



## **70 & 80 Woodridge Crescent**

Planning Rationale Addendum  
Zoning By-law Amendment + Official Plan Amendment  
December 18, 2023



Prepared for Ferguslea Properties

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## **1.0 Introduction**

### **1.1 Addendum Overview**

### **1.2 Application Overview**

1.2.1 Zoning By-law Amendment

1.2.2 Official Plan Amendment

## **2.0 City of Ottawa Official Plan (2022)**

2.1.1 Strategic Directions

2.1.2 Cross-Cutting Issues

2.1.3 Transect Policy Area

2.1.4 Urban Designation

2.1.5 Growth Management Framework

2.1.6 Urban Design

## **3.0 Conclusion**

# 1.0 Introduction

## 1.1 Addendum Overview

Fotenn has prepared this document as an addendum to the Planning Rationale for the submission in support of the Official Plan (D01-01-22-0004) and Zoning By-law Amendment (D02-02-22-0025) applications for 70 and 80 Woodridge Crescent. The application was deemed complete on March 28, 2022. The Addendum is prepared in response to Technical Comments received through the circulation process pertaining specifically to the requested review of the proposed development against the new Official Plan, which was adopted after the submission of the above noted applications.

This Addendum is intended to be read in conjunction with the Planning Rationale dated March, 2022, originally submitted with the Official Plan Amendment and Zoning By-law Amendment application.

## 1.2 Application Overview

### 1.2.1 Zoning By-law Amendment

The Zoning Bylaw Amendment application would amend the current Residential Fifth Density, Subzone A Height Limit 34 metres, Site Specific Exception 1923 – **(R5A)[1923] H(34)**, with General Mixed Use Zone, Exception XXXX, – **GM[XXXX]**, to allow the redevelopment of the subject property with additional height and density consistent with the proposed concept plans.

### 1.2.2 Official Plan Amendment

The Official Plan Amendment would amend the following policies of the Official Plan:

- / Area Specific Policy 10.1
  - Permit high-rise buildings up to 40-storeys; and,
  - Remove the prerequisite for a Secondary Plan on this portion of Ferguslea Properties Ltd.'s broader landholdings
- / Policy 6.1.2.4(a)
  - Remove the provision requiring a minimum lot coverage of 70%



## 2.0 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 the development and growth of the City.

### 2.1.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

**a) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**b) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**c) 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.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**e) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

### 2.1.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

**2.1.3 Transect Policy Area**

Schedule A of the Official Plan 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). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 1: Schedule A – Transect Policy, City of Ottawa Official Plan.

The subject property is located in the **Outer Urban Transect**, an area that comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The Outer Urban Transect neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. However, the evolution of existing neighbourhoods is expected to be

extremely gradual within a fundamentally suburban pattern, with more substantial changes confined to a set of strategic locations, unless the site is close to new Hubs or Corridors that are serviced by rapid transit.

The proposed development meets the following Outer Urban Transect policies outlined in **Section 5.3**, among others:

### Recognize a suburban pattern of built form and site design

- 5.3.1.3 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:
- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations;
  - b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6 of the New Official Plan.

**The proposed development will support the rapid transit system by providing a high-density residential development in close proximity to the Bayshore LRT station. Further, the buildings are proposed to incorporate commercial uses at-grade level, contributing to the 15-minute Neighbourhood model.**

### Enhance mobility options and street connectivity in the Outer Urban Transect

- 5.3.2.1 When reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridors and as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.

**The proposed development will provide a street-fronting building with an active frontage, including a POPS abutting the public right-of-way which includes well designed integration into the City's MUP connecting to Accora Village and the broader surrounding community.**

### Provide direction to the Hubs and Corridors located within the Outer Urban Transect

- 5.3.3.1 Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:
- a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise (10-40 storeys); and
  - b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

**The subject property is located within a Hub and abuts an existing rapid transit station .**

- 5.3.3.2 Parking in Outer Urban Hubs shall be managed as follows:
- a) Minimum parking requirements may be reduced or eliminated; and
  - b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block,

behind or beside the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

The proposed development contemplates a parking ratio of 0.78 stalls per unit, which is less than half the maximum permitted amount. Further, parking is located below grade with minimal stalls located at grade for guest parking only. Which is not included in the parking ration calculation.

**2.1.4 Urban Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

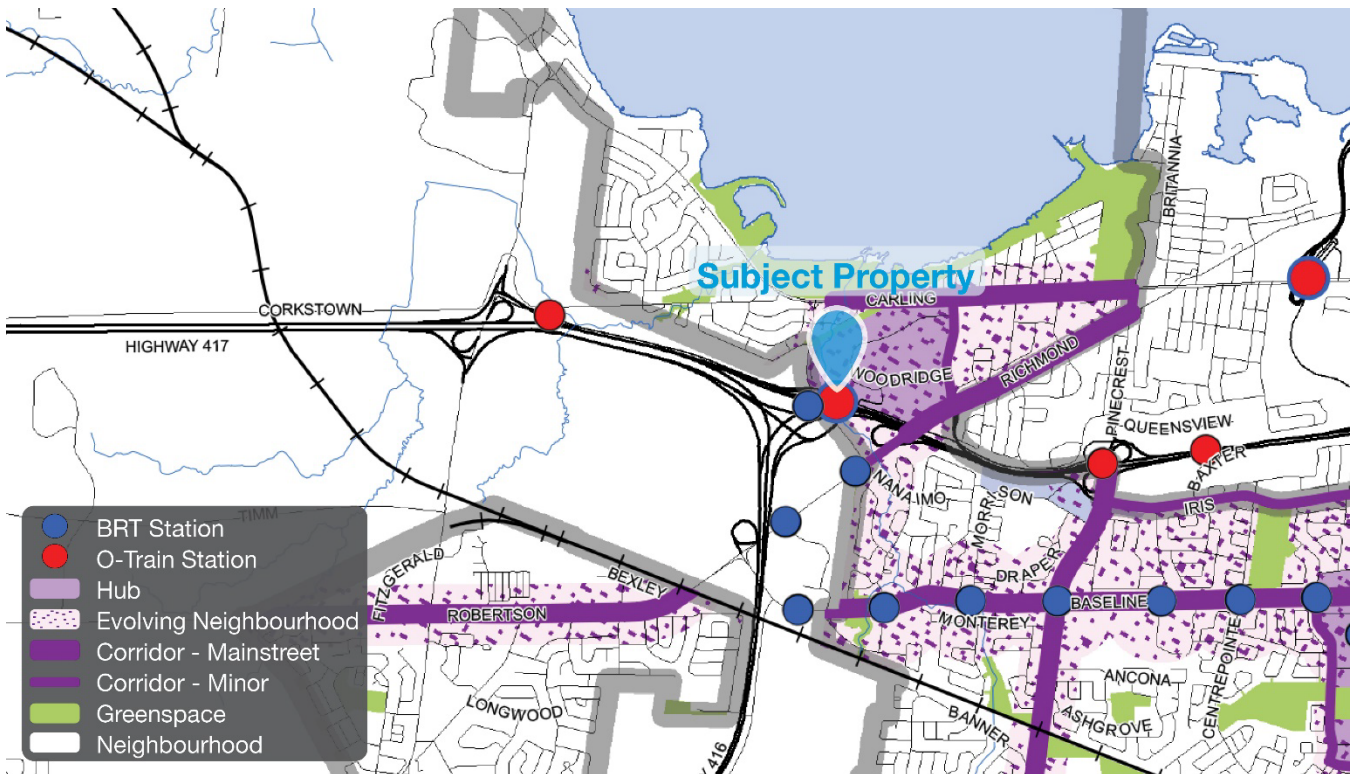


Figure 2: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B3 (Figure 2), the subject property is designated as a **Hub**. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.



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

The proposed development meets the following Corridor designation policies outlined in **Section 6.1**, among others:

### Define the Hubs and set the stage for their function

6.1.1.1 Hubs are defined areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

- a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
- b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
- c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

**The subject property abuts the Bayshore Rapid Transit station. The property is not located on lands identified as a special district.**

6.1.1.2 The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

**The proposed development contemplates two high-rise buildings on a property that abuts the Bayshore BRT station, in addition to access to the broader area's MUPs and is located on a street with a dedicated cycling lane. The location of the development is envisioned to evolve to include higher density buildings to support the existing and improving Bayshore Station as it transitions to LRT. The subject property is located in a community that can already be characterized as a 15-minute neighbourhood which includes multiple employment uses. The proposal is designed to accommodate and celebrate active transportation connections and provide additional community serving uses within the bases of the towers.**

6.1.1.3 Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit

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

**The proposed development contemplates two towers standing 37 and 40-storeys respectively, located abutting the Bayshore BRT Station. The additional 511-584 units will contribute to an intensification of the area, encouraging greater commercial development within the area. Further, the proposed buildings will include commercial at-grade units.**

**The exterior space includes a large POPS which will offer both a high-quality experience within the public realm, and efficient circulation both through the site and to adjacent properties.**

**The west tower fronts Woodbridge Crescent so as to create an active and defined edge to the public realm. The proposed design includes large fenestration, ample lighting, and prioritization of the pedestrian experience along Woodridge Crescent.**

6.1.1.4 Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3 h) and:

- a) Hubs will generally prohibit automobile-oriented, motor-vehicle-dependent and motor-vehicle prioritizing uses including but not limited to:
  - i) Drive-through facilities;
  - ii) Automobile dealerships, other than showrooms contained entirely within a building;
  - iii) Automobile service stations and body shops;
  - iv) Mini-storage warehouses;
  - v) Surface parking lots as a main use of land; and
  - vi) Other uses that prioritize or depend on motor vehicle access for their primary function;

**The proposed development proposes a mixed use residential and commercial building. The commercial will be consistent section 6.1.1 Policy 3.**

### Set out the direction for Protected Major Transit Station Areas (PMTSAs)

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

**The proposed development contemplates adding 511-584 units on the subject lands, which substantially exceeds the minimum 150 dwellings per net hectare outlined in Table 3a of the Official Plan. Adding such density will contribute to supporting additional uses and functions in the area as part of a 15-minute neighbourhood.**

6.1.2.3 Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.

**The proposed development contemplates two high-rise residential towers, which will include at-grade commercial uses.**

6.1.2.4 The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 percent; and
- b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 percent.

**The subject property is abutting the Bayshore BRT Station and contemplate heights of 37 and 40-storeys respectively. As part of the Official Plan Amendment, the proposed development is seeking relief from the required minimum lot coverage of 70 percent.**

### 2.1.5 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Ottawa Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / 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;
- / 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;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and

- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

### Designate Sufficient Land for Growth

- 3.1.3 The urban area and villages shall be the focus of growth and development.

**As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.**

### Support Intensification

- 3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

**The proposed development looks to replace a vacant parcel of land with a more efficient use of property, which includes a between 511 and 584 dwelling units, dispersed between two towers with future commercial space to be contemplated during the Site Plan Control application phase.**

- 3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

**The subject property is designated as a Hub in the Outer Urban Transect. The Official Plan's height category classifies the subject property as suitable for high-rise development to a maximum of 40 storeys, independent of angular plane or roadway width. As discussed below, the redevelopment meets the minimum densities established for this area of the City.**

- 3.2.3 The vast majority of Residential intensification shall focus within 15- minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8.

**The subject property is located within the Hub designation, and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of between 511 and 584 additional residential units and accompanying commercial will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.**

- 3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

**The subject property is located in a Hub within the Outer Urban transect and is fully serviced. Further, supporting studies included as part of the Zoning Bylaw Amendment and Site Plan Control applications confirm the available capacity within the municipal water and sewer systems.**



- 3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

**This portion of the subject property is presently vacant of development. The proposed development replaces the use with two high-rise towers which support the City’s intensification goals and targets.**

- 3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

**The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. The unit mix includes has yet to be established, however, given the range of dwelling units contemplated, a variety of mixes will be explored during the Site Plan Control application. The unit mix will look to meet or exceed the requirement in the Official Plan for large household units.**

- 3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Per Table 3a, the minimum area-wide density requirement for the Bayshore Hub is 200 people and jobs per gross hectare, with a minimum residential density requirement for intensification of 250 dwellings per net hectare. The proposed development contemplates between 511 and 584 residential units on a parcel with an area of 0.89 hectares. This represents a density of between 574 and 644 dwellings per net hectare, which more than doubles the minimum density intensification goal.**

### 2.1.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

**Section 4.6** of the Official Plan contemplates an urban design framework to outline the City's urban design program.

### Promote design excellence in Design Priority Areas

- 4.6.1.5 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
  - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
  - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, bringing the building closer to Woodridge Crescent and the inclusion of improved landscape space will enhance the pedestrian experience of the site. Supporting studies submitted with the application indicate that design strategies have mitigated the majority of inhospitable micro-climate impacts on the subject property.**

### Protect views and enhance Scenic Routes including those associated with national symbols

- 4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
  - b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols

**The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights in an area already characterize by tall buildings by providing two towers of varying height. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.**

### Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

- 4.6.3.1 Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture.

**The included exterior amenity spaces will offer the public use of street furniture, improved landscaping, and a significant space to improve the public realm abutting the Bayshore Rapid Transit Station.**

- 4.6.3.3 Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:

- a) Function as neighbourhood commercial streets; or
- b) Border parks or separate two sections of a park; or
- c) Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or
- d) Provide an opportunity for neighbourhood placemaking and residential amenity.

**The proposed development contemplates removing undeveloped lands associated with the existing Ferguslea Accora Village properties and locating the majority of parking for the new development below grade. The subject lands are improved with programmed landscape features, street furniture, and plantings that are integrated into both the development and broader parkland strategy for the Accora Village development.**

4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

**All street furniture and publicly available amenities will be welcoming and clearly articulated to be usable by the broader public and will avoid defensive architecture wherever possible.**

**Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes**

4.6.5.2 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.

**As demonstrated throughout Section 2.1.4 of this Rationale Addendum, the proposed development meets all relevant policies with regard to the Hub designation.**

4.5.5.3 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.

**The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded and located within the interior of the property and used primarily for servicing and loading.**

**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**

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

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;

- c) Within a designation that is the target for intensification, specifically:
  - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - ii) ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development is located in a Hub, abutting a property where two 30-storey towers are presently being constructed, and is abutting the Bayshore LRT Station. Further, the subject property is in an area already characterized by high-rise buildings, and located in an area where it is expected that a forthcoming Secondary/Master Plan will indicate the planned function for the surrounding area as appropriate for high-rise development.**

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

**The proposed development design contemplates densities that align with the planned intensification for the area and heights the correspond to the development's distance from a Rapid Transit Station, while being located in a Hub. Further, the towers were designed with small floorplates to mitigate casting shadows on the surrounding area. Finally, subject property is located abutting an Evolving Overlay, which projects future development will become more dense and taller overtime. Specifically, on Woodridge Crescent where projected greater densities will present an ideal transition from the proposed development to the abutting neighbourhood.**

**This development is in line with the policy advocating for the future density in the area. While the proposed development does not meet the general application of the angular plane, it is one method for urban design strategy and should be contemplated in concert with other criteria, mentioned in this Rationale Addendum, and already submitted Planning Rationale.**

4.6.6.4 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) 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.

**Amenity space will be provided in the form of between 3,117 and 3,562 square metres of private balcony space, with an additional 3595 square metres of shared amenity space in the form of POPS. Further the exterior parkland dedication area adds an additional gathering area for residents.**

4.6.6.8 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.



**The proposed development is contemplated within the Hub designation, abutting a Rapid Transit station, in the Outer Urban Transect. The tower floorplates are 789 square metres and the separation distance between the towers exceeds 23 metres, which exceeds the required distance between towers as identified in Section 77 of the Zoning By-law. Finally, the landscaped condition at-grade includes a mix of hard and softscaping in addition to programmed areas on the western frontage of the subject property.**

4.6.6.9 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 proposed development contemplates two towers that have a separation greater than 23 metres, which meets the desired separation distance in the Urban Design Guidelines for High-rise Development and the Official Plan.**

## 3.0 Conclusion

It is Fotenn's professional opinion that the proposed Zoning By-Law Amendment and Official Plan Amendment applications represent good planning and is in the public interest. The built form, density, and design of the proposed development are appropriate for the surrounding context, and broadly compliant with the Official Plan.

Sincerely



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