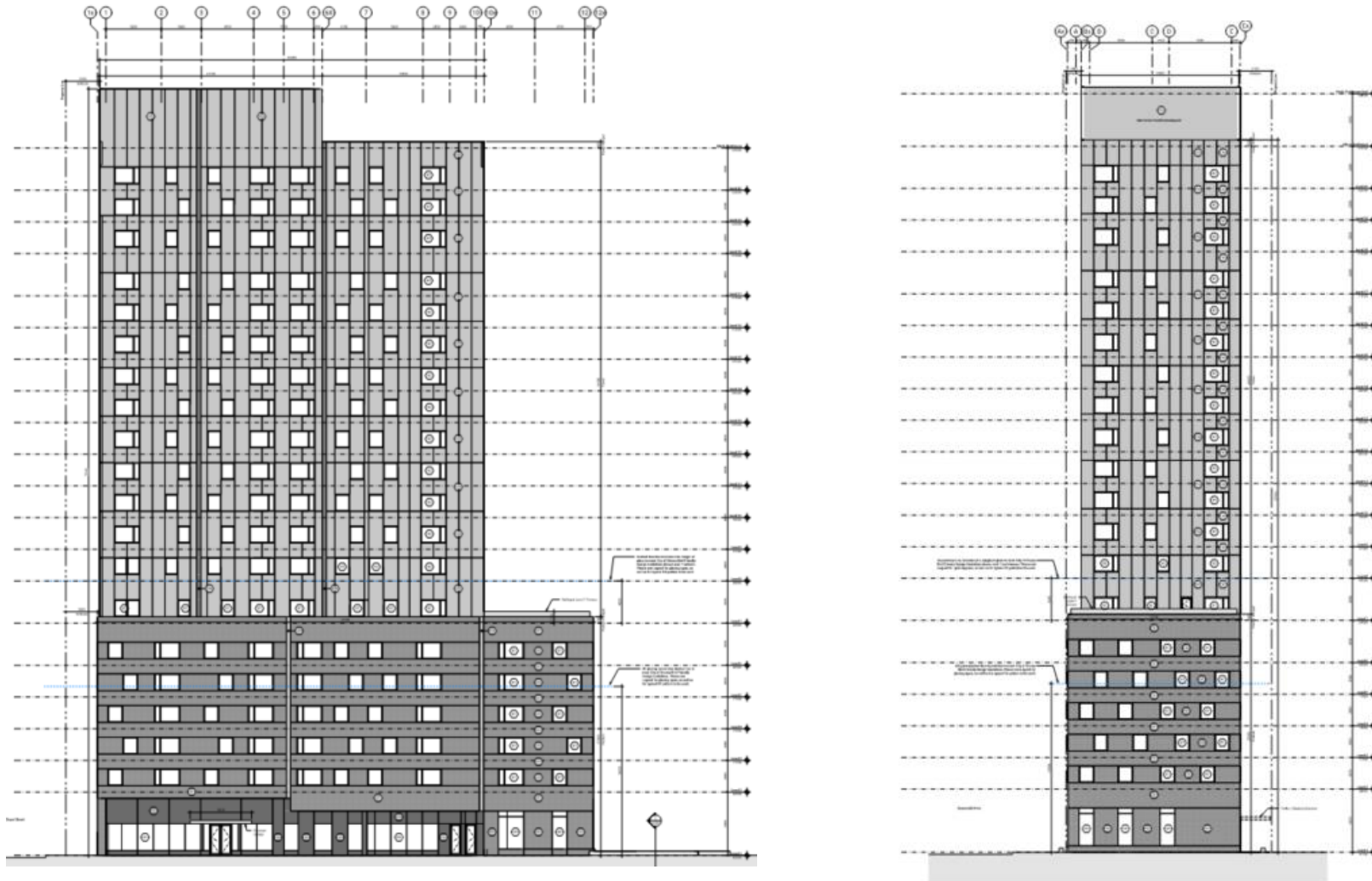


Figure 3-4: Preliminary Rendering – 200-201 Friel Street (Prepared by DSAI, dated March 22, 2023)

Looking southwest providing an overall view of the proposed development.



Figure 3-5: Preliminary Rendering – 200-201 Friel Street (Prepared by DSAI, dated March 22, 2023)

At-grade articulation of podium along the Beausoleil Drive public realm.



4 Community Engagement and Outreach (Public Consultation Strategy)

The public engagement for the Zoning By-law Amendment and Site Plan Control applications will follow the City of Ottawa public consultation process and practices pursuant to the City's [website](#).

Pre-Application Consultation Meeting

A Pre-Application Consultation meeting was held on September 15, 2022 with the City staff, a representative of the Lowertown Community Association, DSAI, WSP and the Client.

Introductory Meeting with Neighbouring Property Owner

An introductory and information meeting was held with Morguard, the owner of the neighbouring property to the south at 160 Chapel Street, on November 10, 2022, during which the Client introduced the proposed development to Morguard.

Community Information Session

The Client will contact the local councillor's office as well as Lowertown Community Association. An extensive community engagement will be undertaken by the Client in support of the proposed development by holding online information session.

5 Policy and Regulatory Framework

This section describes the provincial and local policy framework that is relevant or applicable to the proposed development of the site including: the Provincial Policy Statement, 2020; City of Ottawa Official Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022 with modifications); Central and East Downtown Core Secondary Plan; Urban Design Guidelines for High-Rise Buildings (approved by Ottawa City Council in May 2018); and the City of Ottawa Zoning By-law 2008-250 (September 8, 2021 Consolidation).

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) was issued by the Province of Ontario under Section 3 of the Planning Act in May 2020, replacing the previous 2014 PPS. The PPS provides policies on matters of provincial interest including quality of the natural and built environment and public health and safety. All land use planning decisions shall be consistent with the policies of the PPS.

The following review demonstrates that the proposed development is consistent with the application policies of the PPS.

Part IV: Vision for Ontario's Land Use Planning System identifies that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, while promoting efficient development patterns that promote a mix of housing, including affordable housing. Growth should also be focused within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities.

Policy 1.1.1 states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns;
- b) accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing, affordable housing and housing for older persons;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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.

Policy 1.1.3.1 directs that Settlement Areas shall be the focus of growth and development.

Policy 1.1.3.2 (a) states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

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

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and

range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

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

Section 1.4 Housing includes policies on the provision of an appropriate range and mix of housing options and densities. Specifically, **Policy 1.4.3** directs planning authorities to provide for an appropriate and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- b) “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; and
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) 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;
- d) 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Section 6.0 Definitions defines “housing options” as follows:

“a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life leasing housing, co-ownership

housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.”

The proposed development is consistent with the PPS. The site is within a settlement area. The proposed compact development is a form of intensification that promotes an efficient development, and supports transit use given the site’s location in proximity to existing Bus Rapid Transit and Light Rail Transit stations. Overall, the proposed development advances the provincial goals of healthy, liveable and safe communities as it utilizes the existing infrastructure by redeveloping an underutilized property and contributes to improving the range and mix of housing types offered in the City of Ottawa.

5.2 City of Ottawa Official Plan (Adopted November 24, 2021 and Approved by MMAH on November 4, 2022 with Modifications)

The City of Ottawa Official Plan (the “OP”) was approved by Ottawa City Council on October 27, 2021 and adopted on November 24, 2021. It subsequently was approved by the Ontario Ministry of Municipal Affairs and Housing (MMAH) with modifications on November 4, 2022. The OP sets the vision for how the city will grow and develop to 2046. The OP introduces significant policy changes, moving from traditional land use planning with a focus on permitted land uses to context and transect-based planning with an emphasis on form and function.

In the OP, the site is located within the urban boundary. As shown in **Figure 5-1**, Schedule C5 – Downtown Core Road Network of the OP identifies Beausoleil Drive as an Existing Collector Road. The site is part of the **Downtown Core Transect** as per Schedule A – Transect Policy Areas (**Figure 5-2**). It is designated as **Neighbourhood** and is subject to the **Evolving Neighbourhood Overlay** as per Schedule B1 – Downtown Core Transect (**Figure 5-3**).

As per **Section 11.1(1) – Set the stage for Site Plan Control requirements and provisions**, the entire City of Ottawa is designated as a Site Plan Control Area to be implemented by the Site Plan Control By-law. Site Plan Control may be applied to all commercial, institutional, industrial and multiple residential developments in the city. The site and the proposed residential development are therefore subject to Site Plan Control.

Strategic Directions

Section 2 - Strategic Directions of the OP outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years. **Section 2.1 – The Big Policy Moves** outlines the following five broad policy directions to shape Ottawa as a liveable, mid-sized city.

- Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

- By 2046, the majority of trips in the city will be made by sustainable transportation.
- Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
- Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- Embed economic development into the framework of our planning policies.

Section 2.2 – Cross Cutting Issues identifies six (6) policy themes that span a range of topics related to achieving the City of Ottawa’s goal of becoming a livable City. These include: intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture. The relevant cross-cutting issues are described as follows.

Subsection 2.2.1 – Intensification and Diversifying Housing Options directs residential growth within the built-up urban area towards 15-minute neighbourhoods. This direction supports the creation of 15-minute neighbourhoods by locating daily and weekly needs in proximity to Hubs, Corridors and surrounding Neighbourhoods. Promoting intensification is a key part of achieving this goal. The OP defines intensification as the following:

“The development of a property, site or area at a higher density than currently exists through:

- a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;
- b) The development of vacant and/or underutilized lots within previously developed areas;
- c) Infill development; or
- d) The expansion or conversion of existing buildings”.

The proposed development would support and contribute to the City’s intensification goal of 60 per cent by 2046.

Subsection 2.2.3 – Energy and Climate Change promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created. The OP also supports sustainable site and building design as part of development. Sustainable and resilient design measures, such as supporting the adaptive reuse and retrofit of existing buildings, are to be applied.

Subsection 2.2.4 – Healthy and Inclusive Communities is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support cultural expression and community identity as well as ensuring access to goods and services within peoples’ communities using active transportation modes.

The proposed development supports the Strategic Directions of the OP by providing residential intensification within the urban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding new housing options for users of all ages through intensification in the existing downtown neighbourhood. The proposed development is on an underutilized portion of an existing lot, in a previously developed area that is within a walking distance of amenities such as community facilities, convenience stores, services, and public transit.

These broad policy directions inform and generally capture the intent of the OP policies, which are described in further detail in the following sections.

Growth Management Framework

Section 3 – Growth Management Framework of the OP is “premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions”.

Growth is to be concentrated within the urban area with a majority of residential growth to occur in the built-up area through intensification. The intent of the Growth Management Framework policies is:

- a) “To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- b) To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- c) To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- d) To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- e) To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt”.

Section 3.2 – Support Intensification, Table 3b - Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets, contains Target Residential Density Range for Intensification, Dwellings per Net Hectare in the Neighbourhood designation. The Downtown Core Transect has a residential density target of 80 to 120 dwellings per net hectare. Combined, the existing buildings at 200-201 Friel Street and the proposed building at 201 Friel Street have a residential density of 438 dwellings per net hectare (315 units / 0.72 net hectare). Therefore, the overall residential density would exceed the OP target. For the redevelopment portion of the site (1,977 m² or 0.1977 ha) where the new building is proposed, the density would be approximately 810 units per net hectare (160 units / 0.1977 net hectare).

The proposed development is a form of residential intensification that conforms with the Growth Management Framework policies, by redeveloping an underutilized property in the City's urban area with existing infrastructure, services and transit.

City-Wide Policies

Mobility

Section 4.1 – Mobility of the OP sets the policy direction for land use and transportation to achieve the following objectives:

- 1) Provide mobility options to safely and equitably navigate the city
- 2) Promote healthy 15-minute neighbourhoods
- 3) Support growth management and a greener and more resilient city
- 4) Support the shift towards sustainable modes of transportation
- 5) Ensure new mobility solutions to facilitate seamless, multi-modal travel
- 6) Guide the inter-urban flow of people and goods
- 7) Protect and invest in rights of way.

Section 4.1.3 - Support growth management and a greener and more resilient city states that the street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment. The street and road network shall be developed as identified on Schedules C4, C5, C9 and C10 and in approved local plans and Environmental Assessments.

As shown in **Figure 5-1**, Schedule C5 – Downtown Core Road Network of the OP identifies Beausoleil Drive as an Existing Collector Road.

Table 1 - Road Right-of-Way Protection in **Schedule C16 - Road Classification and Rights-of-Way Protection** of the OP identifies right-of-way (ROW) widening requirements to implement the appropriate road design and meet road corridor functions for those roads and road segments that have not been secured. There are no identified ROW protections for Friel Street, Beausoleil Drive, or Chapel Street.

Section 4.1.4 - Support the shift towards sustainable modes of transportation states the following:

- 2) "The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:
 - a) Hubs and Corridors;

- b) Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route; and
- d) Other areas determined by Council.

8) Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan.”

Figure 5-1: Schedule C5 – Downtown Core Road Network (Excerpt), New City of Ottawa OP (Adopted November 24, 2021 and approved by MMAH on November 4, 2022)



Being located in the Downtown Core, close to the existing bus transit and within 800 metres distance from the Rideau Street Light Rail Transit station, the proposed development conforms to the policies set in Section 4 – Mobility of the OP. The proposed development includes no vehicular access from Beausoleil Drive strengthening a pedestrian-first approach, proposes a reduced number of on-site parking spaces than the Zoning By-law requirement, and encourages the use of existing public transit system.

Housing

Section 4.2 – Housing of the OP talks about housing “that meets needs across ages, incomes and backgrounds and supports accessibility needs” and states that the OP strives to facilitate a diversity of housing options for both private ownership and rental. One of the City’s objectives is to “enable greater flexibility and an adequate supply and diversity of housing options throughout the city”. **Section 4.2.1 – Enable greater flexibility and an adequate**

supply and diversity of housing options throughout the city contains the following policies:

“1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;”

The proposed development conforms to the Housing policies as it adds to the diversity of housing options in the City and provides a range of unit sizes and types including accessible units.

Parks and Recreation Facilities

Policy (3) of **Section 4.4.1 - Identify park priorities within Ottawa’s growth areas** states that for Site Plan Control applications in the Downtown Core Transect where the development site exceeds 4,000 m², the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law. **The proposed building at 201 Friel Street may be exempted from parkland dedication, as OCH is considered to be a not-for-profit housing organization.**

Urban Design

Urban design and compatibility considerations ensure that the design of a new development contributes and enhances an area’s sense of community and identity. **Section 4.6 – Urban Design** of the OP includes Urban Design policies that are to be applied within all land use designations.

Subsection 4.6.1 – Promote Design Excellence in Design Priority Areas of the OP states that Design Priority Areas (DPAs) are identified to promote design excellence through the development review process. As per Schedule C7-A – Design Priority Areas – Urban, the site is not within a Design Priority Area. **As confirmed at the pre-application consultation meeting on September 15, 2022, a Formal Review with the UDRP is not required, but given the complexity of the site and its surrounding context, consultation with the UDRP was encouraged by City staff.** Following the first submission of the Major Zoning By-law Amendment and Site Plan Control applications to the City, it is intended that the Client will submit for Formal Review with the UDRP.

Subsection 4.6.6 - Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all provides the following direction for development:

“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.

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.

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.

The ‘high-rise’ height category is defined in the OP as “between 10 and 40 full storeys”.

The proposed development in the form of a 20-storey tower with a 6-storey human-scaled podium has been designed to facilitate separation from existing and future tower development on adjacent properties. The proposed tower floorplate of 553.5 m² is relatively small and accomplishes a slender form responding to the site condition and constraints. Adequate amenity area is proposed in both outdoor and indoor configurations.

Further information is provided under the ‘City of Ottawa Urban Design Guidelines for High-rise Buildings (2018)’ section of this Report.

Transects

Schedule A – Transect Policy Areas of the OP divides the city into six concentric policy areas called transects. Each transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The site is located within the urban boundary and is part of the Downtown Core Transect policy area, as per **Schedule A – Transect Policy Areas (Figure 5-2)**. **Section 5.1 – Downtown Core Transect** of the OP states that the Downtown Core Transect is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation are to be maintained and enhanced.

The goals of the Downtown Core Transect policy area include: maintaining an urban pattern of built form, site design and mix of uses, prioritization of walking, cycling, and transit, and siting of the tallest buildings and densities.

Figure 5-2: Schedule A - Transect Policy Areas (Excerpt), City of Ottawa New Official Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022 with modifications))

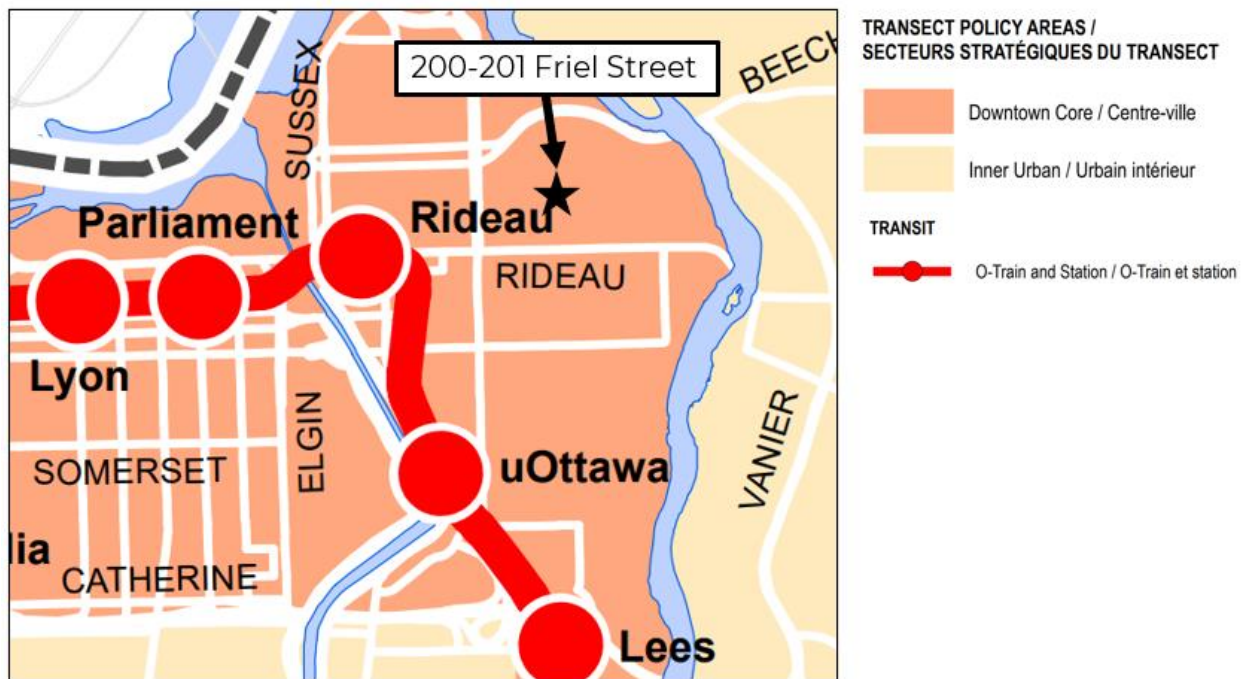


Table 7 – Minimum and Maximum Height Overview of **Section 5 - Transects**, states that within Neighbourhoods in the Downtown Core Transect, low-rise is permitted, with building heights up to 4 storeys allowed where appropriate. However, the site is subject to the height policies of the Central and East Downtown Core Secondary Plan, which prevail over those of the parent OP. The Secondary Plan policies are reviewed in Section 5.3 of this Report.

Section 5.1.1 - Maintain and enhance an urban pattern of built form, site design and mix of uses states the following:

- 2) “The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
 - a) Hubs and a dense network of Corridors provide a full range of services;

4) The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

6) The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:

i) Is generally discouraged; and

ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.

b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches.”

Policy (3) of **Section 5.1.2 – Prioritize walking, cycling and transit within, and to and from, the Downtown Core** addresses the management of motor vehicle parking in the Downtown Core and states the following:

3) “Motor vehicle parking in the Downtown Core shall be managed as follows:

a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;

b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;

c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;

d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and

e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.”

Section 5.1.3 - Locate the tallest buildings and greatest densities in the Downtown Core Transect states that high-rise buildings may be permitted in the Downtown Core Hubs, subject to the limits on building heights and massing established through secondary plans or area-specific policies, urban design policies in Subsection 4.6 – Urban Design.

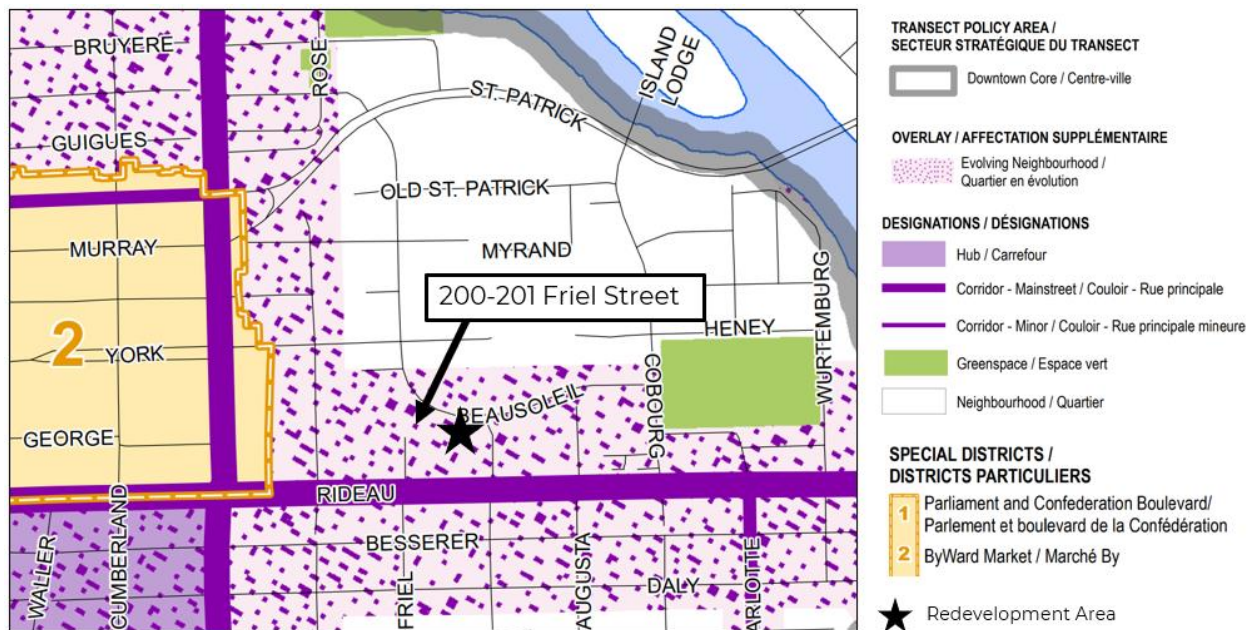
Section 5.1.5 – Provide direction to the Neighbourhoods located within the Downtown Core Transect of the OP includes policy direction for Neighbourhoods in the Downtown Core

Transect. Specifically, Policy (1) of this section states that this designation shall accommodate residential growth to meet the Growth Management Framework set out in Subsection 3.2, Table 3b.

The proposed development conforms to the Downtown Core Transect policies as its built form positively contributes to the existing downtown neighbourhood in Lowertown. The proposed design utilizes the existing private approaches to access the site. A limited number of parking spaces for motor vehicles is provided which will have provisions for converting into Electric Vehicle (EV) ready parking spaces. The provision of bicycle parking and Electric Vehicle (EV) ready parking spaces in the future will encourage alternative forms of transportation to and from the site. The proposed building height of 20 storeys has been evaluated as per the policies of the Central and East Downtown Core Secondary Plan contained herein.

As per **Section 5.6 – Overlays**, there are several categories of overlays which apply to complement the underlying designations. These overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas. The site is part of the Evolving Neighbourhood Overlay (**Figure 5-3**) in the OP.

Figure 5-3: Schedule B1 – Downtown Core Transect (Excerpt) (City of Ottawa New Official Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022 with modifications))



Section 5.6.1 – Built Form Overlays provides built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. 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.

Subsection 5.6.1.1 – Provide built form direction for the urban area where intensification is anticipated to occur of the OP relate to development standards that may guide gradual change in character, allow for new building forms and provide direction for the evaluation of development. Development standards applicable to lands within the Evolving Overlay would be created through the Zoning By-law. The City of Ottawa is currently in the process of updating its Zoning By-law to create such development standards. Subsection 5.6.1.1 includes the following policies:

- 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 the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. 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.
- 2) Where an Evolving overlay is applied:
 - a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
 - b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”

The proposed residential building conforms to the Neighbourhood designation policies that permit residential uses that integrate with a dense, mixed-use environment. The proposed 20-storey high-rise apartment dwelling building will not exceed the maximum permitted building height of 40 storeys.

Urban Designations

As per **Section 6.3 – Neighbourhoods** of the OP, the Neighbourhood designation permits a mix of residential and non-residential built forms. Neighbourhoods are planned for ongoing

gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. **Section 6.3.1 - Define neighbourhoods and set the stage for their function and change over the life of this Plan** states the following:

- 2) "Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or
 - b) In areas already characterized by taller buildings.
- 3) Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:
 - a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan."

Policies of the Central and East Downtown Core Secondary Plan apply to the site which allow for high-rise buildings up to 25-storeys height.

Section 13 – Definitions of the OP defines low-rise buildings as up to and including four (4) storeys, and high-rise buildings 10 to 40 storeys. The proposed building would constitute a "high-rise building" as defined by the OP.

Section 6.3.2 - Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods states that the City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- a) "Local context and character of existing development;
- b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
- d) Proximity to Hubs, Corridors and rapid-transit stations;
- e) Transition in building form to and from abutting designations;
- f) The intended density to be accommodated within the permitted building envelope."

The proposed development implements and conforms to the policy direction set out for the Neighbourhood designation in the OP. The site is within 100 m of existing bus stops, within 800 m of rail transit, and represents a significant opportunity for redevelopment of an underutilized property in the Downtown Core Transect. The proposed development has been designed in such a manner that responds to the existing development in the

surrounding area, provides appropriate interface with the public realm along Beausoleil Drive and Chapel Street, improves the pedestrian infrastructure in the area and meets the intent of the Neighbourhood designation.

Protection of Health and Safety

Section 10.2.1 – Environmental Control Noise of the OP provides guidance to control noise between land uses that are noise sensitive and land uses that are sources of noise such as roads, railways, employment areas and equipment for building facilities. As per Policy (3) of this section, development proposals for a new or expanded noise sensitive land-use shall require a noise feasibility study and/or detailed noise study pursuant to the Environmental Noise Control Guidelines for lands within 100 m of existing arterial roads. Rideau Street is identified as an Existing Arterial Road and is approximately 80 metres from the site. A Noise Study prepared by Gradient Wind (dated March 22, 2023) is included with the development applications submission.

It is our professional opinion that the proposed development conforms to the policies of the Official Plan policies including Strategic Directions, Growth Management, City-Wide Policies, Transect Areas, Urban Designations, and Protection of Health and Safety.

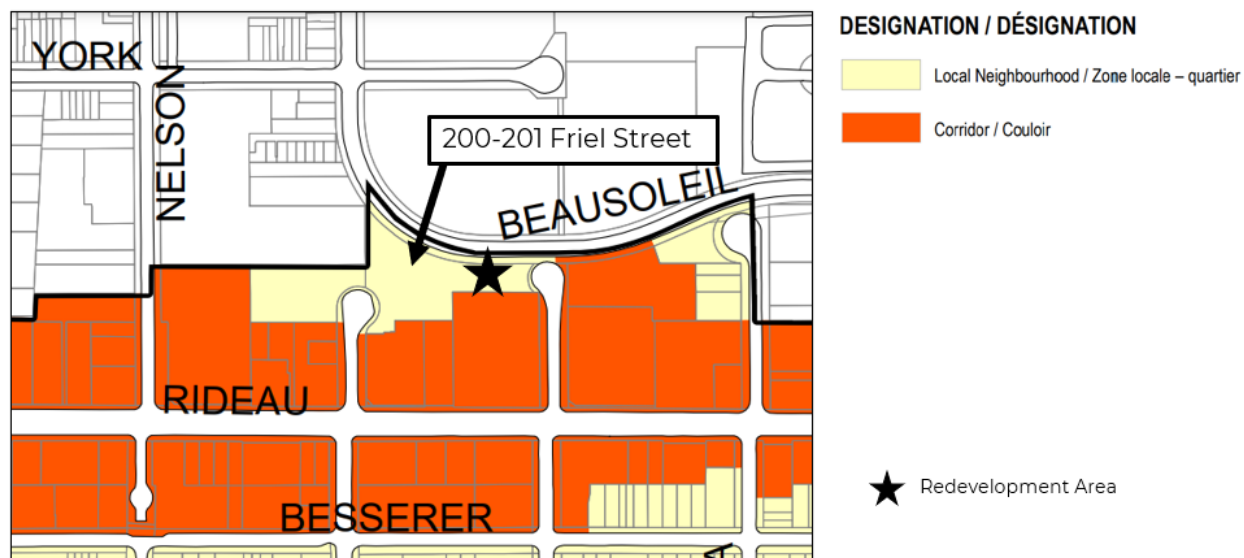
5.3 Central and East Downtown Core Secondary Plan (November 24, 2021)

As part of the Ministry of Municipal Affairs and Housing (MMAH) approval of the City's new OP, the Central and East Downtown Core Secondary Plan (November 24, 2021) ("New Secondary Plan") applies to the site. The New Secondary Plan consolidates the former Uptown Rideau Secondary Plan and other downtown Secondary Plans and provides area-based policy direction to guide public and private development in the Secondary Plan Area for the next 20 years.

Per Schedule B – Designation Plan (**Figure 5-4**) of the New Secondary Plan, the site is designated as **Local Neighbourhood**. Section 2.1.1 states that Local Neighbourhoods are "primarily residential".

Section 3 – General Policies of the New Secondary Plan contains policy direction for built form, the public realm, mobility, rights-of-way, development, heritage, and urban design for the Secondary Plan area. Policies relevant to site design and development for 200-201 Friel Street are summarized in the following subsections. Additional policies, specific to the Uptown Rideau Character Area and design direction are discussed further under Section 4 – Uptown Rideau Character Area.

Figure 5-4: Schedule B - Designation Plan (Excerpt) (Central and East Downtown Core Secondary Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022)



Section 3.1 – Built Form states that “development in the Central East and Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity” and outlines the following policies:

- 1) “Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:
 - a. Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.
 - b. Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
 - c. Lower floor articulation with a high degree of transparency and functional permeability.
 - d. Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
 - e. A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10% window coverage by temporary posters or advertisements.
 - f. Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.

- g. The inclusion of art in the public realm where possible.
- h. Buildings must front onto all their adjacent streets.
- i. Vehicular facilities must minimize all visual and functional impacts on the public realm.
- j. Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.
- k. Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.

2) Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.”

The proposed development will contribute to the public realm along Beausoleil Drive and Chapel Street in a number of ways, including the following:

- Maintaining a direct access from Beausoleil Drive. This access will act as the main entrance for residents and visitors to the community activities within the building. The intent of the entry location is to be clearly visible; and to be incorporated into the architecture to provide a waypoint for arrival.
- Numerous indoor and outdoor amenity areas. These include two at-grade exterior amenity spaces, one of which is located to the north-west of the proposed development and is connected to the proposed Privately-Owned Public Space (POPS) space. The other ground level amenity space is more private, designed as a garden, seating and lawn game zone, which is located along the south facade of the building. A third, smaller, at-grade garden amenity is located directly at the south-east corner of the site.
- Articulation of the podium level. This will allow for breaking up the building mass and introduce transparency to the interior via curtainwall glazing which will provide at-grade animation, and a connection between interior and exterior. The podium massing will be further broken up by subdividing the horizontal massing of the levels between the ground floor and sixth floor via vertical reveals in the proposed brick cladding. The walls directly adjacent to zones of the public realm will be predominantly glazed in order to provide an active frontage zone along both Beausoleil Drive and Chapel Street.
- No residential units are proposed on the ground level. In order to separate residential units on the second floor level from active amenity spaces and active street frontages, the second floor is located 6 metres above grade.
- Outdoor amenity spaces would be screened from the public view via plantings and architectural fencing. This will provide a delineation between different areas while providing a flattering transition zone that is tied together as one development.
- Active frontages along both Chapel Street and Beausoleil Drive on the exterior, with permanently installed seating areas and hardscaping for pedestrian

connectivity. In addition, ample provision of clear glazing into active amenity zones is provided, to activate and animate the public realm perimeter year-round. In order to create visual and functional variety from the sidewalk, the brick facade will step downwards along the northern facade, with colour-highlights and transparency creating an interesting and engaging frontage at street level for pedestrians.

- Vehicular facilities limited to a drop-off area along Beausoleil Drive. The remaining vehicular facilities, including parking, waste management and loading, are all contained within the south-west zone of the development area, and located at the basement level.

Policy (4) of this section states the following:

4) “Much of the Central and East Downtown Core is located within the Design Priority Area identified in the Official Plan. All new development within this area shall be subject to Design Review by the City’s Urban Design Review Panel, including the process and exemptions identified for the panel.”

Although the site is not in a Design Priority Area, the Client will make a Formal submission to the UDRP as a means of good measure/good design practice.

In addition, **Section 3.3 – Mobility** of the New Secondary Plan states that “the City will prioritize sustainable modes (pedestrians, cycling, transit), making them the most convenient and comfortable way of accessing the Central and East Downtown Core and moving within it. The pedestrian experience is essential to lively street life and a liveable urban environment. This will be reflected in the allocation of space in rights of way, infrastructure, development, and other relevant initiatives”. **Subsection – Development** outlines the following policies:

15) “The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:

- a. At time of redevelopment, collaborating with private owners and other stakeholders to add protected bicycle parking in existing facilities. An example may include the conversion of motor vehicle parking spaces.
- b. Requiring publicly accessible protected facilities in new development and/or public facilities.
- c. Actively identifying opportunities for the construction of protected bicycle parking facilities.

17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.

- a. Vehicular access, parking and loading infrastructure shall not be permitted from Corridors. Existing accesses will be removed at time of development. Exceptions may be made if a lot both fronts no other streets and has no alternative vehicular access. In that case, the dimensions of the access shall be

kept to an absolute minimum and shall minimize their visibility from the public realm.

18) Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies.

19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they currently exist, the City will require their removal at the time of redevelopment or change of use.

20) The City may require publicly accessible pedestrian routes through large development parcels to enhance connectivity for active modes, especially around rapid transit stations and mid-block locations. Existing and future mid-block routes should be supported by mid-block street crossing facilities for pedestrians. Above or below-grade pedway alternatives are generally discouraged.”

The proposed development would improve the pedestrian realm along Beausoleil Drive and Chapel street significantly. It strengthens a pedestrian-first approach, proposes a reduced number of on-site parking spaces than the Zoning By-law requirement, and provides ample protected bicycle parking spaces for residents and visitors.

It is noted that the proposed zoning amendment will capture certain components of the proposed development, mainly a reduction in the exterior side yard setback and a reduced tower setback from side property lines, a reduced parking rate for residents as well as visitors, and an increased maximum building height. The reduction in the required parking rate is based on the study of the current usage of the existing parking spaces on site.

Heritage

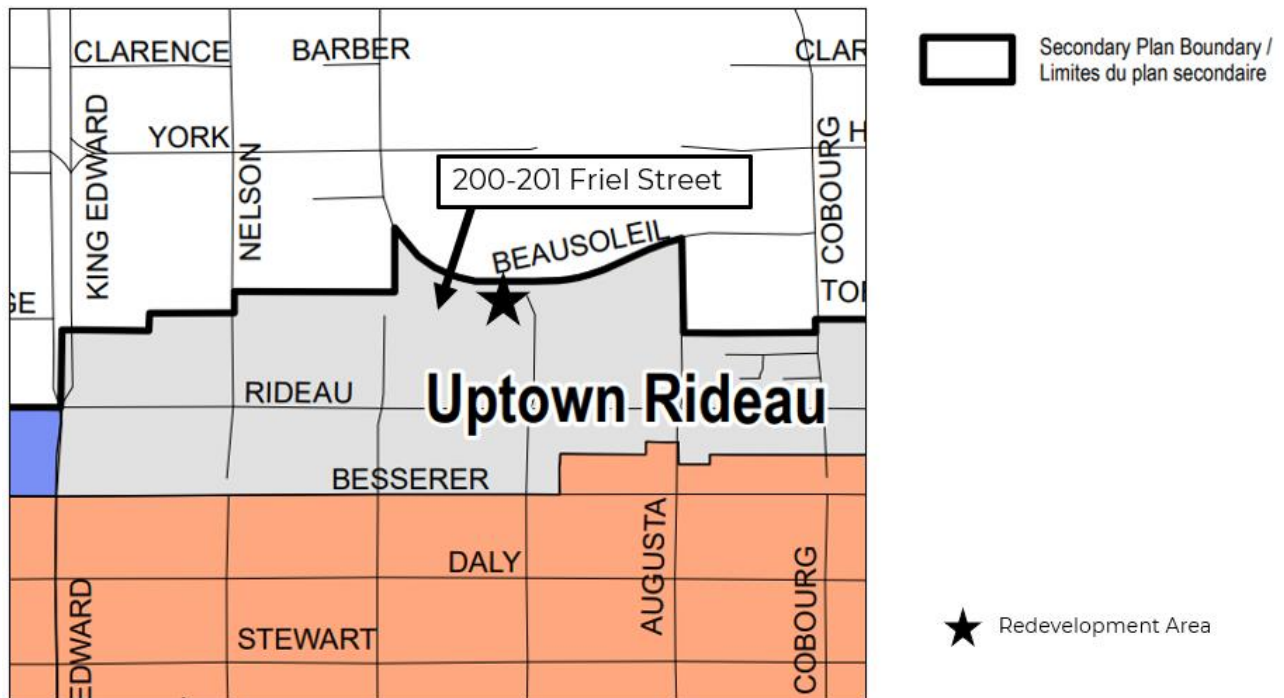
Section 3.4 – Heritage states that the Central and East Downtown Core has a high concentration of heritage buildings, districts and landscapes. Policy 21) directs that “development will respect the area’s heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the Cultural Heritage and Archaeological policies found in Section 4.5 of the Official Plan”.

In 2016, the existing residential apartment buildings at 200 Friel Street and 201 Friel Street were included on the Municipal Heritage Register in 2016 as non-designated listings. The proposed development is not subject to heritage permits. It does not impact nor is impacted by York Street Public School which is a designated heritage property, located across from Beausoleil Drive. The City of Ottawa confirmed by email on January 24, 2023, that a Cultural Heritage Impact Statement and Archaeological Resource Assessment will not be required for the Zoning By-law Amendment and Site Plan Control applications.

Character Area Policies

Section 4 – Character Area Policies of the New Secondary Plan contains policies with greater local detail for the Character Areas that form the Central and East Downtown Core Secondary Plan Area. As shown in **Figure 5-5**, the site is part of the Uptown Rideau Character Area.

Figure 5-5: Schedule A – Character Areas (Excerpt), Central and East Downtown Core Secondary Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022)



Section 4.5 – Uptown Rideau provides detailed area-based policy direction to guide development within the planning area of Uptown Rideau Street over the next 20 years. This section also acts as a statutory planning tool to implement the Uptown Rideau Street Community Design Plan (CDP). These policies apply to properties generally located along Rideau Street between King Edward Avenue and Rideau River.

Subsection 4.5.4 sets out the core principles and key directions for to guide developments in the Uptown Rideau character area. The principles and directions which are most relevant to the proposed development are as follows:

Policy 60) “Locate new buildings and taller buildings strategically and with transition to the surrounding neighbourhoods.

- a) Require the massing and design of all new buildings to relate to the human scale and make a positive contribution to the pedestrian environment;
- b) Ensure that all new buildings provide transitions to the surrounding neighbourhoods and mitigate shadow and wind impacts;

c) Require that high-rise buildings be located strategically in accordance with the conditions set out in this secondary plan, where impacts on established neighbourhoods can be mitigated and the design of the high-rise buildings can contribute positively to the skyline of the City; and

Policy 62) Enhance and connect the park network.

a) Provide for privately owned, publicly accessible spaces as a condition for density redistribution for new development that seeks alternative built form design;

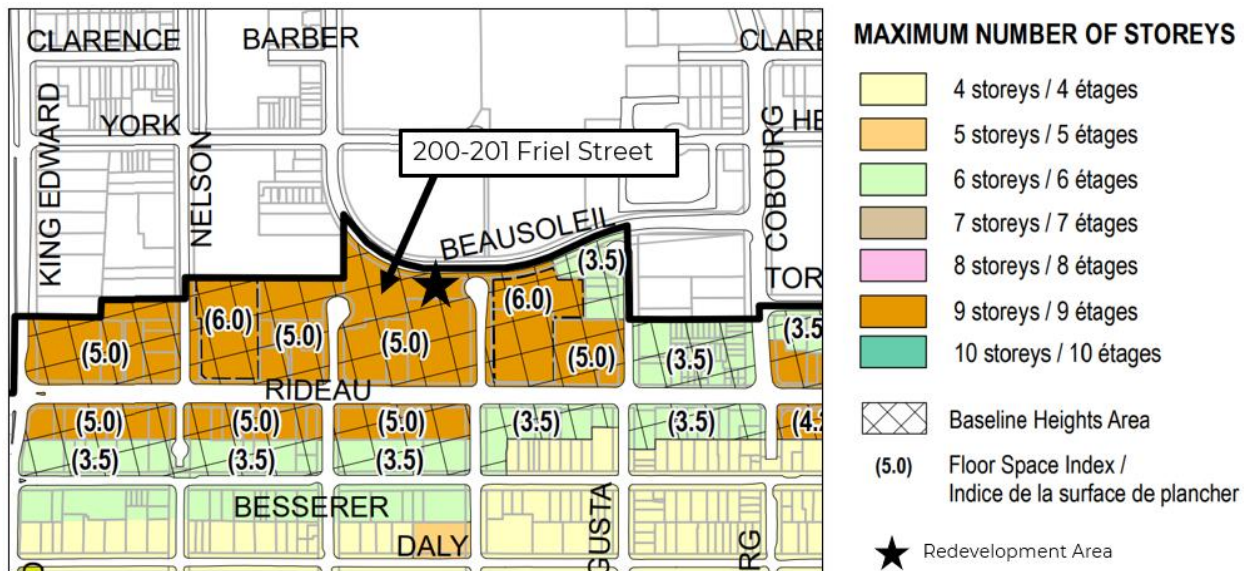
b) Ensure that new parkland and privately-owned public spaces be designed to be welcoming, accessible, safe and comfortable to diverse populations; and

f) Ensure that the redevelopment of properties, especially larger sites, contributes to the greening of the public realm.

Heights and Density

Detailed delineation of land-use designations and clear directions on built form design within the Upper Rideau Street character area are provided in **Section 4.5.5 – Land Use and Built Form**. It also provides design principles as general guidance for different built forms.

Figure 5-6: Schedule C - Maximum Building Heights (Excerpt), Central and East Downtown Core Secondary Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022)



Subsection 4.5.5.2 – Heights and Density sets out policies related to Schedule C – Maximum Building Heights, as shown in **Figure 5-6**. The New Secondary Plan “recognizes implications of the development density for built form design and establishes maximum Floor Space Indexes (FSI) as an indicator of the development density. The baseline building heights and maximum FSI established in this Sub-section are generally greater than the heights and FSI allowances under the current Zoning By-law. Council may grant such baseline building heights and density provisions through amendment to the Zoning By-law sought after by individual proponents”.

As per Schedule C – Maximum Building Heights, the maximum building height for the site is nine (9) storeys, with a maximum permitted FSI of 5.0.

Policy 66) states that “Proponents who seek to achieve higher baseline building heights and greater maximum density shall demonstrate that the objectives of this subsection and other relevant plans, including the policies found in this subsection for Built Form Principles, are achieved and relevant policies and guidelines are followed, including the execution of an agreement pursuant to Section 37, or any successor community benefits framework under the Planning Act in accordance with the City’s Section 37 Implementation Guidelines”.

Density Redistribution

The potential opportunities for taller buildings in the Uptown Rideau Street character area is recognized in **Section 4.5.5.3 - Density Redistribution**. Per Policy 67), City Council may approve a built form design that deviates from the maximum building height requirements in the Heights and Density subsection and Schedule C - Maximum Building Heights, provided the following pre-requisite conditions are met:

- a) “The lot is a minimum of 2000 m² in size; and
- b) The lot must abut at least two public realms (with the exception of a privately-owned public space as per Subsection 4.5, Policy 65) e); and
- c) The proposed development does not exceed the maximum FSI established by this subsection as detailed on Schedule C - Maximum Building Heights; and
- d) The proposed development does not exceed the maximum height allowance established by this subsection, as detailed on Schedule D – Uptown Rideau On-Site Density Redistribution; and
- e) The proposed development provides a minimum 200m² privately-owned publicly accessible space (POPS) that meets the design guidelines found in Section 4.5.6.2 - Privately-Owned Public Spaces, of this Sub-section; and
- f) The proposed development achieves the built form principles found in Section 4.5.5.4 - Built Form Principles, of this Sub-section.”

As per Schedule D – Uptown Rideau On-Site Distribution shown in **Figure 5-7**, the site qualifies for on-site density redistribution and the maximum building height after density redistribution is 25 storeys.

Figure 5-7: Schedule D - Uptown Rideau On-Site Density Redistribution (Excerpt), Central and East Downtown Core Secondary Plan (Adopted November 24, 2021 and approved by MMAH on November 4, 2022)

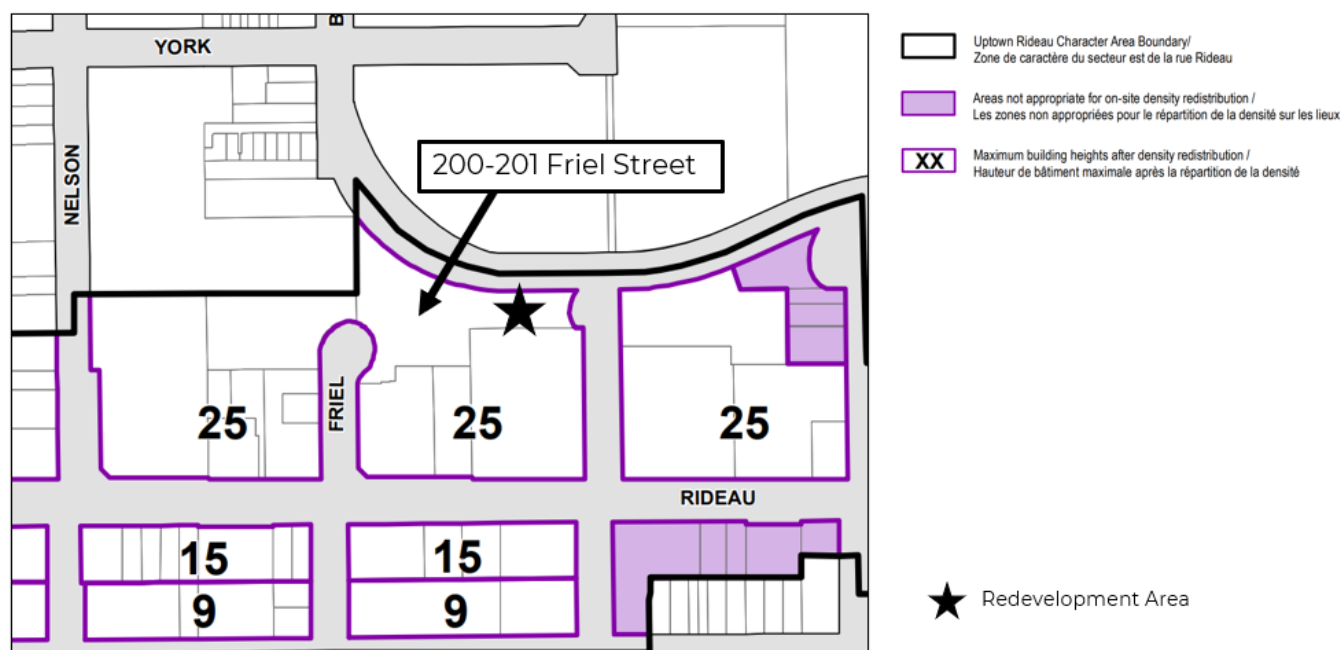


Table 5-1 shows the conformance of the proposed development based on the density redistribution criteria established in **Section 4.5.5.3 – Density Redistribution**.

Table 5-1: Conformance of the Proposed Development against the Density Redistribution Criteria

Conformance Criteria	Required	Provided	Conformance Yes/No
Minimum lot area	2,000 m ²	7,235.90 m ²	Yes
Lot must abut at least two public realms	Two public realms	Beausoleil Drive and Chapel Street	Yes
Maximum FSI as per Schedule C - Maximum Building Heights	5.0	3.58 (Combined for the existing and the proposed development)	Yes
Maximum height allowance as per Schedule D - Uptown Rideau On-Site Density Redistribution	25 Storeys	20 Storeys The proposed mechanical penthouse is additional 5 m and the elevator overrun is 8 m above the 20 storeys.	Yes
Minimum 200m ² POPS that meets	200 m ²	201.93 m ²	Yes

the design guidelines of POPS			
Achieves the built form principles found in Section 4.5.5.4 - Built Form Principles	Podium and tower built form Maximum 6-storey high podium Maximum tower floor plate 750m ² Minimum separation distance between towers = 23 m Tower setback from rear and side property lines = 11.5 m	Podium and tower built form Podium Height = 6-storey Tower floor plate = 553.56 m ² Separation distance between proposed tower and 13-storey building at 201 Friel Street = 21.20 m, Separation distance between proposed tower and 22-storey building at 160 Chapel Street = 27.98 m Tower setback from rear and side property lines = 154.43 m (rear), 0.2 m (north side), 3.24 m (south side)	Yes Yes No Yes No

The development proposal generally meets the above noted policies of the Secondary Plan by providing a compact built form in the form of a compact high-rise tower with small floor plate built on top of a 6-storey human-scaled podium. The longer side of the proposed podium is oriented towards Beausoleil Drive in order to enhance the pedestrian environment by framing the street edge. The ground floor has been designed to break down the building mass and create street interest. The high-rise tower is placed in a manner that mitigates shadowing, improves privacy, reduces overlook impacts on its immediate surroundings and enhances the skyline character of the area. The development proposal responds to the New Secondary Plan policies by incorporating positive and mitigating factors such as tower placement, internal amenity areas, and pedestrian mobility and connectivity.

The proposed tower's separation distance from the existing 13-storey building at 201 Friel Street is 21.2 m, and from the existing 22-storey building at 160 Chapel Street is 27.9 m. The 160 Chapel Street property, which is owned by Morguard, is a large rectangular-shaped site with an area of 4,883.53 m² (source – GeoOttawa) with a frontage of approximately 60.3 m on Rideau Street and approximately 80.8 m on Chapel Street. The existing 22-storey residential building at this site has a large footprint, and is built on an elevated, mixed-use podium and parking structure. Given existing permissions in the new OP, the New Secondary Plan and the current zoning on the lands, this site is already developed generally to existing densities and height. For that reason, the analysis of compatibility, transition

and impacts considers the Morguard property not as a redevelopment site but rather as an adjoining development that informs the existing context and built-form in the area and on the block. Moreover, given the size and placement of the proposed development, there will be no or minimal shadow impacts to the at-grade private amenity areas of the Morguard building. Those amenity areas are located along Chapel Street, closer to the Rideau Street intersection.

Built Form Principles

Section 4.5.5.4 – Built Form Principles directs that built form design in the Uptown Rideau character area is to follow the guidelines contained in the Uptown Rideau Street Community Design Plan (CDP). The following key principles in the Secondary Plan are derived from the CDP guidelines and should be considered in site planning and development:

4.5.5.4.1 Creating a positive ground floor experience

- Locate appropriate uses at the ground floor to achieve an active building frontage along the public realm (Policy 69).
- Locate parking, utility rooms, garbage rooms, etc. at the rear of the building where possible (Policy 70).
- Regardless of use, the ground floor should be designed to achieve a great degree of transparency and to animate the public realm through the incorporation of elements such as pedestrian entrances, windows, porches and façade articulations (Policy 71).
- Except for Rideau Street, building setbacks should be consistent with the existing pattern on the street and generally be setback 3 metres from the street right of way to allow for landscaping and tree planting (Policy 72).

4.5.5.4.3 High-rise development (10-40 storeys)

- High-rise development must be well-proportioned, integrated with its surroundings and should generally take the podium and tower approach in built form design (Policy 78).
- The podium should animate the pedestrian realm, form a continuous street wall and relate to the adjacent buildings in massing, height and architectural rhythm (Policy 80).
- The maximum podium height should be six storeys and the built form principles found in this subsection for Mid-rise Development should apply to the design of the podium (Policy 81).
- The maximum floor plate for a tower containing primarily residential uses should be 750 square metres (Policy 82).
- Where the proposed floor plate for a tower is greater than what is specified above, the proponent shall demonstrate that the objectives stated in Section 4.6 – Urban Design, of Volume 1 of the Official Plan are met (Policy 84).
- Generally, the minimum separation distance between towers should be 23 metres and the towers should be set back by a minimum of 11.5 metres from the rear and the side property lines to achieve the minimum separation (Policy 85).

- The top portion of a tower or the last few storeys should contribute to the city skyline through a varied articulation or special architectural treatment (Policy 86).
- Mechanical penthouses should be architecturally integrated in a manner which is consistent with the overall character of the tower (Policy 87).

The proposed development creates a positive ground floor experience and meets the provisions for high-rise development in the following ways:

- The ground floor is activated throughout via a multifold of full-time amenity spaces for resident usage. Some of these spaces will also periodically be used for community events.
- All parking spaces are located below-grade on the development, with garbage and move-in activities located at the base of the ramp accessing below-grade parking. The intent is to have no loading or parking visible at grade to tenants or the public.
- The ground floor of the proposed development aims to provide transparency, active frontage animation, and visual interest towards the public realm. This is achieved through a generous use of glazing at the ground floor level, with amenity and other active space usage in these areas.
- The design of the proposed development is in keeping with the proportions of the surrounding context, and seeks to blend into the neighbourhood, while maintaining an identity and landmark presence being a corner site, and a prominent status within the neighbourhood. The proposed development also follows a standard podium and tower massing, with setbacks for the tower from the podium level on the north (1.5 m) east (0.2 m) and west (10.3 m) sides. There is no setback along the south transition, due to the limitations of the site, and the intention to maintain stringent energy efficiency goals through a low form factor of building envelope to floor area for the development. That said, there is a change in materiality between the podium and the tower from a brick-clad base, to a light-weight metal or sintered stone cladding for the tower.
- The podium of the proposed development provides a continuous street wall both along Chapel Street as well as along Beausoleil Drive, with only minor articulation above grade. At-grade, articulation is provided to allow for transparency, a defined entry point, and pleasing appearance from street level.
- The maximum podium height of the proposed development is 6-storeys in height, and is designed in keeping with the built form principles for Mid-Rise Development.
- The floorplate size of the tower portion of the building does not exceed 750 m², and is 553.5 m² in size.
- Since the site is narrow, particularly where the redevelopment is proposed, it is not possible to meet the tower separation requirement. However, considerations of the existing location of adjacent towers have been taken into consideration, and it is the intent that the tower design still meets the intent of the tower separation requirements of this policy and the City of Ottawa Urban Design Guidelines for High-Rise Buildings (2018). The proposed development is located within a Central Area and emerging downtown district, and therefore, slightly reduced tower separations can be employed within the design. To this end, the separation of the proposed tower from 201 Friel Street on the same site, is provided with an approximately 21.2 m. The tower separation on the south façade of the proposed

building is non-compliant with the requirement of an 11.5 m setback from the property line. This is due to the nature of the lot on which the proposed development will be constructed, which is only 19.8 m in width. However, the proposed tower is still separated from the existing tower to the south on the 160 Chapel Street property, owned by Morguard, in excess of the 23 m distance, and is approximately 27.9 m from its northernmost façade. This existing façade closest to the site has a blank wall condition with no windows or architectural treatment. Moreover, the L-shaped portion of this tower, which is the only part of the building with windows and balconies facing the proposed development to the north, will be approximately 68 m away from the proposed development. Therefore, there will be no loss of privacy and no potential overlooking to the units in the existing tower, given the separation. Therefore, while not all setbacks or separations are compliant, the design approach is to be compliant with the intent of the tower separation policy.

- The top portion of the proposed development is designed in a way to provide continuity of materials from below, and to underline the verticality of the tower portion of the building. In addition, the tower tapers back from the east above the top residential floor, which is tied directly to the colouration of the cladding to further articulate this portion of the tower. The intended design is to make the tallest portion of the slab building read as a point tower, reinforcing the corner at Chapel Street and Beausoleil Drive as a landmark, and to make for a visually interesting composition.
- The mechanical penthouse on the proposed development is fully integrated into the architecture of the remainder of the tower by maintaining the same footprint along the north, west and south faces as the remaining tower, with consistent cladding design and patterning. The intent is to make the mechanical penthouse undifferentiated from the tower, and to help in reinforcing the verticality of the western portion of the tower.

Section 4.5.6.1 – Privately-Owned Public Spaces of the New Secondary Plan requires that proposed developments that seek opportunities for density redistribution provide a Privately-Owned Public Space (POPS) as a pre-requisite condition.

- A POPS shall be a welcoming place for the public and designed and constructed to follow the criteria found in the Uptown Rideau Street CDP and other applicable policies and guidelines (Policy 104).

The development proposal includes the provision of a POPS which has been designed as per the criteria specified in the Uptown Rideau CDP, and meets the policies for a Density Redistribution as stipulated in the New Secondary Plan.

5.4 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa Urban Design Guidelines for High-rise Buildings (UDG) were adopted by Ottawa City Council in 2018. The purpose of the UDG is to support the urban design objectives of the Official Plan by providing direction to development proposals that include a high-rise building (10 storeys or more in building height).

Based on the **Urban Design Brief** prepared by Diamond Schmitt Architects, dated March 22, 2023, the development proposal responds to the following guidelines:

Sustainable Design

The proposed development will meet the objectives of the UDG and its objectives for sustainable design through a number of strategies, including:

- An efficient form factor, to maximize floor area in comparison to building envelope area.
- A restrained window-to-wall ratio, balancing daylighting with energy efficiency, to prioritize glazing and views in residential units, amenity spaces and spaces for the enjoyment of tenants, while minimizing glazing in back-of-house areas, and the areas where daylighting is not required
- A high-performance Passive-House equivalent building envelope, which will maximize thermal performance, while minimizing thermal bridging, and maximize air-tightness to minimize energy losses.
- Energy efficient building systems design for Mechanical & Electrical systems, including provisions for energy recovery and energy efficiency. The integration of renewable energy systems will be used, where possible.

Background Building

The proposed development is not considered a landmark building per the definition provided within the UDG, and would therefore fall under the parameters of a background building. To this end, it meets the noted requirements for this building type in the following ways:

- The proposed development will frame and enhance the streetscape along the south side of Beausoleil Drive, as well as the west side of Chapel Street through a well integrated massing that aligns with the current neighbouring buildings those under-construction within its direct proximity. The design of this building will also provide a background from the playgrounds of both the York Street Public School and the Catholic School Sainte-Anne, and therefore needs to be engaging, with notes of colour and fenestration patterning that will add visual interest to the neighbourhood.
- The scale of the building is in line with the existing, approved and under construction developments in the neighbourhood. The overall massing of the building consists of a 6-storey podium, with an additional 14 storey tower on top, for a total of 20-storeys, with a mechanical penthouse. This massing is in keeping with the Secondary Plan objectives for the neighbourhood.
- The proposed building will both respect and enhance its surrounding context by maintaining a similar height and massing proportion as its surrounding buildings, while providing a light-weight appearance through its colour and materiality, and providing highlights of colour to make for an identifiable, yet complimentary building within the block.

Transition in Scale

The proposed development meets the intent of the UDG for transition in scale in the following ways:

- The podium level of the proposed development is 6-storey in height, meeting the requirements of **Section 4.5.5.4 – Built Form Principles** for building form principles of the Secondary Plan, as explained in Section 5.3 of this report. In

addition, this height is directly related to the podium height, in storeys, to the approved and under construction two-tower development to the east side of at 150-151 Chapel Street.

- The building also meets the requirements for angular plane transition to lower developments in proximity of the proposed development. More details are provided on this in the Urban Design Brief submitted with these applications.

Lot Conditions for Infill Development

The lot for the proposed development meets all of the conditions noted in the UDG for an infill development, including:

- Lot Area – The portion of the site that is being redeveloped is generally rectilinear in nature, allowing for a podium and tower to be placed, in consideration of setback lines.
- Lot Configuration – The lot abuts the public realm on two sides, and will include both exterior amenities at grade, as well as the POPS space.
- Minimum Lot Area – The lot area of the property exceeds the minimum 1,350 m² for a corner lot.
- Tower Separation – Due to the narrowness of the lot where the proposed development is located, it is not possible to meet all requirements of this policy, however, considerations of the existing location of adjacent towers have been taken into consideration, and the approach to tower's placement and design is to meet the intent of the tower separation guidelines in the UDG.

Built Form

The proposed development meets the objectives and intent of the UDG when it comes to built form, via its shape, articulation, material selection and approach to addressing its adjacencies.

- Experience – The proposed development enhances the ground-level pedestrian experience by fitting into the existing urban fabric, while creating a linkage from east to west along Beausoleil Drive, and providing transparency to active amenity and community spaces, to create a flattering and interesting frontage for passers-by.
- Expression – The building expression seeks to enhance the image of community by introducing a light material palette, in comparison with the existing context, and to be underscored by a punch of colour at window surrounds and major reveal joints, in order to become a beacon within the neighbourhood.
- Base-Middle-Top – The proposed development follows the approach of base-middle-top, by providing a distinct podium massing, that follows the street line, and gives the building a street-level identity, it then steps back from the podium in the middle, for the tower component, and finally tapers back from the west, to read as a point tower, at the top of the building.
- Appropriateness of a bar building – While the proposed development is not oriented in the north-south direction, due to the shape and size of the property, it still does meet the intent of the remaining guidelines of a bar building, by maximizes views for both residents of the building, as well as not impacting views from existing buildings by maintaining separation distances in excess of 20 m

front any adjacent towers. In addition, as the building is placed in the east-west location, it continues the streetwall condition along both Chapel Street as well as Beausoleil Drive, for a consistent scale and street condition. Finally, the building facade design as proposed, allows the bar building to give the appearance of a balanced grouping of different high-rise types, while maintaining a cohesive, consistent design.

- Massing – The final massing is a traditional podium-and-tower design, totalling 20-storeys in height (plus mechanical penthouse). The podium is held to 6-storeys in height, in order to preserve the street line with adjacent properties and to meet the zoning provisions.
- Height and Transition – Along the north side of the site, the podium projects 2.8 m beyond the permitted 3 m setback along Beausoleil Street. The reason for this encroachment is to be able to provide both an adequate amount of amenity space within the proposed development, as well as an adequate number of CMHC-compliant Accessible Units, while maintaining an efficient tower design, and cost effective, repetitive layouts for an affordable housing development. Along the east side of the site, the podium is set back a minimum 3 m from the property line. The tower is setback a further 200 mm, for a total of 3.2 m, in order to provide a physical break between podium and tower components. Along the south side of the site, both the podium and the tower comply with a minimum 3 m setback. Along the west side of the site, not setback requirements are applicable within proximity of the proposed development.
- Articulation and materials – Please refer to the section “Façade + Cladding Design” of the Urban Design Brief.
- Tower floor plate – The floorplate size of the tower portion of the building does not exceed 750 m² and is 553.5 m² in size.
- Tower Separations – The proposed development is located within a Central Area and emerging downtown district, and therefore, slightly reduced tower separations can be employed within the design. To this end, the separation of the proposed tower from 201 Friel Street, on the same site, is provided with an approximately 21.2 metre separation distance. On 201 Friel Street, the eastern façade facing the proposed development, is a blank wall condition, therefore not impacting views from any units within that development. The tower separation on the south façade of the building is non-compliant with an 11.5 m setback from the property line. This is due to the nature of the lot on which the proposed development will be constructed, which is only 19.8 m in width. However, the proposed tower is still separated from the existing tower to the south on the 160 Chapel Street property by approximately 27.9 m from its northernmost façade. This existing façade is a blank wall condition. Therefore, the design approach is compliant with the intent of the UDG.
- Exterior Illumination – The proposed development will have lighting provided at the grade level, in order to meet best practices for site illumination for wayfinding, identification as well as safety – including by employing the best practices of CPTED (Crime Prevention through Environmental Design). In addition, there will be low level lighting provided on the 7th floor amenity level for when the space is occupied in the evening or night time. It is the intention to avoid up-lighting or providing lighting beyond that necessary to make for a safe and pleasing building, in order to not contribute to light pollution in the area.

Pedestrian Realm

- Space between curb and building face – The proposed development, due to the limitations of the site, does not allow for a full 6 m separation from the street curb to the building face, however, even with these limitations, the proposed development achieves a 5.4 m distance from the east facade to the closest curb location to Chapel Street at the terminating cul-de-sac condition. Along Beausoleil, the ground level entry is pushed back from the face of the podium above, in order to also provide a 5.4 m distance from the street curb to the facade of the ground floor level. This maintains egress door swings to not overswing the property line, and also provides weather protection for those entering the building along that frontage.
- Public spaces – Please refer to the Urban Design Brief for details on public space design for the proposed development.
- Mid-block connections – Due to the size and location of the proposed development, no mid-block connections are being proposed as part of the design.
- Building access – The main entry to the building will be placed along Beausoleil Drive, in close proximity to the sidewalk, with well integrated signage and overhead weather protection to ensure that pedestrians approaching the building have a seamless entry into the building. This will include considerations for accessible and barrier-free design, including all required clearances, as well as automated systems, as required for ease of access.
- Animation – Please refer to the section titled “Site Design” of the Urban Design Brief as well as the Landscape drawings submitted with these applications.
- Parking, Loading and Servicing – Please refer to the section titled “1.4 Vehicular Access, Parking + Bicycle Infrastructure” of the Urban Design Brief.
- Streetscape standards – Streetscape standards are designed with the intention to meet all City of Ottawa guidelines and standards. Please refer to Landscape drawings provided as part of these applications.
- Wind and shadow – Considerations for wind protection for pedestrians are employed in the design of the building, as per the recommendations noted within the Pedestrian Level Wind Study, prepared by Gradient Wind, dated March 22, 2023. Shadowing impacts and considerations are discussed in detail in the Urban Design Brief.
- Pedestrian weather protection – Considerations for weather and wind protection for pedestrians are employed in the design of the building, as per the recommendations noted within the Pedestrian Level Wind Study, prepared by Gradient Wind, dated March 22, 2023. In addition, weather protection will be provided for pedestrians at all building entries.

5.5 Urban Design Brief

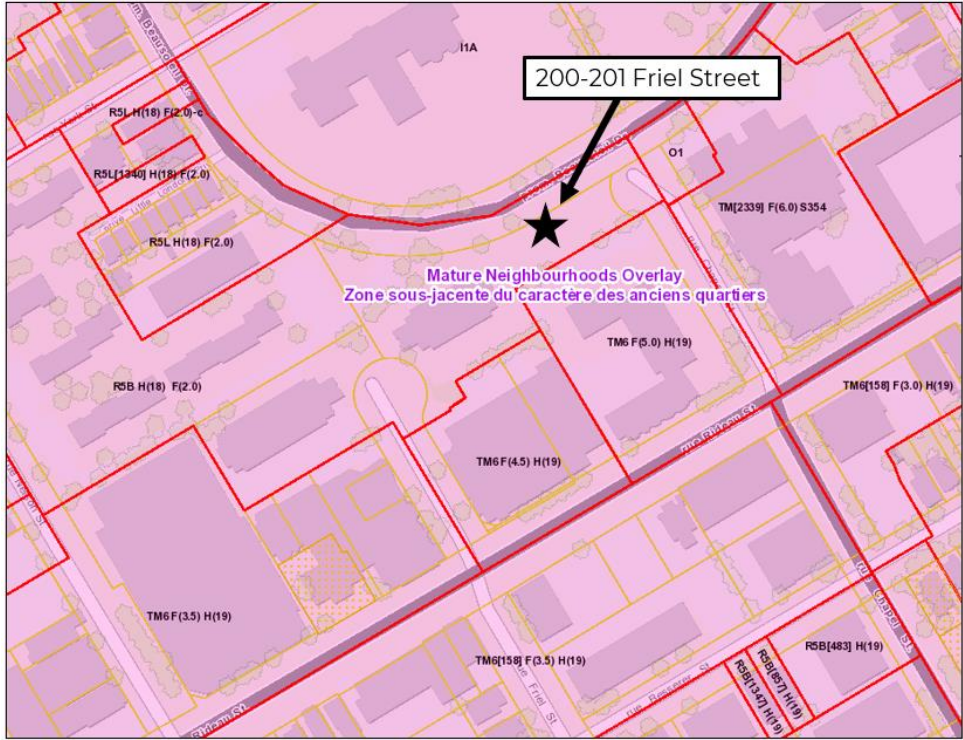
The Planning Act gives municipalities the authority to require an Urban Design Brief to be prepared. Under Section 34(10.2) and Section 41(4) of the Planning Act, Council has the authority to request other information or material that the authority needs to evaluate and decide on an application. An Urban Design Brief for the proposed development, prepared by

DSAI (dated March 22, 2023) is included with the development applications submission under a separate cover.

6 City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021)

In the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 8, 2021), the site is zoned **Residential Fifth Density, Subzone B, Height Limit 18 metres, Floor Space Index 2.0 (R5B H(18) F(2.0))**, as shown in **Figure 6-1**.

Figure 6-1: Site Zoning (geoOttawa, 2023)



The current site zoning does not conform with the Central and East Downtown Core Secondary Plan policy regarding maximum building height. While the Zoning By-law permits a maximum building height of 18 m, the Central and East Downtown Core Secondary Plan allows for a maximum building height of 25 storeys after density redistribution.

The site is also part of the Mature Neighbourhoods Overlay. The purpose of this Overlay is to regulate the character of low-rise residential development to recognize and reflect the established character of the streetscapes within the area of the Overlay. The zoning provisions related to the Mature Neighbourhoods Overlay in Section 140 - Low-rise

Residential Development within the Mature Neighbourhoods Overlay of the Zoning By-law apply only to R1, R2, R3 and R4 zones within the Overlay, not to the R5 Zone. However, to integrate the proposed development within the existing streetscape, setbacks from the street and step-backs in the building façade have been provided.

Properties immediately adjacent to the site are zoned:

- Minor Institutional, Subzone A (IA);
- Residential Fifth Density, Subzone L, Height Limit 18, Floor Space Index 2.0 (R5L H(18) F(2.0));
- Traditional Mainstreet, Subzone 6, Floor Space Index 3.5, Height Limit 19 (TM6 F(3.5) H(19));
- Traditional Mainstreet, Subzone 6, Floor Space Index 4.5, Height Limit 19 (TM6 F(4.5) H(19));
- Traditional Mainstreet, Subzone 6, Floor Space Index 5.0, Height Limit 19 (TM6 F(5.0) H(19));
- and
- Parks and Open Space Zone (O1).

6.1 One Lot for Zoning Purposes

Section 93 - One Lot for Zoning Purposes of the Zoning By-law contains provisions, which permit the application of one lot for zoning purposes in certain circumstances. It provides that a group of occupancies in an AM, GM, LC, MC, MD, IG, IH, IL, IP, or RC Zone shall be considered as one lot for the purposes of applying zoning provisions and regulations provided that they:

- a) are designed, developed, and managed, including site access and infrastructure servicing, as a unit by a single owner, group of owners, or tenants acting in collaboration;
- b) are made up entirely of permitted or lawfully non-conforming uses on the site, and has either:
 - a common parking lot or parking garage of combination thereof; or
 - a group of parking lots of parking garages or a combination thereof which are managed as a unit by the same owner, owners or tenants of the occupancies required in clause (a) above, and are on the same lot or lots as the occupancies required in clause (a) above.

It is our understanding that once the site at 200/201 Friel Street is fully developed, it will continue to be owned and managed by the Client. While it is recognized that per the Zoning By-law “one lot for zoning purposes” does not apply to the R5 Zone, the proposed rezoning would be seeking that one lot for zoning purposes be applied to 200-201 Friel Street.

6.2 Zoning Provisions – Residential Fifth Density Zone R5

The general purpose of the R5 Zone is to:

- allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The R5 Zone generally permits low to high-density residential uses, including high-rise apartment dwellings and planned unit developments. High-rise apartment dwelling is defined in Section 54 – Definitions, as follows:

“Apartment Dwelling, High Rise means a residential use building that is ten or more storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or Stacked Dwelling.”

Additionally, planned unit development is defined in Section 54:

“Planned unit development means two or more residential use buildings on the same lot, but does not include:

1. a coach house;
2. more than one detached dwelling, mobile home or bunk house dwelling for farm help permitted to locate on the same lot in an AG-Agricultural Zone, and
3. accessory buildings on a lot where they are otherwise permitted.”

As per the above definitions, the proposed high-rise apartment is a permitted use and would constitute a planned unit development. The two existing apartment buildings at 200 and 201 Friel Street, and the proposed development at 201 Friel Street would be on the same lot. Therefore, the existing and the proposed development would be a planned unit development. As such, Section 93 - One Lot for Zoning Purposes is being applied to the site.

Subzone B requires buildings to meet certain performance and design standards depending on the use, including minimum lot width and area, and maximum building height.

Table 6-1 provides a summary of how the proposed development complies with R5B zone provisions and other zoning provisions that would form part of the site specific rezoning request. The proposed Zoning By-law Amendment is to bring the site specific zoning into conformity with the Central and East Downtown Core Secondary Plan, in particular the maximum building height.

Table 6-1: Zoning Compliance for Residential Fifth Density, Subzone B (R5B)

Zoning Provision	Requirement – R5B Zone (Planned Unit Development / High-rise Apartment)	Calculation (if applicable)	Compliance (Yes or No)
Minimum Lot Width – Sec. 164, Table 164A (V)	Planned unit development: N/A Apartment dwelling, high-rise: 22.5 m	N/A	No 19.84 m
Minimum Lot Area – Sec. 164, Table 164A (VI)	Planned unit development: 1,400 m ² Apartment dwelling, high-rise: 675 m ²	N/A	Yes Lot area = 7,235.90 m ²
Maximum Building Height – Sec. 164, Table 164A (VII)	Planned unit development: As per dwelling type Apartment dwelling, high-rise: Varies Endnote 51 applies: Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone. H(18) applies to site: 18 m	N/A	No 67 m (20 Storeys)
Minimum Front Yard Setback – Sec. 164, Table 164A (VIII)	Planned unit development: 3 m High-rise apartment dwelling: 3 m	N/A	Yes 3 m
Minimum Corner Side Yard Setback – Sec. 164, Table 164A (IX)	Planned unit development: 3 m High-rise apartment dwelling: 3 m	N/A	No 0.2 m

Zoning Provision	Requirement – R5B Zone (Planned Unit Development / High-rise Apartment)	Calculation (if applicable)	Compliance (Yes or No)
<p>Minimum Rear Yard Setback – Sec. 164, Table 164A (X), Endnote 3 and 4</p>	<p>Planned unit development: Varies</p> <p>Endnote 3 applies: Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back,</p> <ul style="list-style-type: none"> a) an amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres, b) an amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 21 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres, c) in the case of an abutting vacant lot, a minimum required interior side yard of 1.8 metres, and a minimum required rear yard setback based on the minimum rear yard setback applicable to the dwelling type proposed to be located within the PUD adjacent to the rear lot line. 	<p>3 m</p>	<p>Yes 3 m</p>

Zoning Provision	Requirement – R5B Zone (Planned Unit Development / High-rise Apartment)	Calculation (if applicable)	Compliance (Yes or No)
	<p>High-rise apartment dwelling: Varies Endnote 4 applies: Interior Side Yard Setback: Where the side lot line abuts a lot in an R1, R2, R3 or R4 zone the minimum required interior side yard setback is 7.5 metres. In all other circumstances for any part of a building the minimum required interior side yard setback is as follows:</p> <ul style="list-style-type: none"> a) If located within 21 metres of the front lot line: 1.5 m b) If located further than 21 metres from the front lot line: 6 m 	3 m	Yes 144.08 m
<p>Minimum Interior Side Yard Setback Sec. 164, Table 164A (XI), Endnote 3</p>	<p>Planned unit development: Varies Endnote 3 applies: Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back,</p> <ul style="list-style-type: none"> a) an amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres, b) an amount equal to the minimum required interior side yard setback 	1.5 m for the first 21 metres back from Chapel Street and 7.5 m for the remainder.	No 0.2 m

Zoning Provision	Requirement – R5B Zone (Planned Unit Development / High-rise Apartment)	Calculation (if applicable)	Compliance (Yes or No)
	<p>for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 21 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres,</p> <p>c) in the case of an abutting vacant lot, a minimum required interior side yard of 1.8 metres, and a minimum required rear yard setback based on the minimum rear yard setback applicable to the dwelling type proposed to be located within the PUD adjacent to the rear lot line.</p>		
	<p>High-rise apartment dwelling: Varies Endnote 4 applies: Interior Side Yard Setback: Where the side lot line abuts a lot in an R1, R2, R3 or R4 zone the minimum required interior side yard setback is 7.5 metres. In all other circumstances for any part of a building the minimum required interior side yard setback is as follows: (a) If located within 21 metres of the front lot line: 1.5 m</p>	<p>1.5 m for the first 21 metres back from Chapel Street and 6 m for the remainder.</p>	<p>No 0.2 m</p>

Zoning Provision	Requirement – R5B Zone (Planned Unit Development / High-rise Apartment)	Calculation (if applicable)	Compliance (Yes or No)
	(b) If located further than 21 metres from the front lot line: 6m		

As per the site’s current zoning, a maximum height limit of 18 m applies, and a FSI of 2.0 is allowed. It is noted that the maximum building height and floor space index required by the Zoning By-law differ from those required by the Central and East Downtown Core Secondary Plan. The Secondary Plan allows for a building height of up to 25 storeys, and an FSI of 5.0. A site specific rezoning is required to permit an increased height sought through a density redistribution as per Policy 67 of the Secondary Plan.

6.3 Planned Unit Development

Section 163 (4) - Zone Provisions in Residential Fifth Density Zone states: “(4) where a planned unit development is permitted on a lot in the subzone, the provisions of Section 131 - Planned Unit Development apply, and the associated subzone provisions identified in Table 164A affecting permission of uses, minimum lot widths and lot areas, as well as minimum required setbacks apply to the whole of the lot, while the maximum height applies to each permitted dwelling type within the planned unit development.” Section 131 - Planned Unit Development, Table 131 sets out provisions for planned unit developments. These provisions are summarized in **Table 6-2:**

Table 6-2: Provisions for Planned Unit Developments

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
(1) Minimum width of private way	6 m	N/A	N/A
(2) Minimum setback for any wall of a residential use building to a private way	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	N/A	N/A
(3) Minimum setback for any garage or carport	5.2 m	N/A	N/A

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
entrance from a private way			
(4) Minimum separation area between buildings within a planned unit development	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres: 1.2 m (b) all other cases: 3 m	N/A	Yes 21.21 m
(5) Parking	(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.	N/A	Yes
	(b) required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.	N/A	N/A No parallel parking is proposed.

6.4 Permitted Projections

The Zoning By-law contains provisions for Permitted Projections Above the Height Limit (Section 64) and Permitted Projections into Required Yards (Section 65), as set out in **Table 6-3**.

Table 6-3: Provisions for Permitted Projections Above Height Limit / into Required Yards

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Permitted projections above the height limit – Sec. 64	Except in the case of buildings or structures located within the area shown on Schedules 11 to 88 (Central Area Height Schedules), the maximum height limits do not apply to the structures listed below	N/A	Yes Mechanical room = 5 m height Elevator overrun = 8 m

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:</p> <p>Mechanical and service equipment penthouse, elevator or stairway penthouse</p>		
<p>Chimney, chimney box and fireplace box, Sec. 65, Table 65(1)</p>	<p>1 m, but not closer than 0.6 m to a lot line</p>	<p>N/A</p>	<p>N/A</p>
<p>Eaves, eaves-troughs and gutters, Sec. 65, Table 65(2)</p>	<p>1 m, but not closer than 0.3 m to a lot line</p>	<p>N/A</p>	<p>N/A</p>
<p>Ornamental elements such as sills, belt courses, cornices, parapets and pilasters, Sec. 65, Table 65(3)</p>	<p>0.6 m, but not closer than 0.6 m to a lot line</p>	<p>N/A</p>	<p>N/A</p>
<p>Canopies and awnings, Sec. 65, Table 65(4)</p>	<p>(a) Residential use buildings other than low-rise apartment dwellings and mid-high rise apartment</p>	<p>N/A</p>	<p>No Canopy at a height of 2.8 m above the main entrance along north</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	dwellings: 1.8 m, but not closer than 0.6 m to a lot line		
Fire escapes, open stairways, stoop, landing, steps and ramps – Sec. 65, Table 65(5)	(b) Other features: i) where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, and 2. in the case of the front yard or corner side yard: no closer than 0.6m to a lot line, and ii) other cases: 1. In the case of any yard: 1.5m, but not closer than 1 m to a lot line; except that, switchback stairs and landings may project 2.2 m into the rear yard where these are intended to provide a means of egress for dwelling units located on the second and higher storeys.	N/A	N/A
Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings, Sec. 65, Table 65(6)	(b) In the R1, R2, R3 and R4 Zones within Area A of Schedule 342: (i) (6)(a) applies, and (ii) On a lot with a depth of between 23.5m and 30.5 m, where the rear lot line abuts an R1, R2, R3 or R4 zone, the maximum projection is: 1. 1.2 m above the first floor (iv) in all other cases, the maximum projection is 2 m,	N/A	Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	but no closer than 1 m from any lot line. (iv) Where a deck or balcony occurs above the first floor and is within 1.5 metres of an exterior side wall or interior side lot line of a residential-zoned lot, a 1.5 metre high opaque screen is to be provided facing the interior side lot line.		
Bay window where window faces a lot line, Sec. 65, Table 65(7)	1 m, but not closer than 1.2 m from a lot line	N/A	N/A
Air conditioner condenser, heat pump or similar equipment, Sec. 65, Table 65(8)	1 m, but not closer to a lot line than 0.3 m, and may not be located in a front yard or a corner side yard	N/A	N/A

6.5 Parking Provisions

There are surface parking lots associated with the existing residential buildings at 200 and 201 Friel Street, as summarized in **Table 6-4**.

A surface parking lot on the adjacent property at Nelson Street, which mainly serves the townhouses on that property, is used on occasion by the existing development on 200-201 Friel Street.

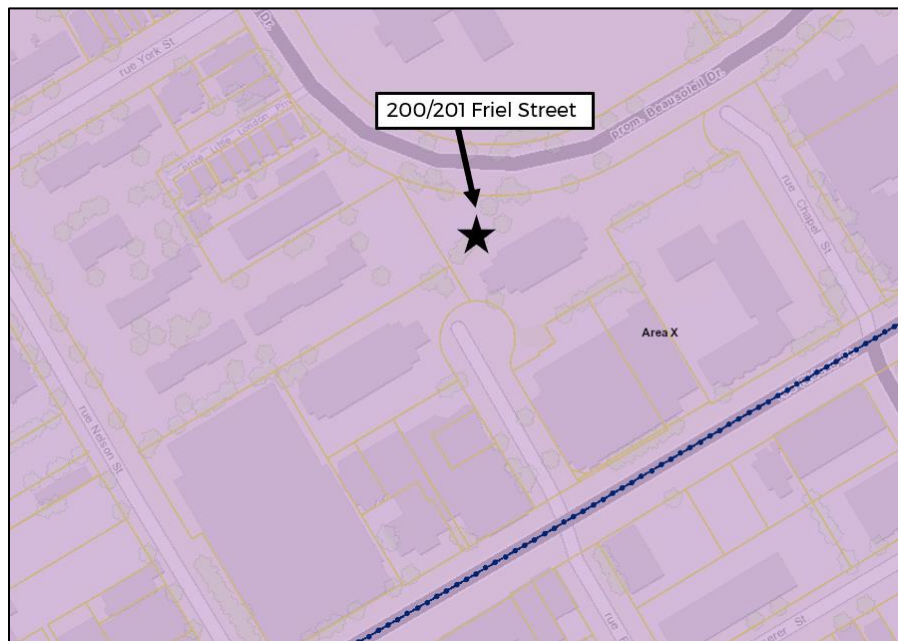
Table 6-4: Existing Off-Street Parking - 200/201 Friel Street

Site Address	No. of Storeys	No. of Dwelling Units	Existing Off-Street Surface Parking	Parking Breakdown	
				Resident Parking	Additional Parking (Visitor)
200 Friel Street	13	80	Existing parking Lot at 200 Friel Street – 37 spaces	28 spaces	9 spaces

Site Address	No. of Storeys	No. of Dwelling Units	Existing Off-Street Surface Parking	Parking Breakdown	
				Resident Parking	Additional Parking (Visitor)
201 Friel Street	13	75	Existing parking Lot at 201 Friel Street – 28 spaces	25 spaces	3 spaces

Therefore, there are a total of 65 existing parking spaces. Applying Section 93 - One Lot for Zoning Purposes, calculation for the required parking will include the existing parking on-site. The site is within **Area X** on Zoning By-law Schedule 1A, as illustrated in Figure 6-2. The Zoning By-law contains provisions for parking, as set out in **Table 6-5**.

Figure 6-2: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via geoOttawa,2022)



	Area X: Inner Urban Secteur X: Secteur urbain intérieur
	Area Y: Inner Urban Mainstreets Secteur Y: Rues principales du secteur urbain intérieur
	Area Z: Near Major LRT Stations Secteur Z: Près des stations de train léger principales
	Area B: Outer Urban/Inner Suburban Secteur B : Secteur urbain extérieur/Banlieues proches
	Area C: Suburban Secteur C: Secteur suburbain
	Area D: Rural Secteur D: Secteur rural

Table 6-5: Parking and Loading Space Provisions

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
<p>General Provisions for Motor Vehicle Parking, Queuing and Loading – Sec. 100</p>	<p>1) Parking, queuing and loading spaces and all driveways and aisles leading to those spaces must be provided for each land use in accordance with the provisions of Part 4 of this by-law, and:</p> <ul style="list-style-type: none"> a) must be set aside for and used exclusively for that purpose; b) must not be obstructed; and c) except for driveways, must be located on the same lot as the use or building for which they are provided, except where otherwise permitted. (By-law 2015-190) <p>2) All motor vehicle parking spaces and queuing and loading spaces must have unobstructed access directly to a public street by:</p> <ul style="list-style-type: none"> a) A driveway or private way b) A public lane c) An aisle leading to a driveway, private way or public lane d) Some combination of (a), (b) and (c) <p>6) Despite clause (1)(c):</p> <ul style="list-style-type: none"> b) In a Residential zone, a driveway that meets the provisions of Section 107 may be shared between two abutting lots with frontage on the same street. 	<p>N/A</p>	<p>Yes</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum Parking Space Rates – Sec. 101	<p>Within the areas shown as Areas B, C, D, X and Y on Schedule 1A, off-street motor vehicle parking must be provided for any land use at the rate set out in Table 101 below.</p> <p>3) within the area shown as Area X on Schedule 1A</p> <p>a) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.</p>	No parking is required for the first twelve units	Yes
Minimum Parking Space Rates – Sec. 101, Table 101	<p>Planned unit development: As per dwelling type</p> <p>Dwelling, mid-high-rise apartment (Area X): 0.5 parking spaces per dwelling unit</p>	<p>New Building: $(160-12) \times 0.5 = 74$ spaces</p> <p>Existing Buildings: $(80-12) \times 0.5 = 34$ $(75-12) \times 0.5 = 32$ Total resident parking spaces required = $74+34+32 = 140$ spaces</p>	<p>No Resident parking in the new building = 4 spaces Resident parking in the existing buildings = $28+25 = 53$ spaces Total resident parking spaces provided = $4+53 = 57$ spaces</p>
Parking Space Dimensions – Sec. 106	<p>(1) Any motor vehicle parking space must be</p> <p>a) At least 2.6m wide</p> <p>b) Not more than 3.1m wide</p>	<p>Parking stall size: 2.6m X 5.2m</p> <p>Up to 50% of the parking spaces can</p>	Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<ul style="list-style-type: none"> c) At least 5.2m long (2) Despite Subsection (1) <ul style="list-style-type: none"> a) In the case of a parallel parking space, the minimum length is 6.7m b) In the case of accessible parking space required by Provincial legislation, the minimum and maximum dimensions are governed by the Traffic and Parking By-law (3) Despite Subsection (1), up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space: <ul style="list-style-type: none"> a) Is visibly identified as being for a compact car b) Is not a visitor parking space required under Section 102 c) Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres. 	<p>be 2.4m X 4.6m provided the conditions in subsection (3).</p>	
<p>Location of Parking Abutting a Street in a Residential Zone – Sec. 109(3)</p>	<p>In the R5 zone:</p> <ul style="list-style-type: none"> i. no parking space may be established and no person may park a motor vehicle: <ul style="list-style-type: none"> a. in a required and provided front yard; b. in a required and provided 	<p>N/A</p>	<p>Yes</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>corner side yard; or</p> <p>c. in the extension of a required and provided corner side yard into a rear yard</p> <p>ii. a walkway is permitted in any yard, provided that:</p> <p>a. the walkway does not exceed 1.8 m in width; and</p> <p>b. the walkway consists of hard landscaping</p> <p>iii. all portions of the front yard and the corner side yard not occupied by parking spaces, driveways, aisles, permitted projections, accessory buildings or structures or walkways must be landscaped with soft landscaping; and</p> <p>iv. all portions of any other yard not covered by parking spaces, driveways, aisles, permitted projections, walkways, buildings or structures must be landscaped.</p>		
<p>Minimum visitor parking space rates, Sec. 102, Table 102</p>	<p>Apartment dwelling, mid-high-rise (Area X): 0.1 visitor parking space per dwelling unit</p> <p>Within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot. (By-law 2016-249)</p> <p>Within Areas X, Y and Z, no more than thirty visitor parking spaces are required per building,</p>	<p>New Building: $(160-12) \times 0.1 = 15$ spaces</p> <p>Existing Buildings: $(80-12) \times 0.1 = 7$ $(75-12) \times 0.1 = 7$</p> <p>Total visitor parking required = $15+7+7 = 29$ spaces</p>	<p>No</p> <p>Visitor parking in the new building = 4 spaces</p> <p>Visitor parking in the existing buildings = $9+3 = 12$ spaces</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
			Total visitor parking provided = 4+12 = 16 spaces
Minimum number accessible parking spaces – City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 111 (2)	For a public parking area with a capacity of: 0-19 spaces: 0 spaces to be reserved for persons with disabilities 20-99 spaces: 1 space 100-199 spaces: 2 spaces	N/A	Yes Two (2) parking spaces for persons with disability (one Type A and one Type B) are proposed
Parking space requirements for persons with disabilities – City of Ottawa Traffic and Parking By-law No. 2017-301, Part C, Sec. 112	a) width: 3.66 m each b) length: same length as the other parking spaces in the same parking facility c) hard surfaced d) level e) placed so as to be accessible to persons with disabilities whether via ramps, depressed curbs, or other appropriate means, and so placed as to permit easy access by such persons to or from a motor vehicle parked therein; and f) identified by authorized signs as prescribed in subsection 114(1).	N/A	Yes
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)	(1) A driveway providing access to a parking lot or parking garage must have a minimum width of; i. three metres for a single traffic lane, and ii. in the case of a parking lot, 6.0 metres for a double traffic lane; and (By-law	Maximum permitted width for a double traffic lane that leads to less than 20 parking spaces = 3.6m	Yes

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	<p>2016-249) (By-law 2020-299)</p> <p>iii. in the case of a parking garage, 6.0 metres for a double traffic lane. (By-law 2016-249)</p> <p>(aa) Despite clause 107(1)(a), in the case of an apartment dwelling, low-rise, stacked dwelling, or an apartment mid-rise, or apartment high-rise, the maximum permitted width for a double traffic lane that leads to:</p> <p>(i) Less than 20 parking spaces: 3.6m</p> <p>(ii) 20 or more parking spaces: 6.7m (By-law 2014-289)</p>		
<p>Private Approach – By-law No. 2003-447, Sec. 11(1)</p>	<p>A private approach shall have a minimum width of 2.4 metres and a maximum width of 9.0 metres, and in no case shall the width exceed 50% of the frontage on which the approach or approaches are located.</p>	<p>N/A</p>	<p>Yes</p> <p>A curb cut will be required for pedestrian and wheelchair access at the drop-off along Beausoleil Drive entrance.</p>
<p>Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110</p>	<p>Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of:</p> <p>(a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer;</p> <p>(b) in addition to the landscaped buffer, interior landscaping may be provided including various</p>	<p>N/A</p>	<p>N/A</p>

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
	landscaped island, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.		
Outdoor loading and refuse collection areas within a parking lot – Sec. 110(3)	Requirements: - 9 m from a lot line abutting a public street - 3 m from any other lot line - Screened from view by an opaque screen with a min. height of 2 m	N/A	No - 1.4 m from lot line along Beausoleil Drive - Located 3.5 m below grade
Minimum aisle width – Sec. 107, Table 107	6.7 m for angle of parking that is 90 degrees	N/A	N/A
Minimum bicycle parking space rates – Sec. 111, Table 111A(i)	(b) (i) apartment dwelling, high-rise: 0.5 bicycle parking spaces per dwelling unit	$160 \times 0.5 = 80$ bicycle parking spaces	Yes 64 indoor bicycle spaces below grade, and 16 outdoor bicycle spaces at-grade
Minimum bicycle parking space dimensions – Sec. 111, Table 111B	(a) Horizontal Width: 0.6 m Length: 1.8 m	N/A	Yes Compliant for outdoor bicycle parking. Pneumatic assisted stacker system is proposed for the indoor bicycle parking.

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum bicycle parking aisle width - Sec. 111 (9)	1.5 m	N/A	Yes Provision is more than the minimum requirement
Location of Bicycle Parking – Sec. 111	Bicycle parking must be located on the same lot as the use or building for which it is provided	N/A	Yes
	Bicycle parking spaces must be located in order to provide convenient access to main entrances or well-used areas.	N/A	Yes
	(3) A bicycle parking space may be located in any yard.	N/A	Yes
	(4) A maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.	N/A	Yes 16 out of 80 bicycle spaces are provided at grade.
Minimum number of vehicle loading spaces required – Sec. 113, Table 113A	(e) Residential uses: None required	N/A	Yes

6.6 Amenity Area Provisions

Section 137 – Amenity Area of the Zoning By-law contains provisions for amenity areas, as set out in **Table 6-6**.

Table 6-6: Provisions for Amenity Areas

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Amenity Area Location, Sec. 137(2)	Amenity area must be located on the same lot as the use for which it is provided.	N/A	Yes
Outdoor Amenity Area Location, Sec. 137(3)	Must not be located in a required front or corner side yard	N/A	Yes
Amenity Area Required, Sec. 137, Table 137(3)	(II) Total amenity area: 6 m ² per dwelling unit and 10% of the GFA of each rooming unit	160 x 6 = 960 m ²	Yes Total amenity area provided = 961.49 m ²
	(III) Communal Amenity Area: A minimum of 50% of the required total amenity area	480 m ² (50% of 960 m ²)	Yes 100% for communal use
	(IV) Layout of Communal Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²		Yes All proposed communal amenity areas exceed the 54 m ² area requirement.

6.7 Provisions for High Rise Buildings

Section 77 – Provisions for High Rise Buildings states:

“(5) The provisions in subsections 77 (1), (2), (3) and (4) do not apply to lands in the AM12, GM31, MC2, MC5, MC10, MC15, TM10, MD zones, TD zones and lands shown in Schedule 403.”

Schedule 403 identifies lands that are not subject to these provisions. The site is not illustrated on Schedule 403, and therefore, the provisions of Section 77 – Provisions for High Rise Buildings do not apply to the site.

6.8 Summary of Proposed Zoning By-law Amendment

In order to facilitate the proposed development, a Zoning By-law Amendment to the City of Ottawa Zoning By-law 2008-250 is required. A portion of the site is proposed to be rezoned from Residential Fifth Density, Subzone B, Height Limit 18, Floor Space Index 2.0 (R5B H(18) F(2.0) to Residential Fifth Density, Subzone B, Urban Exception XXXX, with a height Schedule (R5B[XXXX] SYYY).

The proposed Urban Exception is required because the proposed development at 200-201 Friel Street does not meet all the requirements of the R5B Zone in the Zoning By-law. It would contain site-specific provisions to allow for a reduced corner side yard setback, a reduced interior side yard setback, a reduced exterior side yard, a reduced tower setback from side property lines, and reduction in required resident and visitor parking spaces. The height schedule would allow for a maximum building height of 67 m (20 storeys). The existing parent zone and subzone for the site (R5B) will be maintained, as it currently permits the high-rise apartment dwelling use and a planned unit development. Permitted uses in the R5 Zone are set out in Section 163 of the Zoning By-law which includes high-rise apartment dwelling.

Therefore, the proposed Major Zoning By-law Amendment (ZBLA) would seek to:

- 1) Rezone the site from Residential Fifth Density, Subzone B, Height Limit 18, Floor Space Index 2.0 (R5B H(18) F(2.0) to **Residential Fifth Density, Subzone B, Urban Exception XXXX, with a height Schedule (R5B[XXXX] SYYY).**
- 2) The proposed site-specific Urban Exception [XXXX] proposes to add one lot for zoning purposes and to modify the performance standards as follows:
 - Consider the lands zoned with Exception [XXXX] as one lot for zoning purposes.
 - Permit a reduction in the corner side yard setback from 3 m to 0 m;
 - Permit a reduction in the interior side yard setback from 6 m to 3 m;
 - Permit a reduction in the exterior side yard setback from 3 m to 0 m;
 - Permit a reduction in the tower setback from side property lines from 11.5m to 3 m;
 - Permit a reduction in the minimum required resident vehicle parking spaces from 0.5 spaces per unit to 0.18 spaces per unit;
 - Permit a reduction in the minimum required visitor vehicle parking spaces from the required 32 spaces (based on 0.1 spaces per unit for the total 315 units = $0.1 \times 315 = 31.5$ (32)) to a minimum of 12 spaces;
 - Set a limit on the maximum building height of 20 storeys.

The draft Zoning By-law Amendment (ZBLA) text and schedule in Appendix D have been created to ensure that future development on the site is compatible with the surrounding downtown neighbourhood.

7 Summary of Opinion

Based on our review of the applicable land use planning policy framework, area context, and the supporting application materials, it is the professional opinion of WSP that the proposed Ottawa Community Housing development at 200-201 Friel Street represents good land use planning, and is appropriate for the site for the following reasons:

- The proposed development is consistent with the 2020 Provincial Policy Statement;
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the City's Official Plan;
- The proposed development is compatible with adjacent development and meets many of the guidelines, principles, and policies under the Central and East Downtown Core Secondary Plan and Urban Design Guidelines for High-Rise Buildings; and
- The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the proposed Zoning By-Law Amendment and Site Plan Control applications being sought to support the proposed development at 200-201 Friel Street represents good planning. The proposed development is in the public interest.

Please feel free to contact Nadia De Santi at Nadia.De-Santi@wsp.com or at (613) 690-1114 or Ashwani Kumar at Ashwani.Kumar@wsp.com or (613) 683-9024 if you have any questions or require additional information.

Yours truly,

WSP



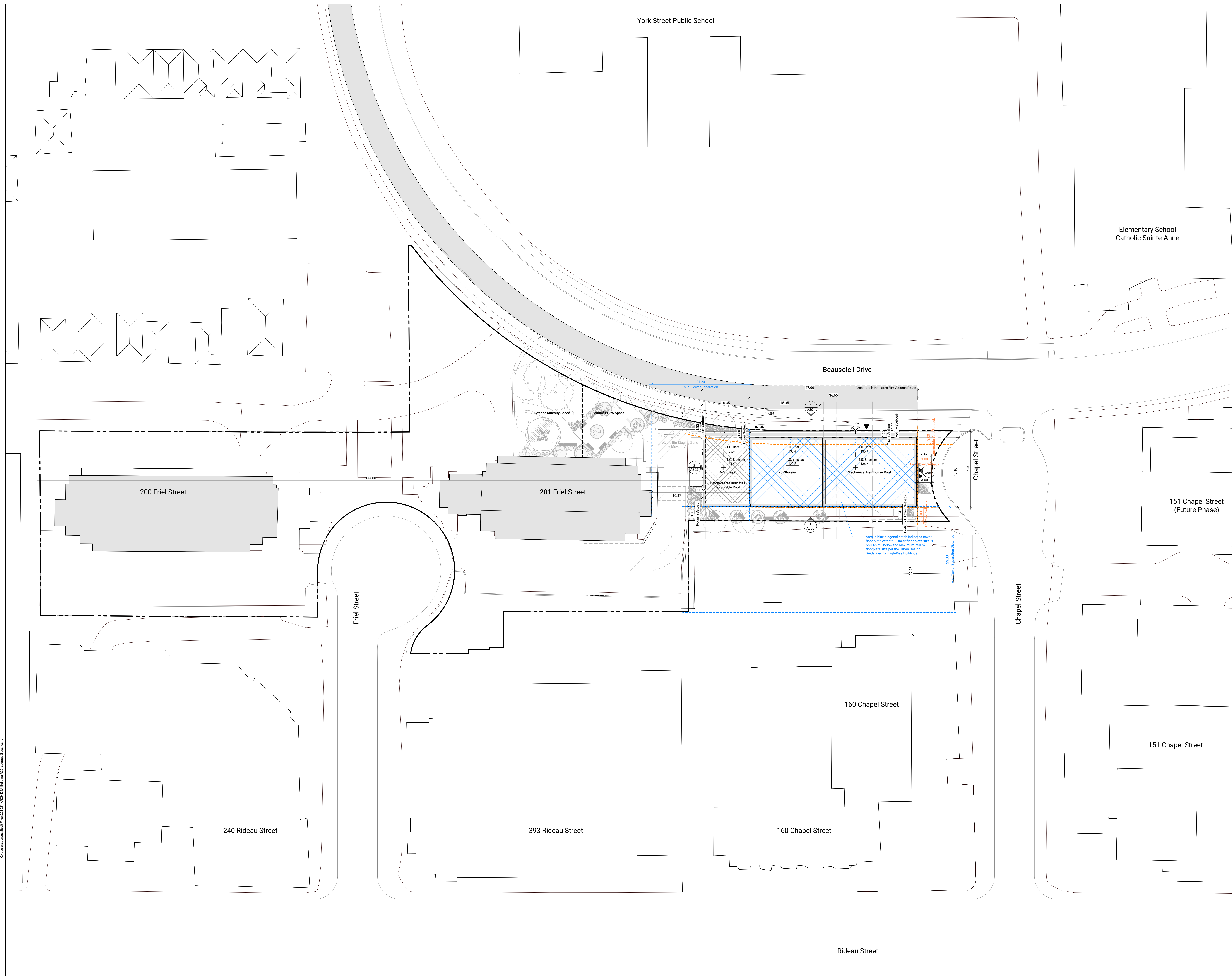
Nadia De Santi, MCIP, RPP
Practice Lead



Ashwani Kumar, B.Arch, MCP
Senior Urban Designer

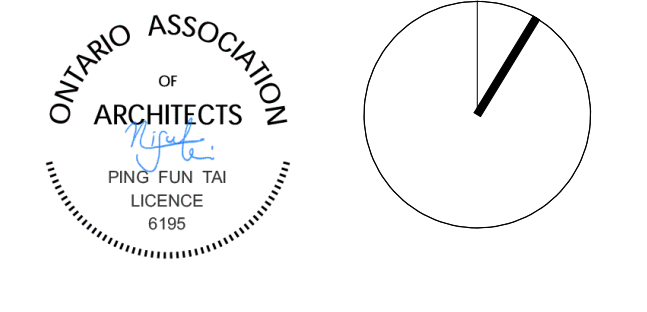
A Site Plan

No.	Date	Description
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Site Plan Symbols Legend

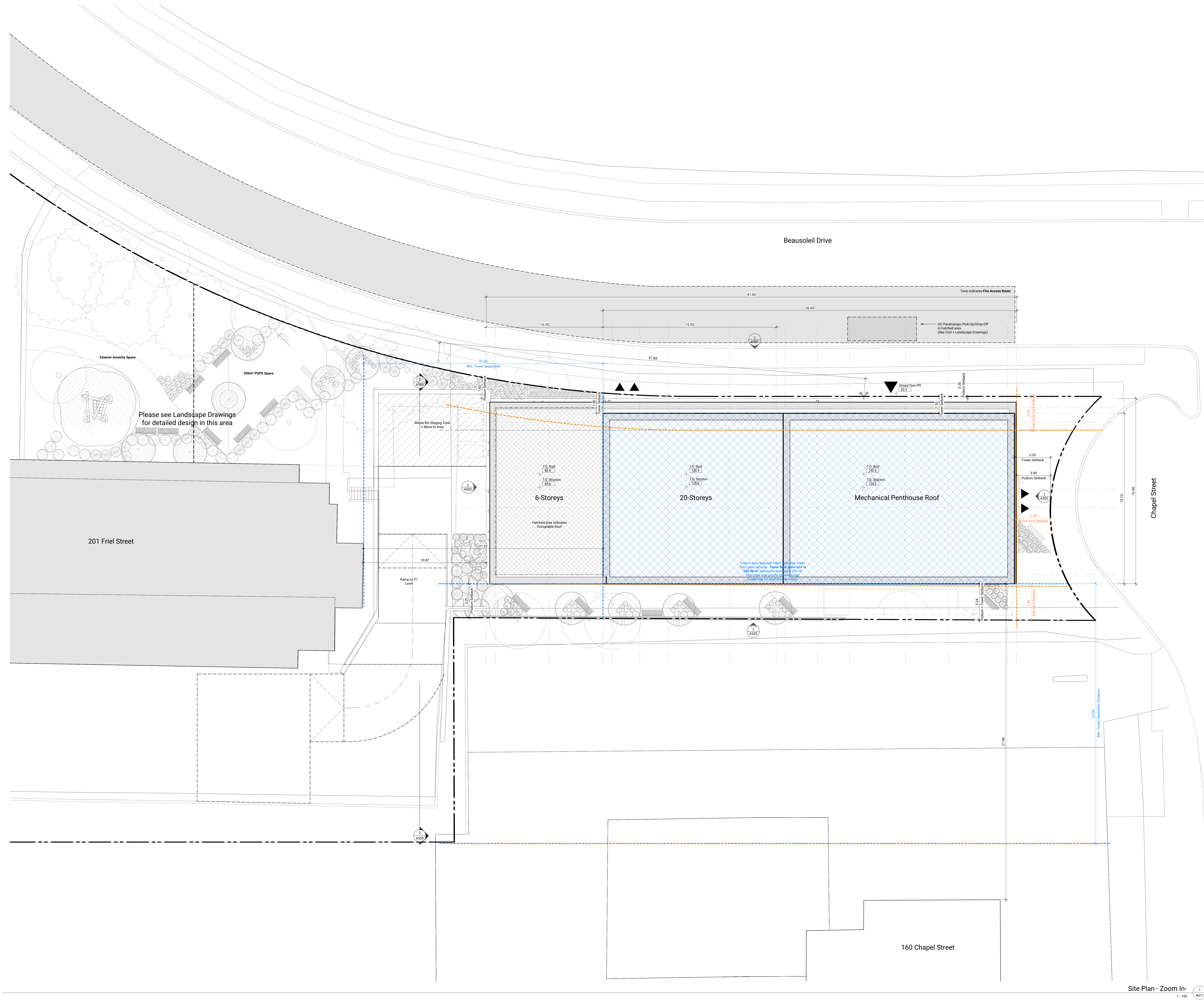
- Main Building Entry
- Building Egress Path
- Zoning Dimension
- Zoning Definition
- Urban Design Height Guideline Dimension
- Urban Design Height Guideline Definition
- Setback Dimensions
- Detailed Dimensions
- Building Elevation
- North Arrow
- Fire Hydrant
- Slamette Connection



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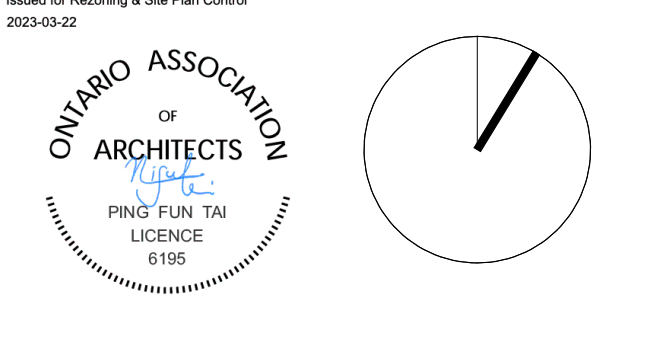


Please see Landscape Drawings for detailed design in this area

Area in blue diagonal hatching indicates Owner's floor public parking. Tower floor plate area is 500 sqm, subject to the approval of the Council. Subsequent to approval of this drawing.

Site Plan Symbols Legend

- Main Building Entry
- Building Egress Path
- Zoning Dimension
- Zoning Definition
- Urban Design Highrise Guideline Dimension
- Urban Design Highrise Guideline Definition
- Setback Dimensions
- Detailed Dimensions
- Building Elevation
- North Arrow
- Fire Hydrant
- Slamete Connection

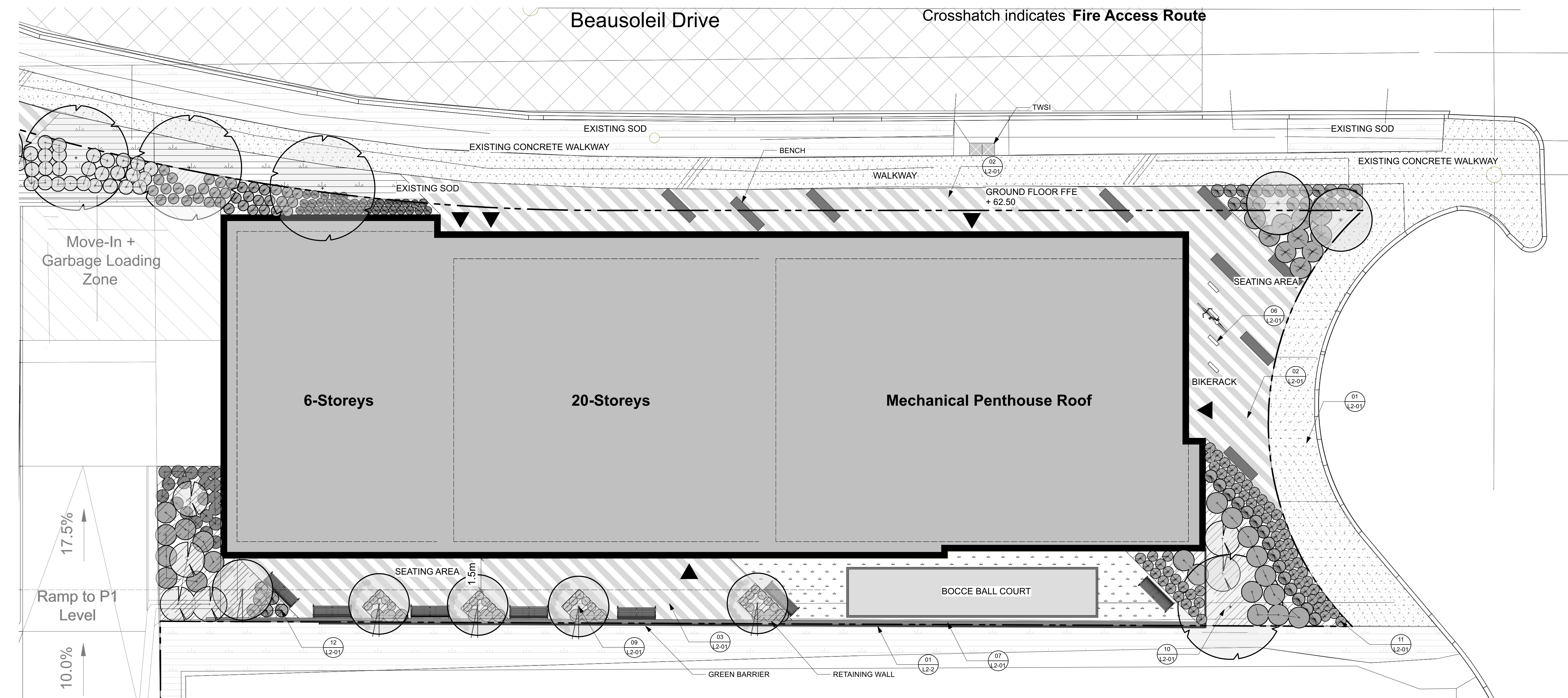


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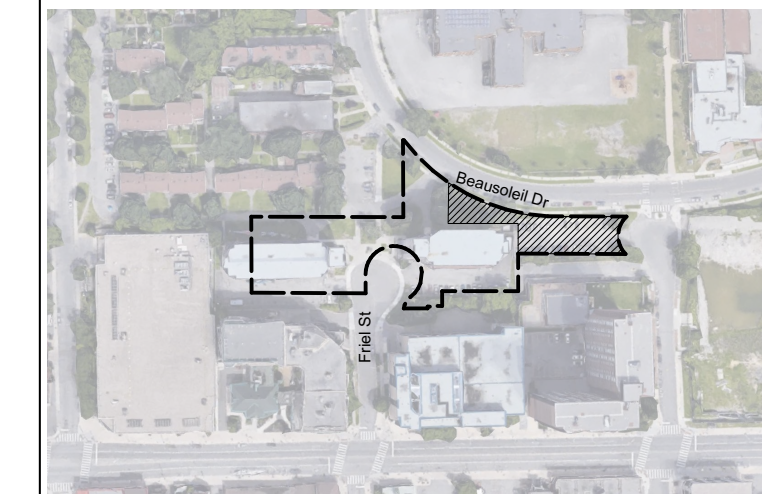
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B Landscape Plan



1 LANDSCAPE PLAN
L1-01 Scale: 1:100


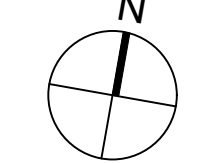
- LEGEND**
- Property Line
 - Screen Willow Fence
 - Ornamental Steel Fence
 - Mulch
 - Existing green area
 - Artificial Turf
 - Unit Pavers
 - Light Duty Concrete Walkway
 - Site Furniture
 - Bike Rack



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2. Do not scale this drawing.
3. Report any discrepancies prior to commencing work. No responsibility is born by the Landscape Architect for unknown subsurface conditions.
4. Reinstlate all areas and items damaged as a result of construction activities to the satisfaction of the Landscape Architect.
5. Drawing may not be used for construction until signed by Landscape Architect as issued for construction.
6. The accuracy of the position of utilities is not guaranteed.
7. Individual utility co. must be contacted for confirmation of utility existence and location prior to digging.
8. This drawing is an instrument of service and requires the permission of the Landscape Architect for use. Copyright is reserved by the Landscape Architect, David M. Lashley.
9. Plant material shall be No. 1 Grade and shall comply with the Metric Guide Specifications for Nursery stock (latest edition), published by Canadian Nursery Trades Association.
10. Plant substitutions shall not be permitted unless approved by the Landscape Architect.
11. Obtain approval of planting prior to digging.
12. Topsoil shall be garden siri mixture sandy loam with min. 5% organic matter and peat moss added at ratio of 1:10, topsoil to be approved by Landscape Architect.

NO.	DATE	DESCRIPTION
A	2023-03-22	ISSUED FOR REZONING AND SITE PLAN CONTROL

SEAL:  NORTH: 



CONSULTANT:
diamond schmitt

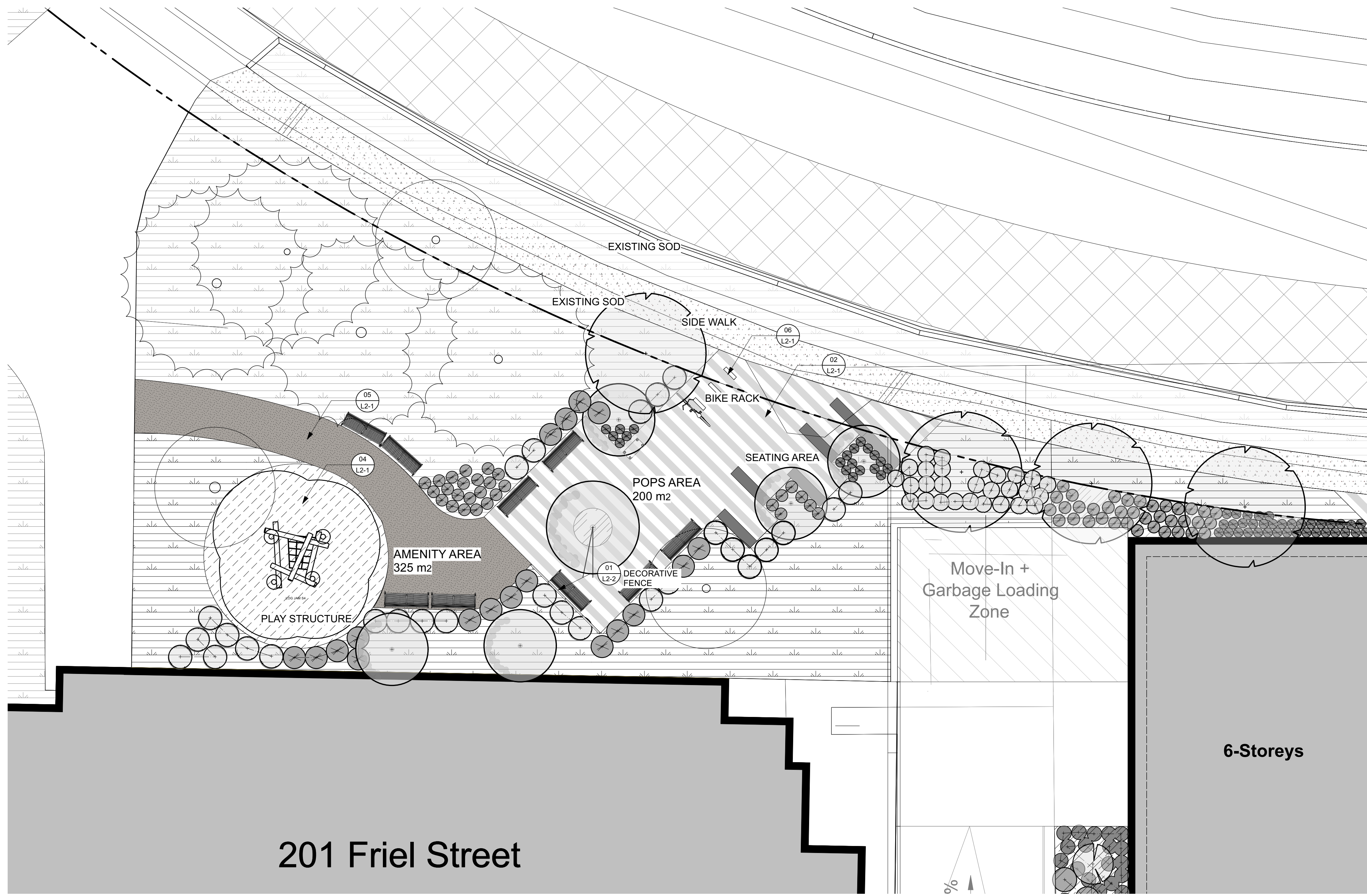
PROJECT:
OCH 200/201 FREIL STREET
200/201 FREIL STREET, OTTAWA, ONTARIO

DRAWING TITLE:
LANDSCAPE PLAN

DATE:	2023-03-14	DRAWING NO.:	
SCALE:	AS NOTED		
DRAWN BY:	MH		
LA PROJECT NO.:	22844-1		

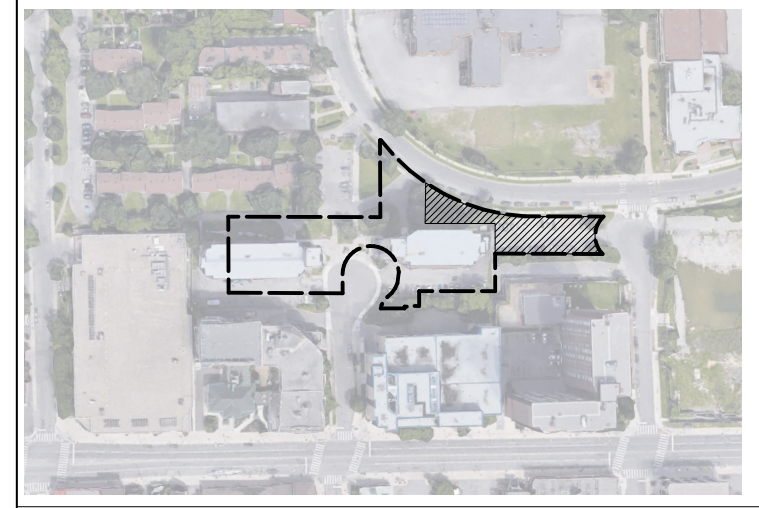
L1-01

L1-01



LEGEND

- PropertyLine
- Screen Willow Fence
- Ornamental Steel Fence
- Mulch
- Existing Green Area
- Engineered Wood Fiber
- Light Duty Asphalt
- Unit Pavers
- Light Duty Concrete Walkway
- Site Furniture
- Bike Rack



KEY PLAN, NTS

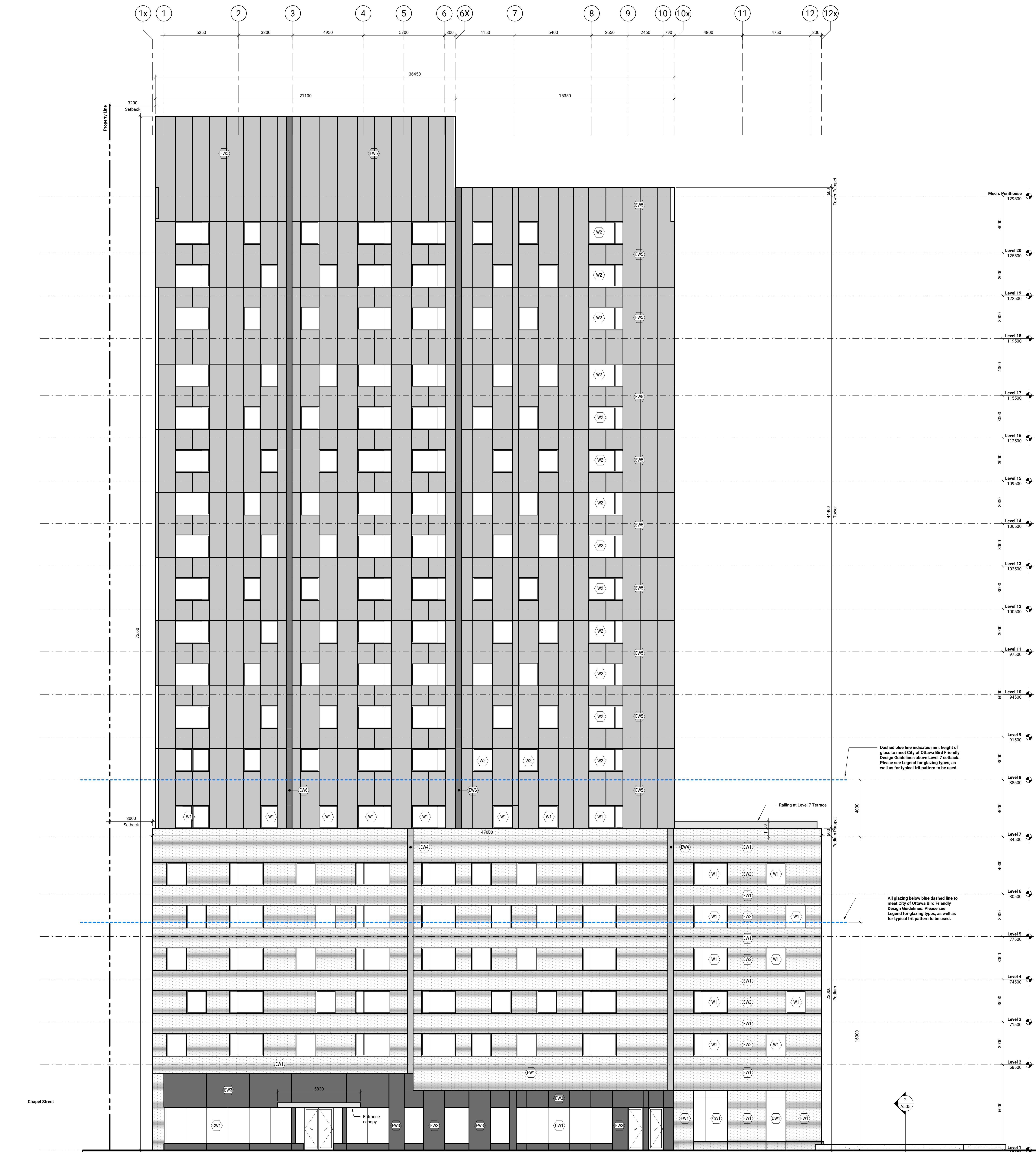
LANDSCAPE NOTES

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10. Plant substitutions shall not be permitted unless approved by the Landscape Architect.
11. Obtain approval of planting prior to digging.
12. Topsoil shall be garden silt mixture sandy loam with min. 5% organic matter and peat moss added at ratio of 1:10, topsoil to be approved by Landscape Architect.

1 LANDSCAPE PLAN-POPS
L1-02 Scale: 1:100

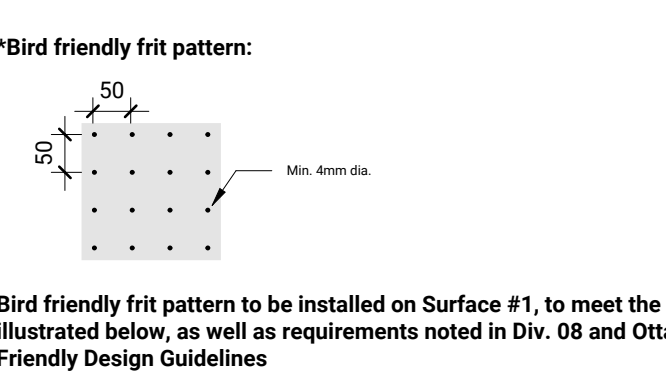
2023-03-22		ISSUED FOR REZONING AND SITE PLAN CONTROL	
DATE	DESCRIPTION		
	NORTH:		
CONSULTANT: diamond schmitt			
PROJECT: OCH 200/201 FREIL STREET 200/201 FREIL STREET, OTTAWA, ONTARIO			
DRAWING TITLE: LANDSCAPE PLAN-POPS			
DATE:	2023-03-14	DRAWING NO.:	
SCALE:	AS NOTED	L1-02	
DRAWN BY:	MH		
LA PROJECT NO.:	22844-1		

C Building Elevations

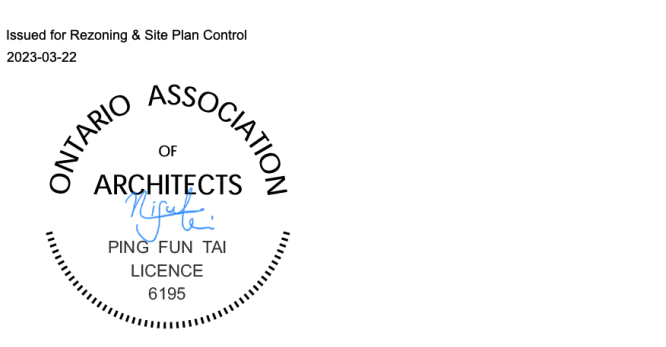


No.	Date	Description
1	22 MAR 2023	Issued for Rezoning and Site Plan Control

- Legend - Cladding Materials**
- (EW1) Exterior Wall Type 1 - Masonry Cladding
 - (EW2) Exterior Wall Type 2 - Masonry/Precast Cladding
 - (EW3) Exterior Wall Type 3 - Sintered Stone Cladding
 - (EW4) Exterior Wall Type 4 - Coloured Masonry Cladding
 - (EW5) Exterior Wall Type 5 - Metal Panel Cladding
 - (EW6) Exterior Wall Type 6 - Coloured Metal Panel Cladding
 - (CW1) Curtain Wall Type 1 - Triple Glazed Curtain Wall Bird-Friendly Frit on Surface #1 to meet Ottawa Bird-Friendly Design Guidelines*
 - (W1) Punched Window Type 1 - Triple Glazed Fibreglass Window Bird-Friendly Frit on Surface #1 to meet Ottawa Bird-Friendly Design Guidelines*
 - (W2) Punched Window Type 2 - Triple Glazed Fibreglass Window Clear glazing without frit



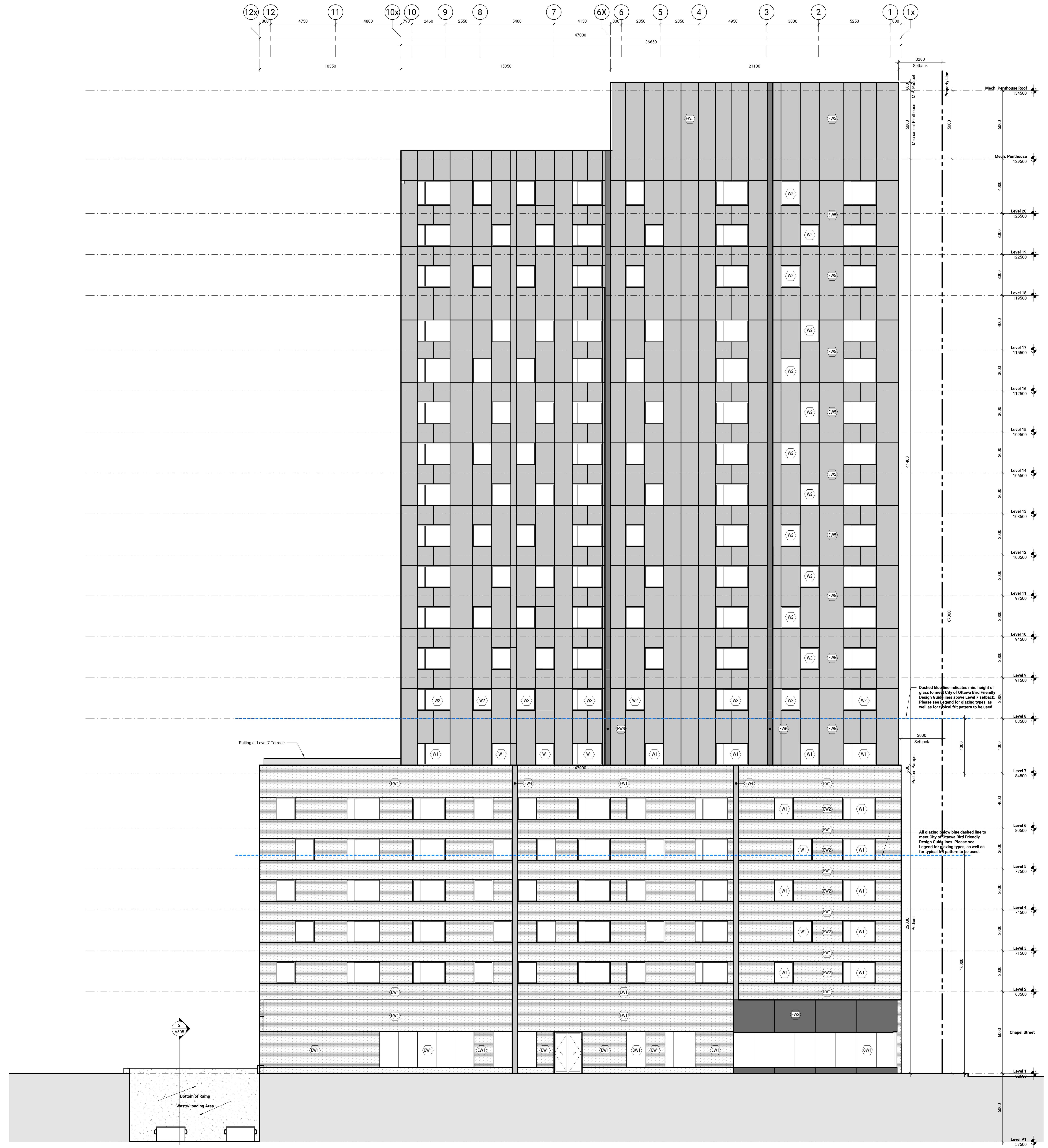
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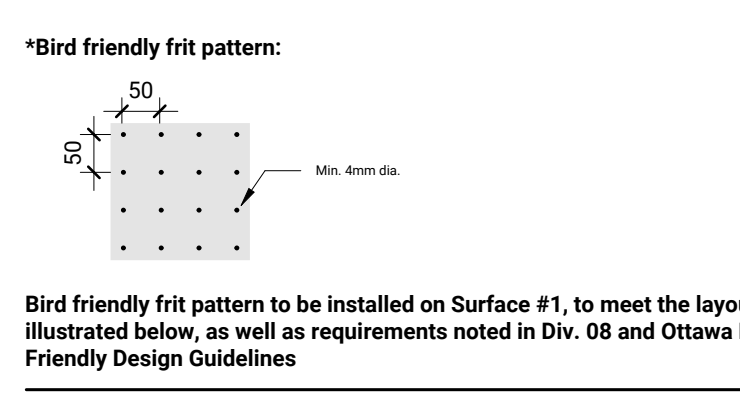
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Issued

No.	Date	Description
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 - (EW2) Exterior Wall Type 2 - Masonry/Precast Cladding
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 - (EW6) Exterior Wall Type 6 - Coloured Metal Panel Cladding
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 - (W2) Punched Window Type 2 - Triple Glazed Fiberglass Window Clear glazing without frit



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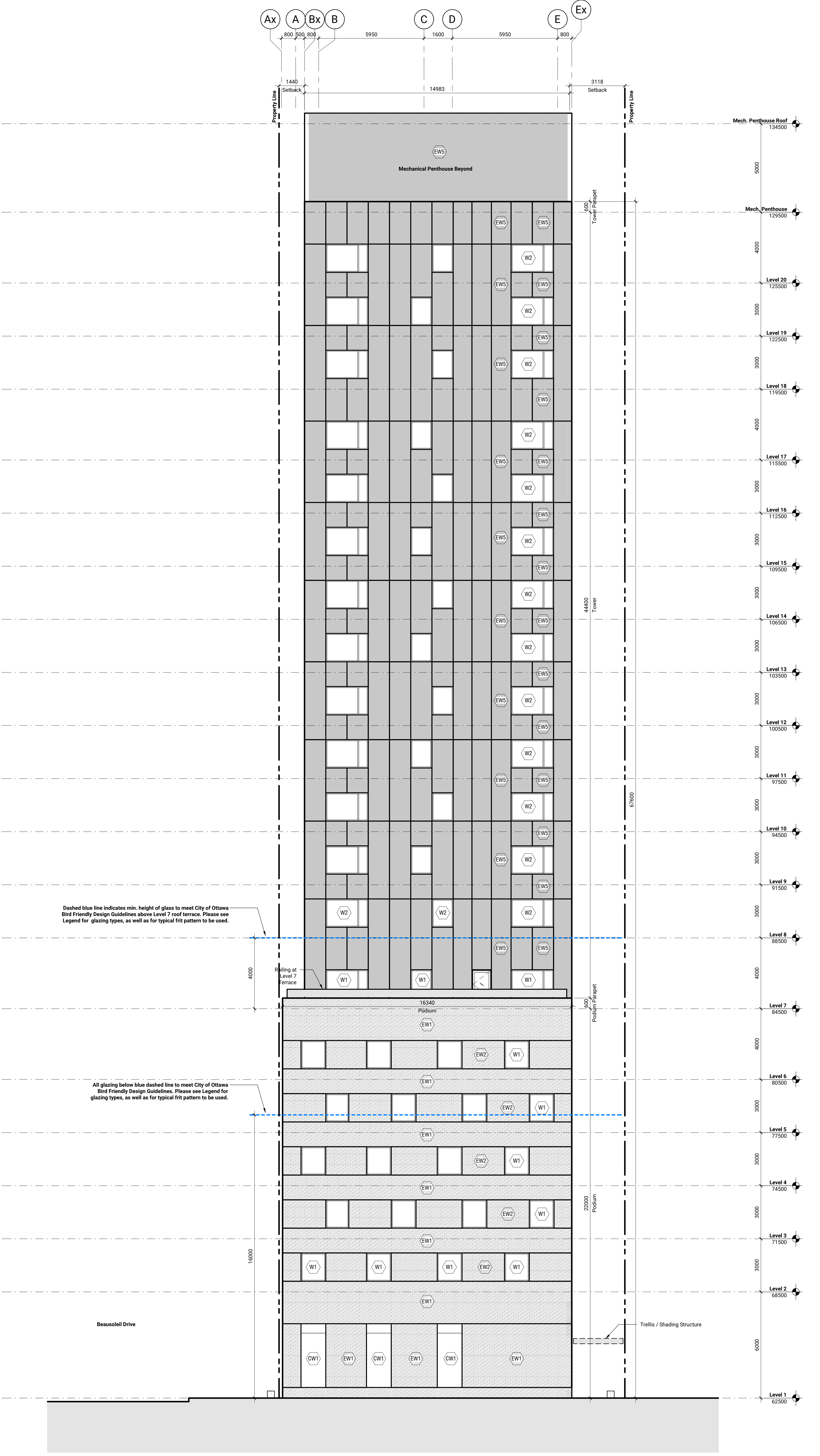


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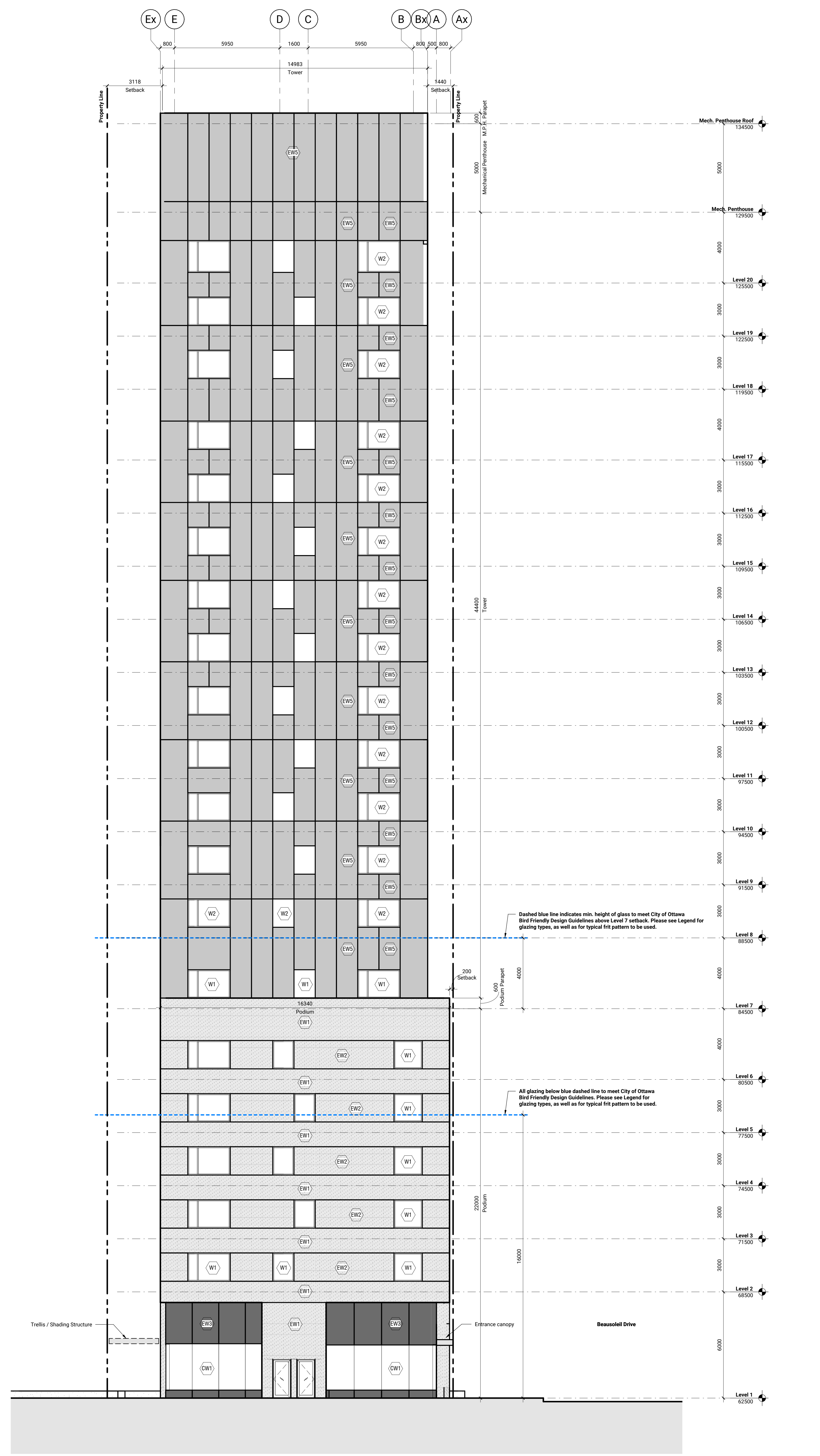
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200-201 Friel Street, Ottawa, ON K
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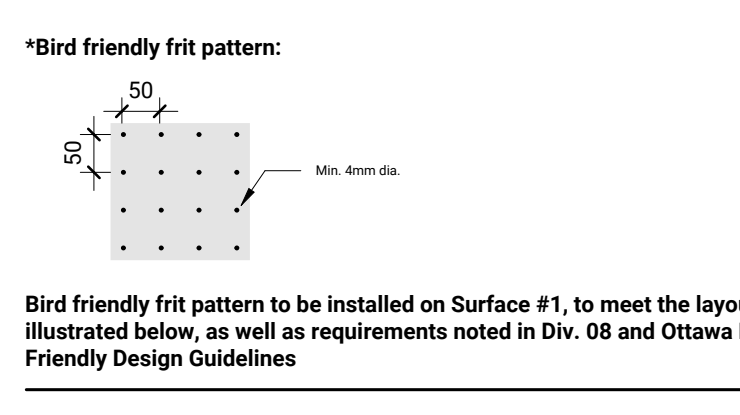


West Building Elevation 1:100



East Building Elevation 1:100

- Legend - Cladding Materials**
- (EW1) Exterior Wall Type 1 - Masonry Cladding
 - (EW2) Exterior Wall Type 2 - Masonry/Precast Cladding
 - (EW3) Exterior Wall Type 3 - Sintered Stone Cladding
 - (EW4) Exterior Wall Type 4 - Coloured Masonry Cladding
 - (EW5) Exterior Wall Type 5 - Metal Panel Cladding
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2T1 0T1

East and West Exterior Building Elevations
As indicated
A302

D Draft Zoning By-law Amendment

DRAFT BY-LAW NO. 2023-XX

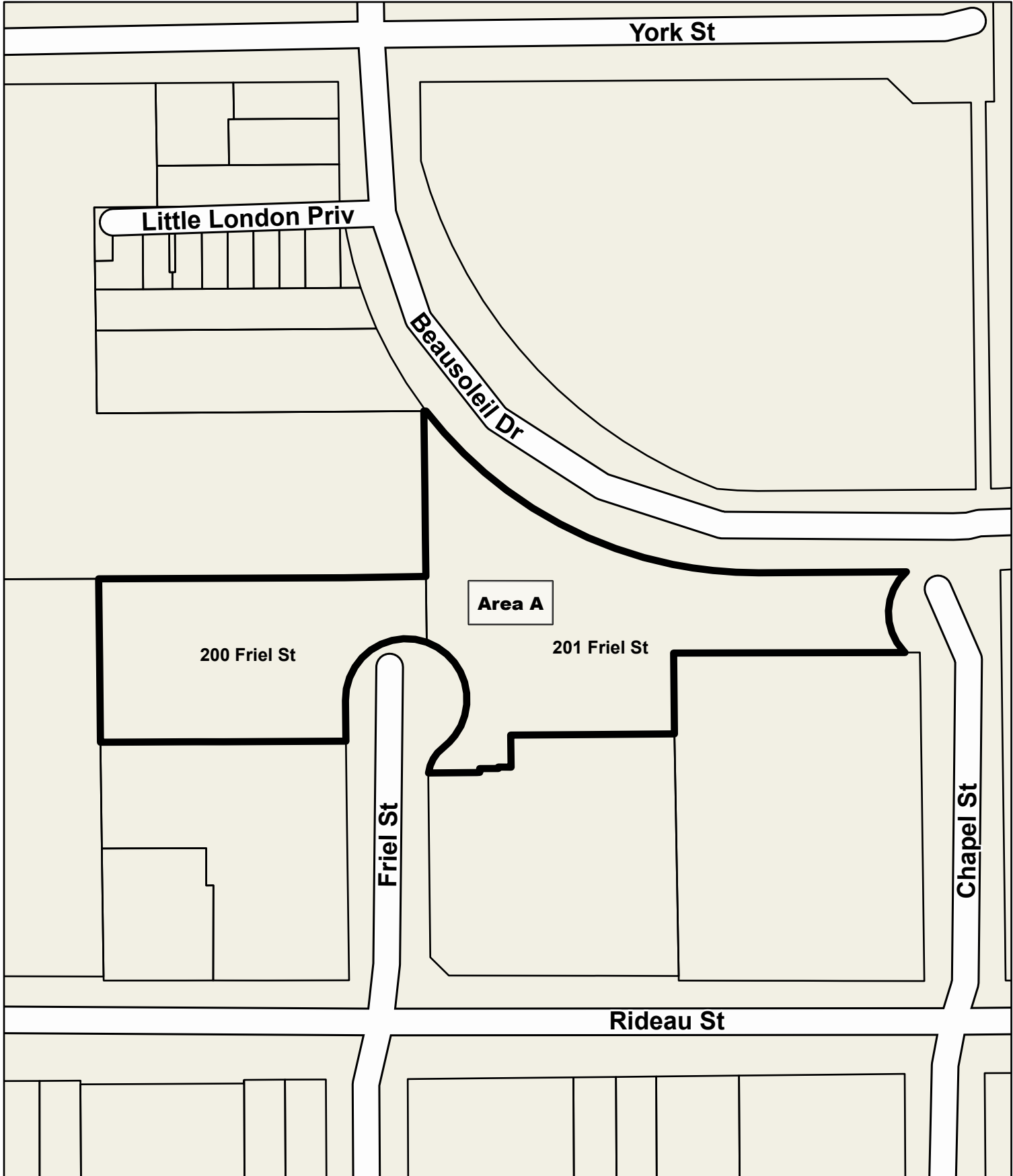
A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of the lands known municipally as 200 and 201 Friel Street.

The Council of the City of Ottawa, pursuant to Section 34 of the Planning Act, R.S.O. 1990, enacts as follows:

1. The Zoning Map of By-law No. 2008-250, entitled “City of Ottawa Zoning By-law” is amended by rezoning the lands shown as Area A on Attachment 1 to this by-law from R5B H(18) F(2.0) to (R5B[XXXX] SYYY).
2. Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended by adding the following exception:

Exception Provisions				
I Exception Number	II Applicable Zone	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XXXX [By-law No. 2023-XX]	R5B[XXXX] S(YYY)			<ul style="list-style-type: none"> • The lands zoned with Exception [XXXX] are considered one lot for zoning purposes. • Permit a reduction in the corner side yard setback from 3 m to 0 m; • Permit a reduction in the interior side yard setback from 6 m to 3 m; • Permit a reduction in the exterior side yard setback from 3 m to 0 m; • Permit a reduction in the tower setback from side property lines from 11.5m to 3 m; • Permit a reduction in the minimum required resident vehicle parking spaces from 0.5 spaces per unit to 0.18 spaces per unit; • Permit a reduction in the minimum required visitor vehicle parking spaces from the required 32 spaces (based on 0.1 spaces per unit for the total 315 units = 0.1 x 315 = 31.5 (32)) to a minimum of 12 spaces; • Set a limit on the maximum building height of 20 storeys; • Include Schedule YYY (SYYY) as per Attachment 2 to this by-law.

ENACTED AND PASSED this _____ day of _____, 2023



York St

Little London Priv

Beausoleil Dr

Area A

200 Friel St

201 Friel St

Friel St

Chapel St

Rideau St



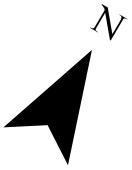
This is "Attachment 1" to
Zoning By-law 2023-XXX

Prepared by WSP
March 2023

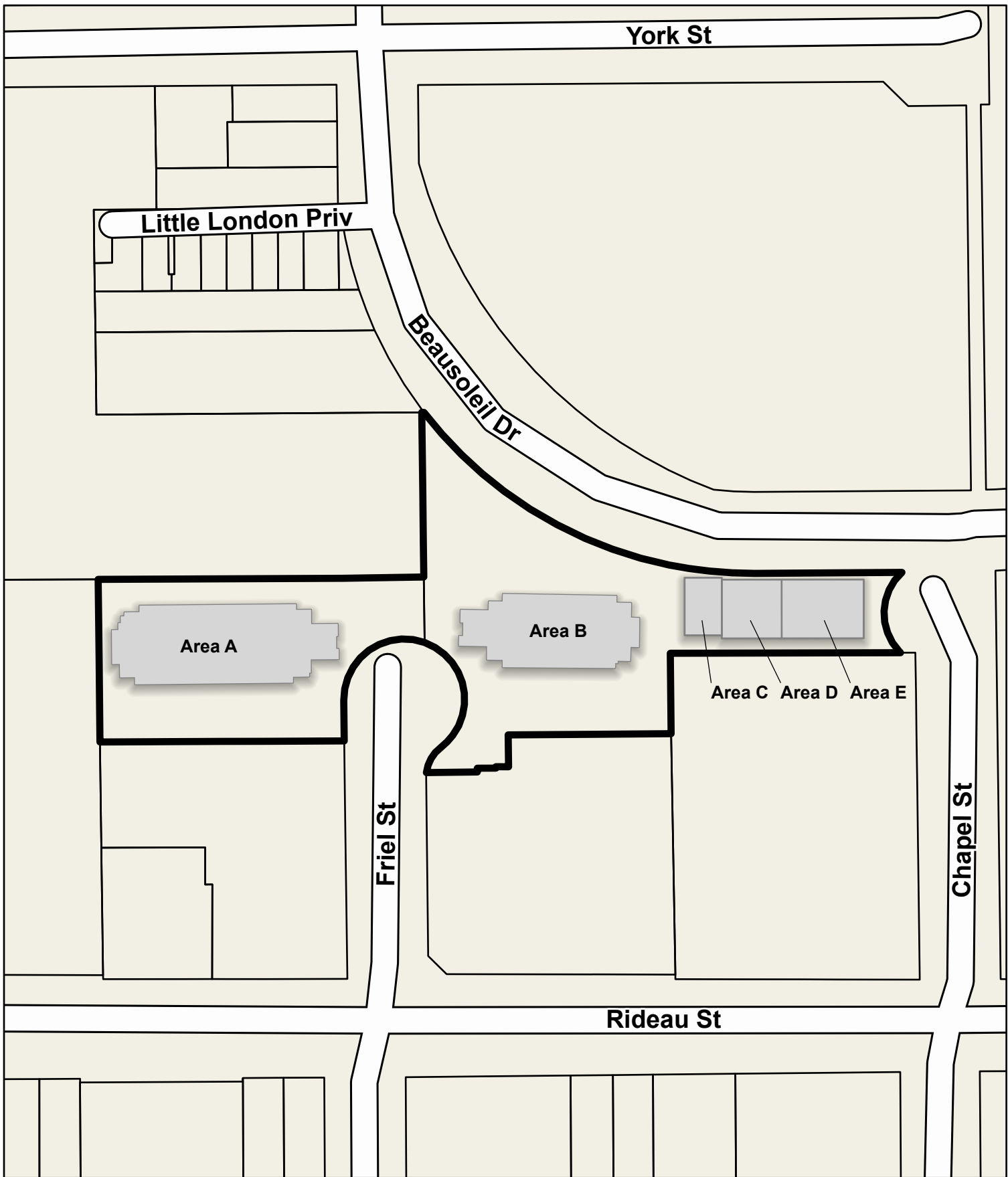
- Rezone Area A from R5B H(18)F(2.0) to R5B [XXXX] SYYY

Source: GeoOttawa; Open Ottawa

DRAFT



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This is "Attachment 2" to
Zoning By-law 2023-XXX

Prepared by WSP
March 2023

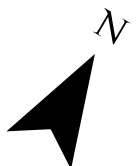
Schedule YYY

Maximum Number of Storeys

- Area A: 11 storeys
- Area B: 13 storeys
- Area C: 6 storeys
- Area D: 20 storeys
- Area E: 22 storeys (Mechanical penthouse and
elevator overrun as permitted projections)

Source: GeoOttawa; Open Ottawa

DRAFT



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