



335 Roosevelt Avenue

Planning Rationale + Urban Design Brief
Official Plan Amendment + Zoning By-law Amendment
September 4, 2024



Prepared for Uniform Urban Developments

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1.0 Introduction

Fotenn Planning + Design has been retained by Uniform Urban Developments to prepare this Planning Rationale & Urban Design Brief report in support of Official Plan Amendment and Zoning By-law Amendment applications for the lands known municipally as 335 Roosevelt Avenue in the Westboro community of the City of Ottawa.

The intent of this Planning Rationale & Urban Design Brief is to assess the proposed development against the applicable policy and regulatory framework and as of right development and determine whether it is appropriate for the subject property and compatible with existing adjacent developments and the surrounding community.

1.1 Purpose and History of Applications

Following a Phase 1 pre-consultation with City Staff in November 2023 for a Site Plan Control application, it was identified that the City would now require parkland dedication rather than cash in lieu of parkland (CILP) under the City of Ottawa Parkland First Policy. This change required a significant site redesign to accommodate ten (10) percent parkland on site.

At the Phase 2 pre-consultation meeting with City Staff in February 2024, the development team presented City Staff with a preliminary development concept that sought to introduce the required parkland dedication, while generally maintaining the same density as the approved development. Following comments from City Staff in March 2024, the development team refined the Site Plan and completed further technical studies in support of revised applications.

The following high level changes are proposed to the development, as discussed in this report and in the plans and studies supporting the applications:

- / Introduction of a 718.5 square metre public park at the corner of Winston Avenue and Wilmont Avenue;
- / Elimination of the two (2) three (3) storey low-rise buildings along Winston Avenue and Wilmont Avenue; and,
- / Redeploying the massing of the low-rise buildings onto the upper storeys of the towers, increasing the height from 12-storeys each to a 13-storey and a 14-storey building.

The proposed increased height of the towers requires an Official Plan Amendment to the Richmond Road / Westboro Secondary Plan, as well as a Zoning By-law Amendment, to permit maximum heights as proposed and amend the site-specific zoning schedule and exception.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property is located in Ward 15 (Kitchissippi) in the Westboro community of the City of Ottawa. The subject property is the consolidation of the following properties acquired by the property owner:

- / 335 Roosevelt Avenue;
- / 339 Roosevelt Avenue;
- / 344 Winston Avenue;
- / 379 Wilmont Avenue; and,
- / 389 Wilmont Avenue.

As these properties are to be merged on the title, the properties shall be known in this report as the “subject property”, having the municipal address of 335 Roosevelt Avenue. The subject property has a total lot area of 7,168.96 square metres.

The subject property has municipal frontage on multiple public rights-of-way including Roosevelt Avenue (west), Winston Avenue (south), Wilmont Avenue (south), and multi-use pathway (MUP) and the Transitway (north). The Transitway is currently a bus-rapid transit (BRT) line but is planned to be converted to a light-rail transit (LRT) line as part of the Stage 2 West Confederation Line. The Kichì Sibì Station was formally known as Dominion Station. Of note, the City of Ottawa and OC Transpo have experienced a discrepancy in the spelling of Kichì Sibì, with OC Transpo utilizing the spelling of Kichi Zibi. For the purposes of this report, the City spelling of Kichì Sibì shall be used.

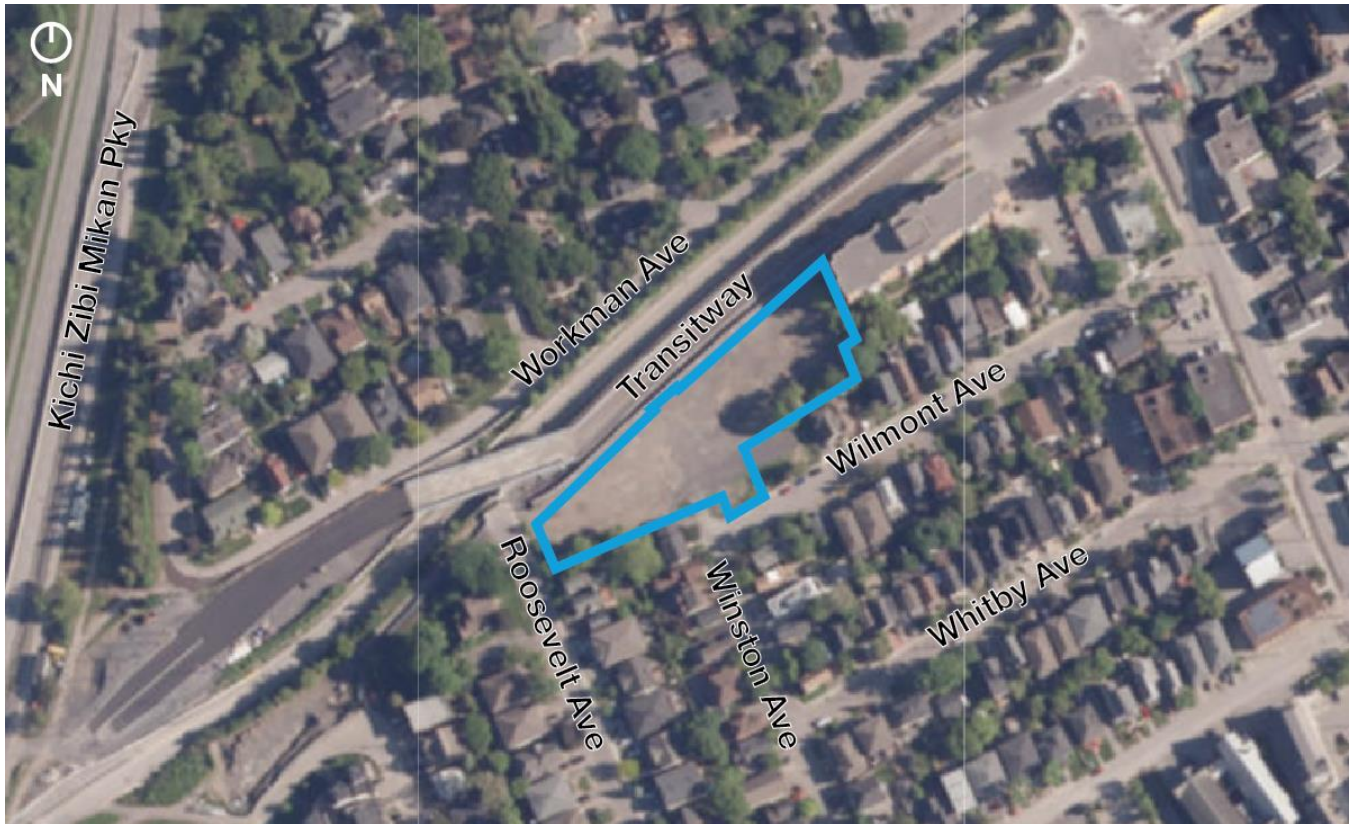


Figure 1: Aerial image of the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

The subject property is vacant following the demolition of the large, vacant industrial building that was formerly the home of Fendor Glass & Aluminum, a local window and door manufacturer. The site is currently being utilized as a staging ground for the LRT construction. Along the southern edge of the property along Roosevelt Avenue, Winston Avenue and Wilmont Avenue are multiple single-detached dwellings.



Figure 2: View of the subject property and MUP, looking northeast from Roosevelt Avenue. (Source: Fotenn Planning + Design, dated August 2024)



Figure 3: View of the subject property and intersection of Winston Avenue and Wilmont Avenue from the MUP, looking south (Source: Fotenn Planning + Design, dated August 2024)



Figure 4: View of the subject property from Wilmont Avenue, looking northwest (Source: Fotenn Planning + Design, dated August 2024)



Figure 5: View of the subject property from the intersection of Wilmont and Winston Avenues, looking north (Source: Fotenn Planning + Design, dated August 2024)

2.2 Surrounding Area and Community Amenities

The following generally describes the land uses surrounding the subject property:

- / **North** of the subject property is the Transitway, a dedicated right-of-way (approximately 30 metres) for transit that passes through the City of Ottawa. The Transitway is currently a bus-rapid transit (BRT) system, which is being converted to a light-rail transit (LRT) line as part of the Stage 2 West extension of the Confederation Line. Across the Transitway is an existing low-rise residential community, the Sir John A. MacDonald Parkway, and Westboro Beach.
- / **East** of the subject property is a mid-rise residential building and low-rise residential dwellings along Wilmont Avenue. At the end of Wilmont Avenue is Churchill Avenue North, which intersects with Scott Street and Richmond Road to the east of the subject property. All three streets contain a mix of residential and commercial uses serving the local and surrounding communities.
- / **South** of the subject property is a predominantly low-rise residential community. Richmond Road, approximately 260 metres south of the subject site, is a Traditional Mainstreet containing a diversity of land uses, including residential, commercial, service, retail and institutional in low-to-mid-rise buildings.

- West of the subject property is an existing low-rise residential community containing several multi-unit dwellings. At the northern terminus of Dominion Ave is the BRT Station, while the LRT Kichi Sibi Station shall be located further east of the existing station, approximately 150 metres from the site. To the west of Dominion Avenue are multiple high-rise residential buildings.



Figure 6: Community amenities in proximity to the subject property. (Source: GeoOttawa, annotated by Fotenn Planning + Design)

2.3 Transportation

The subject property is adjacent to several municipal rights-of-way, including Roosevelt Avenue, Winston Avenue, and Wilmont Avenue, all identified as local roads on Schedule E—Urban Road Network. To the north, the subject property abuts the Transitway, which is being converted to a light-rail transit (LRT) line as part of the Confederation Line Stage 2 West project to serve Lines 1 and 3. Between the Transitway and the subject property is a MUP that provides multi-modal transportation connections to the larger City-wide transportation network.



Figure 7: Schedule C3 – Active Transportation Network – Urban – Major Pathways, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

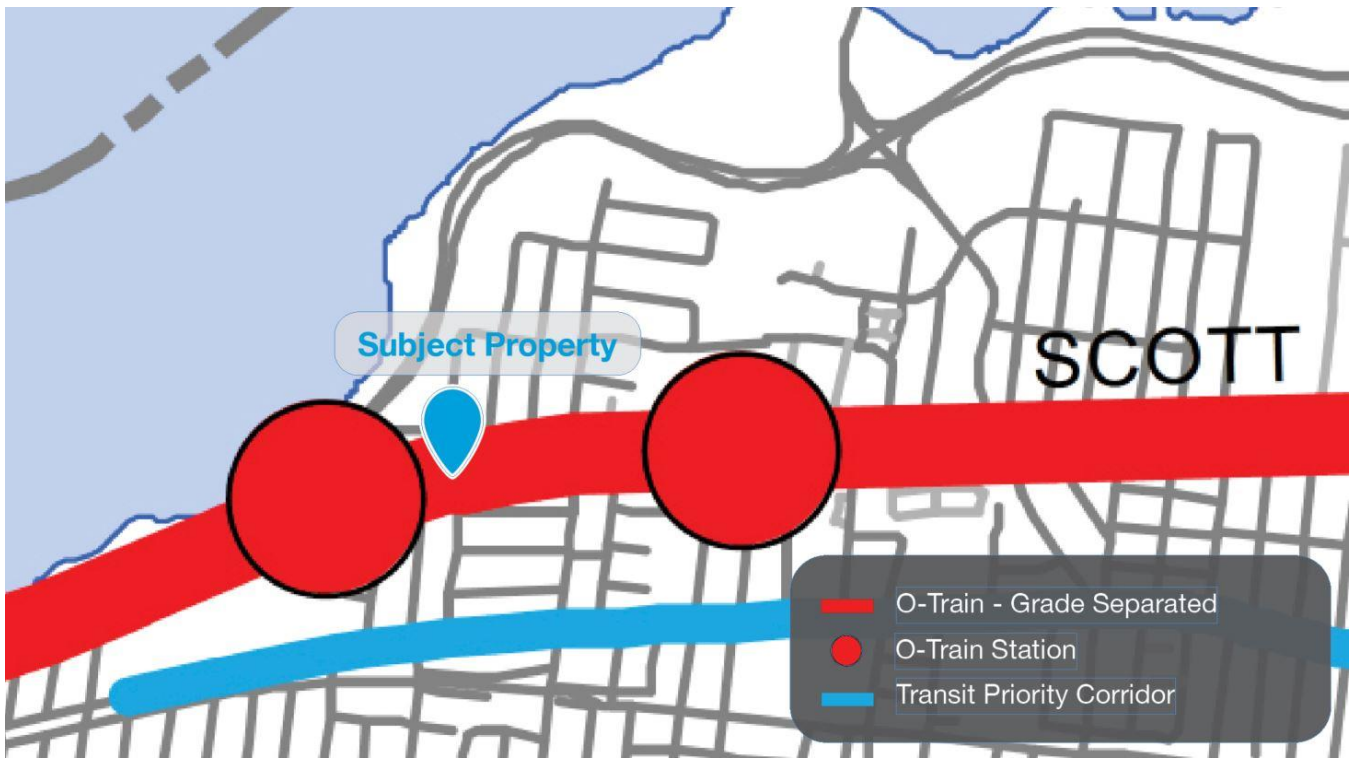


Figure 8: Schedule C2 – Transit Network – Ultimate, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)



Figure 9: Schedule C4 - Urban Road Network, City of Ottawa Official Plan. (Source: City of Ottawa, annotated by Fotenn Planning + Design)

The subject property is located approximately 150 metres from the new Kichì Sibì Station, accessed via an elevated pedestrian walkway at the northern terminus of Roosevelt Avenue. As part of the conversion of Kichì Sibì Station and the Transitway to a full LRT line servicing Line 1 and 3, Kichì Sibì Station is being relocated eastward, closer to the subject property.

3.0 Proposed Development

3.1 Site Statistics

The previously approved zoning, as approved in 2022, sought to develop four (4) residential buildings: two (2) 12-storey buildings on the north side of the property and two (2) three-storey buildings to the south. The revised proposal redeploys the massing of the low-rise building to the towers, resulting in a 14-storey West building and a 13-storey East building. The effect of this transition reduces the site coverage from 48.6% to 39.78% after parkland dedication (35.8% before parkland dedication) increasing the total landscaped open space. The updated design maintains the intent of the approved design, providing high-quality residential units near rapid transit on a site developed to improve the streetscape and active transportation connectivity in the neighbourhood.

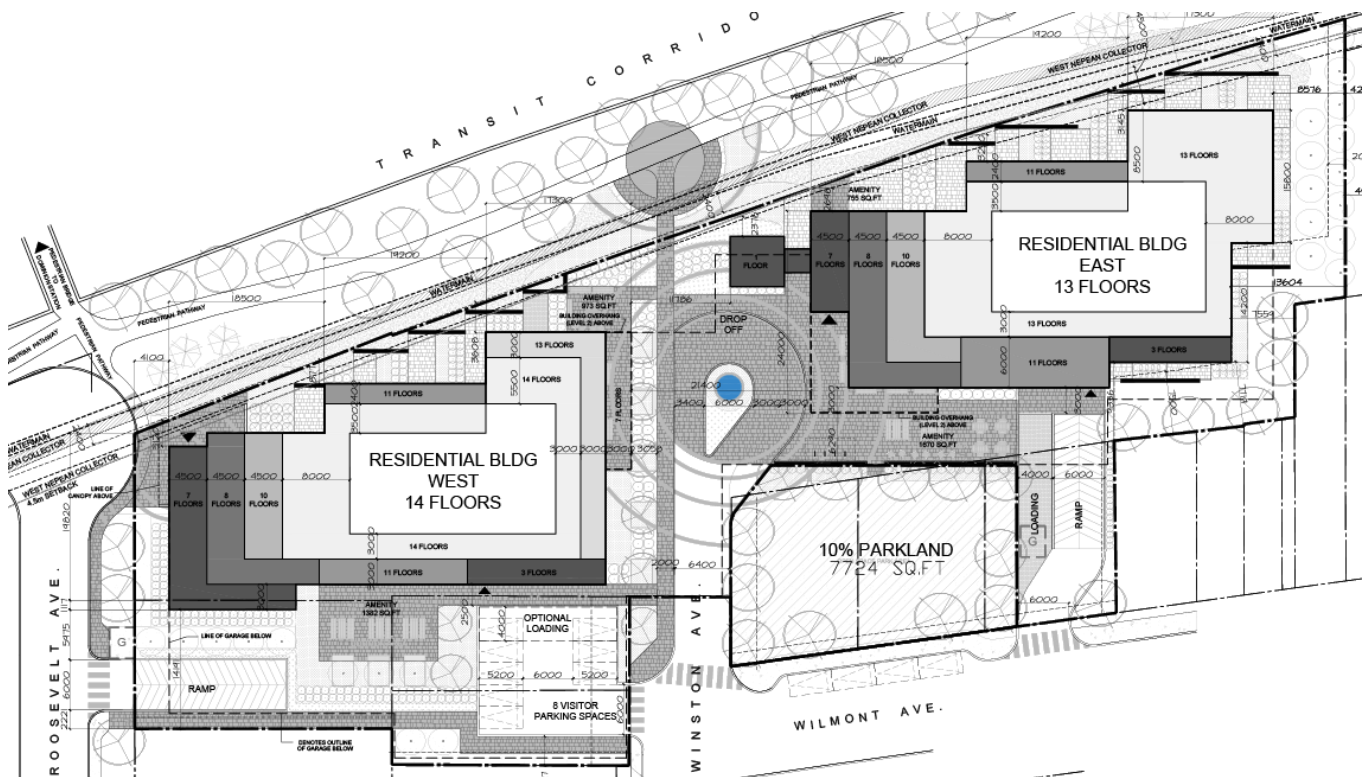


Figure 10: Site plan. (Source: Hobin Architecture)

The towers offer 21.4 metres of separation. The one-storey entrance extension to the East building is 11.79 metres from the West building, but this extension of the building does not meet the definition of a tower as it is below nine (9) storeys. This building separation creates an opportunity to visually extend Winston Avenue, the 12.2 metre right of way, north toward the MUP via the mid-block connection containing a 2-metre public/private pedestrian pathway and landscaped buffer. This pedestrian connection shall be open to the community, improving the existing conditions of active transportation connectivity and connection to Kichi Sibi Station within the greater neighbourhood context. The pathway terminates at the MUP in a half circle paved design, providing a widened welcoming entrance to the development. This pedestrian scale node emulates the nodes found at the pick-up/drop-off loop and the Roosevelt Avenue cul-de-sac, providing a cohesive community scale design.

Table 1: Site Statistics

Site Statistics	Proposed	Previously Approved
Site Coverage	39.78%	48.6%
West Building Footprint	1244.62 m ²	1281.13 m ²
East Building Footprint	1321.64 m ²	1411.2 m ²
Low-rise Footprint	0 m ²	793.86 m ²
Total Footprint	2566.26 m ²	3478.66 m ²
Landscaped Open Space	2,830.76 m ² (43.9%)	42%
Parkland	718.51 m ²	0 m ²

Through consultation with Parks and Facility Planning, the corner of Wilmont Avenue and Winston Avenue was identified as the location for the 718.5 square metre public park. The location provides sightlines into the public space from two rights-of-way and the mid-block connection, creating the eyes-on-the-street effect while enhancing the streetscape of the neighbourhood. Four (4) parallel parking spaces along the south side of the park's sidewalk shall be available to park users and local residents. The public space shall be conveyed to the City of Ottawa. Park programming and design shall be refined by Park and Facility Planning through the Site Plan Control application.



Figure 11: Aerial site plan looking north. (Source: Hobin Architecture)

The subject property has a total lot area of approximately 7,168.96 square metres and a lot coverage of 39.78% after parkland dedication (35.8% before parkland dedication). The remaining areas contain both hard and soft landscaping elements, as well as driving surfaces excluded from the landscaping calculations. Hard landscaping elements include the

north-south mid-block connection pathway and east-west pedestrian pathway connecting Roosevelt Avenue to Winston Avenue, and outdoor patio areas to the south of both buildings. Soft landscaping includes all the outdoor garden spaces, open lawns and treed areas adjacent to the MUP and along the property edges. Overall, the proposed development has a total landscape percentage of 43.9%, and a total soft landscaping (greenspace) percentage of 23.1% across the entire site. This provides outdoor amenity space for residents, a mid-block connection for residents and the community, and a cohesive design connecting the new park.

Eight (8) surface visitor parking spaces shall be accessed from Winston Avenue. This parking area shall be buffered by east-west pedestrian pathways and softscaping, providing separation from the West building's outdoor patio area. Painted crosswalks are proposed across the parking area driveway and across Winston Avenue to the park to define the pedestrian realm and increase safety.

3.2 Building Design

The proposal seeks to increase the West building by two (2) stores to 14-storeys and the East building by one (1) storey to 13-storeys from the previously approved 12-storey designs. The proposed buildings' increase in height (45.6 and 42.3 metres) remains less than the total width of the Transitway and Workman Avenue, which is 50 metres. This means there is a greater than 1:1 ratio of building height to the right-of-way, which assures minimal or no impacts on the adjacent properties to the north. Further, the increase in building height has been evaluated through a Sun Shadow Analysis, assessing the as-of-right shadow outline which determined the additional height shall not create an undue adverse impact on the surrounding area per the municipal terms of reference. The additional building height extends the uppermost footprint, rather than the podium-levels of the building, minimizing the added massing to the building and preserving the ground-level pedestrian experience.



Figure 12: View from Workman Avenue. (Source: Hobin Architecture)

Amenity space is distributed around the development for a variety of interior and exterior spaces. Both buildings feature ground-floor amenity rooms with adjacent outdoor patio spaces, top-floor indoor amenity rooms, and rooftop terraces

providing views in all directions. Communal amenity space shall be open to residents of either building. Inset and cantilevered balconies and terraces are proposed for the majority of units, providing a total of 2,388 square metres of private amenity space. The total amenity space of 4,275.89 square metres provides more than double the required amenity space per the zoning bylaw in addition to outdoor patio areas.

Table 2: Building Statistics

Building Statistics	Proposed	Previous Design
West Building GFA	15,020.84 m ²	13,689.26 m ²
East Building GFA	15,490.48 m ²	14,238.32 m ²
Total GFA	30,511.31 m²	30,309.15 m²
West Building Height	14 storeys (45.6 m)	12 storeys (39 m)
East Building Height	13 storeys (42.3 m)	12 storeys (39 m)
West Communal Amenity	1,083.53 m ²	
East Communal Amenity	804.36 m ²	
Total Communal Amenity	1,887.89 m²	
West Private Amenity	1250 m ²	
East Private Amenity	1138 m ²	
Total Private Amenity	2,388 m²	
Total Amenity	4,275.89 m²	

The updated design proposes 168 units in the West building and 173 within the East building, for a total of 341 units. The development represents a significant opportunity to provide density adjacent to the new LRT station. A mix of unit sizes is proposed as part of this redevelopment, ranging from bachelor units to two-bedroom-plus-den units. 10.3% of units are considered large dwelling units, providing desirable family-oriented units. The unit breakdown and general project statistics are summarized in Table 3, below.

Table 3: Unit Breakdown

Unit Type	Proposed	Previous Design
Bachelor	38 (11.6%)	0 (0%)
1 Bedroom	119 (34.9%)	31 (11.8%)
1 Bedroom + Den	41 (12%)	48 (18.2%)
2 Bedrooms	108 (31.2%)	135 (51.3%)
2 Bedrooms + Den	35 (10.3%)	49 (18.7%)
Total Units	341 (100%)	263 (100%)



Figure 13: Aerial view of public realm. (Source: Hobin Architecture)

The shared underground parking is accessed by two (2) six-metre ramps, one along Wilmont Avenue and to the south of the West building along Roosevelt Avenue. The three (3) levels of underground parking shall contain a total of 298 parking spaces. Both ramps feature landscape strips adjacent to the entrances and painted pedestrian crosswalks to improve the safety and aesthetics of the public realm. The Wilmont Avenue ramp shall include a loading space to accommodate moving or delivery vehicles. Underground parking shall feature secure locker rooms and bike rooms for 257 lockers and 369 bicycle spaces. Some bicycle spaces shall be provided in a stacked orientation using the Duo System for maximum storage efficiency.

Table 4: Underground Parking

Underground Parking	Proposed
Resident Parking	272
Visitor Parking	26 (+8 surface spaces)
Bicycle Parking	369
Lockers	257

The buildings utilize mixed materiality and neutral colourways, providing visual interest while disguising the highest floors. The first three floors are clad in grey brick veneer providing textural interest at the pedestrian scale. Above the brick, white aluminum siding shall be the focal materiality. As the top floors stepback further to smaller floorplates, the siding changes to dark grey aluminum siding. This effect draws attention away from the tops of the buildings to the contrasting lower white panelling. Visions of grey metal siding in vertical lines, glass balcony railing, and large glass windows throughout the buildings unite the design of the structures.

3.3 Streetscape and Public Realm

The proposed development has frontage on multiple rights-of way, including Roosevelt Avenue (west), the MUP and Transitway (north) and Winston Avenue and Wilmont Avenue (south). The project is sensitively designed to provide good form and enhancements to the public realm on all street frontages.



Figure 14: Streetview down Wilmont Avenue into the park. (Source: Hobin Architecture)



Figure 15: Pedestrian bridge over LRT track to Kichi Sibi Station. (Source: Hobin Architecture)



Figure 16: Northwest streetview from Kichi Sibi Station. (Source: Hobin Architecture)

The northside of the site abuts the MUP and Transitway public realm. The mid-block connection to the public realm shall be heavily landscaped with planting beds, shrubs and trees to provide natural wayfinding along the public/private

pathway. Common amenity areas in both buildings look onto the pathway, providing “eyes on the street” for passing pedestrians and overall safety for the public realm both on and adjacent to the subject site.



Figure 17: Northwest aerial view of Roosevelt Avenue cul-de-sac. (Source: Hobin Architecture)



Figure 18: East building, south elevation (Source: Hobin Architecture)



Figure 19: West building, south elevation (Source: Hobin Architecture)

3.4 Design Changes

The as-of-right massing of the 12-storey West and East buildings and the low-rise buildings provide a total GFA of 30,309.15 square metres, as shown in Figure 20.

AS OF RIGHT (12 STOREYS)

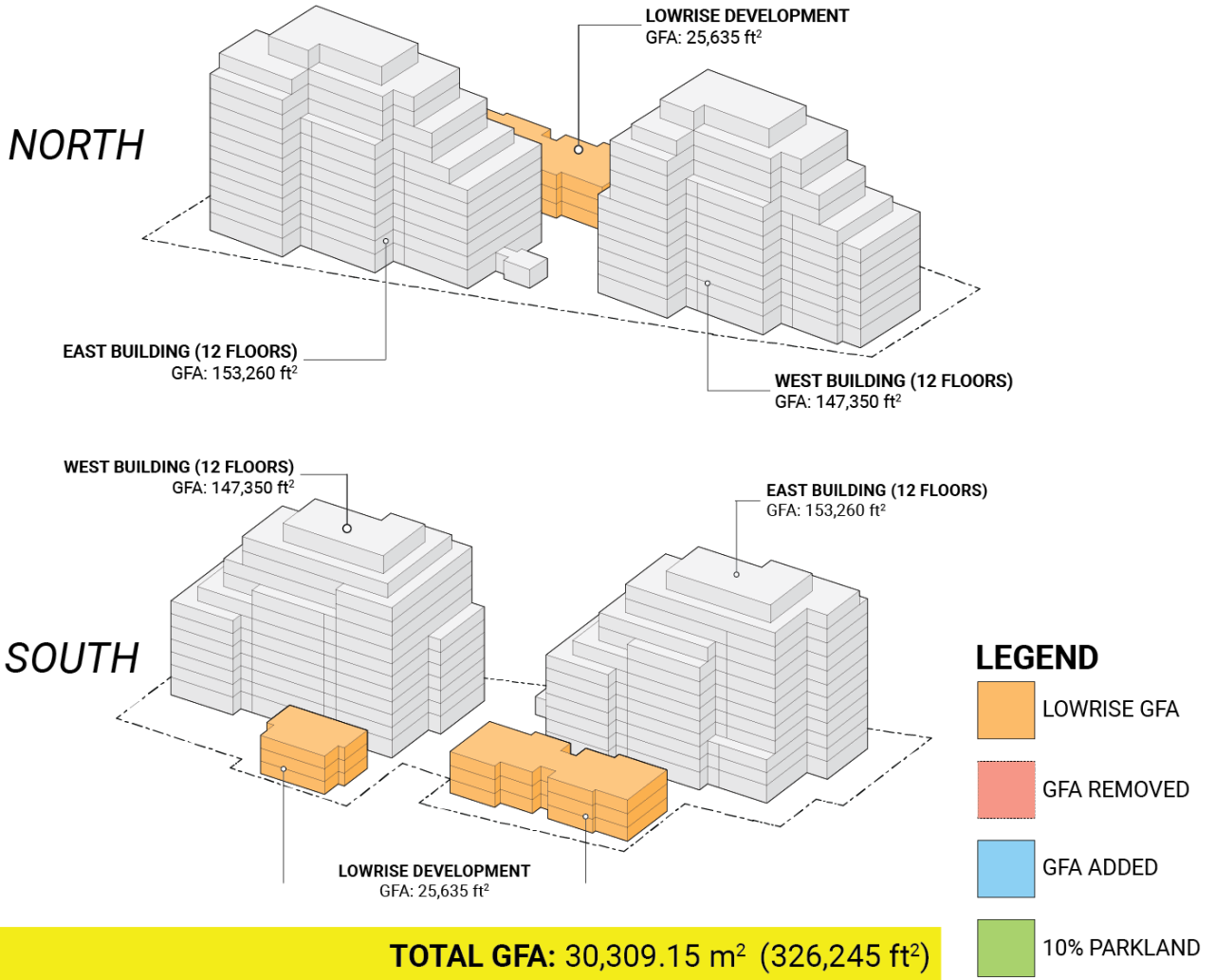


Figure 20: As-of-right massing (Source: Hobin Architecture)

RE-DEPLOY LOWRISE TO ACCOMODATE 10% PARKLAND (14 FLOORS WEST - 13 FLOORS EAST)

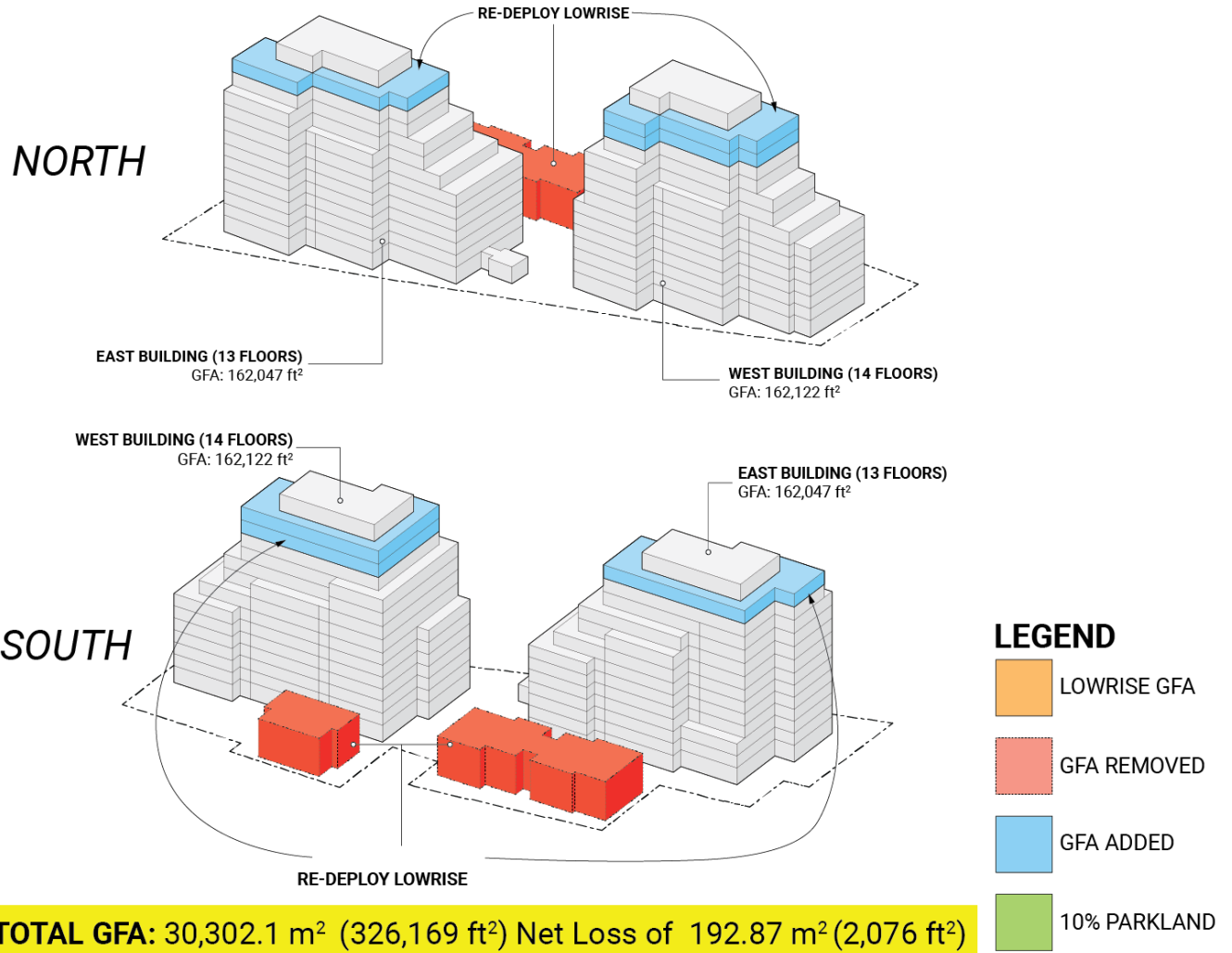


Figure 21: Redeployed massing (Source: Hobin Architecture)

Figure 21 shows the redeployment of the low-rise massing to the upper storeys of the West and East buildings. The West building increases by one (1) storey while the East building increases by two (2) storeys, both the storeys immediately below the mechanical penthouse and top-floor amenity space. The proposed massing duplicates the floorplates of the floor immediately below the proposed height increase.

RE-DEPLOY MASSING (14 FLOORS WEST - 13 FLOORS EAST)

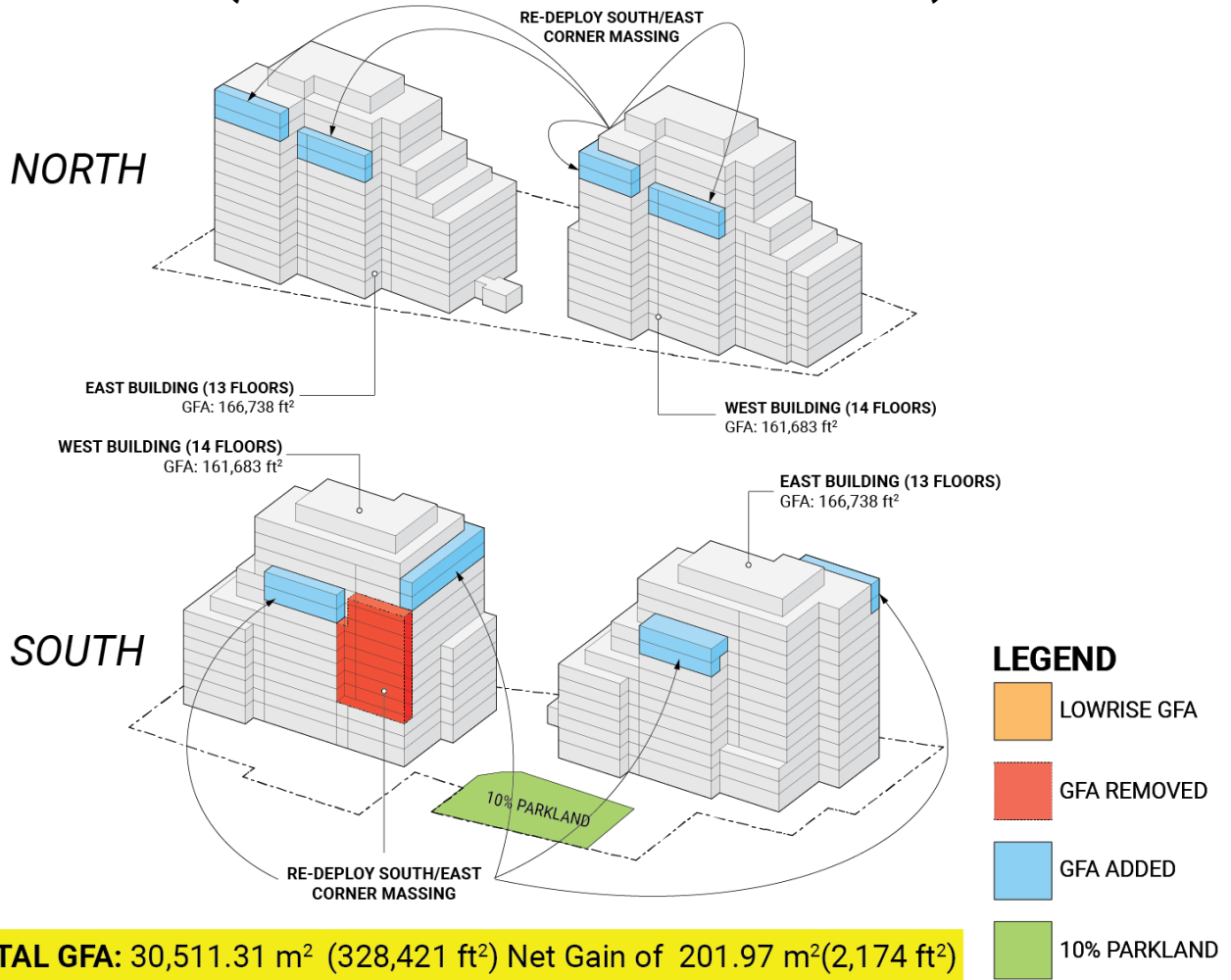


Figure 22: Redeployed massing with parkland (Source: Hobin Architecture)

Minor alterations to the massing of both buildings shall impact the amended Schedule 454, seeking additional height to accommodate the deployed corner massing from the West building, as shown in Figure 22.

PROPOSED MASSING (14 FLOORS WEST - 13 FLOORS EAST)

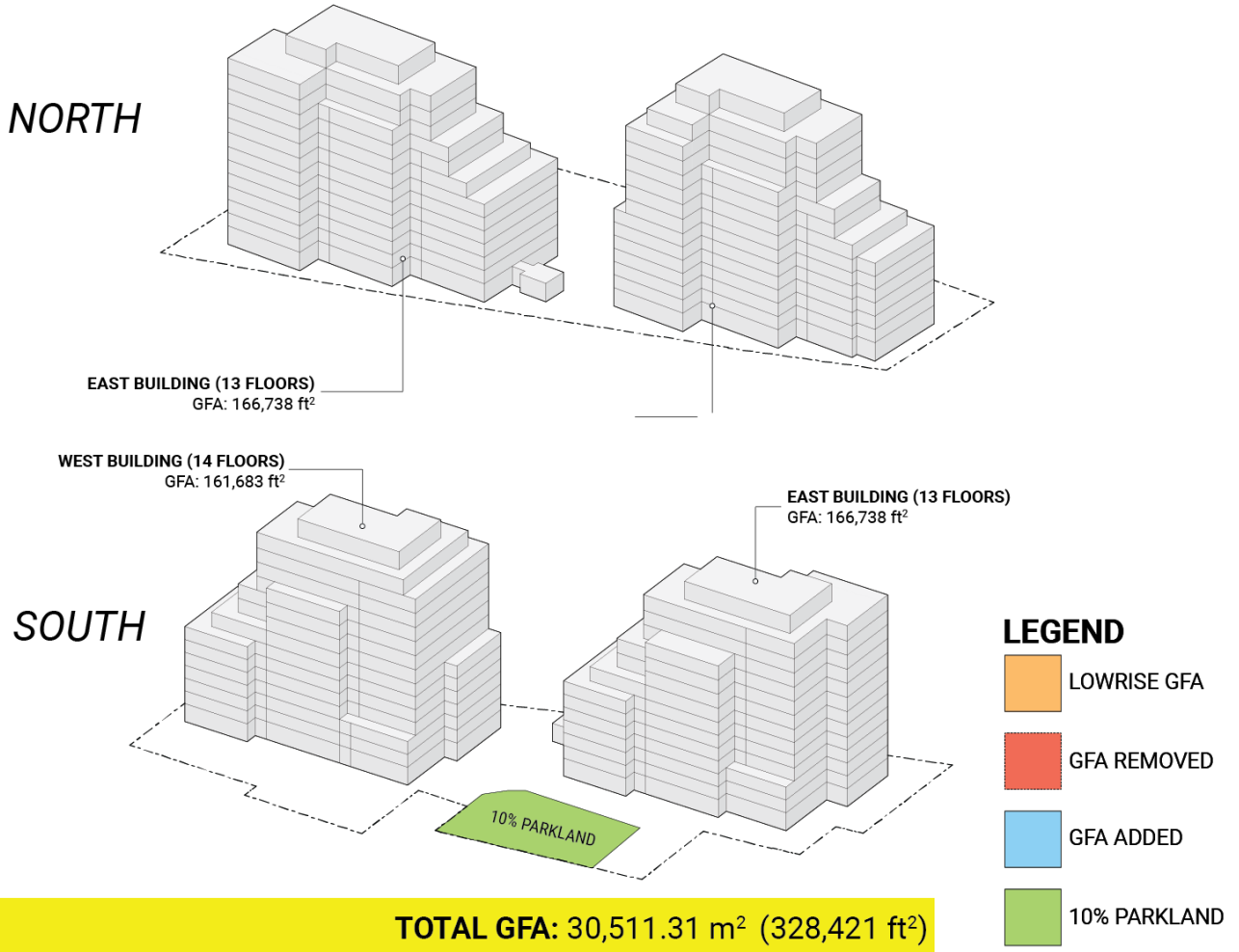


Figure 23: Proposed massing (Source: Hobin Architecture)

Figure 23 illustrates the proposed massing of the proposed design.

4.0 Supporting Studies

4.1 Pedestrian Level Wind Study

GradientWind prepared a Pedestrian-Level Wind Study dated July 22, 2024, in support of the proposed OPA and ZBLA. The study investigated pedestrian wind conditions within and surrounding the subject site and identified areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are as follows:

- / Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, the existing MUP to the north, the proposed walkways, outdoor amenities, surface parking, and loading areas, and in the vicinity of building access points, are considered acceptable.
 - The roundabout and drop-off area was identified as an area that may experience uncomfortable walking conditions exceeding the walking threshold for approximately 2% of the spring and winter seasons. Due to the limited affected area and timeframe, the noted wind conditions are considered satisfactory.
 - The parkland was determined to experience comfortable wind conditions during the typical use period of May to October. Wind barriers were recommended pending park programming. These details shall be determined through the future Site Plan Control application.
- / During the typical use period, conditions over the common amenity terrace serving the East Building at the mechanical penthouse level are predicted to be suitable for mostly sitting with isolated areas of standing conditions, while conditions during the same period over the terrace serving the West Building at the mechanical penthouse level are predicted to be suitable for standing to the west and sitting to the northeast and southwest.
 - Depending on the programming of the terrace serving the East Building, the noted conditions may be considered acceptable. Specifically, if the windier areas at the west and northwest elevations of the terrace will not accommodate seating or more sedentary activities, the noted wind conditions would be considered acceptable.
 - To improve comfort levels within the amenity terrace serving the West Building, and within the amenity terrace serving the East Building if required by programming, mitigation inboard of the terrace perimeters and targeted around sensitive areas is recommended, in combination with taller perimeter wind screens that rise to at least 1.8 m above the local walking surface along the full perimeter of the terraces. Inboard mitigation could take the form of wind screens or other common landscape elements. Canopies may also be required above sensitive areas.
- / Wind conditions in the vicinity of both buildings' access points serving the proposed development are predicted to be suitable throughout the year.
- / The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions are expected anywhere over the subject site. During extreme weather events (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

The findings of the study conclude that the street level pedestrian and mechanical penthouse level amenity space wind levels were appropriate. The programming of the park and amenity spaces shall determine future wind mitigation measures to increase pedestrian comfort during Site Plan Control.

4.2 Sun Shadow Analysis

Hobin Architecture prepared a top-view shadow analysis assessing the as-of-right shadow outline versus the new net shadow from the proposed height increase. The analysis reviewed three test dates: June 21, September 21/March 21, and December 21, to assess the solstice and equinox light levels on hourly increments. Sensitive areas within the sun shadow analysis study area include public spaces, the proposed park and MUP.

Per the terms of reference, neither the proposed park space nor the MUP is impacted by the criteria of any new net shadow, which results in an average of 50% of any public space being cast in shadow for five (5) or more hourly interval times during the September 21 test date. The sun shadow analysis has not identified any impacts to the surrounding area, supporting the proposed additional height of the towers.

MARCH/SEPTEMBER 21

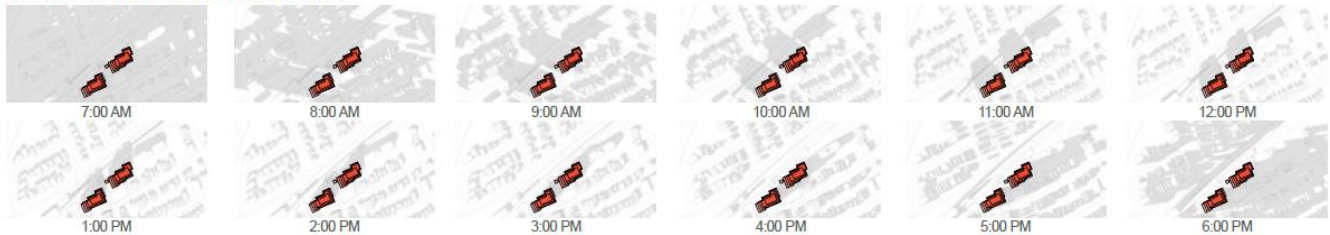


Figure 24: Proposed massing (Source: Hobin Architecture)

5.0 Policy and Regulatory Context

5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with the” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 1.1.1 Healthy, liveable, and safe communities are sustained by:
- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
 - / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - / 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;
 - / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
 - / promoting development and land use patterns that conserve biodiversity; and
 - / preparing for the regional and local impacts of a changing climate.

The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject site, located in a built-up area of the city where services are readily available, and with convenient access to public transit and nearby amenities and employment opportunities.

- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources;
- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - / minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - / prepare for the impacts of a changing climate;
 - / support active transportation;
 - / are transit-supportive, where transit is planned, exists or may be developed; and
 - / are freight-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The subject site is in a built-up settlement area with sufficient servicing and infrastructure. The subject site is in an ideal location with convenient access to existing and improving public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health. The MUP to the north of the site provides convenient access to an active transportation network. The proposed development will occur in an existing community and add infill development to an existing neighbourhood.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- / permitting and facilitating:
 - / 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,
 - / all types of residential intensification, including additional residential units;
 - / 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;
 - / 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;
 - / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - / establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

The proposed development directs new housing development in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject site and support nearby public transit routes.

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a. financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b. available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:
- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and

- 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a. be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b. minimize, or, where possible, prevent increases in contaminant loads;
- c. minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d. mitigate risks to human health, safety, property and the environment;
- e. maximize the extent and function of vegetative and pervious surfaces; and
- f. promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The subject site is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and rapid transit.

1.7.1 Long-term economic prosperity should be supported by:

- / encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- / optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- / promoting the redevelopment of brownfield sites.

The proposed will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to the diversity of housing options in the surrounding area.

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- / promote compact form and a structure of nodes and corridors;
- / promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

- / focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- / encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- / maximize vegetation within settlement areas, where feasible.

The proposed development intensifies the subject site with a compact, dense, and transit-supportive built form. Residents have modal choice to promote sustainable travel patterns in all weather conditions.

5.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa provides a framework for how the city will develop until 2046 when its population is expected to surpass 1.4 million. The Plan directs how the city will accommodate this growth over time and sets out the policies to guide its development and growth.

5.2.1 Transect, Designation, and Overlay

The subject site is within the “Inner Urban Core” Transect and designated as “Neighbourhood” and subject to an Evolving Neighbourhood Overlay per Schedule B2 – Inner Urban Transect.

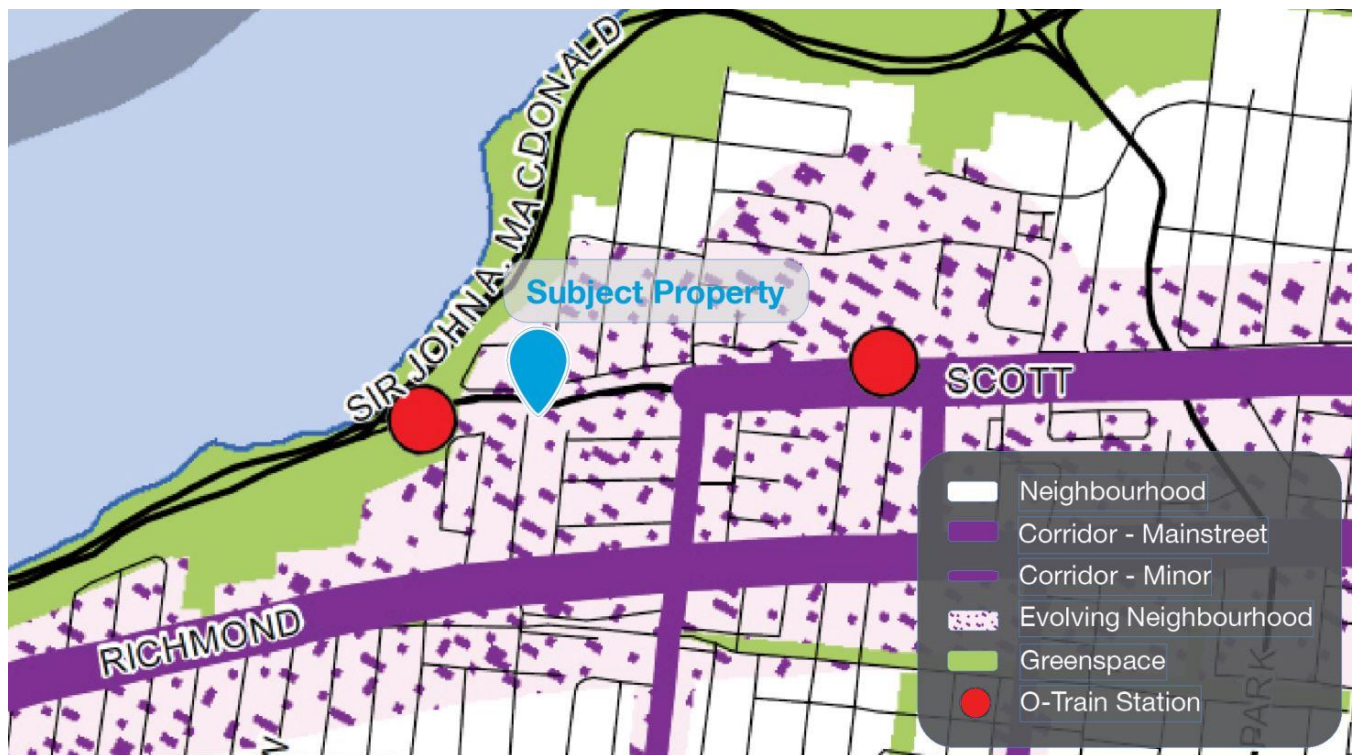


Figure 25: Schedule B2 – Inner Urban Core Transect

5.2.2 Inner Urban Core Transect

The Inner Urban Core Transect is the area surrounding the Downtown Core Transect. The neighbourhoods within the Transect are established communities reflecting suburban characteristics. The Official Plan seeks to prioritize active and

public transit linkages to and through the Inner Urban Transect and provide additional direction to Neighbourhood designations.

Per policy 5.2.1, the city seeks to enhance or establish an urban pattern of built form, site design and mix of uses:

- / The Inner Urban Transect's built form and site design includes both urban and suburban characteristics. Its intended pattern is urban.
- / In the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and public streets.
- / The Inner Urban Transect is generally planned for mid- to high-density development, subject to:
 - Proximity and access to frequent street transit or rapid transit;
 - Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
 - Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development contributes to the existing urban context by introducing new residential housing opportunities to support the development of 15-minute neighbourhoods by contributing to a sufficient residential density that can support and is in proximity to rapid transit. Through previous lot consolidation, the parcel may be developed with higher densities, while also contributing to the public realm by adding a new connection to the MUP and introducing parkland.

The proposed additional height sought has been carefully contemplated through shadow and wind studies to assess the appropriateness of a site-specific height increase. The sun shadow analysis determined the increased height will not impact the surrounding public spaces.

The additional height proposed has been thoughtfully designed to minimize the visual effect of 13-storey and 14-storey buildings. A mixture of building siding materials and colours, along with significant setbacks and replicating the floor plates of the twelfth floors, minimizes the visual impact of the additional height. From the pedestrian scale, the proposed height increase shall be minimally perceived.

Section 5.2.2. discusses the prioritization of walking, cycling and transit within, and to and from, the Inner Urban Transect.

- / In the Inner Urban Transect, the Zoning By-law shall prohibit new automobile-oriented land uses and development forms, including but not limited to:
 - Automobile service stations;
 - Automobile dealerships, except automobile showrooms entirely contained within a building;
 - Drive-through facilities;
 - Surface parking lots as a main use of land; and
 - Mini-storage warehouses, except as ancillary uses to major residential development.
- / The transportation network for the Inner Urban Transect shall:

- Prioritize walking cycling and transit; and
- Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

/ Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- Where new development is proposed to include parking as an accessory use, such parking:
 - Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 - May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

All resident parking shall be provided within the three levels of the shared underground parking. The proposed parking rate of 0.79 spaces per unit and 1:1 bike parking meet the provisions of the Zoning By-law. The proximity to the MUP and LRT promotes modal flexibility and choice for the site's residents and visitors.

An eight (8) stall visitor parking area is proposed south of the West building to minimize on-street parking in the established neighbourhood. Delivery vehicles may further utilize the designated drop-off zone between the buildings.

5.2.3 Neighbourhoods Designation

Section 5.2.4 provides direction to the Neighbourhoods located within the Inner Urban Transect.

/ Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- Provides for a low-rise built form, by requiring in zoning a minimum built height of two (2) storeys, generally permitting three (3) storeys, and where appropriate, will allow a built height of up to four (4) storeys to permit higher-density low-rise residential development;
- Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and

The massing is focused on the north side of the site, providing a balanced approach to height distribution and separation distances from the existing, surrounding low-rise residential. The updated site plan removes the three-

storey buildings with frontage onto Winston Avenue and Wilmont Avenue and replaces these structures with a new community park. The park shall frame the Wilmont Avenue streetscape, with clear sightlines into the park from the public realm.

5.2.4 Growth Management Framework

Ottawa’s population is projected to grow by 40 percent between 2018 and 2046, with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in various built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including four (4) storeys;
- / Mid-rise: between five (5) and nine (9) full storeys;
- / High-rise: between ten (10) and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (s. 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to two (2) bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three (3) or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

The above section and Tables 2 and 3b in the Official Plan mention density and dwelling targets.

Table 1: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Applicable Area	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
Inner Urban Transect	60 to 80	Within the Neighbourhood designation: Existing lots with a frontage generally 15 metres or wider: <ul style="list-style-type: none"> • Target of 50 percent for Low-rise buildings; • Target of 5 percent for Midrise or taller buildings; Minor Corridors: No minimum

The proposed development supports the goal of achieving residential intensification within the city's built-up areas by providing for high-rise intensification in the Neighbourhood designation. The proposed unit count includes a variety of typologies to accommodate various tenants, with 11.6% of bachelor studios, 46.9% of one-bedroom and one-bedroom-plus-den and 41.5% of 2-bedroom and two-bedroom-plus-den units. Of the proposed units, the 10.3% of two-bedroom-plus-den units are considered large dwelling units, doubling the target of 5% for large-household dwellings.

5.2.5 Housing

Adequate, safe, and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city because of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority and consider new policies or development application requirements through a housing- and mobility- affordability lens.

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:

- / Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- / Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- / Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- / Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- / The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential high-rise building that includes a diversity of unit sizes.

5.2.6 Urban Design

Urban Design is the process of giving form and context to a 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.

Section 6.4.3 encourage capital investments in the City's street's, sidewalks, and other public spaces to support healthy lifestyles through development projects.

- / 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. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.
- / Privately Owned Publicly Accessible Spaces (POPS) offer a publicly accessible amenities that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

- Fit into their context, providing a meaningful contribution to existing and planned connections;
- Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight elements and provide a comfortable microclimate environment;
- Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
- Be designed in a coordinated manner with the associated building(s); and
- Bring nature into the built environment, where appropriate.

The site's redevelopment shall improve the public realm by improving and extending the sidewalks along Winston Avenue and Wilmont Avenue, including curb boulevards, painted crosswalks, and connections to the mid-block connection through the site. The private/public pathway shall provide meaningful connections to the MUP and Kichi Sibi Station, encouraging active and public transportation at the neighbourhood scale. The pathway's connection between the buildings shall provide a lit path of travel and eyes on the street from the adjacent indoor and outdoor amenity spaces, improving safety for pedestrians and cyclists after dark.

Section 4.6.5 provides direction for Neighbourhoods, which includes:

- / 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 is consistent with the intent and general direction of the design guidelines for Neighbourhoods. Development frames the MUP, providing maximum setbacks from adjacent low-rise residential areas. Buildings are set back appropriately, and according to Schedule 454, the main entrances are visible for the building via Roosevelt Avenue and Winston Avenue for the West and East buildings, respectfully.

All resident parking shall be provided in underground parking, accessed from two (2) ramps. The paths of travel between the parking levels and lobbies and all units are accessible via three (3) elevators per building. As the site is generally level, all units are a single floor, all floors may be accessed via elevator or stairs, and rapid transit is less than 200 metres from the site, the development has thoughtful consideration for accessibility standards for residents with diverse abilities and those seeking a residence to age-in-place.

Section 4.6.6 focuses on how to 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.

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 Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides transition in height between the high-rise form and the adjacent low-rise and mid-rise neighbourhood. The towers are located north of the development, adjacent to the MUP and transitway, providing separation from the existing lower density development. A series of stepbacks as the building's gain height provide further setback from the building's edge, thereby mitigating impacts related to privacy and overlook for the dwelling and the broader residential neighbourhood.

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:

- / 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.

Amenity space is proposed indoors and outdoors, at the ground levels and rooftops. Balconies and terraces provide additional private amenity space. The mix of indoor and outdoor, as well as private and communal amenity spaces, offers a range of options for future residents. Indoor amenity space provides protection from weather, noise, and air pollution.

Per Policy 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,
- / Space at-grade should be provided for soft landscaping and trees.

The proposed development seeks to maintain the intent of Schedule 454, maintaining similar floorplates, especially above the ninth storey. Tiered stepbacks are proposed for the buildings, reducing the potential for a canyon effect. The landscaping plan proposes a combination of soft landscaping and pathways surrounding the building plus private garden patios for ground floor units on the north side of the buildings. The increase height of the buildings maintains the building typology as a high-rise building, consistent with transect policies for Neighbourhoods in the Inner Urban Transect.

5.3 Richmond Road/Westboro Secondary Plan

The Richmond Road / Westboro Secondary Plan is a guide to the long-term design and development of the larger portion of Richmond Road and Westboro, and provides direction on land use, built form, design, parking, circulation and modes of transportation. The unifying vision of the Secondary Plan is that Richmond Road and Westboro will continue to be an attractive and liveable urban community, based on “green” principles outlined in the Official Plan, with a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development that will enhance the area’s diversity and vibrancy.

The unifying vision of the plan is based on its four (4) guiding principles:

- / Retain all useable public greenspace; increase greenspace where possible;
- / Increase recreational facilities;
- / Ensure the area develops in such a way as to ensure that it is pedestrian and cyclist friendly; and,
- / Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development.

The subject site is in Planning Area 5, the Scott Street/Westboro O-Train Station planning area sector on Schedule A – Planning Area Sectors of the Richmond Road/Westboro Secondary Plan. The area is provided the following land use strategies:

- / Encourage the evolution of Scott Street to a mixed-use live / work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the future Westboro and Kichì Sibì O-Train Stations;
- / Ensure that new development is generally in the form of high low-rise and low mid-rise buildings, and is compatible with and provides an appropriate transition to the adjacent low-rise neighbourhood;

This area's unifying vision derives from the following guiding principles:

- / Retain all useable public greenspace; increase greenspace where possible;
- / Increase recreational amenities;
- / Ensure the area develops in such a way as to ensure that prioritizes pedestrians and cyclists; and,
- / Preserve the scale and character of existing neighbourhoods and ensure the compatibility of new development.

Objective One: Intensification Policies

- / Preserve the scale and character of established neighbourhoods and minimize any adverse impacts of intensification.
- / Achieve compatible intensification on key redevelopment sites by:
 - Providing appropriate setbacks and transition in building heights, including lower heights along the edges of neighbourhoods; and
 - Contributing to the restoration of the urban fabric and introducing transit-supportive development. The future Westboro O-Train Station area has the greatest potential for intensification in the form of high-rise buildings with appropriate transition to their surroundings, while the future Kichì Sibì O-Train Station has more limited potential; and
 - Conforming to the maximum recommended general maximum building height ranges for each sector. High-mid rise and High-rise buildings will be limited to sites that are compatible with adjacent uses, such as the Capital Greenspace, sites that have deeper lots, or sites that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings; and
 - Conforming to the CDP design guidelines respecting built form, shared use of facilities, setbacks, relationship of the building to the adjacent neighbourhood's character, other policies of the Official Plan aimed at achieving compatible development while minimizing impacts on adjacent residential neighbourhoods, and the High Performance Design Standards that ensure sustainable and climate resilient design; and

- Avoiding the creation of a street canyon effect by providing breaks in massing where appropriate or variations in building height, building setback and alignment to add interest to the streetscape and to provide space for activities and trees along the sidewalk.



Figure 26: Schedule C – Maximum Building Height, Richmond Road/Westboro Secondary Plan.

The massing of the buildings to the north of the site provides maximum separation from the existing low-rise residential along Wilmont Avenue, Winston Avenue, and Roosevelt Avenue and the mid-rise building to the immediate east. This site represents a significant intensification opportunity in the immediate Kichi Sibi Station catchment. The Secondary Plan came into effect in 2009, 3 years before the City of Ottawa approved Stage 1 of the Confederation LRT line in late 2012. The full plan for Stage 2 includes the relocation/re-orientation of Kichi Sibi Station further east, closer to the proposed development. Considering the principles above, the subject property represents the prime redevelopment opportunity for Kichi Sibi Station, much in the same way 250 Lanark Avenue is regarded as the major opportunity at Westboro Station. The subject property is a former industrial site located at the edge of an existing community, abutting a 340-metre-wide transit corridor. As the area is generally characterized by smaller lots containing low-rise residential building forms, it would take significant effort from a landowner to consolidate enough properties to develop a high-rise building in proximity to Kichi Sibi Station. Uniform Urban Development acquired several properties along the southern edge of the site, adjacent to the low-rise community, in order to build-in an appropriate progressive transition to the existing community. The proposed development also meets other objectives outlined above through sensitive design to achieve a density that supports the City's investment in Kichi Sibi Station and the promotion of multi-modal transportation.

An amendment to the Secondary Plan is required for this project to permit building heights of 14 storeys (45.6 metres) and 13 storeys (42.3 metres), exceeding the maximum permitted height of 12 storeys, as per Schedule C of the Plan. The proposed two (2) tower design maintains a transit-supportive density at Kichi Sibi station while reducing the total lot coverage required, permitting space to convey 10% of the lot area for parkland dedication. The additional height utilizes tiered stepbacks to create terraces, reduce higher floorplates, and reduce street canyon effects while providing visual interest from the streetscape.

The proposed development meets the general intent of the Richmond Road / Westboro Secondary Plan intensification policies.

Objective Two: Greenspace Network Policies

- / Create a safe and attractive pedestrian and cycle-friendly infrastructure that provides links through the area, to the Ottawa River and to other neighbourhoods.
- / Maintain a green buffer between the Ottawa River Parkway and adjoining development without using parkland dedication obligations.



Figure 27: Schedule B – Greenspace Network, Richmond Road/Westboro Secondary Plan.

As identified on Schedule B – Greenspace Network, the site is adjacent to the multi-use pathway providing an east-west active transportation corridor. The mid-block connection will provide a direct connection to the MUP, accessible to residents of the development and the general public.

5.4 Urban Design Guidelines for High-rise Buildings

City Council approved the new Urban Design Guidelines for High-Rise Buildings in 2018, replacing the previous version from 2009. The Official Plan defines a high-rise building as one that is ten (10) storeys or more in height. The objectives of the guidelines are to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;

- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design.

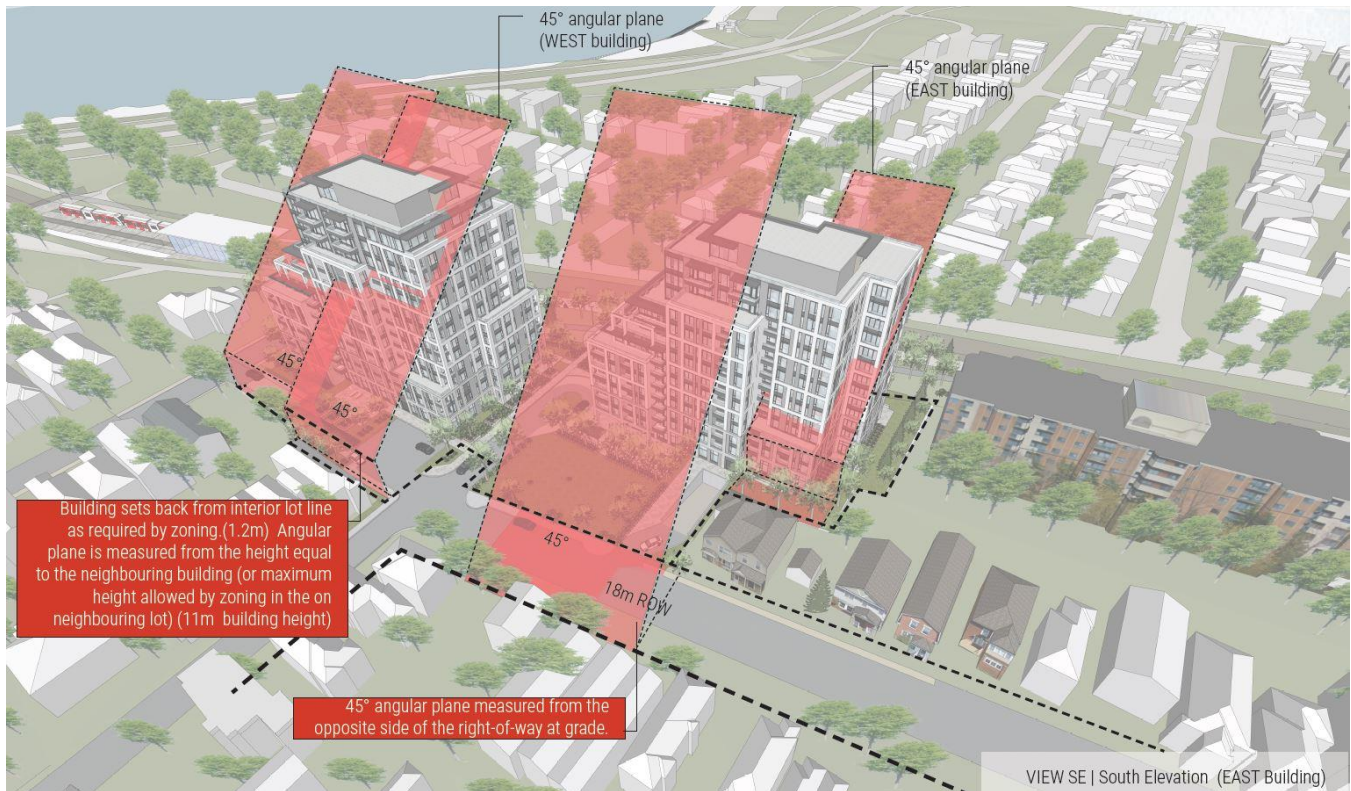


Figure 28: Angular plane, southeast view. (Source: Hobin Architecture)

The Official Plan provides direction to evaluate the appropriateness of individual sites and to inform many aspects of high-rise design, and the Zoning By-law provides a preliminary framework that addresses issues related to context, massing, shadowing and public space. The Official plan directs high-rise buildings to areas where intensification is expected and encouraged due to proximity to major transit stations.

The most relevant guidelines to the proposed development are discussed below:

- / The proposed development acts as a landmark that identifies Kichì Sibi Station within the existing community and provides pedestrian access across the site to connect the surrounding neighbourhood with the transit station (Guideline 1.1, 1.3, 1.4);
- / The towers feature a podium/tower design and generally respect the 45 degree angular plane. The West building, while it does not meet the 45 degree angular plane above the tenth floor, is situated to the north of the low-rise community and is not anticipated to generate any undue shadowing impacts. Further, as the West building is set back from the existing community by the proposed low-rise transition buildings, any impacts from overlook are also mitigated. The eastern side of the East building similarly does not meet the 45 degree angular plane to the low-rise residential to the south. The Sun Shadow Analysis did not identify undue shadowing impacts with this design and exterior balconies were not proposed for these units to reduce overlook into the residential rear yards (Guidelines 1.12, 1.13 and 1.17);
- / The proposed development abuts and provides linkages to multiple streets and a multi-use pathway (Guideline 1.15);

- / The proposed development includes a base/middle/top design and the base is designed to interface with the existing multi-use pathway to the north (Guidelines 2.3 and 2.13);
- / The ground floor of the proposed development is primarily lobby and amenity space and is heavily fenestrated, especially to the north along the multi-use pathway and at the entrances internal to the site and along the mid-block pedestrian connection (Guideline 2.23);
- / The proposed towers are sufficiently separated from themselves and other potential adjacent sites where a tower may exist in the future (Guideline 2.25);
- / The proposed buildings include setbacks to provide for a base/middle/top design and to make the base the primary defining element of the design (Guideline 2.29);
- / The proposed development includes a mid-block crossing connecting Winston Avenue with the MUP to the north and entrances to the buildings (Guidelines 3.4, 3.8 and 3.11);
- / Parking is primarily located underground via two (2) ingress/egress points on Roosevelt Avenue and at the terminus of Winston Avenue. The small surface parking lot is located near the park and is reserved for visitors, couriers and other short-term parking. Servicing, loading and other utilities are incorporated into the design of Wilmont Avenue or within the drop-off/pick-up loop, shielding these areas for the streetscape (Guidelines 3.14, 3.15, 3.16 and 3.17); and,
- / The shadow analysis shows that there are minimal shadowing impacts on the existing low-rise communities to the north and south (Guideline 3.27).

The proposed development generally meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The buildings are sensitively designed to provide transition to the surrounding, existing low-rise and mid-rise communities adjacent to Kichì Sibì Station. The overall design of the project generally meets the intent of the 45 degree angular plane, being to permit sunlight and restrict overlook into these existing communities through a sensitive, gradual transition in building heights. On the ground, the project proposes a mid-block pedestrian connection to provide access to the multi-use pathway and Kichì Sibì Station. The building base along the multi-use pathway is designed as a front façade to interact with the multi-use pathway and features active uses, such as amenity space and lobbies, and a high degree of glazing for safety and “eyes on the street.” Overall, the project is aligned with the design guidelines above.

5.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. As the proposed development is within 600 metres of Kichì Sibì Station, these guidelines apply. The following is a summary of how the proposed development meets some of the various guidelines for transit-oriented development.

- / The proposed development provides residential intensification on an underdeveloped lot in close proximity to a major rapid transit station (Guideline 1);
- / The proposed development includes only transit-supportive land uses. With the exception of some visitor parking spaces near the park, all resident parking is located underground. The portion of the property abutting the multi-use pathway is sensitively designed to support the pedestrian environment, for both residents and the public, and the mid-block connection provides connections to the rapid transit station (Guideline 2);
- / The mid-block pedestrian connection that bisects the subject property at the terminus of Winston Avenue provides a new pedestrian and cycling connection to the multi-use pathway and Kichì Sibì Station. The existing conditions require extensive detours for residents on Winston Avenue and Wilmont Avenue (Guidelines 4 & 6);
- / The subject property is located within 100-200 metres of Kichì Sibì Station, and proposes high-density residential development in close proximity to a future LRT station (Guideline 8);
- / The proposed development is sensitively designed to create transition to the adjacent low-rise communities to the north and south. The towers are located to the north of the site, adjacent to the wide rights-of-way of the

Transitway and Workman Avenue. The south side of the proposed development includes a public park and landscaping to provide separation and transition to the low-rise community to the south. (Guideline 9);

- / The proposed development fronts on multiple roads, but also fronts on a multi-use pathway to the north as well as the mid-block pedestrian connection through the property. The buildings are designed to be oriented on multiple frontages to ensure residents and pedestrians are both connected to the transit station (Guideline 10);
- / The proposed development includes a podium/tower design and low-rise buildings on the south side to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);
- / The proposed development will introduce distinctive buildings at a major transit station (Guideline 12);
- / The mid-block pedestrian connection provides safe, barrier-free, and convenient access to the multi-use path and Kichì Sibi Station (Guideline 16).

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that intensifies an existing underutilized site, contributes to a range of housing choices within the community, integrates with the existing streetscape and larger community, and is located in close proximity to a future major transit station.

5.6 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned “Residential Fifth Density, Subzone B, Exception 2772, Schedule 454 (R5B[2772] S454)”. Previous applications have rezoned the entirety of the subject site into one zone. The subject site is also located within the Mature Neighbourhoods Overlay, though the provisions of Section 140 only apply to the R1 to R4 zones.

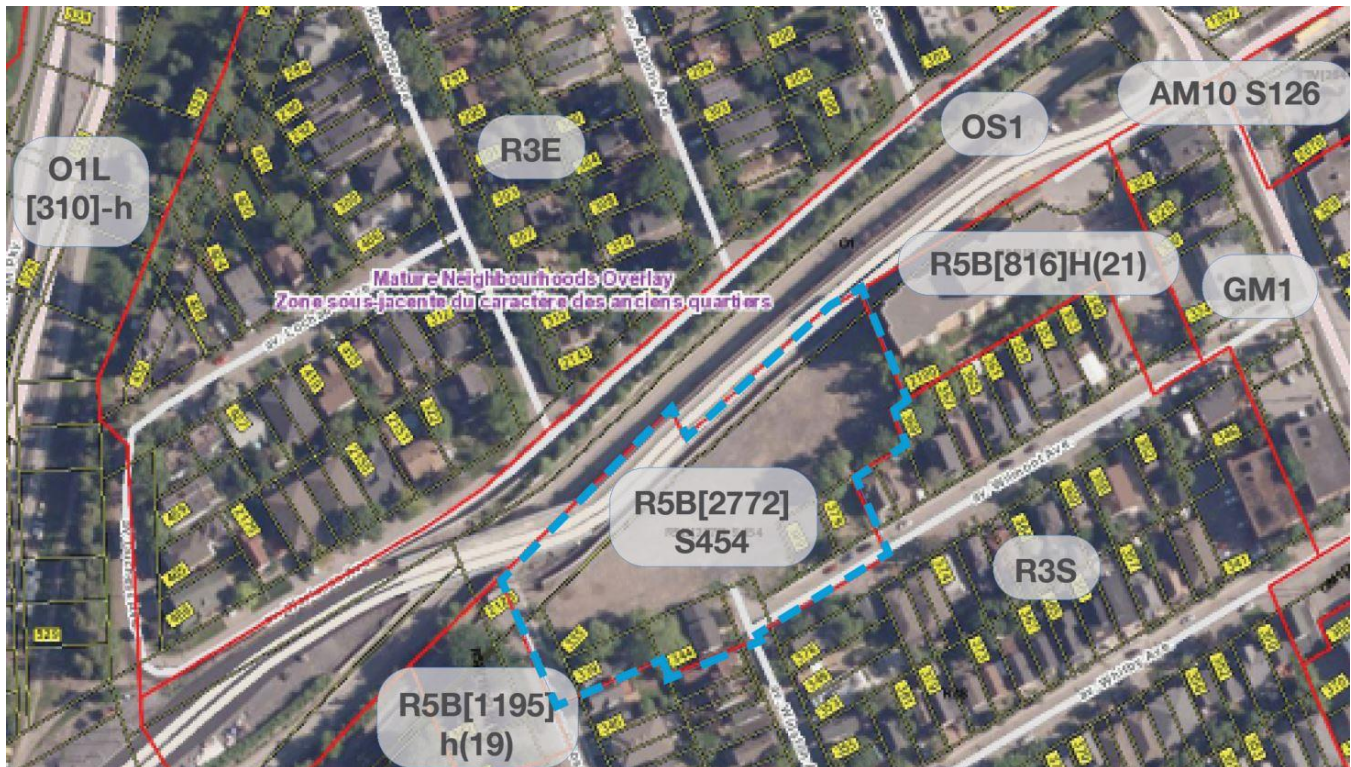


Figure 29: Current zoning.

The purpose of the R5 - Residential Fifth Density Zone is to:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings;
- / 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 [downtown core], 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.

Exception 2772 contains several site-specific provisions including:

- / The lands zoned R5B[2772] S454 are considered one lot for zoning purposes;
- / The maximum building heights and minimum setbacks are as per Schedule 454;
- / A rooftop indoor amenity space is permitted to project above the maximum building height for a maximum of 4.5 metres over a maximum area of 150 square metres per residential building;
- / Minimum bicycle parking rate: one per dwelling unit.

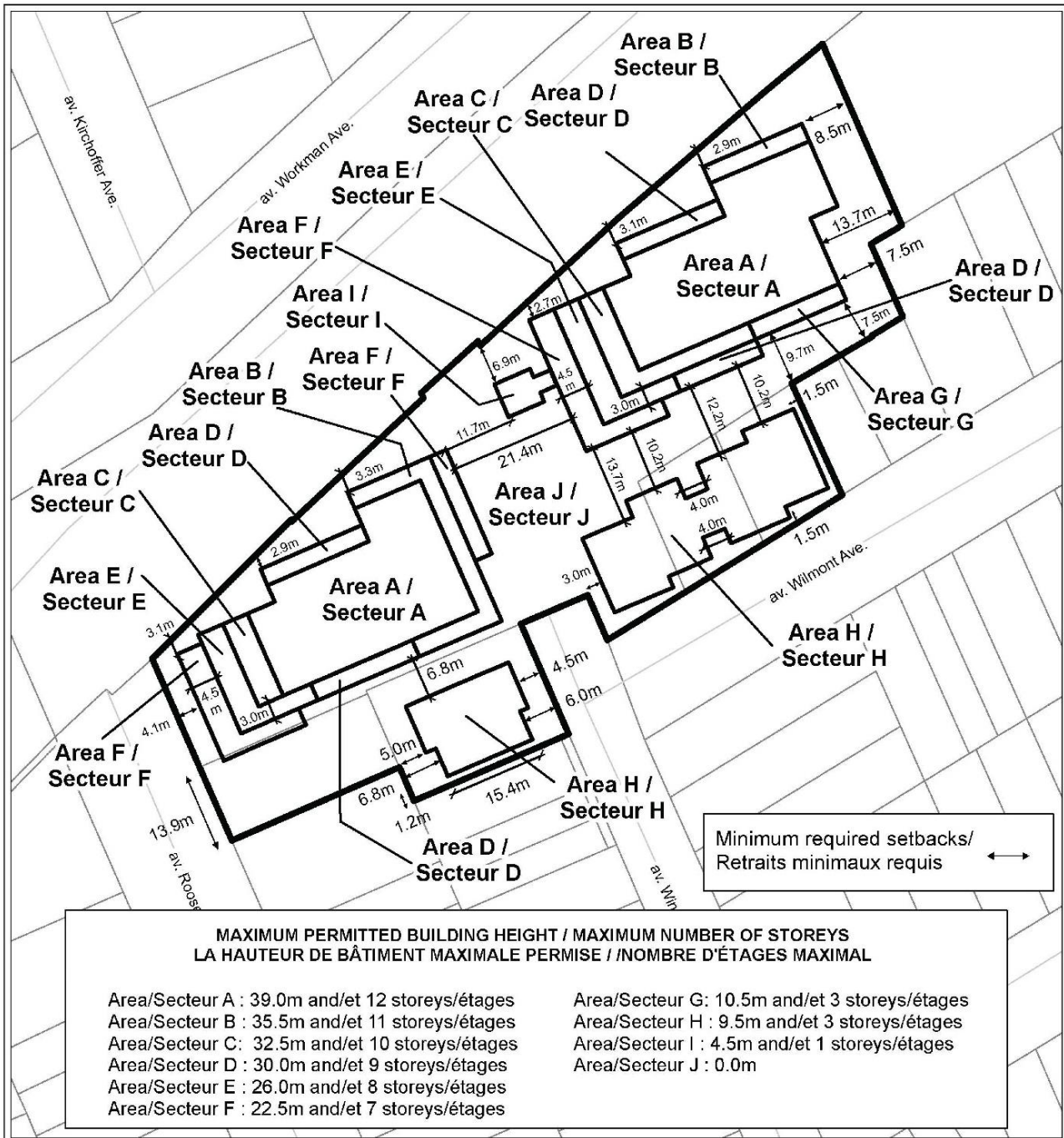


Figure 30: Schedule 454

5.6.1 Zoning Table

The table below provides a summary of the applicable zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets or requires relief from certain provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

R5B[2772] S454 Provisions	Required	Provided	Compliance?
Permitted Use Section 163(1)	apartment dwelling, low rise apartment dwelling, mid rise apartment dwelling, high rise bed and breakfast detached dwelling diplomatic mission duplex dwelling dwelling unit group home home-based business home-based daycare linked-detached dwelling park planned unit development residential care facility retirement home, converted retirement home rooming house additional dwelling unit semi-detached dwelling shelter stacked dwelling three-unit dwelling townhouse dwelling urban agriculture	apartment dwelling, high rise and park	✓
Min. Lot Width Section 164, Table 164A	22.5 m	144 m	✓
Max. Height Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✗
Min. Front Yard Setback Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✓
Min. Corner Side Yard Setback Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✓
Min. Rear Yard Setback Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✓
Min. Rear Yard Setback Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✓

R5B[2772] S454 Provisions	Required	Provided	Compliance?
Min. Exterior Side Yard Setback Schedule 454	Per Schedule 454	Schedule 454 to be amended as per final site plan	✓
Amenity Area Section 137	6 m ² per dwelling unit. A minimum of 50% of the required total amenity area must be communal, and aggregated into areas up to 54m ² , and when more than one aggregated area is provided, at least one must be 54m ² . Total required: 341 units x 6 m ² . = 2,046 m ² Total communal amenity area required: 2,046 x 50% = 1,023 m ²	Total Private: 2,388 m ² Total communal: 1,887.89 m ² Total: 4,275.89 m ²	✓
Min. Landscaped Area Section 163(9)	30%	43.9%	✓
Min. Vehicle Parking Schedule 1A, Section 101(3), Table 101A	Area X: Inner urban No parking required for the first 12 dwelling units. 0.5 spaces required per dwelling unit 341(-12) x 0.5 = 164.5 spaces Total required parking: 165 spaces	271 spaces (0.79 spaces per unit)	✓
Max. Parking Permitted Section 103(1), Table 103	1.5 per dwelling unit (combined total of resident and visitor parking) = 512 spaces maximum	305 spaces	✓
Min. Visitor Parking Section 102(2), Table 102	No visitor parking required for the first 12 dwelling units. 0.1 spaces per dwelling unit 341(-12) x 0.1 = 33 spaces	34 spaces	✓
Min. Parking Space Dimensions S106(1)	5.2 m x 2.6 m	5.2 m x 2.6 m	✓

R5B[2772] S454 Provisions	Required	Provided	Compliance?
Min. Bicycle Parking E2772	1 space per dwelling unit = 341 total spaces	369 spaces	✓
Bicycle Parking Location Section 111(11)	A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level	100% of bicycle parking provided in underground parking garage bike rooms	✗
Max. Driveway Width Section 107 (1aa)	To parking garage: 6 m	6 m	✓
	Parking lot less than 20 parking spaces: 3.6 m	6 m	✗
Min. Drive Aisle Width Section 107(1c), Table 107	6 m	6 m	✓
Min. Parking Lot Landscaped Buffer Table 110	Parking lot containing 10 or fewer spaces: 3 m	1.28 m	✗
Permitted Projections Above the Height Limit E2772	A rooftop indoor amenity space is permitted to project above the maximum building height for a maximum of 4.5 m over a maximum area of 150 m ² per residential building;	West: 123.75 m ² East: 128.58 m ²	✓
Permitted Projections Above the Height Limit Section 64	The maximum height limits do not apply to mechanical and service equipment penthouse, elevator or stairway penthouses	Complies	✓
High-rise Min. Lot Area Section 77	Corner Lot: 1,150 m ²	7,168.96 m ²	✓
	Interior Lot: 1,350 m ²		
Definition of Tower Section 77	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less.	Towers are 13 and 14 storeys	N/A
Min. Separation Distance between Towers on the same Lot Section 77	20 m	21.4 m	✓

5.6.2 Proposed Zoning

A Zoning By-law Amendment is required to permit the development as proposed to increase the permitted maximum height per Schedule 454. Schedule 454 is proposed to be updated to conform to the setbacks and heights of the approved site plan pending this application. Through the Zoning By-law Amendment, it is further requested to add three additional exceptions to Exception 2772 to increase the permitted width of the visitor parking lot driveway, reduce the landscaped buffer abutting the visitor parking lot, and permit all bicycle parking to be within the underground parking.

It is therefore proposed that Schedule 454 be amended to meet the specifications of the updated site plan to recognize the west building's maximum height of 14 storeys and the east building's maximum height of 13 storeys.

Building Height

A maximum building height of 14 storeys (46 metres) and 13 storeys (43 metres) is proposed, whereas 12 storeys (39 metres) is presently permitted per Schedule 454. The Zoning By-law Amendment shall require the revision of the entire Schedule 454, establishing separate areas for the West and East buildings, creating a cascading reclassification of subsequent areas. All building heights and setbacks shall be established per the final site plan.

As discussed in the previous sections, the proposed building height increase will allow for the development of a public park to be conveyed to the City of Ottawa, benefiting the wider neighbourhood streetscape, character, and increasing community space. Sightlines into the park from Winston Avenue and Wilmont Avenue complement and enhance the existing streetscape character, providing a community gathering space in a neighbourhood underserved by municipal parks. The landscaping plan proposes deciduous trees along the boundary of the subject site, providing a natural visual buffer to the towers. The towers are at an appropriate height and scale for buildings adjacent to a major transit station and a large municipal right-of-way.

The proposed height increase to 46 and 43 metres remains less than the total width of the Transitway and Workman Avenue, which is 50 metres. This means there is a greater than 1:1 ratio of building height to the right-of-way, which assures minimal or no undue adverse impacts on the adjacent properties to the north. Further, the Sun Shadow Analysis, assessed the as-of-right shadow outline versus the proposed increased shadow to have minor impacts upon the surrounding public spaces, and thus continued to meet the municipal terms of reference.

Driveway Width

A driveway width of 6 meters is proposed for the surface visitor parking lot, whereas the zoning by-law permits a maximum of 3.6 metres to a lot with less than 20 spaces. The increased width will ease ingress and egress turning movements as the driveway creates a four-way intersection with Wilmont Avenue and Winston Avenue.

Pedestrian safety across the widened driveway is mitigated by the inclusion of a painted crosswalk extending linking the existing Winston Avenue sidewalk and the proposed 2-metre public/private pathway.

Parking Lot Landscaped Buffer

Relief is requested to reduce the required landscape buffer separating the surface visitor parking lot from the street from 3 metres to 1.2 metres. Development is proposed to extend beyond the parcel boundary into the right-of-way to extend the landscape buffer up to an additional 3.3 metres and create the 2-metre public/private pathway. The intent of the zoning provision to provide landscaped separation vehicular paths of travel are met through this design.

Bike Parking Location

All 369 bicycle parking spaces are proposed within the secure bike rooms located in the underground parking levels, whereas the zoning by-law seeks 50% of spaces to be located on the ground floor. The zoning provisions further require bicycle parking spaces to be in areas with convenient access to main entrances or well-used areas. The bicycle parking rooms shall be accessible via the six elevator shafts, requiring low physical effort to bring bicycles into or out of the designated parking. By placing all bicycle spaces in the underground parking area, each unit shall have a secure bicycle space, promoting residents to replace or supplement private vehicle use in favour of active transportation. The

colocation of bicycle space parking and vehicular parking represent similar levels of convenience, effort, and security, as well as access to the available lockers for any additional bicycle equipment that cannot be stored in the bicycle parking areas, such as bike trailers for both goods and small children.

6.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment and Official Plan Amendment Applications represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, with strong connections to active transportation and rapid transit;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding growth management and the land use policies for the Neighbourhood designation;
- / The proposed development conforms to the Richmond Road/Westboro Secondary Plan policies regarding built form, the Scott Street/Westboro O-Train Station planning area, site development;
- / The proposed development conforms to urban design objectives and compatibility criteria established in section 4.6 of the Official Plan;
- / The City of Ottawa's Urban Design Guidelines for High-Rise Buildings and Transit-Oriented Development Guidelines objectives are met by proposing high density development adjacent to the future Kichì Sibì Station; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,



Gabi Scollon, MPI
Planner



Jacob Bolduc, MCIP, RPP
Associate