



## **500 & 508 Edgeworth Avenue**

Planning Rationale  
Zoning By-law Amendment + Site Plan Control  
March 31, 2026



Prepared for Antilia Homes

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# 1.0 Introduction

Fotenn Planning + Design has been retained by Antilia Homes to prepare this Planning Rationale in support of Zoning By-law Amendment and Site Plan Control Applications for the properties municipally known as 500 & 508 Edgeworth Avenue in the City of Ottawa (“the subject property”).

The intent of this Planning Rationale 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.

The Antilia Homes applicant team intends to introduce a vibrant, modern, transit-oriented high-rise development in the Whitehaven—Woodpark—Glabar Park neighbourhood, adjacent to Lincoln Fields Transit Station.

In November 2024, the development team held a Phase 1 Pre-Consultation meeting with City Staff regarding Zoning By-law Amendment and Site Plan Control applications for the proposed development at the subject property. The team presented a concept plan showing the design of the proposed 24-storey tower.

The Concept Plan is consistent with the policies and direction of the Provincial Policy Statement (PPS) and the Ottawa Official Plan (OP), and conforms to the policies and schedules of the Council-approved Lincoln Field Secondary Plan in terms of building height, placement and configuration, transition and public contributions.

## 1.1 Purpose of the Application

Antilia Homes is proposing a 24-storey building with a four (4) storey podium with 262-residential units. The project will include 123 below-grade vehicle parking spaces and bicycle storage, internal and at-grade amenity spaces.

A Major Zoning By-law Amendment application is being sought to permit the proposed development. The proposed Major Zoning By-law Amendment application aims to modify the subject property’s zoning from Residential Second Density (R2) to Residential Fifth Density (R5), thereby allowing *apartment dwelling, high rise* as a permitted use, while generally adhering to the intent and direction of the R5 zone.

A zoning schedule and exception are proposed to ensure that the site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment (ZBLA) process, specifically regarding the respectful transition towards the low-rise community to the east and north of the subject property. The exception and schedule will regulate built form, height, the provisions of important amenity space, and the Multi-Use Path (MUP), and ensure an adequate transition to protect the low-rise character of the neighbourhood, while recognizing the potential for increased residential density on the site. In essence, the rezoning is intended to align and harmonize with the vision and policy direction of Lincoln Fields Secondary Plan and facilitate the residential growth direction and design standards of the Official Plan.

Additionally, once the ZBLA process is underway, a Site Plan Control (SPC) Application will be submitted, slightly staggered, to facilitate the proposed development. The site plan control process allows the City to influence land development so that it 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 use, location, site programming, landscape treatment, pedestrian/vehicle access, servicing and drainage control, and parking layout are addressed during the Site Plan Control review.

## Subject Property and Surrounding Context

### 2.1 Subject Property

The subject property is located in Ward 7 (Bay) in the Whitehaven—Woodpark—Glabar Park neighbourhood of the City of Ottawa. The subject property has municipal frontage on Edgeworth Avenue, measuring 48.76 metres, and a lot depth of 56.54 metres, providing a total area of 2,759.75 square metres (0.28 hectares). The subject property is legally described as Part of Lots 108 and 109, Registered Plan 305, within the City of Ottawa.

The subject property is currently occupied by two (2) low-rise, single-storey detached dwellings and associated accessory structures, both of which back onto NCC land and Lincoln Fields Transit Station. Hydro lines are located along the western side of Edgeworth Avenue, directly fronting the subject property. The topography of the site is flat and there is negligible grade change across the property.



Figure 1: Aerial Image of the subject property

### 2.2 Surrounding Context

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

**North:** The lands immediately to the north of the subject property are occupied by low-rise, detached dwellings, extending north up to Lawn Avenue. The north end of Edgeworth Avenue, beyond Lawn Avenue, has a mix of housing typologies including single detached dwellings, townhouse dwellings, and a Planned Unit Development (PUD).

**East:** The lands immediately to the east of the subject property are occupied by low-rise residential dwellings, predominantly detached and semi-detached. Further east, similar built forms continue along Wentworth, Hartleigh, and Richardson Avenues.

**South:** The lands immediately to the south of the subject property are occupied by an 11-storey high-rise apartment building with an at-grade surface parking lot. Beyond that lies Carling Avenue, followed by a mid-rise, nine (9) storey apartment building, and then a low-rise residential neighbourhood.

**West:** The lands immediately to the west of the subject property are owned by the National Capital Commission (NCC), which include a multi-use pathway (MUP) and Lincoln Fields transit station. Farther west lies the RioCan Lincoln site, currently occupied by low-rise commercial buildings and extensive at-grade surface parking. This site is proposed to be redeveloped with high-rise, mixed-use buildings. Furthermore, active ZBLA and SPC applications at 1299 Richmond Road are proposed to develop two towers of 28 and 30 storeys on a 5-storey base podium, totalling 588 dwelling units and 292 vehicle parking spaces.

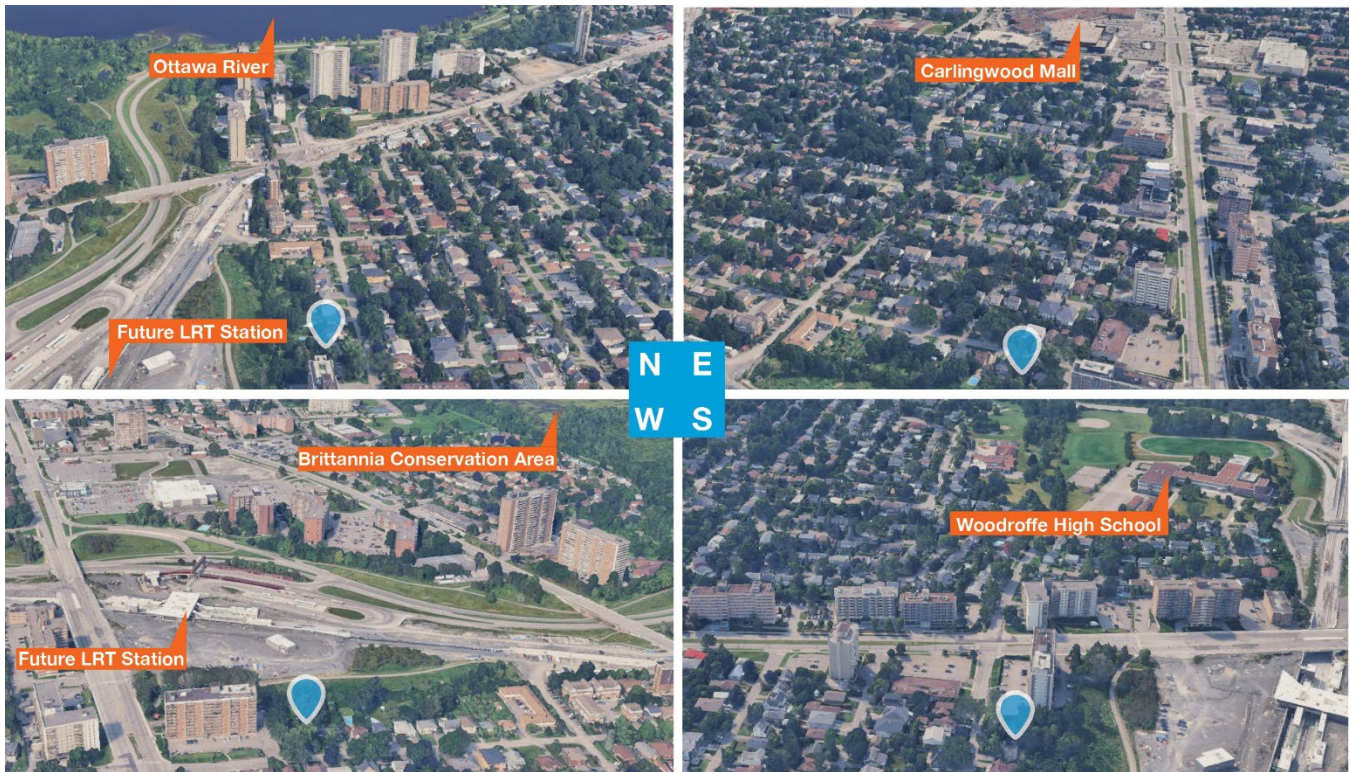


Figure 2: Aerial images of the land surrounding the subject property

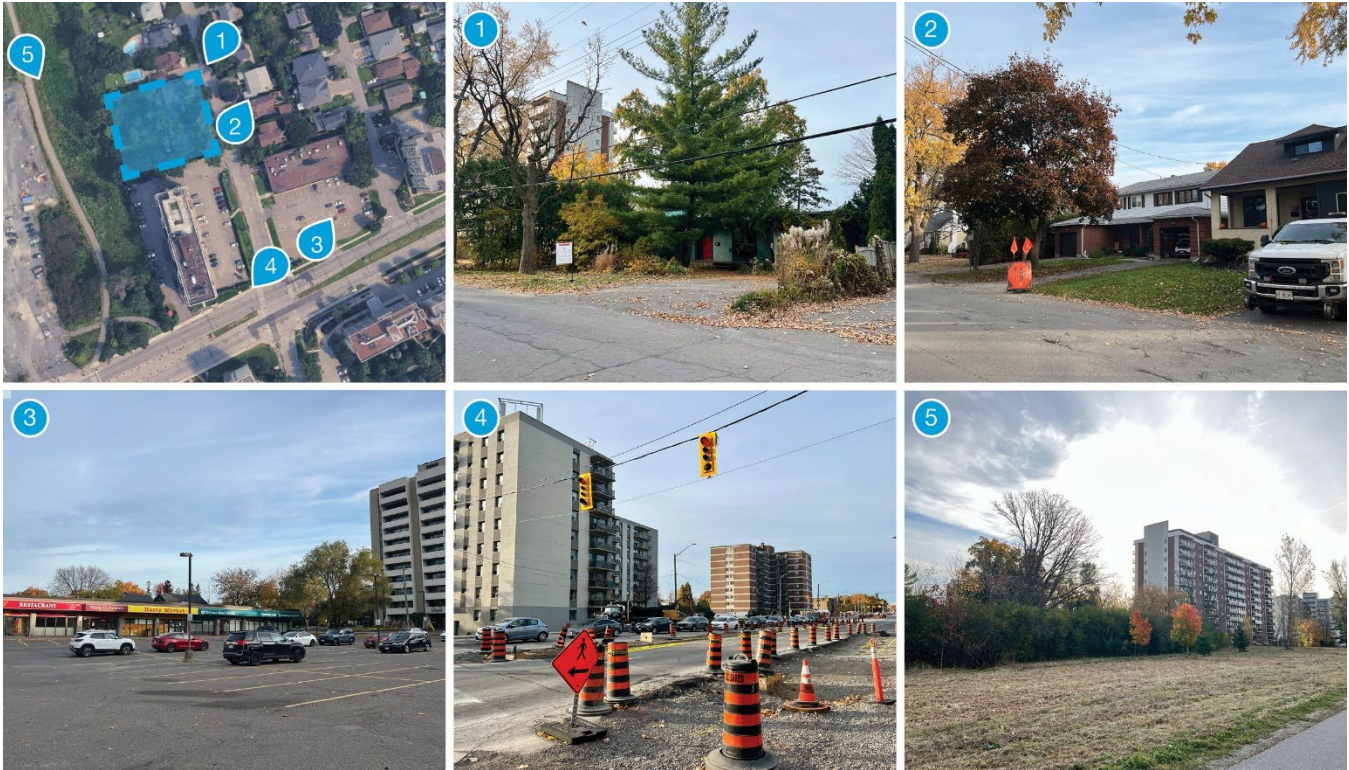


Figure 3: Site photos of the subject property and surrounding context (October 2024)

## 2.3 Transportation Network

### 2.3.1 Transit Network

The subject property benefits from excellent access to public transit, with numerous bus routes operating in close proximity. It is located approximately 300 metres walking distance from Lincoln Fields Station, a major transit hub along the Transitway, with the following transit services:

- / **Frequent Rapid Bus Routes:** Routes 11, 57, 61, 62, 63, 74, 75, and 85 serve Lincoln Fields Station, offering service approximately every 15 to 20 minutes.
- / **Local and Connection Routes:** Additional routes including 51, 60, 66, 67, 73, 82, 153, 256, 261, 262, 263, 265, 266, 275, 277, 279, 301, 303, and 305 also connect through Lincoln Fields Station. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, providing service through Lincoln Fields, and connecting to a newly created line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

Furthermore, as identified in Figure 4 below, planned transit improvements along Carling Avenue will further enhance the area's public transit network. While the figure identifies these improvements as LRT, the City has recently released Phase 5 (the final phase) of the Transportation Master Plan (TMP) consultation process, which updates the corridor to a Bus Rapid Transit (BRT) designation. This shift from LRT to BRT is not anticipated to impact transit capacity or diminish

the corridor's suitability for future development. From a planning and development perspective, the BRT investment continues to represent a high-quality, high-capacity transit corridor that supports intensification and transit-oriented development objectives.



Figure 4: Transit network (Schedule C2 of the Official Plan)

### 2.3.2 Road Network

The subject property is well connected to the surrounding local and regional road network and is located on Edgeworth Avenue, a local road, as designated in Schedule C4 of the Official Plan (Figure 5 below). The subject property benefits from its position near Carling Avenue, an Arterial Road. Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities. Edgeworth Avenue is a local road.

Carling Avenue provides direct access to Highway 417 with both east and westbound ramps, supporting regional mobility within Ottawa and the broader region. The Kichi Zibi Mikan Parkway, located approximately 200 metres from the subject property, is a federally owned road that offers efficient vehicular access along a designated Scenic Capital Entry Route (Schedule C13), with views of the Ottawa River and Parliament Hill.

This location supports efficient vehicular circulation and strong regional and local accessibility.

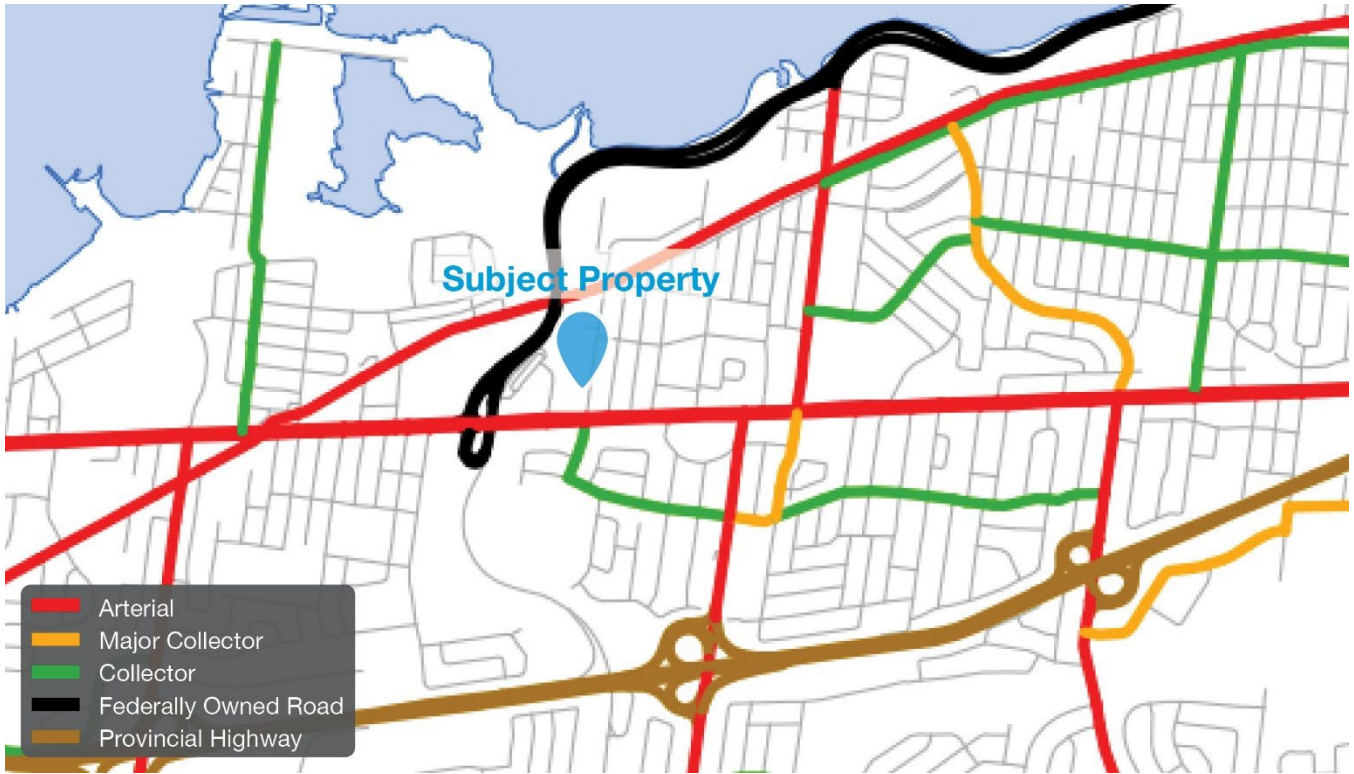


Figure 5: Urban road network (Schedule C4 of the Official Plan)

### 2.3.3 Active Transportation Network

The subject property benefits from excellent access to high-quality cycling infrastructure, supporting active and sustainable transportation. Approximately 80 metres east of the subject property is the NCC’s extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city. To the south, the MUP links with Baseline Road, which currently features some fragmented cycling infrastructure. However, the City’s Transportation Master Plan envisions significant improvements in this area, with the planned Cross-Town Bikeways, particularly along Baseline Road, set to enhance cycling connectivity and support a more robust and integrated active transportation network.

The proposed development includes a new MUP, connecting through the site, and contributing to the active transportation network within the area. This is described further in Section 3.1.2.

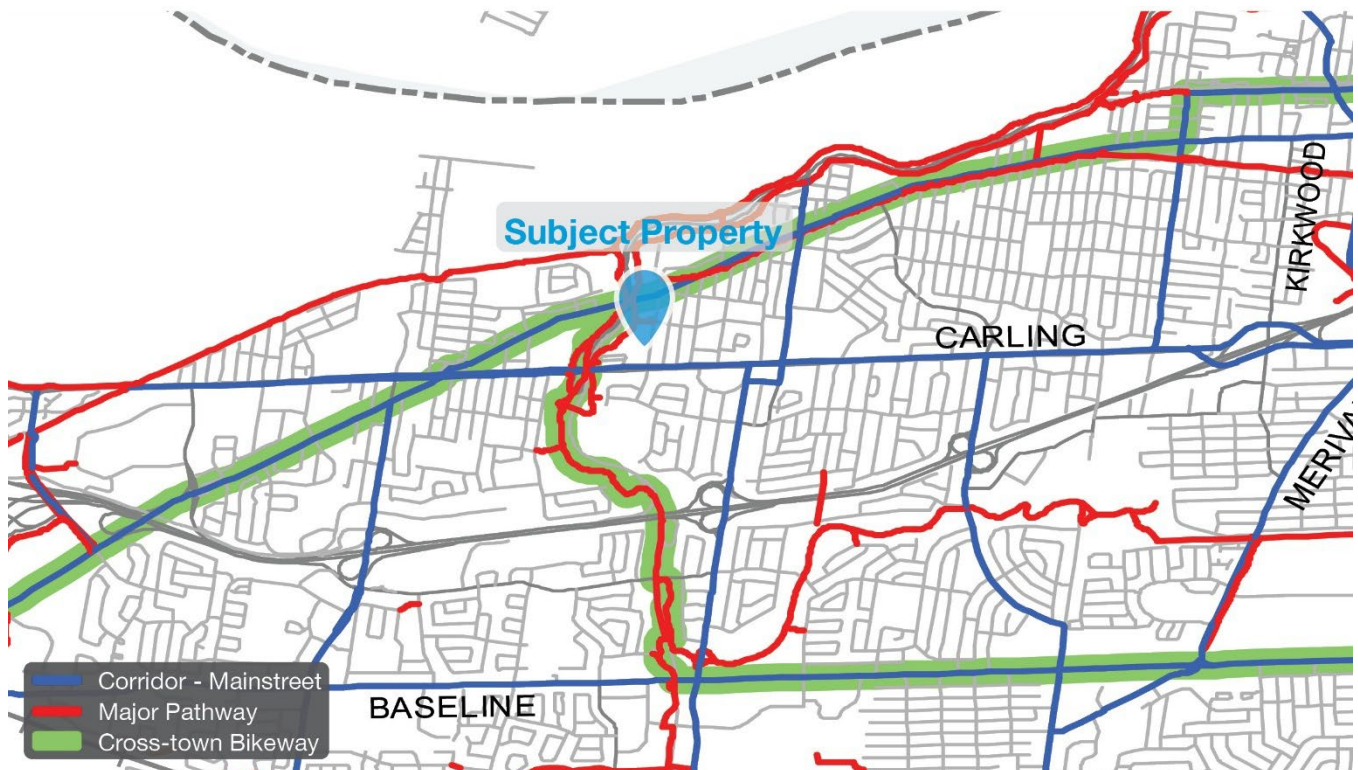


Figure 6: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

### 2.3.4 Complete Community Features

The Whitehaven—Woodpark—Glabar Park neighbourhood is very well served by amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The subject property is scored 9 (508 Edgeworth Avenue) and 8 (500 Edgeworth Avenue) out of 10. Overall, Whitehaven—Woodpark—Glabar Park neighbourhood has a high rating, with the subject property's rating being average for the area, reflecting the following amenities within a 15-minute walk:

- / Two (2) O-Train stops;
- / Fifty-six (56) bus stops;
- / Thirty-three (33) retail stores;
- / Three (3) parks;
- / Three (3) childcare facilities;
- / Twenty-six (26) health services; and
- / Three (3) elementary and/or secondary schools.

This range of amenities would support and be supported by increased residential densities.

# 3.0 Proposed Development

## 3.1.1 Site Statistics

The applicant seeks to develop one (1) high-rise residential tower of 24 storeys with a four (4) storey podium. On the western side, facing away from the adjacent low-rise neighbourhood, the podium extends up to nine (9) storeys. The proposed development seeks to offer a convenient, transit-oriented living environment for a diverse range of residents, featuring high-quality amenities and well-designed spaces.

The applicant is committed to creating an environmentally sustainable development by providing residential intensification of an underutilized lot, adjacent to rapid transit. The project also aims to offer an accessible, safe, and inviting environment for residents and the surrounding community, while integrating with the existing, evolving, and planned context of the area.

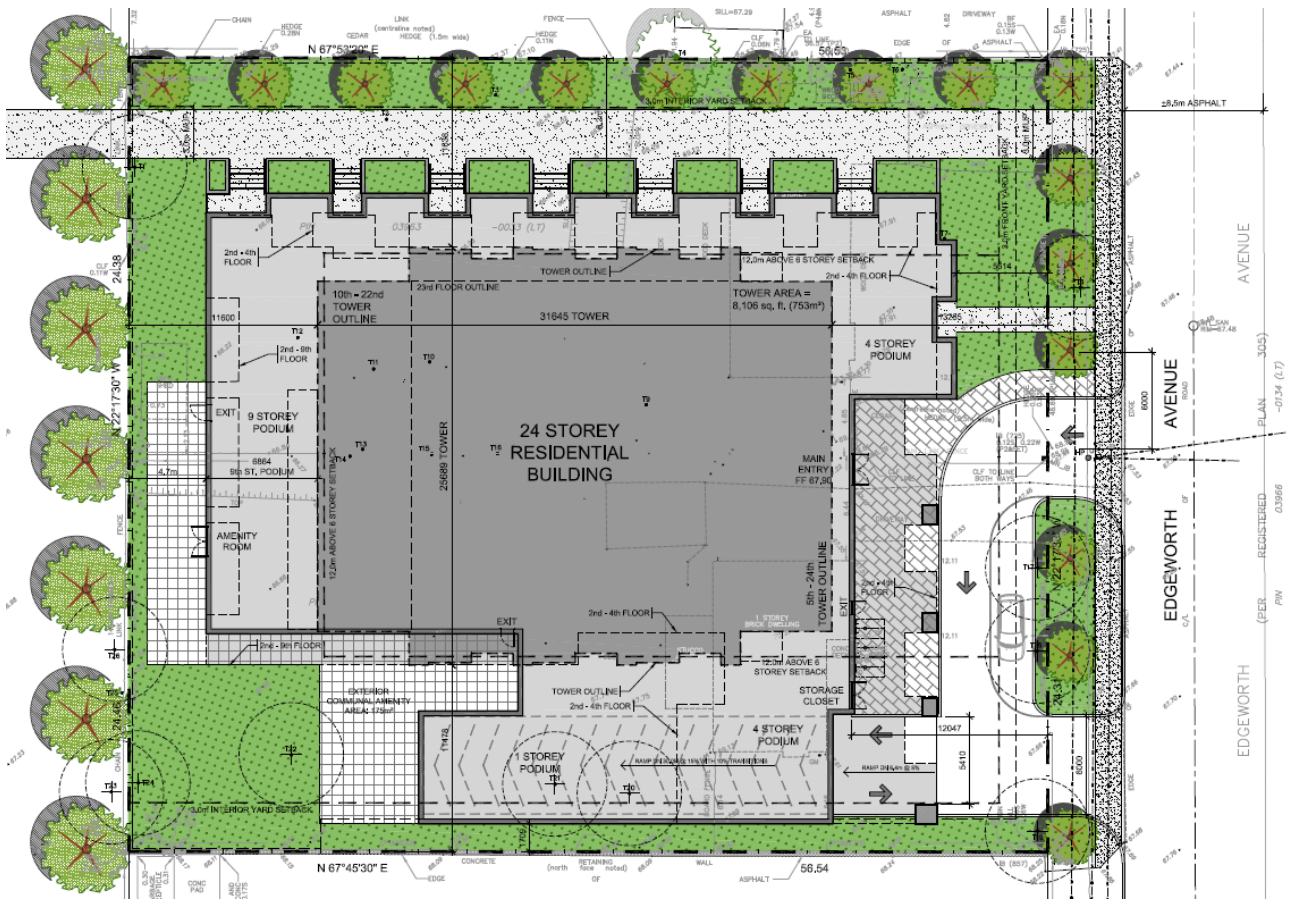


Figure 7: Excerpt from Site Plan (Source: RLA Architecture)

Table 1: Site Statistics

Site Statistics	Proposed
Paved Surface	195.6 m <sup>2</sup> (7.1%)
Building Footprint	1,411.5 m <sup>2</sup> (51.2%)

<b>Landscaped Open Space</b>	1,149.5 m <sup>2</sup> (41.7%)
<b>Tower Floorplate Area</b>	753.0 m <sup>2</sup>

The subject property has a total area of approximately 2,756.6 square metres and a lot coverage of 51.2%. The remaining areas contain hard and soft landscaping elements and driving surfaces, excluded from the landscaping calculations above. Hard landscaping elements include an at-grade terrace in the south-west corner of the lot and a Multi-Use Pathway (MUP) connecting Edgeworth Avenue to the NCC lands to the west. Soft landscaping includes all the outdoor garden spaces, open lawns and treed areas.

**3.1.2 Multi-Use Pathway (MUP)**

The subject property has been identified in the Lincoln Fields Secondary Plan (as detailed in Section 4.3 of this report) as a suitable location for a public active transportation connection in the form of a Multi-Use Pathway (MUP). The proposed MUP runs along the northern edge of the property, set back 3.0 metres from the northern interior side lot line, and is designed with a 3.0-metre width to comfortably accommodate bi-directional movement for pedestrians, cyclists, and other active modes of transportation. This pathway will connect to the future sidewalk planned for the west side of Edgeworth Avenue, extend across the subject property, and continue westward to link with the NCC’s lands and the existing NCC MUP, supporting broader connectivity within the area’s active transportation network.

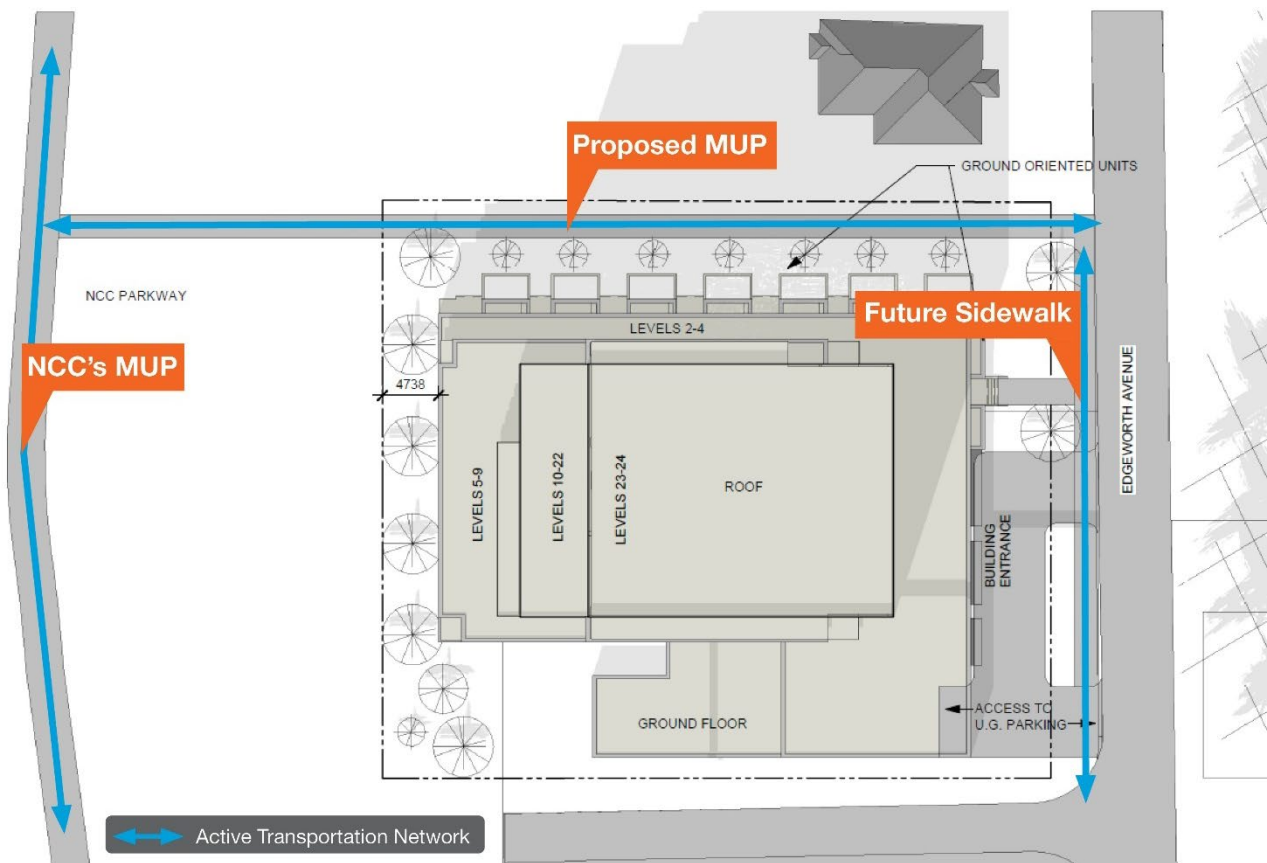


Figure 8: Active Transportation network in and around the subject property

Antilia Homes and the consulting team are having on-going discussions with NCC representatives to construct the MUP on a portion of the NCC lands.

### 3.1.3 Amenity Space

The proposed development offers a range of indoor and outdoor amenity spaces, distributed throughout the site. These include a ground-level outdoor terrace, upper-storey exterior terraces, interior communal rooms, and private balconies, providing a variety of options to support social interaction and resident well-being.

Table 2: Amenity Spaces

Building Location and Amenity Type	Proposed Area
<b>At-grade terrace (communal)</b>	250 m <sup>2</sup>
<b>Ground floor interior (communal)</b>	200 m <sup>2</sup>
<b>Terrace (private)</b>	220 m <sup>2</sup>
<b>Balconies (private)</b>	850 m <sup>2</sup>
<b>23<sup>rd</sup> floor amenity room (communal)</b>	255 m <sup>2</sup>
<b>23<sup>rd</sup> floor amenity terrace (communal)</b>	195 m <sup>2</sup>
<b>Total</b>	1,970 m <sup>2</sup>
<b>Total communal</b>	900 m <sup>2</sup>

### 3.1.4 Access and Parking

The subject property will have two (2) vehicular access points from Edgeworth Avenue. The northern access provides one-way entry to a drop-off loop located at the building's main entrance. The drop-off loop will provide dedicated space for vehicles to load and unload passengers at the main entrance, promoting universal design by reducing grade changes and walking distances for passengers between vehicles and entering the building. This area will incorporate new landscaped areas and a sidewalk to animate the frontage at the pedestrian scale. The southern access point, which forms the bottom of the drop-off loop, accommodates two-way traffic, enabling vehicles to either enter and descend into the underground parking garage or exit and ascend back onto Edgeworth Avenue.

The 6.0-metre-wide ramp leading to the underground parking garage consists of an exterior segment measuring 6.5 metres in length with a 5% slope, followed by an interior portion measuring 30 metres in length with a 15% slope and 10% transition zones.

The proposed development includes two (2) levels of underground parking, providing a total of 123 spaces, comprised of 98 residential and 25 visitor parking spaces. This parking ratio is considered appropriate given the subject property's close proximity abutting Lincoln Fields transit station. In addition, the basement features bicycle storage rooms accommodating 84 bicycles, while the ground floor will offer parking for 178 bicycles. An additional 16 exterior bicycle parking spaces will be provided for short-term use.

Table 3: Vehicle and Bicycle Parking

Parking	Proposed
<b>Resident Parking</b>	98
<b>Visitor Parking</b>	25
<b>Total Parking</b>	123

Bicycle Parking	210
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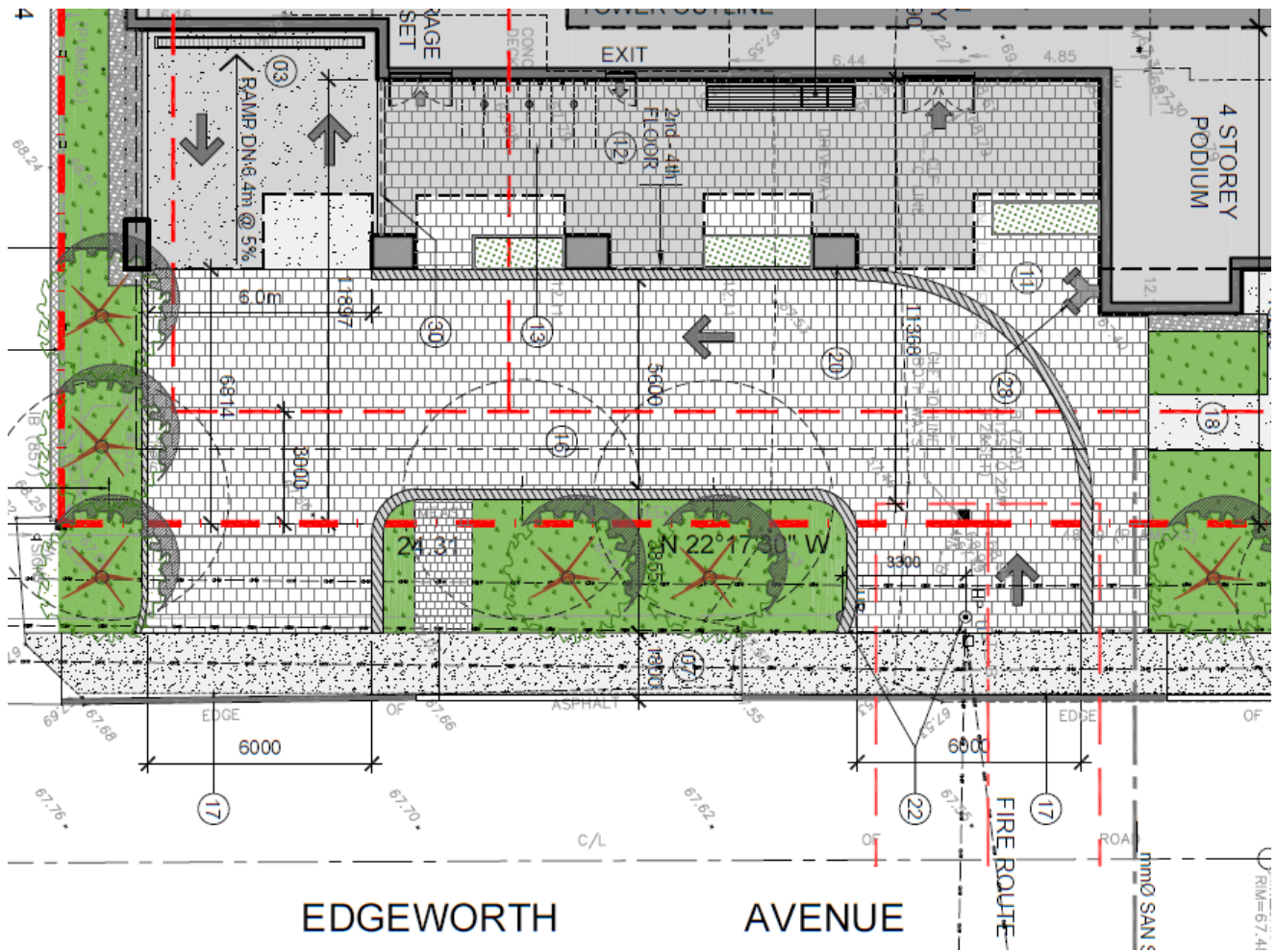


Figure 9: Excerpt from Site Plan, highlighting the vehicular access points (Source: RLA Architecture)

**3.1.5 Landscaping**

The subject property will feature landscaping across approximately 41.7% of the site, contributing to an attractive and permeable environment. This will include a planted traffic island within the drop-off loop, a manicured greenspace leading to the building’s main entrance, 3-metres wide landscaped areas along both sides of the MUP at the northern edge of the property, a nearly 2-metre wide landscaped strip along the southern lot line, a landscaped strip along the rear lot line, and a rear yard of approximately 140 square metres located in the southwest corner of the site.

Trees will be planted along the eastern lot line (within the City’s right-of-way) and along the northern lot line. Additional greenery will be provided through planter boxes in front of the walk-out units on the north side of the building. Although there is insufficient space to plant trees within the rear yard, the applicant team has engaged in discussions with the NCC regarding the planting of trees on NCC lands along the rear lot line. The NCC has expressed support for this approach, provided it does not interfere with the future development potential of their lands. The precise placement of trees on NCC property will be finalized in collaboration with the NCC through the ongoing federal approvals process (FLUDTA).

## 3.2 Building Design

### 3.2.1 Building Mass and Transition

The massing is sensitively designed with respect to the surrounding residential uses. Low-rise, low-density residential buildings are located to the north and east of the building, while high-rise, high-density residential is located to the south. The property is noticeably deeper than most residential lots, a depth of 56.54 metres. The tower is setback 13.285 metres from the front lot line and approximately 37 metres from the low-rise residential buildings on the east side of Edgeworth Avenue, directly across from the subject property. The tower is setback 11.638 metres from its northern interior side yard and approximately 17 metres from the low-rise residential buildings to the north. This helps provide a comfortable and effective transition and context-sensitive interface between the proposed high-rise and the existing low-rise neighbourhood, minimizing potential impacts related to overlook, shadowing, and scale.



Figure 10: Massing Concept (Source: RLA Architecture)

It is also important to note that the evolving and planned context for Edgeworth Avenue will be significantly different than its current condition, given proximity to the transit station and the suitability of the lots on the west side of the street. The properties to the north of the subject property, along the west side of Edgeworth Avenue, are designated for high-rise development of up to 18-storeys in the Lincoln Field Secondary Plan, while the abutting lands to the south are planned for 30-storeys, and the abutting lands to the west are planned for up to 40-storeys. Considering the policy direction, the current building design is highly responsive to both the existing and planned context and represents an appropriate and compatible form of intensification.

The four (4) storey podium creates a comfortable human scale at street level, a pleasant pedestrian experience and contributes to an inviting public realm. On the western side of the building, the podium extends up to nine (9) storeys, strategically increasing the building's overall gross floor area (GFA) and accommodating additional residential units. This massing approach concentrates height and density away from the low-rise residential neighbourhood to the east, helping to minimize visual impact and maintain a respectful transition in built form.

Figure 11 below depicts the massing transition under a “low-projection” scenario, in which future development to the north occurs without lot amalgamation and is limited to buildings up to 7 storeys in height. Figure 12 below depicts a “high-projection” scenario, where development directly north of the subject property reaches 18 storeys. In both cases, the proposed massing transition remains appropriate and context sensitive.



Figure 11: Low-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)



Figure 12: High-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)

### 3.2.2 45 Degree Angular Plane

The proposed development respects the intent of the 45-degree angular plane by providing a sensitive transition to the surrounding low-rise neighbourhood. The tower’s massing has been set back and carefully designed to minimize impacts on adjacent properties. For the angular plane analysis, the 45-degree angular plane was assessed from both the rear and front lot lines of properties on the east side of Edgeworth Avenue. This approach is reasonable and reflective of the area’s planned evolution, as outlined in the new Official Plan, which identifies this neighbourhood as a “Evolving Overlay” area where redevelopment of up to four storeys is anticipated over time.

However, while the building meets the general objectives of the angular plane, we suggest that strict adherence to the angular plane is not the most effective tool for determining height. The portions of the tower that extend beyond the

angular plane create no adverse impacts and are well-designed to preserve privacy, light, and sky views through setbacks, angled balconies, and thoughtful façade articulation.

Over-reliance on angular plane compliance can lead to inefficient massing that compromises architectural quality, increases construction costs, and reduces usable floor area, efficiencies and constructability. In such instances, a more holistic approach focusing on privacy, separation distances, and high-quality design, can better achieve the intended transition and urban design goals.



Figure 13: Low-projection 45-degree angular plane towards northern properties (Source: RLA Architecture)



Figure 14: High-projection 45-degree angular plane towards northern properties (Source: RLA Architecture)



Figure 15: 45-degree angular plane towards eastern properties (Source: RLA Architecture)

### 3.2.3 Unit Makeup

The proposed development will include a total of 262 residential units, offering a range of unit sizes and types, from studio apartments to ground-accessible townhouse units. This variety supports a broad demographic and promotes housing choice within a transit-oriented development.

The ground floor will feature seven (7) townhouse units located along the northern façade of the building. These walk-out units will include individual porches, landscaped planters, and direct access to the adjacent MUP, enhancing street-level animation. Each townhouse will also include a mezzanine level, providing additional living space and a more generous unit layout.

Table 4: Unit Make-up by Floor and Unit Type

	Townhouse	Studio	1-Bed	1-bed + Den	2-Bed	2-Bed + Den	3-Bed	Total
<b>Ground</b>	7	0	0	0	0	0	0	7
<b>2<sup>nd</sup></b>	0	0	1	4	3	3	3	14
<b>3<sup>rd</sup></b>	0	0	1	4	3	3	3	14
<b>4<sup>th</sup></b>	0	0	1	4	3	3	3	14
<b>5<sup>th</sup></b>	0	1	1	5	5	0	0	12
<b>6<sup>th</sup></b>	0	1	1	5	5	0	0	12
<b>7<sup>th</sup></b>	0	1	1	5	5	0	0	12
<b>8<sup>th</sup></b>	0	1	1	5	5	0	0	12
<b>9<sup>th</sup></b>	0	1	1	5	5	0	0	12
<b>10<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>11<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>12<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>13<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>14<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>15<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>16<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>17<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>18<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>19<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>20<sup>th</sup></b>	0	2	0	5	4	0	0	11
<b>21<sup>st</sup></b>	0	2	0	5	4	0	0	11
<b>22<sup>nd</sup></b>	0	2	0	5	4	0	0	11
<b>23<sup>rd</sup></b>	0	1	0	1	1	0	0	3
<b>24<sup>th</sup></b>	0	1	0	3	2	1	0	7

<b>Total</b>	7	33	8	106	89	10	9	262
<b>% on Unit Type</b>	<b>2.7%</b>	<b>12.6%</b>	<b>3.1%</b>	<b>40.5%</b>	<b>34.0%</b>	<b>3.8%</b>	<b>3.4%</b>	<b>100%</b>

Larger unit types, such as two-bedroom plus a den, three-bedroom units, and townhouses, comprise 9.9% of the total unit count, effectively meeting the City of Ottawa’s target of 10% for larger, family-oriented units. Given the site’s immediate proximity to Lincoln Fields transit station, the inclusion of these larger units represents a strong contribution to the City’s goals for providing diverse, transit-accessible housing options for a range of household types.

### 3.2.4 Materiality

The proposed development is modern while also relating to the established urban context of the surrounding neighbourhood. The design uses large expanses of curtain wall and window wall systems. These are lightweight, non-structural exterior glazing systems comprised primarily of glass and aluminum. The glazing is attached to the building’s structural framework and serves as a protective envelope against environmental elements while allowing for transparency, light permeation, and improving the visual connection between the interior spaces and the public realm.

The north and south façades feature these curtain wall systems and are also complemented by panels of buff masonry and precast cladding. This combination adds visual interest and depth to the building’s elevations. The glass tower volume is further articulated with white cladding elements that frame inset and projecting balconies. This articulation reinforces the tower’s verticality while visually breaking down the massing and introducing material diversity.

At the base of the building, the podium is clad in traditional red clay brick masonry, creating a textured, tactile quality. This use of a familiar, durable material provides a strong street-level presence and creates a sense of continuity with the architectural character of the surrounding area, which features many brick masonry dwellings.

On the north elevation, the building integrates walk-up townhome units that directly front onto the adjacent MUP. These ground-oriented units are clad in a light masonry material that contrasts with the red brick of the podium, creating a clear distinction in program.

On the east-facing portion of the building, the massing is set back and stepped back from Edgeworth Avenue, establishing a more modest profile adjacent to the existing low-rise neighbourhood. The limited number of balconies on this elevation further reduces overlook and maintains privacy for adjacent residential properties.

In contrast, the west elevation, which faces NCC parkland, has a more dynamic form with a series of architectural ‘steps’. Projecting and inset balconies are used to animate the façade and take advantage of the building’s orientation to natural afternoon light and parkland views.



Figure 16: Materiality precedent and form intent

## 4.0 Policy and Regulatory Review

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning 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” 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 that optimize land use, resources, public investment, and public service facilities.

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

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
  - / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / 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;
  - / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development is consistent with Policy 2.1 of the PPS, as it is an intensification of the subject property, located in a built-up area of the city where services are readily available and with convenient access to rapid transit and nearby amenities and employment opportunities. The proposed development seeks to create new housing opportunities for a diversity of residents with a range of housing options.**

- 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 permitting and facilitating:
- / 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
  - / 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;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.4.1 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:

- / to accommodate significant population and employment growth;
- / as focal areas for education, commercial, recreational, and cultural uses;
- / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
- / to support affordable, accessible, and equitable housing.

2.4.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- / 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:

- / connections to local and regional transit services to support transit service integration;
- / infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
- / commuter pick-up/drop-off areas.

**The subject property is in a built-up settlement area with sufficient servicing and infrastructure. The subject property 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.**

**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 property and support nearby public transit routes.**

2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- / support the achievement of compact, transit-supportive, and complete communities;

- / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
- / support energy conservation and efficiency;
- / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

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

3.6.1 Planning for sewage and water services shall:

- / accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- / ensure that these services are provided in a manner that:
  - can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- / promote water and energy conservation and efficiency;
- / integrate servicing and land use considerations at all stages of the planning process;
- / consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- / minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- / minimize erosion and changes in water balance including through the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces;
- / promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- / align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

**The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property 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 development 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.**

**In summary, through the provision of residential intensification on a serviced lot adjacent to rapid transit, the proposed development will make efficient use of the land and is consistent with the policies and objectives of the Provincial Planning Statement (2024).**

## 4.2 City of Ottawa Official Plan (2022)

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.

### 4.2.1 Strategic Direction

The Official Plan's Strategic Directions generally strengthen the rationale for increased density on the subject property, as follows:

- / **Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Additional density on the subject property will help to achieve the City's intensification requirements.
- / **Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.**  
Additional density near rapid transit will support the transit system and encourage uptake of sustainable mobility options.
- / **Big Policy Move 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.**  
The urban design and transition policies of the Official Plan support higher-density development on the subject property to optimize land use efficiency and promote a well-integrated built form.
- / **Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The proposed redevelopment of the subject property supports the City's environmental objectives in the following ways:

- Strengthening and contributing to a complete community;
- Supporting sustainable mobility options;
- Accommodating housing demand, reducing pressure for future land conversion; and
- Proposing a more compact building format, which is correlated with lower operational energy use.

/ **Big Policy Move 5: Embed economic development into the framework of our planning policies.**

Although the redevelopment does not contribute directly to this policy, an intensification of the subject property does nonetheless help contribute to the City's long-term sustainability, livability and affordability efforts.

#### 4.2.2 Growth Management Framework

Sections 3 and 4 of the Official Plan set out the City's growth management strategy and City-wide policy directions. On lands that are intended for residential and mixed-use development, the Official Plan supports intensification, particularly directed towards Corridors and Neighbourhoods adjacent to them. However, intensification is supported in all designations where development is permitted (**Section 3.2, Policy 4**). Table 3b of the Official Plan outlines general density targets and large household dwelling intensification.

Table 3b of the Official Plan

<b>Neighbourhood Residential Density and Large Dwelling Targets</b>		
	<b>Target Residential Density Range for Intensification, Dwellings per Net Hectare</b>	<b>Minimum Proportion of Large-household Dwellings within Intensification</b>
<b>Inner Urban Transect</b>	60 to 80	Within the Neighbourhood designation – Existing lots with a frontage approximately 15 metres or wider: - Target of 5 per cent for Midrise or taller buildings.

Residential intensification should accommodate a mix of housing typologies, including family-sized units, at densities which support local shops, services and public service facilities (**Section 2.2.1, Policy 2 and 3**). Development should create pedestrian-friendly environments and travel routes with good access to active transportation and transit (**Section 4.1.2, Policies 3, 6, and 5**). Development applications should demonstrate access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles (**Section 4.1.3 Policy 1**).

**The proposed development surpasses the target of 5% of large-household dwellings within mid-rise or taller buildings. Larger unit types, such as two-bedroom plus den, three-bedroom units, and townhouses, comprise 9.9% of the total unit count.**

#### 4.2.3 Natural Heritage, Greenspace and the Urban Forest

Section 4.8 of Ottawa's Official Plan outlines the City's approach to urban greenspace. It emphasizes the importance of greenspace for resident well-being, community health, and climate resilience. Trees play a key role in these benefits; however, urban trees face challenges from development, pests, disease, and aging. To address this, the City has implemented policies and regulations to protect and expand the urban forest canopy.

The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors (**Section 4.8.2, Policy 2**). Growth, development and intensification shall maintain the urban forest canopy and its

ecosystem services and preserve and provide space for mature, healthy trees on private and public property, including the provision of adequate volumes of high-quality soil (Section 4.8.2, Policy 3).

**While the subject property itself cannot meet the City’s 40% tree canopy target, tree planting on adjacent NCC lands will exceed this target overall. Trees are proposed along the eastern and northern lot lines. Due to limited space in the rear yard, the applicant team is actively working with the NCC to plan and support tree planting along the rear lot line, within NCC property.**

**4.2.4 Transect and Land Use Designation**

Schedule A of 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 most urban (the Downtown Core) to least urban (Rural).

The subject properties is located in the “Inner Urban Transect” and is designated Neighbourhood, with the Evolving Neighbourhood Overlay, as shown in Schedule B2 – Inner Urban Transect (Figure 18 below).

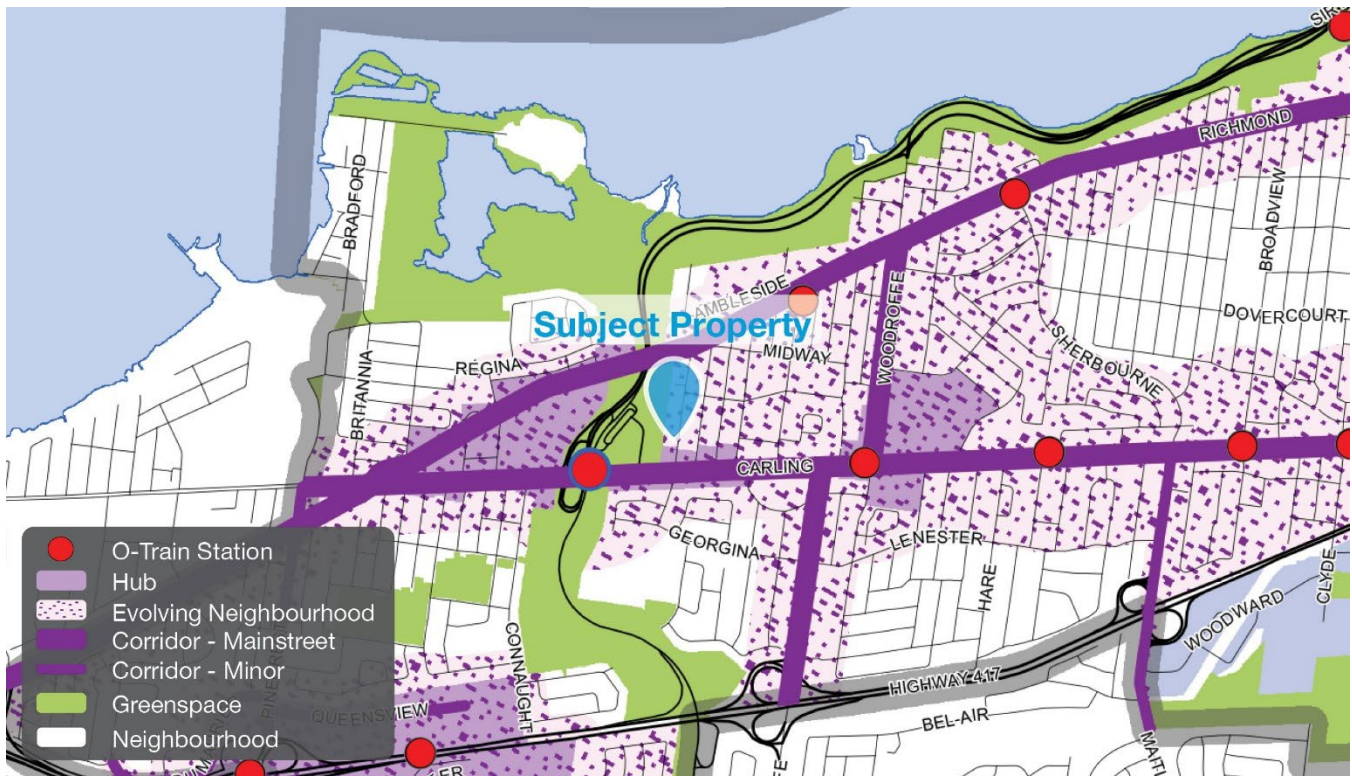


Figure 17: Schedule B2 - Inner Urban Transect

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. The Inner Urban Transect’s built form and design includes both urban and suburban characteristics and is intended to evolve into a walkable, mixed-use area, prioritizing active and public transportation with a focus on intensification, where:

- / A mid- to high-density environment is supported, particularly near frequent transit, subject to height limits and infrastructure capacity;
- / A mid- to high-density urban form is encouraged where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway; and

/ Increases in residential density are encouraged to sustain local services.

**Section 5.2.2, Policy 2** states that the transportation network for the Inner Urban Transect shall:

- a) prioritizes walking, cycling, and transit; and
- b) 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.

Further to the above, **Section 5.2.2, Policy 3 (c)** states that 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.

**Section 5.2.2, Policy 3 (d)** states that where new development is proposed to include parking as an accessory use, such parking:

- i. Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
- ii. 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;
- iii. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

**Section 5.2.4** provides direction to the Neighbourhoods located within the Inner Urban transect. **Policy 1** states that 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:

- a) 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;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) 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
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

**The proposal supports the policies of the Inner Urban Transect by facilitation the creation of a walkable, mixed-use, high-density development, with a focus on active and public transportation. It prioritizes a higher-density housing typology, uses underground parking to reduce impacts on the public realm, and emphasizes built form and streetscape character.**

**Section 6** of the Official Plan defines and describes the roles and functions of the Urban Designations established within each Transect's respective B-series Schedule. The subject property is designated Neighbourhood, and **Section 6.3** describes the Neighbourhood designation. Neighbourhoods are planned as diverse, evolving urban areas that accommodate a mix of building forms and densities, with the goal of fostering or reinforcing 15-minute neighbourhoods through gradual, sustainable, and context-sensitive development.

**Section 6.3.1, Policy 2** states that permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or
- b) In areas already characterized by taller buildings within the Neighbourhood designation.

**Section 6.3.1, Policy 3** states that development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

- a) May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions; and
- b) In all other cases, require an area-specific policy through an amendment to this Plan.

**Section 6.3.1, Policy 4** states that the Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale nonresidential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
  - i. Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
  - ii. Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
  - iii. Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
  - iv. May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
  - v. May restrict or prohibit motor vehicle parking in association with such uses; and
  - vi. Limits such uses to prevent undue diversion of housing stock to non-residential uses.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

**Section 6.3.1, Policy 5** states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

**Section 6.3.2, Policy 2** states that the City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- a) Local context and character of existing development;
- b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;

- d) Proximity to Hubs, Corridors and rapid-transit stations;
- e) Transition in building form to and from abutting designations;
- f) The intended density to be accommodated within the permitted building envelope; and
- g) The provisions of Subsection 4.2 Policy 1)(d).

**The proposed development supports a diverse, high-density, transit-oriented built form that contributes to a 15-minute neighbourhood. While located in a designated Neighbourhood area, the site's proximity to Lincoln Fields Station and existing taller buildings supports greater height and density.**

#### 4.2.5 Urban Design

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 outlines the City's urban design objectives. The proposed redevelopment of the subject property adheres to the following urban design policies required by the Official Plan:

- / Demonstrate that the intent of applicable Council-approved plans and design guidelines are met (**Section 4.6.5, Policy 1**);
- / Responds to context, transect area policies, frames the adjacent street, provides an appropriate setback, and has clearly visible main entrances from public sidewalks (**Section 4.6.5, Policy 2**);
- / Minimize conflict between vehicles and pedestrians, and limit interruptions along sidewalks. Preferentially locate parking below grade, and screen any surface parking from the public realm (**Section 4.6.5, Policy 3**); and
- / Demonstrate universal accessibility in accordance with the City's Accessibility Guidelines (**Section 4.6.5, Policy 4**).

**Section 4.6.6, Policy 2** states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

**Section 4.6.6, Policy 4** states 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 developments:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**Section 4.6.6, Policy 8** establishes that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**Section 4.6.6, Policy 9** states that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall

be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**Section 4.6.6, Policy 10** stipulates that development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The proposed development provides an appropriate transition in height from the high-rise form to the low-rise residential areas to the north and east. The tower floorplate is 753 square metres, aligning with the City's urban design objectives for compact, efficient high-rise buildings that preserve sky views, light, and privacy. The design also considers the future potential for additional high-rise developments in the area, ensuring that separation distances and building orientation support long-term compatibility.**

#### 4.2.6 Schedule C16: Road Classification and Right-of-Way Protection

Schedule C16 describes road classifications for City streets and roads that, other than local streets and roads, are illustrated on the C Schedules. Considering the subject is located on a local road, this schedule does not directly apply. However, it should be noted that Edgeworth Avenue is anticipated to have sidewalks along its western side, abutting the subject property's front lot line.

#### 4.2.7 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 refers to homes that are bought and sold by private owners, as well as new housing built by developers. As Ottawa grows and its population becomes more diverse, a wider range of housing types will be needed, including options of varying sizes and forms, some of which may be new or uncommon in the city 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.

**Section 4.2.1, Policy 1** states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) 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
- e) 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 housing options, tailored to the current and future needs of the population, by providing a dense residential high-rise building that includes a diversity of unit sizes ranging from studio to three (3) bedroom units.**

While the subject property is not located within a designated Hub, it is situated just outside the Hub boundary and aligns with the definition of a Hub as outlined below. As such, the Hub policies remain relevant and should be considered in the evaluation of the proposed development.

**Section 6.1.1 Policy 1** of the Official Plan defines Hubs as areas that are adjacent to, or within a short walking distance of an identified rapid transit station and generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop.

**Section 6.1.1 Policy 2** defines that the strategic purpose of Hubs is to:

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

**The subject site is within the 600-metre radius of Lincoln Fields Station and the walk from the subject property to Lincoln Fields Station is approximately 300 metres. Residents shall have access to a variety of commercial and personal services in the immediate area without requiring a personal vehicle for travel. Located 500 metres to the west, the RioCan Lincoln site offers convenient access to groceries and a pharmacy. One kilometre to the east, Carlingwood Mall provides a wide range of commercial amenities. Additionally, numerous other shops and services are located along Carling Avenue, all within close proximity to the site. The co-location of higher-density residential developments and household necessities contributes to the evolution of a 15-minute neighbourhood as Inner Urban Transect transitions away from vehicle-reliant development.**

**Section 6.1.2** of the Official Plan outlines policies for areas within Protected Major Transit Station Areas (PMTSAs). While the subject property is located just outside the boundaries of a PMTSA, it directly abuts Lincoln Fields PMTSA. As such, the policies associated with PMTSAs provide important direction that should be taken into consideration in the evaluation of the proposed development.

**Section 6.1.2, Policy 1** explains that Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

**Section 6.1.2, Policy 3** states that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.

**Section 6.1.2, Policy 4** establishes that the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent.

**The subject property's proximity to Lincoln Fields PMTSA supports the development of higher-density housing, aligned with the City's goal to provide diverse, affordable housing options. The proposed development addresses Ottawa's need for a variety of housing types, while also promoting accessibility and sustainability near transit hubs.**

#### 4.2.8 Support the Shift Towards Sustainable Modes of Transportation

**Section 4.1.4** of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

**Section 4.1.4, Policy 2** states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

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

**The proposed development provides significant residential intensification within 600 metres of the Lincoln Fields Rapid Transit Station. It includes reduced residential vehicle parking, ample bicycle parking, and thoughtful connectivity to the existing community and active transportation network through the proposed MUP. Together, these features support a modal split that prioritizes active and public transportation, helping to reduce reliance on personal vehicles.**

**In summary, it is our professional opinion that the proposed development aligns with the policies and objectives of the City of Ottawa Official Plan. The subject property is well-suited for high-rise development, abutting both an existing high-rise and a Hub & PMTSA designation to the south, and located within 300 metres of Lincoln Fields Station. The proposed low-rise podium provides appropriate transition to adjacent low-rise dwellings and surrounding uses. Additionally, given the planned high-rise context on the west side of Edgeworth Avenue, including sites to the north and south, the proposal represents a logical and context-sensitive form of intensification. Therefore, the proposed Zoning By-law amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan (2022).**

### 4.3 Lincoln Fields Secondary Plan

The subject property is located within the Lincoln Fields Secondary Plan, which is intended to guide future development in the Lincoln Fields Station Area that compliments the City's Official Plan. The main objective of the study and the secondary plan is to facilitate a more urbanized environment that helps meet the City's intensification targets and strategically locate density in proximity to the future Lincoln Fields O-Train Station. This Plan adds to existing policies in Volume 1 of the Official Plan to locate high-density housing and local amenities near transit, facilitate the creation of new parks and public spaces, and provide people with the option to walk, cycle, and take transit to meet most of their daily and weekly needs.

The guiding principles of the Lincoln Fields Secondary Plan include:

- / Complete Communities;
- / Healthy and Inclusive Neighbourhoods;
- / Safe and Sustainable Mobility and Connectivity;
- / Building Height Transition;
- / Strengthen Climate and Health Resilience;
- / Design for an Engaging and Safe Public Realm; and
- / New Parks.

The Secondary Plan’s objectives include:

- / Develop dense, mixed-use, and transit-oriented areas;
- / Facilitate vibrant and human-scale mainstreets that transition to abutting neighbourhoods;
- / Prioritize the movement of pedestrians and cyclists;
- / Mitigate the urban heat island effect and strengthen climate resilience; and
- / Create community-oriented and publicly accessible outdoor spaces.

The subject property is designated Neighbourhood within the Lincoln Fields Secondary Plan, as per Schedule A (Figure 19 below).



Figure 18: Lincoln Fields Secondary Plan – Schedule A – Designation Plan

**Section 2.1** outlines general Secondary Plan policies. The general policies that apply to the subject property are as follows:

**Policy 2.1.7:** The design of mid-rise and high-rise buildings will take the base-middle-top approach:

- a) The base of a building relates to and animates the public realm;
- b) The middle of a building relates to adjacent buildings to form a continuous street wall;
- c) The top of a building is articulated to break up building mass and allow sunlight to neighbouring areas;
- d) The middle and top portions of a building must be stepped back at or below the maximum height for the base to create a distinct podium.
  - i. Maximum heights for the base of a building are specific to each designation.

**Policy 2.1.8:** The tallest buildings in the Plan area should generally be nearest Lincoln Fields Station.

**Policy 2.1.9:** High-rise buildings shall only be permitted on lots with a minimum area of 1,800 square metres for interior lots.

**Policy 2.1.10:** The minimum separation between the tower portion (10 storeys and above) of high-rise buildings shall be 23 metres for buildings up to 30 storeys.

**Policy 2.1.11:** To minimize shadow and wind impacts and allow for the passage of natural light, the maximum floor plate of the tower portion of a high-rise residential and mixed-use building should be approximately 750 square metres.

**Policy 2.1.17:** To promote the use of active modes of transportation and reduce constraints for establishing a developable area, there are no motor vehicle minimum parking requirements for the entirety of the Plan area.

- b) Surface parking and underground parking access, where provided, shall be visually obstructed from view of the public realm, such as behind a building; and
- c) Underground parking should be designed to ensure sufficient soil volumes for tree planting.

**Policy 2.1.18:** Depressed curbs, curb cuts, and private approaches for automobiles will be minimized and generally limited to one per building.

- a) Development will seek opportunities to reduce the number of depressed curbs and curb cuts, where feasible. Abutting lots are encouraged to share private approaches.
- b) Additional depressed curbs or curb cuts that enhance the movement of pedestrians and cyclists are permitted.

**Section 2.4** of the Secondary Plan sets out policies governing the Neighbourhood designation. The following policies apply to the subject property:

**Policy 2.4.1:** High-rise buildings within the Neighbourhood designation shall transition to the nearest Neighbourhood designated low-rise area and have a low-rise building base that complements the surrounding neighbourhood. Transition should be provided by the approximate application of an angular plane.

- a) Abutting high-rise buildings for the Neighbourhood designation along the west side of Edgeworth Avenue must vary by a minimum of four storeys, with the tallest building nearest Carling Avenue.

**Policy 2.4.3:** Development should minimize impacts to the urban tree canopy and seek opportunities to retain and plant trees that will provide a positive contribution to the urban tree canopy.

**Section 4.3** of the Secondary Plan outlines the site-specific policies that apply to the subject property. The following policies apply:

**Policy 4.3.1:** For the Neighbourhood designated lots addressed 460 to 508 Edgeworth Avenue, in the case of a mid-rise or high-rise building, the City shall require:

- a) A sidewalk along Edgeworth Avenue for the length of the parcel that connects to the existing and planned pedestrian network, as shown on Schedule C – Mobility and Connectivity. A development proponent will be required to provide a sidewalk if redevelopment is proposed ahead the City’s scheduled implementation;
- b) That a building be designed, oriented, and articulated to minimize and mitigate shadow impacts for the Woodpark community to the east;
- c) Demonstration that wind conditions on the public realm, including Edgeworth Avenue and active transportation facilities, and any outdoor amenity space as required by the Zoning By-law are suitable for their intended use;
- d) A low-rise building base with massing and articulation that complements the surrounding neighbourhood character;
- e) Residential lobbies and/or individual entrances for residential units at-grade that face the public realm, including Edgeworth Avenue and any active transportation pathways as described in policy (f) below;
- f) An active transportation connection for pedestrians and cyclists with a public access easement through the property to connect Edgeworth Avenue to the existing or planned active transportation network immediately to the west, where approximately identified on Schedule C – Mobility and Connectivity; and
- g) A variation in building heights between abutting high-rise buildings that are progressively lowered towards Lawn Avenue in order to provide transition from the abutting Hub and Mainstreet Corridor designations. Building heights for abutting high-rise buildings must vary by four storeys or more with the tallest buildings closest to Carling Avenue, as per section 2.4, policy(1)(a) of this Plan.

**4.3.2:** In addition to policy (1) above, notwithstanding the high-rise II height category, subject to an amendment to the Zoning By-law, a high-rise building with a maximum height of 24 storeys is permitted at 500 and 508 Edgeworth Avenue.

Figure 20 below shows the height schedule of the Lincoln Fields Secondary Plan (Schedule B). The subject property is classified as High-Rise II (up to 30 storeys), however, has a specific height limit of 24 storeys.

Figure 21 below shows the mobility and connectivity plan for the Secondar Plan area (Schedule C). As depicted in the Schedule, there is an active transportation facility planned to be built upon redevelopment of the subject property, which will connect the future sidewalk along the west side of Edgeworth Ave with the NCC’s MUP to the west.

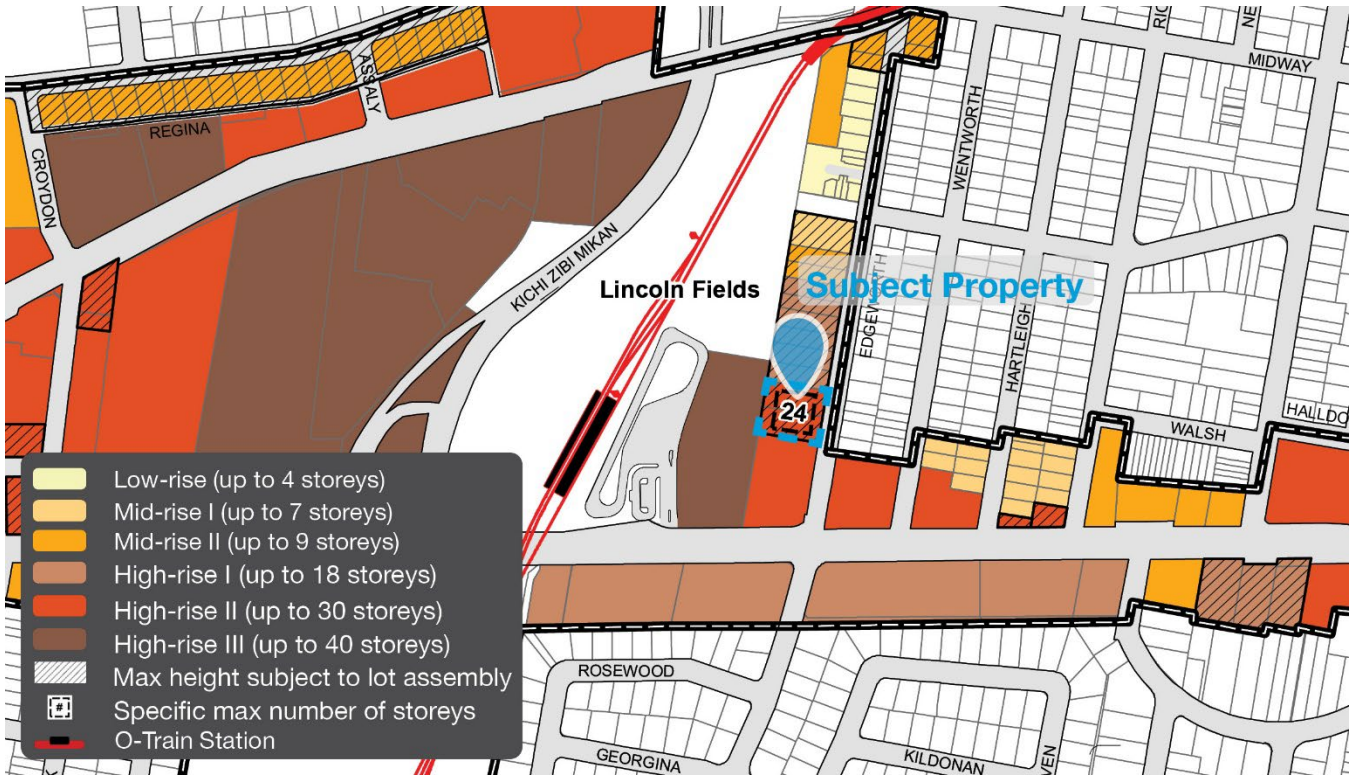


Figure 19: Lincoln Fields Secondary Plan – Schedule B – Maximum Building Heights

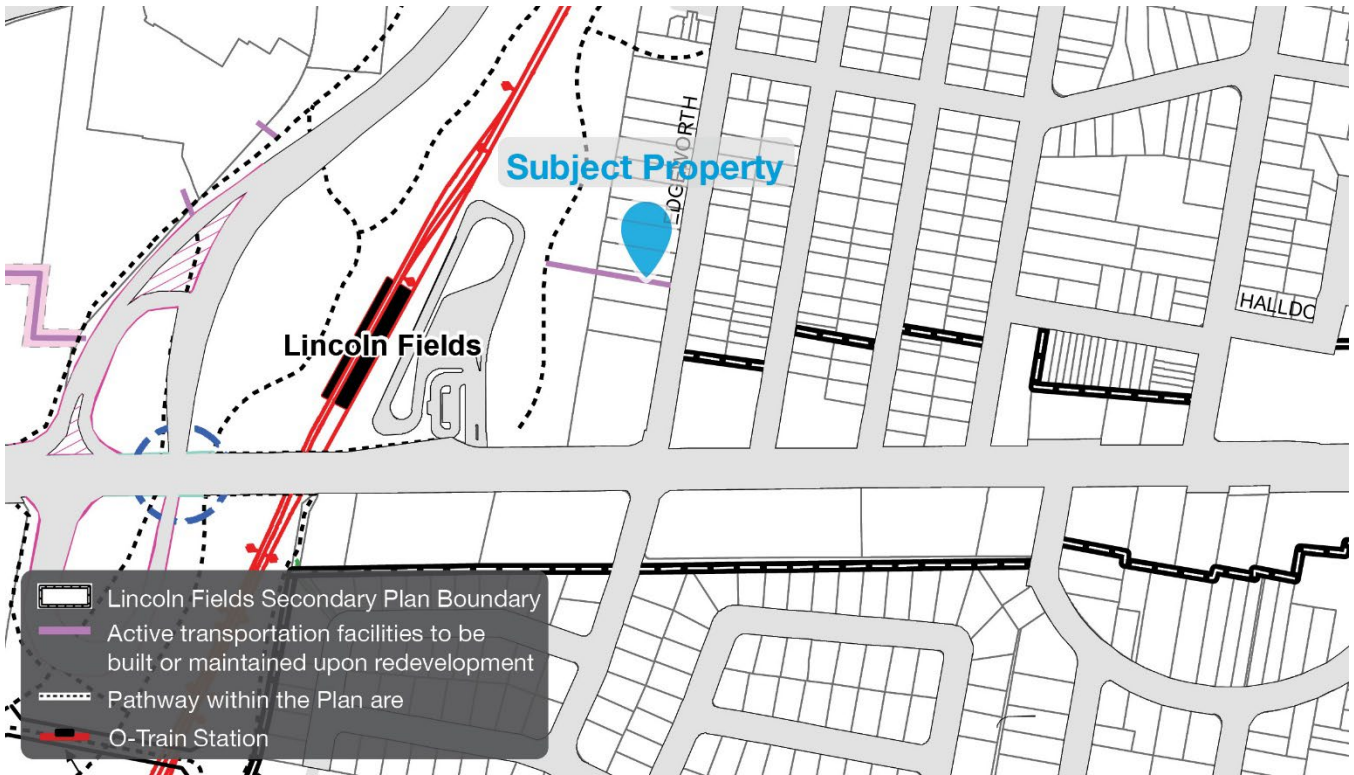


Figure 20: Lincoln Fields Secondary Plan – Schedule C – Mobility and Connectivity

The proposed development aligns with the general policies of the Secondary Plan by incorporating a base-middle-top design approach, concentrating the tallest and most substantial massing near Lincoln Fields Station and away from the low-rise neighbourhood to the east. The site exceeds 1,800 square metres in area and features a tower floorplate of approximately 750 square metres. Reduced vehicle parking rates, limited curb cuts to improve traffic flow, and a built form that provides a gradual transition in height through both site layout and building design further support conformity with the Plan.

The proposed development conforms to the site-specific policies of the Secondary Plan by incorporating a sidewalk, respecting maximum building height, designing the building to mitigate shadow impacts, and ensuring the massing and articulation complement the surrounding neighbourhood without overwhelming it. It also includes an active transportation connection for pedestrians and cyclists linking Edgeworth Avenue to the existing active transportation network to the west.

#### 4.4 Transit-Oriented Development

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 Lincoln Fields 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 and all parking is located underground. The portion of the property abutting the multi-use pathway is sensitively designed to support the pedestrian environment (Guideline 2);
- / The subject property creates a pedestrian and cycling “short cut” that lead directly to transit (Guideline 6);
- / The subject property is located along the front of the street to encourage ease of walking (Guideline 7);
- / The subject property is located within 300 metres walking distance of Lincoln Fields Station, and proposes high-density residential development in close proximity to an LRT station (Guideline 8);
- / The proposed development is sensitively designed to create transition to the adjacent low-rise communities to the north and east. The mid-rise podium is placed to the rear of the lot, away from the low-rise neighbourhoods to the east, and features an appropriate, human-scale low-rise podium along Edgeworth and the MUP (Guideline 9);
- / The proposed development is oriented towards and provides direct access via the MUP to transit (Guideline 10);
- / The proposed development includes a podium/tower design to reduce shadow and wind impacts on adjacent streetscapes (Guideline 11);
- / The proposed development is set back nearly 6 metres to help define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13);
- / The development improves the pedestrian environment leading to an LRT 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 closest proximity to an existing major transit station.**

## 4.5 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.

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 is within an identified area of growth, within which it is located in the centre, therefore the proposed height of 24 storeys is suitable within this context (Guidelines 1.10 and 1.11);
- / The building features a podium/tower design and respects the 45-degree angular plane. The Sun Shadow Analysis did not identify undue shadowing impacts with this design (Guidelines 1.12, 1.13 and 1.17);
- / The lot is of sufficient size and an appropriate shape to accommodate a high-rise development. The lot also abuts the public realm on two sides; Edgeworth Avenue on one side and the NCC's land on the other (Guidelines 1.14, 1.15 and 1.16);
- / The proposed development includes three distinctive and integrated parts – base, middle, and top – with the middle and top featuring smaller floor plates, refining the building's articulation and interaction with the surrounding urban environment (Guidelines 2.3(a) and (b));
- / The height of the base of the proposed high-rise building is generally equal to the width of the ROW, providing sufficient enclosure without overwhelming the street nor the low-rise buildings to the east (Guidelines 2.15, 2.17, and 2.19);
- / The ground floor offers plenty of glazing and is highly transparent, helping to animate the ground floor and reduce division between the interior, private and exterior, public realm (Guidelines 2.22, 2.23 and 3.12 (d));
- / The tower floorplate is limited to 753.0 square metres, helping to minimize shadows and wind impacts (Guideline 2.24);
- / The proposed development provides a mid-block connection through the site, in the form of a MUP, which contributes to the active transportation network of the area and reduces walking distance to the Lincoln Fields transit station (Guidelines 3.8 and 3.9);
- / The ground floor features townhouse units with walkout entrances, high ceilings, and a second mezzanine level. These units also have front amenity space with large planters for trees, offering some visual screening for privacy (Guidelines 3.12(b) and 3.12(c)); and
- / Parking, servicing, and utilities are located underground (Guidelines 3.14 and 3.16).



Figure 21: Graphic showing the bas-middle-top design approach (Source: RLA Architecture, annotated by Fotenn Planning + Design)

The proposed development meets the City of Ottawa’s Urban Design Guidelines for High-Rise Buildings. The building is sensitively designed to provide a transition to the surrounding, existing low-rise neighbourhood to the north. The project’s overall design meets the intent of the 45-degree angular plane. The ground-oriented townhouse units help animate the public realm and connect directly to the MUP which enhances the area’s active transportation network and reduces walking distance to the Lincoln Fields Station. The ground floor features extensive glazing to create an inviting environment, for safety, and “eyes on the street”. Overall, the project is aligned with the design guidelines above.

4.6 Bird Safe Design Guidelines

Ottawa’s Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (Guideline 2);
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (Guideline 3);

- / Designing landscaping to reduce the risk of collisions (Guideline 5); and
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (Guideline 6).

**The proposed development has considered and incorporated relevant guidelines into the design program.**

#### 4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Second Density, subzone F, (R2F) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The subject property is also located within the Mature Neighbourhoods Overlay.

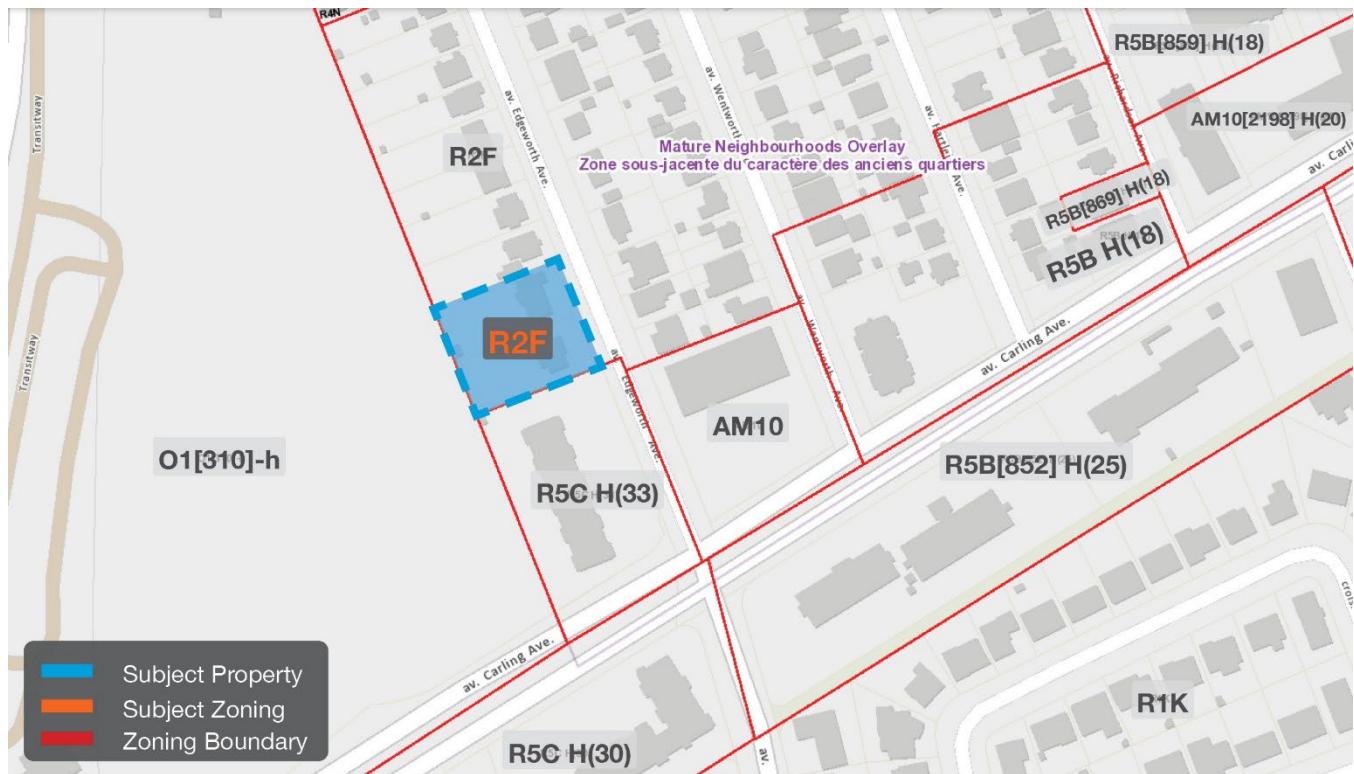


Figure 22: Current zoning of the subject property and surrounding area (Source: GeoOttawa, annotated by Fotenn Planning + Design)

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, subzone T — R5T, with site-specific provisions to address the proposed development (R5T [XXXX]SYYY).

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 in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;

- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- / 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; and (By-law 2009-392)
- / permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

#### 4.7.1 Zoning Table (Zoning By-law 2008-250)

Table 5 below provides a summary of the applicable zoning provisions for the R5T zone, 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' (✗).

Table 5: Proposed Zoning and Compliance

R5T Provisions	Required	Provided	Compliance?
<b>Permitted Use</b> S. 164	apartment dwelling, high rise [etc.]	apartment dwelling, high rise	✓
<b>Minimum Lot Area</b> S. 164	0m <sup>2</sup>	2,756.6m <sup>2</sup>	✓
<b>Minimum Lot Width</b> S. 164	0m	48.76 m	✓
<b>Maximum Building Height</b> S. 164, Table 164B (50)	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	77m	✗
<b>Minimum Building Height</b> S. 164, Table 164B (47)	11 m and three storeys	77m	✓
<b>Minimum Front Yard Setback</b> S. 164, Table 164B (49)	0.5 m for that portion of a building less than 14 m and less than four storeys; and 3 m for that portion of a building equal to or greater than 14 m or four storeys above grade	Below 14 m / four storeys: 5.614m  Above 14 m / four storeys: 13.285m	✓
<b>Minimum Rear Yard Setback</b> S. 164, Table 164B (50)	For a yard abutting an O1 subzone: 0.5 m for that portion of a building less than 14.5m and less than four storeys; and 3 m for that portion of a building equal to or greater than 14.5 m or four storeys.	Part of the building less than 14.5m: 4.7m setback  Part of building above 14.5m: 11.564m	✓
<b>Minimum Interior Side Yard Setback</b> S. 164, Table 164B (50)	0 m	South: 1.709m North: 8.2m	✓

<b>R5T Provisions</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance?</b>
<b>Landscaped Area</b> S. 163 (9)	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, high-rise	1,149.5m <sup>2</sup> (41.7%)	✓
<b>Minimum Parking Space Rates</b> S. 101 (3), Table 101 Area Z, Schedule 1A	Within the area shown as Area Z on Schedule 1A, no off-street motor vehicle parking is required to be provided under this section.	98 (0.37 per unit)	✓
<b>Minimum Visitor Parking Space Rates</b> S. 102	No visitor parking spaces are required for the first twelve dwelling units. No more than thirty visitor parking spaces are required. After the first twelve units: 0.1 per dwelling unit 262 – 12 x 0.1 = 25 spaces	25 (0.1 per unit)	✓
<b>Maximum Number of Parking Spaces Near Rapid Transit Stations</b> S. 103	1.75 per dwelling unit (combined total of resident and visitor parking) 262 x 1.75 = 458.5 spaces	98 (0.37 per unit)	✓
<b>Minimum Parking Space Dimensions</b> S. 106 (1)	5.2 m x 2.6 m	5.2 m x 2.6 m Less than 40% of required parking spaces are 4.6 m by 2.4 m	✓
<b>Minimum Bicycle Parking Space Rates</b> S. 111, Table 111	0.50 per dwelling unit 262 x 0.5 = 131 spaces	262 (1 per unit)	✓
<b>Driveway Width</b> S. 107 (1a) (1aa)	Minimum: 6m Maximum: 6.7m	6m - 6.01m	✓
<b>Minimum Drive Aisle Width</b> S. 107 (1c)	6m	6m	✓
<b>Minimum Loading Spaces</b> S. 113, Table 113A	None required	0	✓
<b>Amenity Area</b> S. 137	6 m <sup>2</sup> per dwelling unit. A minimum of 50% of the required total amenity area must be communal, and aggregated into areas up to 54m <sup>2</sup> , and when more than one aggregated area is provided, at least one must be 54m <sup>2</sup> . 262 x 6 = 1,572m <sup>2</sup> total 786m <sup>2</sup> communal	1,970m <sup>2</sup> total 900m <sup>2</sup> communal	✓

R5T Provisions	Required	Provided	Compliance?
<b>Permitted Projections Above the Height Limit</b> S. 64	The maximum height limits do not apply to mechanical and service equipment penthouse, elevator or stairway penthouses	Complies	✓
<b>Projections into Required Yards</b> S. 65	Balconies: 2 metres, but no closer than 1 metre from any lot line	Complies	✓
<b>Minimum required lot area for an interior lot</b> S. 77 (3) (b), Area A on Schedule 402	1350 m <sup>2</sup>	2,756.6m <sup>2</sup>	✓
<b>Minimum interior side and rear yard setback for a tower</b> S. 77 (3) (c), Area A on Schedule 402	10 m	South: 11.478m North: 11.638m Rear: 11.6m	✓

The proposed development meets the general intent and majority of provisions within the R5T zone.

The proposed Zoning By-law Amendment would address the building height through a site-specific Zoning By-law Amendment, and site-specific provisions through a new exception. The R5T Zone is appropriate for the integrity of the subject property, given the lands are designated Neighbourhood in the Official Plan and no commercial uses are proposed.

#### 4.7.2 Zoning Table (Zoning By-law 2026-50)

Table 6 below provides a summary of the applicable zoning provisions for the N6C zone, as detailed in Zoning By-law 2026-50, 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' (✗).

Table 6: Proposed Zoning and Compliance

N6C Provisions	Required	Provided	Compliance?
<b>Permitted Use</b> S. 801	Dwelling units	Dwelling units	✓
<b>Maximum Number of Dwelling Units</b> S. 801	n/a	262	✓
<b>Minimum Lot Width</b> S. 801	10m	48.76 m	✓
<b>Maximum Building Height</b> S. 801	As per suffix or schedule	77m	✗
<b>Minimum Front Yard Setback</b>	4.5 m	5.614 m	✓

N6C Provisions	Required	Provided	Compliance?
S. 801			
<b>Minimum Rear Yard Setback</b> S. 801	25% of lot depth (56.54 m x 0.25 = 14.135 m)	4.7m setback	x
<b>Minimum Total Interior Side Yard Setback</b> S. 801	2.4 m	South: 1.709m North: 8.2m	✓
<b>Functional Path of Travel</b> S. 802	A functional path of travel is required between the public street and rear yard of at least 1.5 m.	3 m	✓
<b>Soft Landscaping Requirements</b> S. 802	Any part of any yard must be soft landscaped, except for those parts occupied by: bicycle parking spaces and aisles, patios, pedestrian walkways, permitted driveways, parking aisles and parking spaces, permitted projections, features required to meet accessibility standards.	All parts of yards not occupied are soft landscaped	✓
	A contiguous area of soft landscaping must be provided abutting the front lot line of 40% of the yard	Contiguous soft landscaping in front yard <40% of the yard	x
	A contiguous area of soft landscaping must be provided in any rear yard of 50% of the rear yard	Contiguous soft landscaping in rear yard <50% of the yard	x
<b>Principal Entrance</b> S. 802	At least one principal entrance per principal building must be located on the front facade and provide direct access to the street	One principal entrance on the front façade	✓
<b>Projections Above the Height Limit</b> S. 203	The maximum height limits do not apply to mechanical and service equipment penthouse, elevator or stairway penthouses	Complies	✓
<b>Provisions for High-Rise Buildings</b> S. 207, Area B	Minimum lot area: 1,350 m <sup>2</sup>  Minimum interior side and rear yard setback for a tower: 10 m	2,756.6m <sup>2</sup>	✓
<b>Amenity Area</b> S. 208	6 m <sup>2</sup> per dwelling unit, minimum 50% communal (262 x 6 = 1,572 m <sup>2</sup> )	1,970m <sup>2</sup> total 900m <sup>2</sup> communal	✓

<b>N6C Provisions</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance?</b>
<b>Waste Management Provisions</b> S. 217	Size of Storage Area Required: 10 m <sup>2</sup>	>10 m <sup>2</sup>	✓
<b>Maximum Parking Space Rates</b> S. 602	1.25 per dwelling unit	0.37 per unit	✓
<b>Visitor Parking Requirements</b> S. 603, Area A	No visitor parking is required in Area A	25 (0.1 per unit)	✓
<b>Parking Space Dimensions</b> S. 605	5.2 m x 2.6 m  50% of parking spaces may be reduced in size to 4.6 m x 2.4 m	5.2 m x 2.6 m Less than 50% of required parking spaces are 4.6 m by 2.4 m	✓
<b>Maximum Driveway Width</b> S. 606	6 m  The maximum cumulative width of all walkways leading to a front lot line plus all driveways in a front yard must not exceed 50% of the lot width	6 m  <50% of the front lot line	✓  ✓
<b>Minimum Required Aisle Widths</b> S. 608	6 m	6 m	✓
<b>Electric Vehicle (EV) Parking</b> S. 611	25% of parking spaces	0	✗
<b>Bicycle Parking Space Provisions</b> S. 613	Short-term Bicycle Rates: minimum 2 spaces with an additional 1 space per 20 dwelling units $((262/20) + 2) = 16$  Long-term Bicycle Rates: 1 per unit	16 spaces  262 spaces	✓  ✓
<b>Large Dwelling Unit Requirement</b> S. 708	5% of dwelling units must have at least three bedrooms, or a minimum gross floor area of at least 80 square metres	9.9%	✓

The proposed development meets the general intent and majority of provisions within the N6C zone.

Under the new Zoning By-law, areas of noncompliance include maximum building height, minimum rear yard setback, soft landscaping requirements, and Electric Vehicle (EV) parking.

## 5.0

# Proposed Zoning By-law Amendment

Supported by the overarching direction of the Official Plan (2022) for lands Designated Neighbourhood, the proposed Major Zoning By-law Amendment recommends amending the zoning provisions on the entire subject property to the “Residential Fifth Density, subzone T, Exception XXXX, Schedule YYY (R5T[XXXX] SYYY)” to permit the proposed development. Importantly, the proposed development adheres to the general intent of the overarching zoning framework under Residential Fifth Density zone.

The following amendments are required:

- / **Proposed High-Rise Development.** The subject property is a suitable location for high-rise development due to its location adjacent to Lincoln Fields transit station, which will soon experience significant improvements with the LRT Stage 2 expansion, extending Confederation Line 1 westward to Algonquin College. The subject property’s proximity to Carling Avenue, a Mainstreet Corridor and Arterial Road, further supports its suitability for high-rise development.

Although the first of its height in the area, the proposed development is not out of place given the planned context for the area, which contemplates high-rise development of up to 40-storeys along the Carling Avenue Mainstreet Corridor. It is our opinion that the proposed high-rise towers represent appropriate height and use for these lands. The planned context also contemplates mid- and high-rise development north of the subject property, along the west side of Edgeworth Avenue. Given the presence of an existing high-rise development directly to the south and considering the planned context for the area, the proposed development will fit into the surrounding landscape, providing a logical and gradual transition from the taller buildings envisioned along Carling Avenue to the lower-scale high- and mid-rise buildings along Edgeworth and toward Lawn Avenue. The inclusion of a low-rise podium and thoughtful massing away from low-rise residential uses contributes to an effective and sensitive transition to the surrounding neighbourhood.

Moreover, the subject property is currently underutilized and holds significant opportunity for residential intensification with access to private and public amenities and services, particularly the Lincoln Fields LRT Station, in support of the City’s overall growth management strategy. Further, the tower has been designed to advance many of the City’s Urban Design Guidelines for High-rise buildings. The overall building design, including its low-rise podium, improved pedestrian realm, and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline and streetscape.

The podium and slender tower design, with a floorplate of only 753.0 square metres, will ensure minimal shadow and wind impacts, while providing for noise mitigation for current and future residents. The slender tower design will also preserve views for the immediately abutting neighbours.

The proposed tower location, and abutting ROW width provides for ample space to nearby existing properties to ensure adequate transition and avoid adverse impacts throughout the community.

**The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant, compact urban area that promotes transit use and reduced private vehicle dependence. The high-rise building shifts its massing away from the low-rise neighbourhood to the east and promotes a positive interface with the public realm through its thoughtful massing, design, and materiality, including the podium’s brick masonry which reflects the surrounding area’s character. Furthermore, the introduction of the MUP and sidewalk help complete the active transportation network in the area, creating a modal shift towards more sustainable transportation options.**

## 6.0 Supporting Studies

### 6.1 Geotechnical Study

Based on a review of the borehole information and the design elevation of the lowest floor in the underground parking garage of Elevation 59.55 m to Elevation 60.30 m, it is considered feasible to support the proposed storey building with a two (2) level underground parking garage by strip and spread footings founded on the competent sound shale bedrock that is free of soil seams, weathered zones and loose material (soil and bedrock pieces).

For footings founded on sound shale bedrock and based on Table 4.1.8.4.-B of the 2024 Ontario Building Code (OBC), the site classification and designation for seismic design would be Site Class C and Site Designation Xc.

A higher site class and designation may be available if a seismic shear wave survey is conducted on the site and provided the underside of the footings recommended in this report to support the proposed building are founded on the sound shale bedrock.

Since the construction of the two (2) level underground parking garage would require the excavation and removal of all soils down to the bedrock, the determination as to whether or not the soils are liquefiable during a seismic event does not need to be considered in the design of the proposed development.

The borehole information indicates that compressible clays do not exist at the site. Therefore, from a geotechnical perspective, there is no restriction to raising the grades at the site.

Further detailed explanations are provided in the Geotechnical report.

### 6.2 Phase Two Environmental Site Assessment

Six boreholes were drilled on the Phase Two property (four as monitoring wells) with soil and groundwater samples showing no contamination, as all results were below detection limits and met Table 3 RPI SCS standards.

No additional environmental work is recommended at this time. Additional soil characterization will be required prior to the construction phase to comply with Ontario Regulation 406/19.

The Qualified Person can confirm that the Phase Two Environmental Site Assessment was conducted per the requirements of Ontario Regulation 153/04, as amended, and in accordance with generally accepted professional practices.

Further detailed explanations are provided in the Phase Two Environmental Site Assessment report.

### 6.3 Pedestrian Level Wind Study

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Edgeworth Development Lands Corp to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-Law Amendment application submission requirements for the proposed residential development located at 500 and 508 Edgeworth Avenue.

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 summarized as follows:

- 1) All 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. Conditions over surrounding sidewalks, neighbouring surface parking lots, the existing pathway to the west, the proposed driveway, the grade-level amenity areas, walkways, drop-off area, and in the vicinity of building access points, are considered acceptable.
- 2) During the typical use period, wind comfort conditions over the amenity terraces located to the north and south of the proposed development at Level 23 are predicted to be suitable for sitting, which is considered acceptable. 1.8-m tall wind screens were included along the perimeter of these amenity terraces, and along the perimeter of the amenity terrace to the west at the same level; these screens are to provide shielding for these terraces from direct upper-level winds from the western compass quadrants.
- 3) During the typical use period, conditions over the amenity terrace to the west at Level 23 are predicted to be suitable for a mix of sitting and standing. Recommendations regarding mitigation are provided.
- 4) 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.

## 6.4 Noise and Vibration Study

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Edgeworth Development Lands Corp to undertake a traffic noise and vibration assessment to satisfy Zoning By-Law Amendment application submission requirements for the proposed residential development located at 500 & 508 Edgeworth Avenue.

The primary sources of traffic noise are Carling Avenue to the south, Kichi Zibi Mikan Parkway to the west, and the future Confederation Line 1 Light Rail Transit (LRT) west extension to the west, currently under construction. The results of the current analysis indicate that noise levels will range between 58 and 63 dBA during the daytime period (07:00-23:00) and between 50 and 55 dBA during the nighttime period (23:00-07:00). The highest noise level (i.e. 63 dBA) occurs at the west façade between levels 1 to 9, which are nearest and most exposed to Kichi Zibi Mikan Parkway and the LRT Confederation Line west extension.

The results indicate that noise levels fall between 55 dBA and 65 dBA during the daytime period. As such, the development will require forced air heating systems with provisions for central air conditioning, as a minimum requirement. If air conditioning is installed it will allow occupants to keep windows closed and maintain a comfortable living environment. Given the nature of the development, air conditioning is expected to be provided, therefore a type D Warning Clause will be required in all Lease, Purchase and Sale Agreements. Standard building components will be sufficient to reduce indoor noise levels at or below the ENCG criterion for noise sensitive spaces.

As the development is adjacent to a future LRT line and station, the Rail Construction Program Office recommends a warning clause specific to light rail transit lines be included in all Lease, Purchase and Sale Agreements.

The outdoor amenity provided on level 23 is expected to fall below 55 dBA in compliance with the ENCG criteria assuming the inclusion of a 1.2 m solid guard surrounding the OLA as is detailed in the architectural drawings. The guard or parapet wall will need to be constructed of solid materials and have a surface density of 20 kg/m<sup>2</sup>.

Noise levels at the at-grade outdoor amenity extending from the southern side to the western side of the development is expected to exceed 55 dBA during the daytime period without a noise barrier. If this area is to be used as an outdoor living area, noise control measures are required to reduce noise levels as close as possible to 55 dBA where technically and administratively feasible. Further analysis investigated the use of adding noise barriers to the at-grade outdoor

amenity. A solid guard with a height of 2.0 m (above the walking surface) surrounding the at-grade OLA will be sufficient to reduce the noise level below 60 dBA. As the noise level continues to exceed the ENCG criteria with an included noise barrier, a Type B Warning Clause will be required in all Lease, Purchase and Sale Agreements.

As the subject site is located further than 75 metres from the future OC Transpo LRT Confederation Line west extension, the development is outside of the LRT zone of influence and vibration levels are expected to be minimal.

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise sensitive (residential) developments and on the development itself. Any potential impacts can be minimized by judicious selection of mechanical equipment and its location. It is preferable to locate large pieces of equipment, such as cooling towers and make up air units, on the roof of the towers or in mechanical penthouses. These systems will be designed to comply with the ENCG sound level limits. A review by a qualified acoustic consultant is recommended once the mechanical design of the building has developed.

## 6.5 Rail Proximity Study

Paterson Group (Paterson) was commissioned to conduct a Level 1 Confederation Line Proximity Study for the proposed development. Based on the subsurface conditions encountered at the test hole locations and the founding depth of the proposed building, bedrock removal is anticipated at the subject site. Therefore, the primary issue will be vibrations associated with the bedrock blasting removal program. Accordingly, it is recommended that a vibration monitoring program be implemented to ensure vibration levels remain below recommended tolerances.

Due to the presence of the future LRT Confederation Line and Lincoln Fields Station in the vicinity of the subject site, the contractor should take extra precautions to minimize vibrations. The monitoring program will be required for the full duration of the temporary shoring installation and blasting operations. The purpose of the vibration monitoring and control program (VMCP) is to provide a description of the measures to be applied by the contractor to manage excavation operations, and any other vibration sources during the construction of the proposed development. The VMCP will also provide a guideline for assessing results against the relevant vibration impact assessment criteria and recommendations to meet the required limits.

## 6.6 Tree Conservation Report

Dendron Forestry Services prepared a Tree Conservation Report as partial requirements for a Site Plan Control and Zoning Bylaw Amendment Application submitted to the City of Ottawa. The findings indicated that the two properties are heavily treed due to past plantings and natural seeding, with a mix of native (e.g., American elm) and invasive species (e.g., Siberian elm, Manitoba maple, buckthorn). A tree inventory has identified all protected trees per City of Ottawa by-law, including those on adjacent properties with root zones extending into the site. The proposed development, involving a full-site excavation for a two-storey underground parking garage, will require removal of all on-site trees and some on adjacent properties (with owner permission). Invasive buckthorn should also be cleared, while recently planted NCC trees west of the site should be flagged for retention. A Landscape Plan addresses replacement planting.

## 7.0 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting with the City of Ottawa.
  - A pre-application consultation meeting was held with City staff and the consultant team on December 12<sup>th</sup>, 2024.
- / Notification of Ward Councillor, Councillor Theresa Kavanagh – Ward 7 Bay. A meeting was held with the Ward Councillor on September 15<sup>th</sup>, 2025, to discuss the project.
- / Community Information Session
  - A community information session will be held to discuss the proposed development following this submission.
- / Committee meeting advertisement and report mail out to public (City of Ottawa).
- / Statutory Public Meeting – Planning and Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee

## 8.0 Conclusion

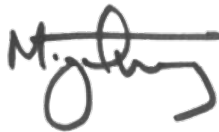
It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Planning Statement (2024), proposing the intensification of an underutilized property next to a rapid transit station and within the built-up area, where existing infrastructure and public service facilities are available;
- / 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 Lincoln Fields Secondary Plan regarding built form, active transportation connections, and building height;
- / 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 Lincoln Fields 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,



Gillian Henderson, M.USP  
Planner



Miguel Tremblay, MCIP, RPP  
Partner

# 9.0 Appendix



Figure 23: Massing exercise showing the proposed densities established in the Official Plan (Source: Fotenn Planning + Design)



Figure 24: Massing exercise showing the proposed heights established in the Secondary Plan (Source: Fotenn Planning + Design)



Figure 25: View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise homes.