FOTENN



1740, 1754, and 1760 St. Laurent Boulevard

Planning Rationale Addendum
Zoning By-law Amendment + Site Plan Control
October 11, 2023

FOTENN

Prepared for 11421247 Canada Inc.

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

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1.0 Introduction

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale, dated October 26, 2021, to support a Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) application for the lands known as 1740, 1754, and 1760 St. Laurent Boulevard in the City of Ottawa (the 'subject site').

This report is an addendum to the October 2021 Planning Rationale and is intended to summarize the changes to the development since the original submission and to address outstanding comments from the review of the application.

This Addendum should be read in conjunction with the original October 2021 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Summary of the Application

In October 2021, Fotenn, on behalf of 11421247 Canada Inc., submitted a ZBLA and SPC (file nos. D02-02-21-0137 + D07-12-21-0177) to redevelop the subject property with four (4) buildings with heights of 12 to 15 storeys.

The Zoning By-law Amendment application sought to rezone the entirety of the subject property to "Arterial Mainstreet, Subzone 10, Exception XXX, Schedule YYY (AM10[XXX] S(YYY))" to permit a maximum building height of 48.45 metres when the maximum permitted building height is 30 metres.

1.2 Changes to the Proposed Development

The following changes have been made to the originally proposed redevelopment of the lands in response to the comments received from the technical review and feedback from public engagement events:

- **Building height**: proposed building heights have been increased from 12 and 15 to 13 and 20 storeys;
- **Building design**: the buildings have been redesigned; changes are outlined in the Design Brief prepared by PMA Architects;
- **The parkspace** has been redesigned to increase its visibility from St. Laurent Boulevard and Tower 3 has been redesigned to create a pass-through facing St. Laurent Boulevard to provide a secondary entrance to the parkspace;
- **Interior garden amenity spaces** have been redesigned so that they are framed by Towers 2 and 4 and separated from at-grade parking spaces by these two buildings;
- **Building footprints have been adjusted**, such as by including a pass-through in Tower 3 to the park, shortening the 'L'-shaped portion of Tower 4, adding an 'L' shape to Tower 2, and re-orienting Tower 1;
- **At-grade parking spaces have been re-oriented** to accommodate changes to the POPS, amenity spaces, and building footprints;
- **A sheltered bicycle parking space** now separates the POPS from the at-grade parking and makes use of the site's grade change; and
- **Modifications have been made to the points of entrance and egress**, including:
  - The secondary right-in, right-out entrance has been moved from the south side of the site to the north side of the site to improve visibility to the park;
  - The main vehicular entrance has been narrowed; and
  - Cycle tracks have been shown on St. Laurent Boulevard per city standards.

2.0
Planning & Policy Framework

Concurrent Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) applications were submitted for the subject site in October 2021. Since then, the Province of Ontario approved a new Official Plan for the City of Ottawa, with modifications. While the applications were submitted under the previous policy framework, this Planning Rationale Addendum evaluates the revised development proposal against the new Official Plan policies.

2.1 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide its development and growth.

2.1.1 Strategic Directions

Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents a significant challenge in terms of how to provide choice in housing types and prices, how to reduce greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

The Official Plan provides guidance for major strategic directions and focuses on intensification and diversifying housing options in section 2.2.1 as follows:

- Direct residential growth within the built-up urban area, particularly Hubs and Corridors, to support an evolution towards 15-minute neighbourhoods.
- Direct residential intensification to residential Neighbourhoods within a short walking distance of those Hubs and Corridors and help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The proposed development introduces new residential and commercial units along a Corridor in the built-up urban area, supporting the creation of 15-minute neighbourhoods.

2.1.2 Transect, Land Use Designation, and Overlay

As shown on Figure 1, the subject site is located in the Outer Urban Transect and is designated as a Mainstreet Corridor on Schedule B3 of the Official Plan. To the west of the subject site, the lands within 150 metres of St. Laurent Boulevard, are also subject to the Evolving Neighbourhood Overlay.

The Outer Urban Transect has an established pattern of built form and site design that is suburban. Over the medium to long term, this area is planned to evolve toward an urban (15-minute neighbourhood) model. The Plan allows for, and anticipates that, this evolution will occur gradually within a fundamentally suburban pattern. The Outer Urban Transect is generally characterized by low- to mid-density development and new development shall be:

- Low-rise within Neighbourhoods and along Minor Corridors;
- Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- Mid- or High-rise in Hubs.

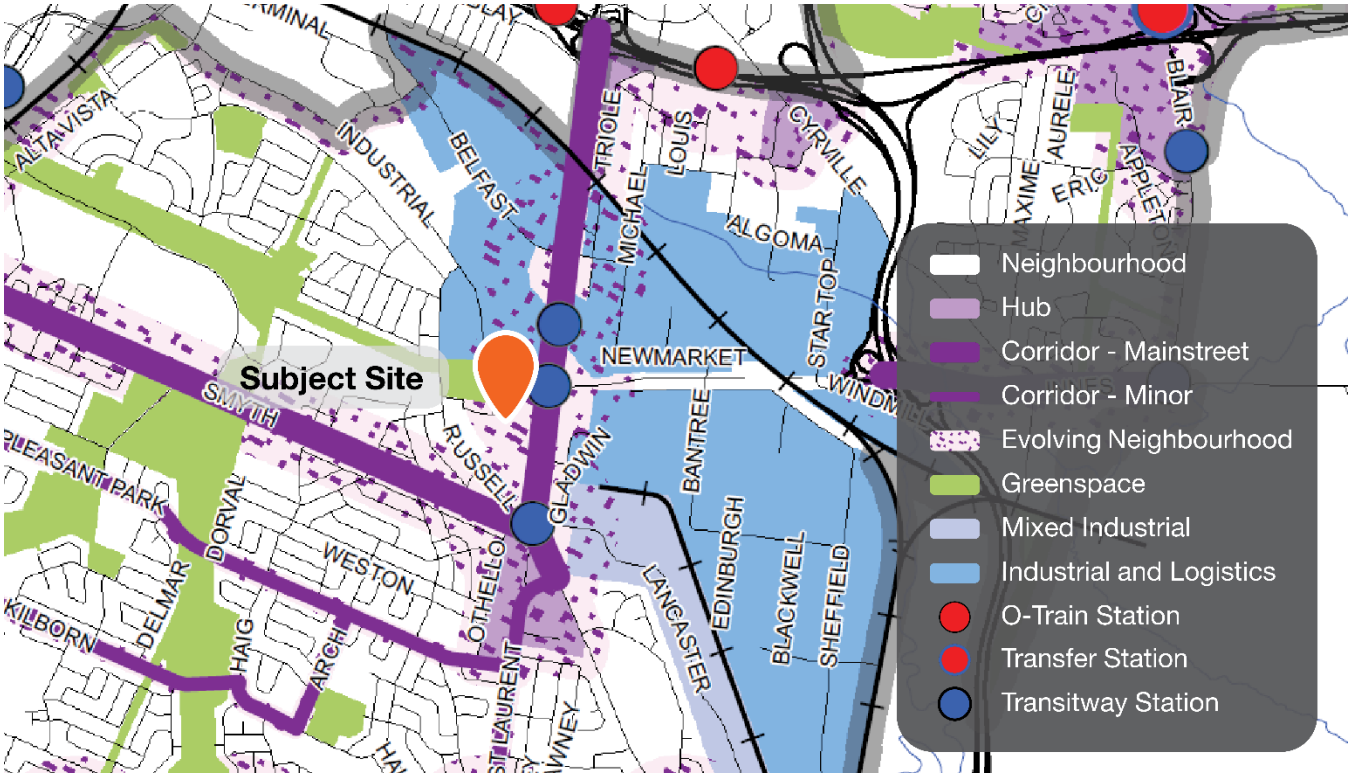


Figure 1: Schedule B3 – Outer Urban Transect

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and
- Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Along Mainstreets, permitted building heights are based on the width of the abutting mainstreet and subject to appropriate height transitions, stepbacks and angular planes. As the subject site abuts St. Laurent Boulevard, which has a width greater than 30 metres (protected width is 44.5 metres), heights of at least two (2) storeys and up to high-rise (40 storeys) are permitted (policy 6.2.1.1a).

The proposed development conforms to the Outer Urban policies of the Official Plan, proposing high-rise development adjacent to a street with a wide protected right-of-way. Additionally, the development incorporates appropriate built-form transitions to adjacent residential uses, from 20 storeys along the Corridor to eight, six, and four storeys along Mountaineer Private and Everest Private to the west.

Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs.

The Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Development within the Corridor designation shall establish buildings that locate taller buildings and higher densities closer to the Corridor, subject to building stepbacks, where

appropriate. The development shall ensure appropriate transitions in height, use of land, site design and development character through the site, where the Corridor designation meets abutting designations.

For larger sites (generally greater than 1 hectare or with a depth greater than 100 metres), an enhanced circulation network should be provided within the site prioritizing the needs of pedestrians, cyclists and transit users, and should encourage development closer to the corridor first.

Per policy 6.2.1.3, Corridors generally permit residential and non-residential uses that integrate within a dense, mixed-use urban environment. Mainstreet Corridors also permit office uses.

The proposed building heights conform to the heights envisioned by the Official Plan for Mainstreet Corridors, and the greatest heights and densities are adjacent to St. Laurent Boulevard, the Mainstreet Corridor.

The proposed development includes two mixed-use buildings fronting onto St. Laurent Boulevard and two residential use buildings located further from the Mainstreet Corridor. An internal network of sidewalks and pathways provides connections to adjacent lands and subdivisions. Pedestrians and cyclists will be permitted to bypass the bollards dividing Mountaineer Private from Everest Private to access Russell Road to the west.

2.1.3 Urban Design

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

- Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

- Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development meets the urban design policies contained in the Official Plan. The buildings are sited and oriented to frame St. Laurent Boulevard and the new internal private road, with appropriate setbacks and visible main entrances. The number of vehicle drive aisles to access the site has been reduced from three to two, which will reduce the potential for conflicts between vehicles and pedestrians.

Section 4.6.6 contains policies to ensure 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. Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- Between existing buildings of different heights;
- Where the planned context anticipates the adjacency of buildings of different heights;
- Within a designation that is the target for intensification, specifically:

- Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

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

Policy 3 further clarifies that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Policy 4 directs that 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 development:

- Provide protection from heat, wind, extreme weather, noise and air pollution; and
- 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.

The proposed high-rise buildings have been designed to transition to the immediately adjacent mid-rise buildings, as well as the nearby low-rise residential dwellings. Buildings are tallest adjacent to the Mainstreet Corridor and the heights are lower to the west, achieving a westward transition and locating the high-rise buildings at the furthest point away from the low-rise townhouses to the south and west.

Public and private amenity areas are included as part of this redevelopment. A privately-owned public park (POPS) is proposed in the south and centre of the site. The POPS will be publicly accessible from St. Laurent Boulevard and has been designed to achieve adequate sightlines to read as a public, not private, amenity space.

Private amenity spaces are also included as part of the proposed redevelopment, such as in the southwest corner of the site, framed by Tower 4, and in the northwest corner of the site, framed by Tower 2. All of these amenity spaces will provide protection from the elements, including heat, wind, and weather.

Policy 8 stipulates that 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 2,000 square metres for commercial buildings, with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Policy 9 states that 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 subject site features tower floorplates that range from 870 square metres for levels 13 to 20 of Tower 1, to 1,084 square metres for Tower 4. Increased tower setbacks have been provided, with all buildings having a minimum of 23-metre tower separation and most buildings having greater tower separation. Specifically, tower separation on the site is summarized as follows:

- **28 metres between Towers 1 and 2,**
- **35 metres between Towers 1 and 3,**
- **52 metres between Towers 3 and 4, and**
- **23 metres between Towers 2 and 4.**

Space at grade has been provided for soft landscaping and trees. A public park and two private outdoor amenity spaces are proposed.

2.2 Zoning By-law



The AM10[1658] subzone applies to the northern parcel (1740 St. Laurent Boulevard). The exception permits “warehouse” as an additional use and establishes the following provisions:

- Minimum front yard setback for warehouse: 75.0 m from St. Laurent Blvd.
- Minimum rear yard setback for warehouse: 20.0 m
- Despite subsection 163(9) landscaped area must be provided for warehouse use as follows:
  - Minimum width of rear yard landscaped area: 3.5 m
  - Minimum width of side yard landscaped area abutting north lot line: 0.0 m
  - Minimum width of side yard landscaped area abutting south lot line: 2.5 m
  - Minimum width of landscaped area, all other cases: 2.0 m
- Maximum height: 50 m
- Minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area

The table below evaluates the revised development proposal against applicable zoning performance standards. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed			Compliance
Minimum Lot Area	No Minimum	18,186 m²			✓
Minimum Lot Width	No Minimum	153.3 m			✓
Front Yard Setback	Minimum: 0 m At least 50% of frontage along front lot line and corner side lot line must be occupied by building wall located within: / 4.5 m of the frontage for a Residential use building / 3.0 m for Non-residential and Mixed use buildings	2.0 m >50% of frontage occupied by building walls within 3 metres			✓
Minimum Interior Side Yard Setback	No minimum	10 m			✓
Minimum Rear Yard Setback	/ Rear lot line abutting a residential zone: 7.5 m / Residential use building: 7.5 m / All other cases: no minimum	7.5 m			✓
Building Height	**AM10[1658]** Exception [1658]: Maximum height 50 m For buildings within 10 metres of the front lot line, the ground floor requires a minimum height of 4.5 m	68.45 m Ground floor height of 4.5m			✗ ✓
	AM10 30 m	68.45 m			✗
Amenity Area	6 m² per unit 50% is required to be communal and aggregated into areas up to 54 m², and where more than one is provided, at least one is minimum 54 m² Tower 1: 184 units x 6 = 1,104 m² ; 552 m² communal Tower 2 : 154 units x 6 = 924 m² ; 462 m² communal	T1	Private	2,888 m²	✓
			Communal	Ext. 260 m² Int. 438 m² Total 698 m²	
			T1 total	3,586 m²	
		T2	Private	2,916 m²	✓
			Communal	Ext. 878 m² Int. 315 m² Total 1,193 m²	
			T2 total	4,110 m²	

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed			Compliance
	Tower 3: 200 units x 6 = 1,200 m^2 ; 600 m^2 communal Tower 4 : 163 units x 6 = 978 m^2 ; 489 m^2 communal	T3	Private	2,731 m^2	✓
			Communal	Ext. 482 m^2 Int. 125 m^2 Total 607 m^2	
			T3 total	3,338 m^2	
		T4	Private	2,882 m^2	✓
			Communal	Ext. 877 m^2 Int. 416 m^2 Total 1,293 m^2	
			T4 total	4,175 m^2	
Provisions for High-Rise Buildings Area A of Schedule 402 s. 77	Min. lot area, interior lot: 1,350 m^2	18,186 m^2			✓
	Min. interior side and rear yard setback for a tower: 10 m	Interior side yard: 10 m Rear yard: > 10 m			✓
	Minimum separation distance between towers on the same lot: 20 m	Between Towers 1 and 2: 28 m Between Towers 1 and 3: 35 m Between Towers 3 and 4: 52 m Between Towers 2 and 4: 23 m			✓
Bicycle Parking – Residential	Residential: 0.5 spaces/unit Tower 1: 184 x 0.5 = 92 spaces Tower 2: 154 x 0.5 = 77 spaces Tower 3: 200 x 0.5 = 100 spaces Tower 4: 163 x 0.5 = 81.5 spaces	Tower 1: 92 spaces Tower 2: 77 spaces Tower 3: 101 spaces Tower 4: 92 spaces			✓
Bicycle Parking – Commercial	Commercial: 1 space/250 m^2 of Gross Floor Area Tower 1: (871.71 m^2/250 m^2) x 1 space = 3.48 spaces = 4 spaces Tower 3: (2,144.02 m^2/250 m^2) x 1 space = 8.57 spaces = 9 spaces	Tower 1: 6 spaces Tower 3: 9 spaces			✓
Residential Vehicular Parking Area B on Schedule 1A	Residential: 0.5 per dwelling unit 10% or 20 spaces reduction if all spaces within the same building.	Tower 1: 168 spaces			✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
	Tower 1: (184 units) x 0.5 = 92 spaces – 10% = 83 spaces Tower 2: (154 units) x 0.5 = 77 spaces – 10% = 69 spaces Tower 3: (200 units) x 0.5 = 100 spaces – 10% = 90 spaces Tower 4: (163 units) x 0.5 = 81.5 spaces – 10% = 73 spaces	Tower 2: 146 spaces	✓
		Tower 3: 192 spaces	✓
		Tower 4: 160 spaces	✓
Visitor Vehicular Parking Area B on Schedule 1A	Residential Visitor: 0.2 per dwelling unit, after the 12th unit (to a maximum of 60) Tower 1: (184 units – 12) x 0.2 = 34 spaces Tower 2: (154 units -12) x 0.2 = 28 spaces Tower 3: (200 units -12) x 0.2 = 38 spaces Tower 4: (163 units – 12) x 0.2 = 30 spaces Total: Min. 130 spaces, max. 240	Towers 1 & 2: 62 spaces	
		Tower 3 & 4: 68 spaces	
		Total: 130 spaces Note: Towers are grouped together as they have shared parking garages	
Required Commercial Parking	Retail store: 2.5 per 100 m^2 of gross floor area (2,026 m^2 / 100 m^2) x 2.5 spaces = 51 spaces Restaurant: 3 for first 50 m^2 of gross floor area plus 10 per 100m^2 of gross floor area over 50m^2 of gross floor area	Indoors: 49 (underground Tower 4) Outdoors: 27 (between Tower 3 and 4) Total: 76 spaces	✓
	AM10[1658] Minimum parking rate for restaurant: 6 spaces per 100 m^2 of gross floor area ([871.71 m^2 / 100 m^2] * 6 spaces) = 52 spaces	Indoors: 33 (underground Tower 2) Outdoors: 19 (between Towers 1 and 2) Total: 52 spaces	✓
Maximum Visitor Parking Space Rates Area B on Schedule 1A	Within Area B no more than 60 visitor parking spaces are required per building	Fewer than 60 visitor parking spaces per building provided: Towers 1 & 2: 62 spaces Tower 3 & 4: 68 spaces Note: Towers are grouped together as they have shared parking garage	✓
Ground Floor Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must	Tower 1: 1 active entrance, > 50% transparent glazing	✓

Zoning Mechanism	Requirement: AM10[1658] / AM10	Proposed	Compliance
	include a minimum of one active entrance in the case of a residential use building. A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active resident entrance access doors.	Tower 3: 4 active entrances, > 50% transparent glazing	✓
Loading Spaces	Retail store area: 2,026 m^2 Retail store min. number of loading spaces per 2,000-4,999 m^2: 1 space Restaurant area: 871 m^2 "All other non-residential uses" min. number of loading spaces per 350-999 m^2: 0 spaces	1 space	✓

2.3 Transit-Oriented Development Guidelines

The revised proposed development meets the following recommendations per the Transit Oriented Development Guidelines, among others:

G.1 Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they establish high residential and/or employee densities.

G.3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

G.7 Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design.

G.9 Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.

G.14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

G.15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

G.16 Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.

G.17 Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists.

G.28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

G.29 Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.

G.35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

G.36 Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles.

G.39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping;

The proposed revised development incorporates many of the TOD urban design recommendations listed above and will contribute a transit-supportive building and streetscape to this portion of St-Laurent Boulevard.

2.4 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

G.1.11 When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations.

G.1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.

G.1.16 When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back of 1,800m² for an interior lot or a through lot.

G.2.1 Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:

a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and

b. creates a new urban fabric, defines and animates new public spaces, and establishes new views.

G.2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

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

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

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

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

G.2.19 For sites where the adjacent context is lower-scale and not anticipated to change:

a. the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and

b. provide a transition in height on the base through setbacks and architectural articulation.

G.2.21 Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade.

G.2.23 The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.

G 2.24 Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:

a. the minimum separation between towers should be 23 metres.

G 2.27 In suburban locations, cluster towers to avoid random placement of buildings.

G.2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:

a. a stepback of 3 metres or greater is encouraged.

b. the minimum stepback, including the balconies, should be 1.5 metres; and

c. where development lots are very narrow (less than 30 metres), such as in the Central Area and emerging downtown districts, and a stepback is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts.

G.2.32 Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including:

a. orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting; and

b. articulating the facades to respond to changes in solar orientation, wind effects, and context.

The proposed revised design of the development includes many of the above-mentioned urban design recommendations, among others, appropriate for new high-rise developments.

2.5 Urban Design Guidelines for Development Along Arterial Mainstreets

The proposed revised development meets the following recommendations per the Urban Design Guidelines for Development along Arterial Mainstreets, among others:

G.1	Locate new buildings along the public street edge.
G.2	Provide a 2.0-metre-wide unobstructed concrete sidewalk. Landscaping is also provided.
G.4	Use buildings, landscaping and other streetscape elements to create continuous streetscapes.
G.5	Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.
G.6	Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
G.11	Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.
G.13	Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
G.14	Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
G.15	Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
G.17	Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
G.18	Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.
G.19	Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
G.20	Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
G.21	Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.
G.23	Provide an unobstructed 2.0-metre-wide sidewalk in the public right-of-way, across private access driveways.
G.24	Provide site furnishings such as bike racks, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.
G.27	Locate surface parking spaces at the side or rear of buildings.

G.35 Provide a minimum 3.0-metre-wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.

G.40 Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.

The proposed revised design of the development includes many of the urban design guidelines for Arterial Mainstreets.

2.6 Bird-Safe Design Guidelines

The Bird-Safe Design Guidelines (2022) have been reviewed as part of this resubmission package. Bird safety has been considered in the following ways:

- Monolithic, undistinguished expanses of glazing has been avoided; and
- A variety of materials, textures, and colours are proposed as part of the building design (see page 47 of the Design Brief for more information), which fragments reflection.

Bird-safe glass is presently being investigated. Further opportunities for refinement will be discussed during the detailed design stage.

3.0
Proposed Zoning By-law Amendment

As part of the requested Zoning By-law amendment application, the proponent is seeking to amend the following provisions:

- In the AM10 zone, permit a maximum building height of 69 metres, whereas the maximum permitted building height is 30 metres.
- In the AM10[1658] subzone, permit a maximum building height of 69 metres, whereas the maximum permitted building height is 50 metres.

4.0 Conclusion

Following review of the revised plans for the subject site, it remains Fotenn's professional opinion that the applications represent good land use planning and are in the public interest for the following reasons:

- The proposed development conforms to the City of Ottawa Official Plan (2022) policies by proposing an intensification of the subject property in an area identified to accommodate growth; and
- The proposed development generally complies with the performance standards in the AM10 and AM10[1658] subzones;
- The zoning relief requested conforms with the applicable Official Plan policies.

Sincerely,



Jaime Posen, RPP MCIP
Associate



Tamara Nahal, MPl
Planner