



1500 Merivale Road

Planning Rationale & Public Consultation Strategy
Zoning By-law Amendment
July 3, 2025



Prepared for Claridge Homes

Prepared by Fotenn Planning + Design
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Ottawa, ON K2P 1W4
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1.0	Introduction	2
1.1	Application History	2
1.2	Required Applications	2
1.3	Public Consultation Strategy	2
2.0	Site Context and Surrounding Area	4
2.1	Subject Property	4
2.2	Surrounding Context	4
2.3	Road Network	5
2.4	Neighbourhood Amenities	6
3.0	Proposed Development	8
3.1	Project Overview	8
3.2	Parkland Dedication	8
4.0	Policy and Regulatory Review	9
4.1	Provincial Planning Statement (2024)	9
4.2	City of Ottawa Official Plan (2022)	11
4.2.1	Strategic Directions	11
4.2.2	Cross-Cutting Issues	12
4.2.3	Transect and Land Use Designations	12
4.2.4	Urban Design	14
4.3	Comprehensive Zoning By-law 2008-250	16
5.0	Zoning By-law Amendment	19
5.1	Proposed Zoning By-law Amendment	19
5.1.2	Maximum Building Height	19
5.1.3	Additional Considerations	19
5.2	Proposed Zoning Exception	20
6.0	Conclusion	21

1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to prepare this Planning Rationale in support of a Zoning By-Amendment application to permit high-rise development up to 40 storeys in height at 1500 Merivale Road (municipally known as 1366 Baseline Road and 1490 Merivale Road) in the City of Ottawa.

This Planning Rationale has been prepared considering information that was previously submitted as part of Site Plan Control application D07-12-21-0152. For the proposed Zoning By-Amendment, the lands that are subject to the Site Plan application, referenced herein as “Phase 1” are excluded from the rezoning. Phase 1 will proceed to be developed conforming to existing provisions of the AM10[2217] H(34).

1.1 Application History

The subject lands was the subject of a Site Plan Control application, submitted September 27th, 2021. This included a Master Plan for the lands that fully conformed to the provisions and requirements of the Comprehensive Zoning By-law (2008-250). Following the initial submission, the second submission began to focus the Site Plan on the development of the Phase 1 lands. It was the Phase 1 development that ultimately received Site Plan approval on May 12, 2025.

1.2 Required Applications

Since the adoption of the City of Ottawa’s current Official Plan, Claridge has reconsidered the approach for this Master Plan area, and while the Phase 1 development complies with the Arterial Mainstreet, Subzone 10, Exception 2217 zoning on the site (AM10[2217] H(34)), the proposal is to move forward with aligning the remaining lands’ zoning with the direction of the Official Plan, approved in November 2022. The subject lands are located within a Hub designation and this Zoning By-law Amendment application is required to ensure the permissions afforded through the Official Plan are reflected in the zoning, specifically maximum building heights.

1.3 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / **Notification to Ward Councillor, Councillor Sean Devine**
 - The Ward Councillor will be notified by the City of Ottawa’s internal process once the application is received.
- / **Community “Heads Up” to local registered Community Associations**
 - A notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / **Community Information Session**
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed amendments.
 - For this meeting it is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, and social media channels.
 - Any community information session may be held in person and/or via an online format such as a Zoom webinar or another similar platform.
- / **Planning and Housing Committee Meeting Advertisement and Report Mail out to Public**

- Notification for the statutory public meeting will be undertaken by the City of Ottawa.

/ **Statutory Public Meeting for Zoning By-law Amendment – Planning and Housing Committee**

- The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.

2.0

Site Context and Surrounding Area

2.1 Subject Property

The subject lands, located in the Knoxdale-Merivale Ward (Ward 9), is an irregular-shaped lot with a total area of approximately 62,066m² (6.2 ha). The property is located within the north western portion of Skyline-Fisher Heights neighbourhood, and was the former site of CTV Ottawa television studios, which was demolished by a fire in 2010. The majority of the site has since remained vacant and contains sporadic paved areas and vegetation. An auto repair shop is located within the site boundaries at the north of the property along Baseline Road. The property features frontages along three (3) arterial streets; Merivale Road, Baseline Road and Clyde Avenue and can be accessed from all frontages, including where Kimway Crescent connects into the site from Merivale Road to the south.

The lands subject to the proposed Zoning By-law Amendment do not include “Phase 1” as identified on Figure 1.



Figure 1: Boundaries of the subject lands.

2.2 Surrounding Context

North: Along the southern edge of Baseline Road are stand alone commercial buildings containing restaurants on both sides of the auto repair shop. Immediately north across Baseline Road are commercial buildings containing commercial and retail along the northern edge Baseline Road, and a large format retail store surrounded by surface parking. Additional commercial buildings containing offices can be found on the northern side of Baseline Road to the east of this. Further north is a residential neighbourhood which contains low-rise detached, semi-detached and townhome buildings, a condition which continues through to Clyde Woods Park.

East: Immediately east of the subject lands is a large format commercial building containing retail uses, surrounded by surface parking. Stand-alone commercial out-buildings containing additional retail and commercial uses with surface parking are found further east between Baseline Road and Merivale Road. Further east are additional commercial buildings at the intersection of Merivale Road and Baseline Road, and a residential neighbourhood which contains low-rise detached, semi-detached, and townhouse buildings. North of Baseline Road are the Central Experimental Farmlands; an agricultural facility, farmlands, research centre, and National Historic site operated by the research branch of Agriculture and Agri-Food Canada (AAFC).

South: Immediately south of the subject lands are single and two-storey commercial and retail buildings along the southern and eastern edges of Merivale Road, behind which are low-rise residential buildings. Low-rise commercial, mid-rise office buildings and large format retail buildings with surrounding surface parking are located south along either side of Merivale Road through to Viewmount Drive. Residential neighbourhoods about the Merivale Road commercial strip, containing low-rise residential buildings

West: Immediately west of the subject lands are low-rise commercial and retail buildings along Merivale Road, and a gas station at the southeast corner of Merivale Road and Baseline Road. Further west beyond the commercial buildings along Merivale Road is a residential neighbourhood which contains low-rise detached, semi-detached and townhome buildings, a condition which continues through to Algonquin College and large format buildings located along Baseline Road at Woodroffe Avenue.

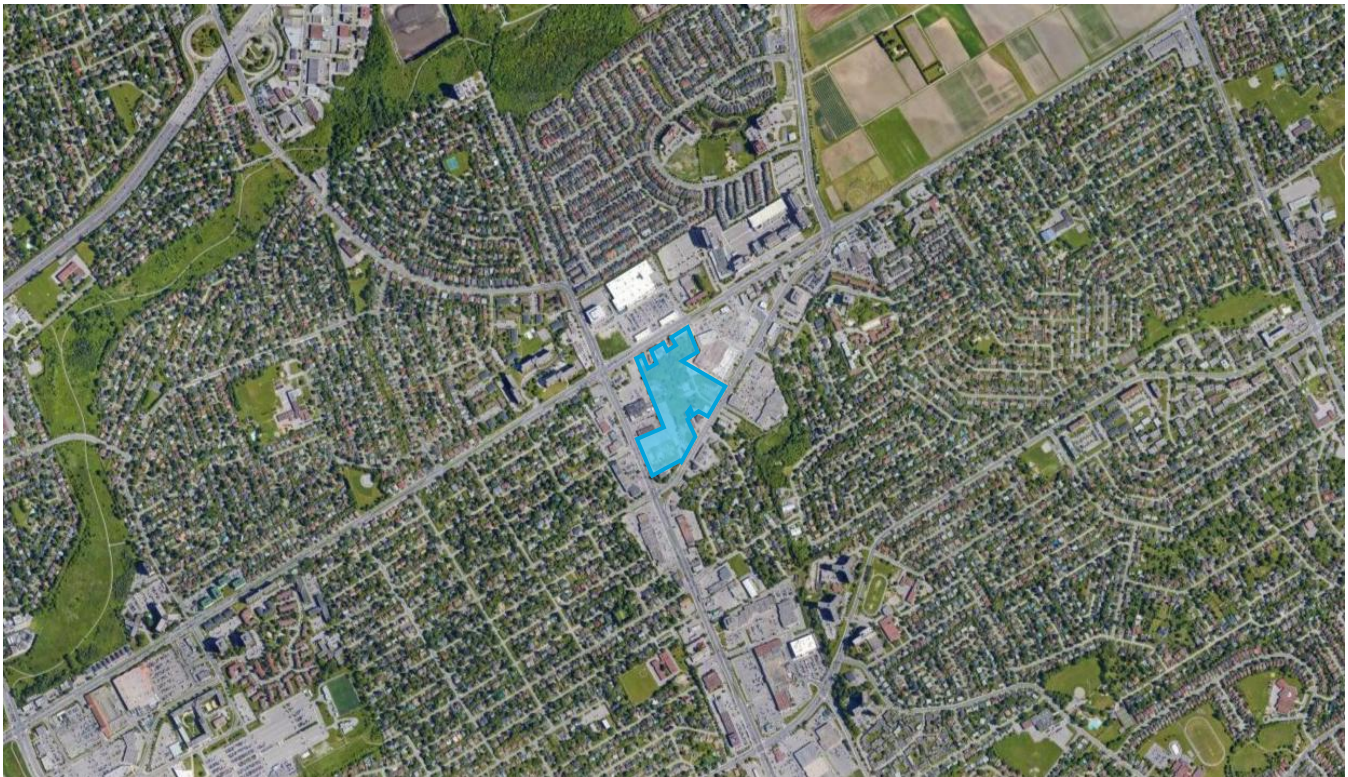


Figure 2: Surrounding context of 1500 Merivale Road

2.3 Road Network

The subject lands are generally bounded between Baseline Road, Merivale Road, and Clyde Avenue, and contains frontage along each of these roads. Each of these roads are designated as an Arterial Road on Schedule C4 of the Official Plan. Arterial roads primarily function as the major corridors of the urban communities and are intended to accommodate multiple modes of transit including vehicles, pedestrians, bicycles, and public

transportation. Arterial roads are designed to meet the specific needs of these users through the provision of, where appropriate, sidewalks, cycling lanes, and transit stops. Lotta Avenue, which is located where Merivale Road intersects with Clyde Avenue, is designated a Collector Road and is one of several Collector Roads near the site (Figure 3).

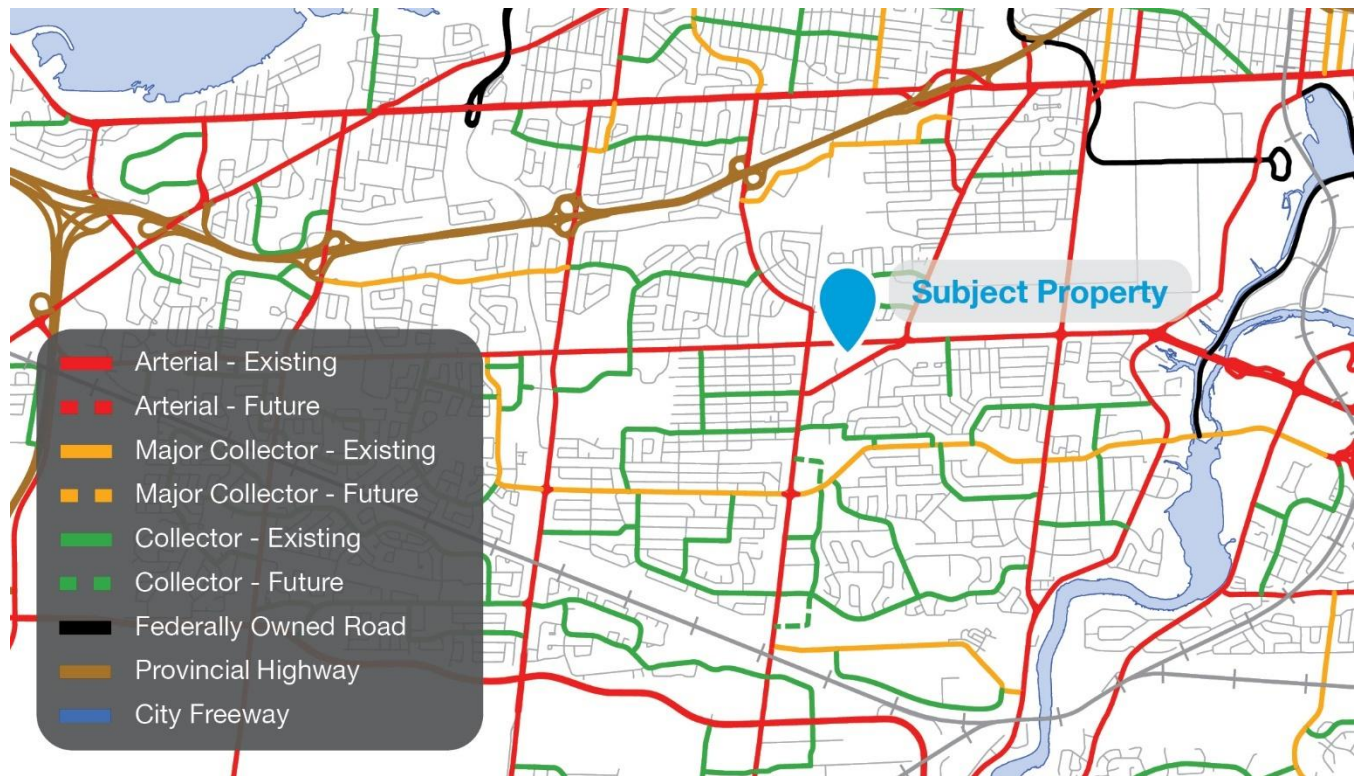


Figure 3: Schedule C4, *Urban Road Network* of the City of Ottawa Official Plan, subject lands indicated.

2.4 Neighbourhood Amenities

The subject lands enjoy close proximity to many neighbourhood amenities including a variety of commercial, retail, recreational, and institutional uses. The surrounding neighbourhood benefits from many nearby park spaces and is well-served with respect to community facilities and neighbourhood amenities.

A non-exhaustive list of nearby neighbourhood amenities including a wide range of uses is listed below (Figure 4):

- / Parks and public greenspaces, which contain public recreation facilities, including Gilby Park, Celebration Park, the Central Experimental Farm, Agincourt Park, Carlington Community Bike Park, Fisher Heights Park, Steve MacLean Park, and the General Burns Park. Note that this list does not include many nearby parks of a smaller scale which serve the local community;
- / Community centres, including the Fisher Heights Community Centre, Nepean Rideau Osgoode Community Resource Centre, Howard Darwin Centennial Arena, Alexander Community Centre, and the Carleton Heights Community Centre;

- / Commercial and retail services located along Merivale Road and Baseline Road, including RioCan Merivale Place, Meadowlands Mall, Merivale Mall, and the College Square Mall, and grocery stores including Loblaws, Walmart, Food Basics, and FreshCo Merivale & Meadowlands;
- / Libraries, including the Emerald Plaza Ottawa Public Library and the Canadian Agriculture Library;
- / Institutional uses and schools including Algonquin College, Sir Winston Churchill Public School, Agincourt Road Public School, Century Public School, Meadowlands Public School, Ottawa Islamic School, St Augustine School, Laurier-Carriere Catholic School and School Secondary Public Omer Deslauriers.

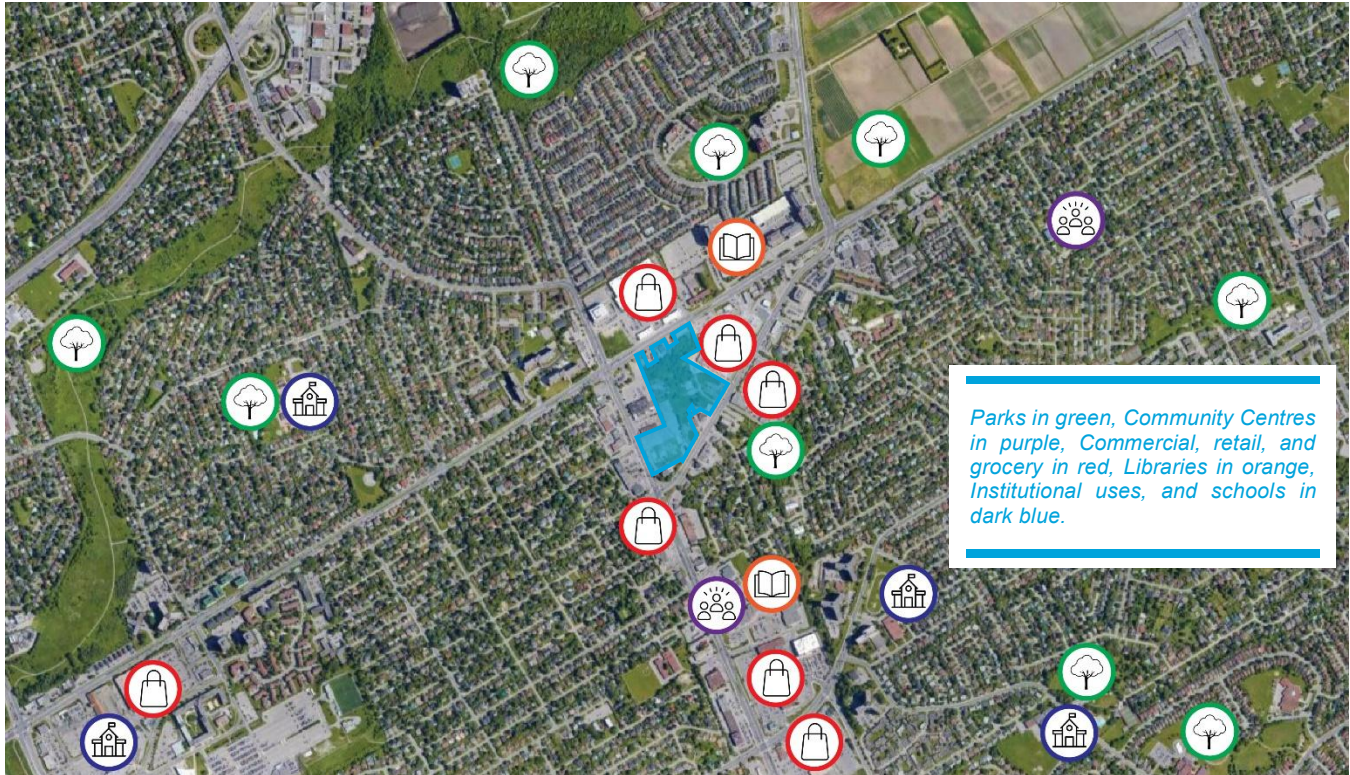


Figure 4: Nearby neighbourhood amenities within the context area of 1500 Merivale Road.

3.0 Proposed Development

3.1 Project Overview

The entirety of the subject lands is located on a large triangular block, known as the “Merivale Triangle Lands”, bounded by Merivale Road to the southeast, Baseline Road to the north and Clyde Avenue to the west. The master plan site is approximately 6.2 hectares in area and is highly irregular, with discontinuous frontages on each of the three thoroughfares, which has greatly informed the planning and architectural approach to this project. The areas immediately adjacent to the site are not developed in a manner that creates any notable or relevant architectural or urban context. The Phase 1 lands are located at the south-eastern edge of the subject lands along Merivale Road, south of the future public right-of-way extending through the lands (Figure 1).

The previously-approved development on the Phase 1 lands was for a 10-storey mixed-use building with 125 residential units and retail space at grade. At this point in the project, the layout for the remainder of the development has not yet been advanced beyond the initial Master Plan submission. It is understood that there will be changes to the initial Master Plan that was presented, as that plan was based on the former Official Plan and the current zoning. Further, the revised vision for the subject lands will consider the approved Urban Design Guidelines, including those related to High-rise building placement, floorplates, transition, and massing. No amendments are proposed to Section 77 of the City of Ottawa's Comprehensive Zoning By-law 2008-250; as such, provisions related to tower setbacks will be maintained as per current requirements.

Future development will be subject to Site Plan Control and through that process the project will be developed in a way that is safe, functional and orderly. It is also used to ensure that the development standards approved by the City and other agencies are implemented and maintained. Building location, landscape treatment, pedestrian access, drainage control and parking layout are a few of the items addressed during review. The project is with a Design Priority Area so additional input from the Urban Design Review Panel will receive and considered as the development proceeds with more detailed design.

3.2 Parkland Dedication

As part of the initial master planning process, parkland dedication was discussed. In accordance with By-law 2022-280, the parkland development is satisfied through a combination of dedication of land and cash-in-lieu of parkland. The Province of Ontario's Bil 23 (More Homes Built Faster) limits the maximum amount of parkland dedication. As part of the Phase 1 development, the following parkland condition was included, which summarizes the approach to parkland dedication for the subject lands.

Condition 42 e)

The Owner acknowledges and agrees that the parkland dedication requirement for the comprehensive development plan shall be satisfied through the combination of ten percent of the gross land area through conveyance of parkland, being 6,288.00 square metres, and five percent of the gross land area through cash-in-lieu of conveyance of parkland, being 3,144.00 square metres.

4.0

Policy and Regulatory Review

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards. Generally, the PPS prioritizes "compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians".

The following PPS policies are applicable to the proposed development:

2.1.6: Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2.1: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,
 - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1: General Policies for Settlement Areas:

- 1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. optimize existing and planned infrastructure and public service facilities;
 - c. support active transportation; and,

- d. are transit-supportive, as appropriate.
- 3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
- 6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1: General Policies for Strategic Growth Areas

- 1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
- 2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a. to accommodate significant population and employment growth;
 - b. as focal areas for education, commercial, recreational, and cultural uses;
 - c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and,
 - d. to support affordable, accessible, and equitable housing.
- 3. Planning Authorities should:
 - a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
 - b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; and,
 - c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

2.4.2: Major Transit Station Areas

- 2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
 - b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.
- 3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
- 4. planning for land uses and built form that supports the achievement of minimum density targets; and,
- 5. supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

2.4.3: Frequent Transit Corridors

- 1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.9: Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
 - a. support the achievement of compact, transit-supportive, and complete communities;

The requested amendment is consistent with the Provincial Planning Statement, 2024, ensuring that the proposed transit-supportive intensification efforts maintain the social, health, and economic well-being of current and future residents. Given the subject lands location in proximity to a high-order Bus Rapid Transit (BRT) Station, the proposed amendment for an underutilized property seeks to advance the provincial goals of building complete and safe communities that efficiently use existing infrastructure to provide a mix of housing types in established areas. The site also benefits from being in a central area, in proximity to employment uses on the north side of Baseline Road and along the Merivale Road corridor that will further support this type of high-density development, supporting the long-term economic prosperity of the area and its future residents.

4.2 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.

4.2.1 Strategic Directions

The Official Plan proposes five (5) 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:

- 1) **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.
- 2) **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.
- 3) **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.
- 4) **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.

5) 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.

4.2.2 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

Many of these 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.

The proposed amendment will help to implement the objectives set out in the Big Policy Moves, particularly with respect to intensification in proximity to transit, urban and community design, and climate mitigation and resiliency. The proposed amendment will intensify a site at densities exceeding the minimum targets in a way that allows for porosity to the subject lands. Future development will be located close to current and future transit and increase safety and comfort for occupants under future climate conditions.

4.2.3 Transect and Land Use Designations

The Official Plan divides the City into six (6) 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 the most urban (Downtown Core) to the least urban (Rural).

The subject lands are located along Mainstreet Corridors, in a Hub designation within the Outer Urban Transect area as defined on Schedule B3 of the Official Plan (Figure 5). The Outer Urban Transect consists of neighbourhoods within the Greenbelt, built in the latter part of the twentieth century. The dominant urban form is that of the classic suburban model with the distinct separation of uses and car-oriented infrastructure. The Plan sets out strategies to transform these spaces into versatile areas capable of supporting multi-modal transportation. The policies of the Outer Urban Transect outline growth strategies for existing established neighbourhoods as well as areas with greater potential for intensification, including hubs and corridors.

- / **5.3.1(2)** The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:
 - d) Mid- or High-rise in Hubs;**
- / **5.3.1(3) 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.

- / **5.3.1(4)** In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:
 - a) Multi-unit dwellings in Hubs and on Corridors;
 - c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.
- / **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;
- / **5.3.3(3)** Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes:
 - a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise.

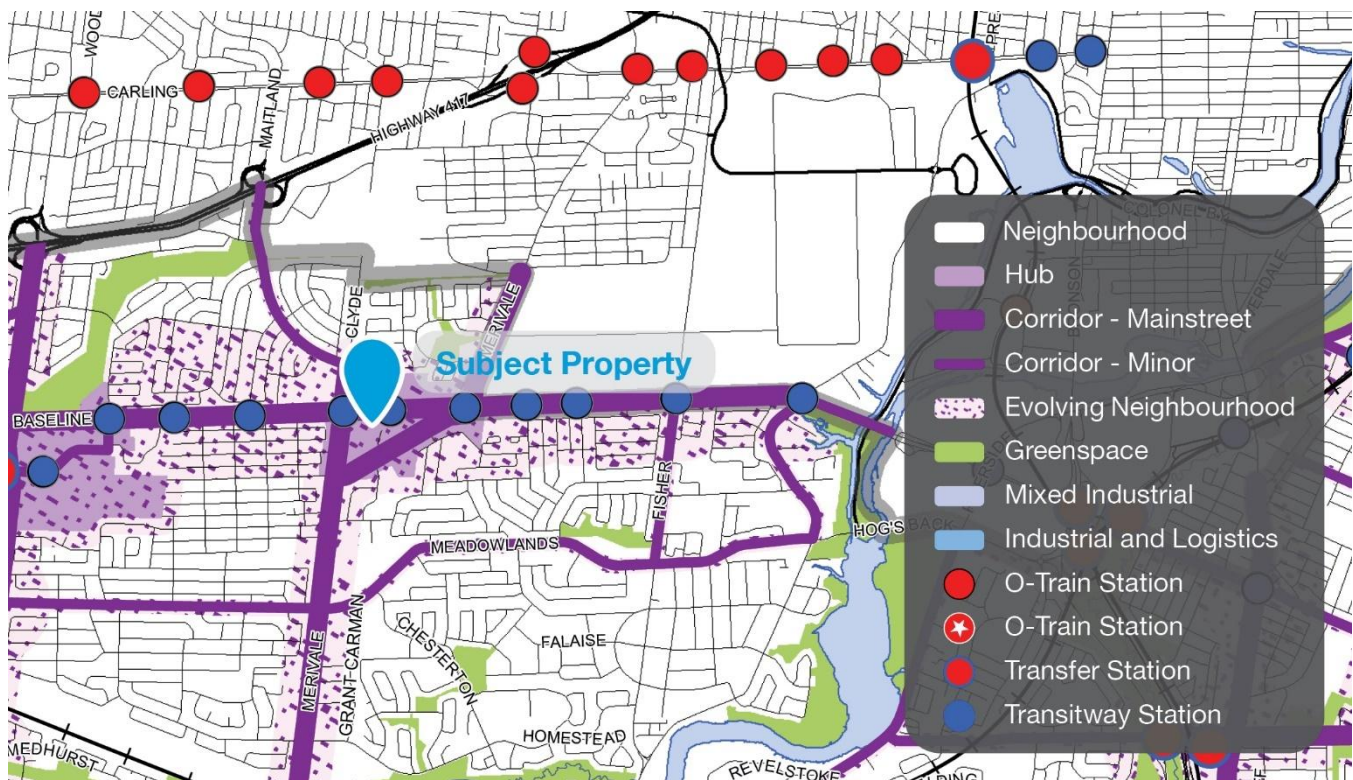


Figure 5: Schedule B3 - Outer Urban Transect (subject lands identified)

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. The property's location within a Hub allows for greater heights and densities as prescribed through the policies of Section 6.1.1(6).

Hubs are intended to be the focus of major residential and non-residential origins and destinations within easy walking distance of rapid transit stations. Development within Hubs should integrate with, and provide focus to,

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 vehicle.

The applicable policies as they relate to this amendment proposal are as follows:

- / **6.2.1(2)** Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
 - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / **6.2.1(3)** Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
 - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- / **6.2.2(1)** In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The subject lands are located in the Outer Urban Transect and are designated Mainstreet Corridor within a Hub in the City of Ottawa's Official Plan. The amendment seeks to permit high-rise, towers up to 40 storeys, conforming to the applicable Transect and Designation policies. Since the subject lands are located along a Mainstreet Corridor, as well as located in a Hub, Policy 6.1.1(6) indicates that building heights and densities for Hub prevail over those related to the Mainstreet Corridor designation, indicating that high-rise and high-density development is appropriate.

The amendment will not change the direction seeking vertically mix uses and activate building frontages along the Mainstreet Corridors. The relevant policies align with the amendment request as it relates to height and density. Development elements related to the proposed unit mix, design features, and relationship to the existing context will be addressed as part of future Site Plan approvals.

4.2.4 Urban Design

Urban Design 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 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject lands are identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is in a Hub, 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.

Policy 4.6.1.5 states that development 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.

Policy 4.6.5.2 states that 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.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods.

- / **Policy 4.6.6.2** states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.
- / **Policy 4.6.6.3** states that where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights.
- / **Policy 4.6.6.8** states 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 sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.
- / **Policy 4.6.6.9** states separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The subject lands are within a Design Priority Area and future development will be required to consider both the built form and the public realm. This zoning amendment is not requesting any changes to other elements of the zoning provisions, just an increase in height. The policies of this section of the Official Plan along with existing zoning provisions dealing with setbacks and stepbacks will ensure good urban design at 1500 Merivale Road.

4.3 Comprehensive Zoning By-law 2008-250

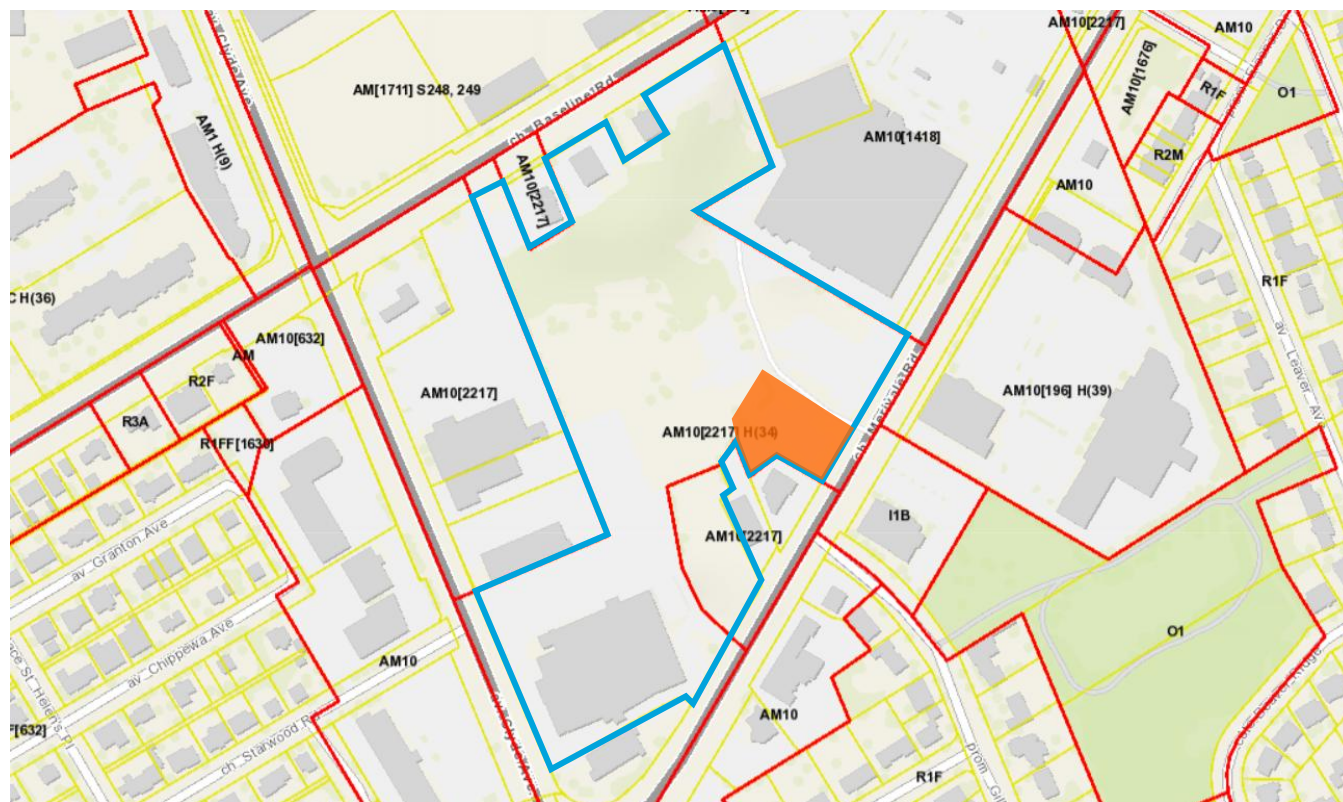


Figure 6: Zoning Map for 1500 Merivale Road, subject lands indicated in blue, and the Phase 1 lands indicated in orange.

The subject lands are zoned Arterial Mainstreet, Subzone 10, Urban Exception 2217, Height Limit of 34 metres per the City of Ottawa's Comprehensive Zoning By-law (2008-250), except for a small area along Merivale Road that has a lesser height as shown in Figure 6.

As it is the intention to receive an amendment to increase the permitted height to permit 40 storeys for the subject lands outside of Phase 1, the remainder of the provisions of the zoning remain unchanged as is summarized in Table 1 below.

Table 1: Zoning Requirements for AM10(2217) H(34)

Provision	Required	Amend?
Minimum Lot Width (m)	No minimum	No
Minimum Lot Area (m²)	No minimum	No
Minimum Front¹ and Corner Side Yard Setback (m)	0 metres , at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 3 metres of the frontage for a mixed-use building	No

¹ The lot line abutting the designated "Arterial Mainstreet", as per Schedule B of the Official Plan, is the front lot line (Section 186, 10 a))

Minimum Interior Side Yard Setback (m)	No minimum	No
Minimum Rear Yard Setback	3.0 metres for any building wall within 20 metres of a lot line abutting a public street; 7.5 metres in all other cases	No
Minimum Building Height (m)	If located within 10 metres of the front or corner lot lines: A mixed-use building must have a minimum ground floor height of 4.5 metres The minimum building height required is 7.5 metres (at least 2-storeys)	No No
Maximum Building Height (m)	34 metres	Yes - 130 m
Minimum Required Lot Area for a Building 10 storeys or Higher	Corner Lot - 1150 m ² Interior Lot - 1350 m ²	No
Minimum Interior Side and Rear Yard Setback for a Tower	10 m	No
Minimum Separation Distance Between Towers on the Same Lot	20 m	No
Maximum Floor Space Index	No Maximum	No
Transparent glazing	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing	No
Active entrances	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include: (i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and (ii) a minimum of one active entrance in the case of a residential use building;	No
Amenity Space Requirements	6m ² per unit, 50% required to be communal space. Exception 2117: 2% must be provided as outdoor communal amenity space located at-grade.	No No

Table 2 provides a summary of the parking requirements as detailed in Zoning By-law 2008-250 that will remain applicable for future development on the subject lands.

Table 2: Parking Provisions

Provision	Required	Amend?
Minimum Parking Required (Area X of Schedule 1A)	<p>Section 101.5.d: where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on Schedule 2A, the minimum parking required by Table 101 for the residential use is calculated using the rates for Area X.</p> <p>The entirety of the subject site is in proximity of Baseline Road, which has multiple rapid transit stations within 600m, therefore the following rates apply:</p> <p>0.5 per dwelling unit, less the first 12 units.</p> <p>Where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.</p>	No
Maximum Vehicle Parking	1.75 spaces / dwelling unit	No
Visitor Parking	<p>Visitor Parking (Area X)</p> <p>0.1 spaces/dwelling unit, less the first 12 units, to a maximum of 30 spaces per building</p>	No
Bicycle Parking	<p>0.5 spaces / dwelling unit</p> <p>1 per 250m² Commercial GFA</p>	No

The proposed amendment meets the general intent of the provisions of the Arterial Mainstreet, Subzone 10, Urban Exception 2217 zone, however, relief is being requested for the maximum permitted building height. Please see the following section for rational supporting a maximum permitted height of 130 metres.

5.0

Zoning By-law Amendment

5.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposed through this application seeks to permit an increase to maximum building height for the subject land at 1500 Merivale Road.

The specific relief requested through this application is as follows:

1. To permit a maximum building height of 130 metres (40 storeys);

5.1.2 Maximum Building Height

The proposed amendment is requesting a maximum building height of 40 storeys (130 metres) whereas the Zoning By-law currently permits a maximum building height of 34 metres. The amendment is supported by the policies of the Official Plan.

The Official Plan, designate the subject lands as a Hub, which are areas where development densities shall create the critical mass essential to make transit viable. The City's strategy is to encourage the implementation of more compact, higher density and mixed-use communities around transit stations. While it could be argued the same density could be achieved at 1500 Merivale Road under the existing zoning, permitting tower forms would better achieve other aspects of the Official Plan. Given that the configuration of the lands is irregular, a high-rise tower approach provides additional design flexibility for at-grade improvements and place-making. Building with smaller footprints not only allows for more permeability to the site where additional landscaping and logical pedestrian connections can be made but also permits for better phasing of development. Considering the initial Master Plan with large bar buildings, the ability to have towers on the site permits more flexibility in design, a plan that can evolve with context of the area over time.

Further, the subject lands are bounded by arterial mainstreets and corresponding zoning, concerns related to appropriate transition to existing low-rise neighbourhoods are minimized due to the surrounding context. Typical considerations related to increases in height such as shadowing and privacy are less of a concern for the subject land. Elements related to site layout, building design and tower separation will be adequately addressed with the other provision of the zoning by-law and future Site Plan Control applications.

5.1.3 Additional Considerations

The City of Ottawa's Policy and Community Planning Branch have initiated the preparation of two (2) new Secondary Plans: The Algonquin Station and Baseline-Merivale Secondary Plans. The property located at 1500 Baseline Road within the Merivale + Baseline Secondary Plan.

The Secondary Plan is in the early stages, with an initial Stakeholder Working Group (SWG) meeting now held. Fotenn is of the opinion that the submitted Zoning By-law Amendment application for the 1500 Merivale Road lands will help inform the City in the formulation of the Secondary Plan, encourage that the Secondary Plan is harmonized with the direction of the Official Plan for building heights and recognize Claridge's vision for the lands as a high-rise residential community. As the Secondary Plan process continues, Fotenn would work with Staff to inform the Secondary Plan process over the coming months.

Equally important, the City has now released draft No. 2 of the new city-wide Comprehensive Zoning By-law. Subsequent drafts of the new By-law will now be able to rely on and be informed by Claridge's vision for the lands, as articulated by the Zoning By-law Amendment.

The proposed building height increase to permit up to 40-storey residential buildings contributes to the City's policy objectives related to growth management and intensification by locating tall buildings and the greatest densities on lands closest to transit and along Corridors in a manner that is appropriately transitioned for the existing and planned context of this key intersection of Mainstreet corridors.

5.2 Proposed Zoning Exception

These lands are currently zoned AM10[2217] (H34). The following is an inventory of the revised zoning provision:

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	AM10 [2217] <u>(H130)</u>	None	None	/ To permit a maximum building height of 130 metres.

Conclusion

It is our professional planning opinion that the application for a Zoning By-law Amendment for 1500 Merivale Road is appropriate, represent good planning, and is in the public interest.

- / The proposed **amendment is consistent with the Provincial Planning Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed **amendment conforms to the Official Plan's vision for managing growth** in the urban area and meets the policies for infill and intensification in a Hub, abutting Mainstreet Corridors.
- / The proposed **amendment meets the Urban Design framework objectives**, principles, and policies in Sections 4.6 of the Official Plan.
- / The proposed **amendment would apply an appropriate modification to the Arterial Mainstreet – AM zone** for the subject lands, which ensures efficient development patterns of a suitable scale and density which are in keeping with Official Plan policies.

Sincerely,



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Associate - Planning



Miguel Tremblay, MCIP RPP
Partner



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Planner