



**Fernbank Apartments Inc.
Canadian Rental Development Services Inc.**

Planning Rationale

City of Ottawa Minor Zoning By-law Amendment

1000 Robert Grant Avenue

René's Court

Resubmitted June 2020

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1. Introduction and Summary of Proposal

This Planning Rationale has been resubmitted by Don Schultz, MCIP, RPP, Planning Manager at Canadian Rental Development Services Inc. (Lépine). The original Planning Rationale was submitted in May 2019, with a first revision submitted in September 2019. The Planning Rationale and all revisions are intended to support a Minor Zoning By-law Amendment application for the property located at 1000 Robert Grant Avenue in Stittsville. The registered owner of this property is Fernbank Apartments Inc., which is a subsidiary of Canadian Rental Development Services Inc. (Lépine Corporation).

The aim of the Planning Rationale is to assess the suitability of the proposed Zoning By-law Amendment and subsequent development in the context of the surrounding community and the policy and regulatory framework governing land use and development on the site.

Summary of Proposal

The primary purpose of this Zoning By-law Amendment application is to permit the use of apartment dwelling, high-rise. Although the use of **apartment dwelling, mid rise** is permitted in the AM - Arterial Mainstreet Zone, a Zoning By-law Amendment is required for buildings taller than 9 storeys.

The building height strategy is intended to provide a transition in built form, with one 18-storey high-rise apartment building at the northwest corner of the site, adjacent to Robert Grant Avenue and a future Rapid Transit Station, and two mid-rise apartment buildings to provide transition in height toward the neighbouring development on Livery Street. One of the mid-rise buildings, with a proposed height of 9 storeys, will be located at the southwest corner of the site, adjacent to Robert Grant Avenue and a future mixed-use "Village Green" that is identified in the Fernbank Community Design Plan (CDP). A third apartment building, with terraced heights of 4, 5, and 6 storeys, is proposed to face Livery Street. A 1-storey amenity building is proposed in the north central part of the site. By increasing the height in one of the buildings, more open space will be created in the centre of the apartment community. This will also provide pedestrian connections between the Village Green and the Rapid Transit Station. The three apartment buildings are proposed to include a total of 504 rental apartments. Resident and visitor parking will include 16 surface spaces and 637 spaces in an underground garage to be constructed underneath the entire site. 252 bicycle parking spaces will also be provided underground.

2. Existing Conditions

2.1 Site Overview

The site is legally described as Block 203, Plan 4M-1503 (PIN 044502006) and has been assigned the municipal address 1000 Robert Grant Avenue. The site location, context, and subdivision are shown in **Figures 2.1 through 2.4**.

The site is currently vacant, as are Blocks 202 and 201 to the south. A major hydro corridor, which will accommodate a future Rapid Transit Station, is located on Block 200 immediately to the north of the site. A portion of the Trans Canada Trail is dedicated on an abandoned rail bed immediately to the north of the hydro corridor. The surveyed frontage of the site along Robert Grant Avenue is approximately 125 metres, while the property line parallel to Livery Street is approximately 130 metres, of which the north 45 metres abut an R4 zone. The certified area of the site is 2.0174 hectares or approximately 5 acres.

2.2 Site Location

The site is situated between Robert Grant Avenue and Livery Street, approximately 100 metres south of the roundabout at Robert Grant Avenue and Abbott Street. The CDP provides that the subject site, along with Blocks 201 and 202 (see **Figure 2.4**), are to be developed as a mixed-use Community Core. To the east along Livery Street, construction of a low-density residential subdivision is nearing completion. A new French Catholic High School is located at the northwest corner of the roundabout at Robert Grant Avenue and Abbott Street. Further to the west, a light industrial employment area is found along Iber Road.

The CardelRec Recreation Complex at 1500 Shea Road is located 1.6 kilometres west of the site. Robert Grant Avenue, which currently extends only 1.1 kilometres south of the site to Fernbank Road, will ultimately connect Fernbank Road with Hazeldean Road, approximately 1.8 kilometres north of the subject site.



Figure 2.1: Local Context



Figure 2.2: Neighbourhood Context

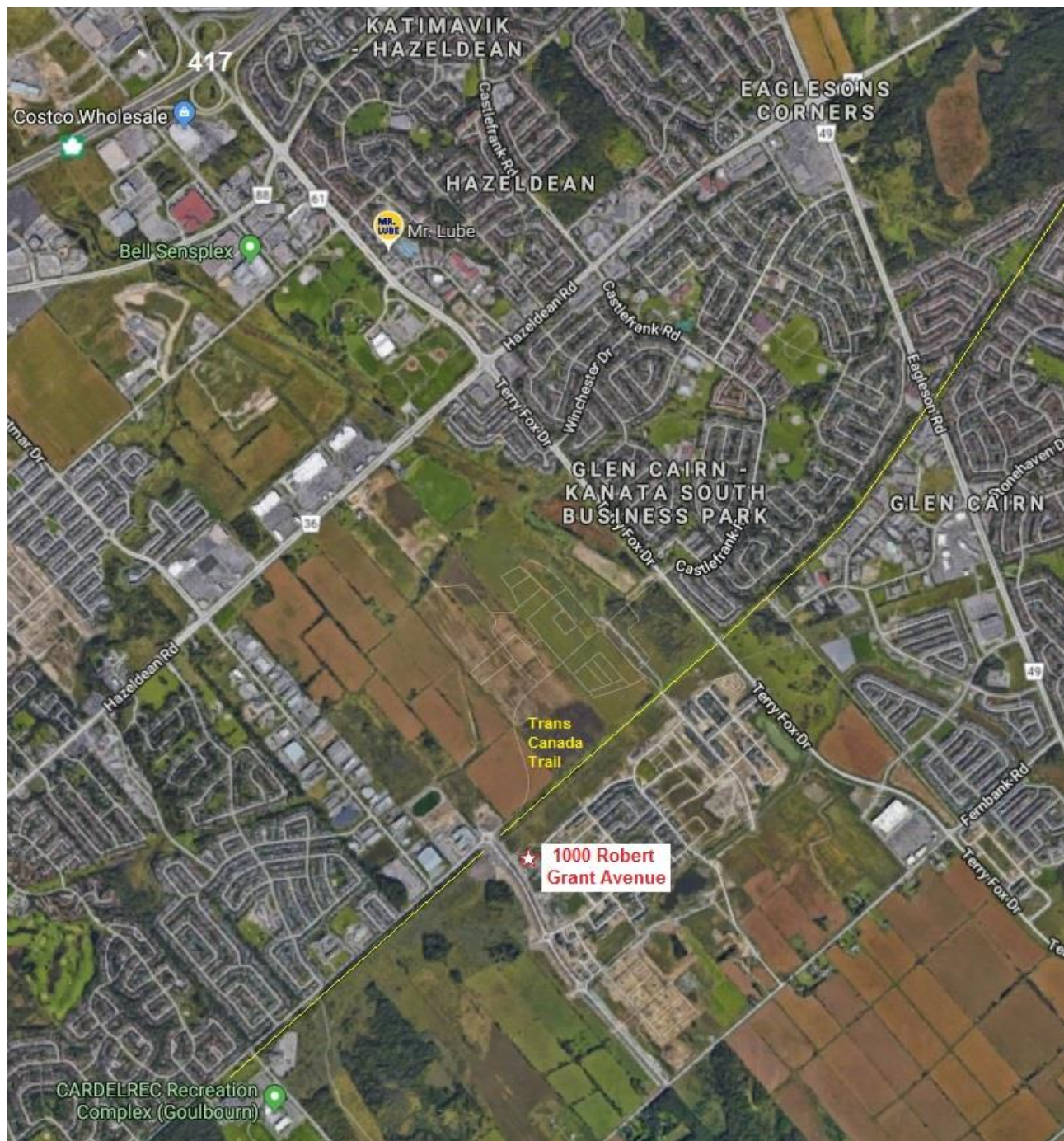


Figure 2.3: Regional Context

Several regional employment, retail, and community amenities are accessible from the site. Major employment areas in the region include the Palladium Drive business park, Kanata Town Centre, and the North Kanata Research Park. In addition to the CardelRec Recreation Complex on Shea Road, the Bell Sensplex and Canadian Tire Centre are located approximately 4 kilometres north of the site. These areas within Stittsville and South Kanata are well served by neighbourhood and regional retail centres along Stittsville Main Street, Hazeldean Road, and at the intersection of Fernbank Road and Terry Fox Drive. Kanata Town Centre and the Tanger Outlet Mall are located 5 to 6 kilometres north of the site on the north side of Highway 417. More local services and amenities will be available within the immediate neighbourhood, as the rest of the mixed-use centre on Blocks 201 and 202 is developed.

Within this regional context, Lépine has built most of the high-density residential development in the Kanata Town Centre north of Highway 417. That portion of the Kanata Town Centre has exhibited steady growth over the past 30 years and, along with the Palladium Drive business park, represents one of the few areas in Kanata that have lived up to the potential envisioned by the City's Town Centre policies. There are presently more than 20 high-rise residential and office buildings in Kanata north of Highway 417; however, most of the Kanata Town Centre has been developed with low-density residential and large format automobile oriented retail uses, which have not realized the Town Centre vision. Similarly, the Traditional Mainstreet and Arterial Mainstreet policy areas in Kanata South and Stittsville have yet to realize the development potential envisioned in the City's Mainstreet policies.

The City policies that support the Lépine development in the Kanata Town Centre are similar in intent and scope to the Community Core policies in the Fernbank CDP. The types and designs of the apartment buildings that Lépine has constructed in Kanata, including their heights and densities, serve as examples of how this developer will construct, manage, and maintain the proposed apartment community at 1000 Robert Grant Avenue. This will make a significant contribution toward the realization of the growth management and intensification goals of the City of Ottawa.

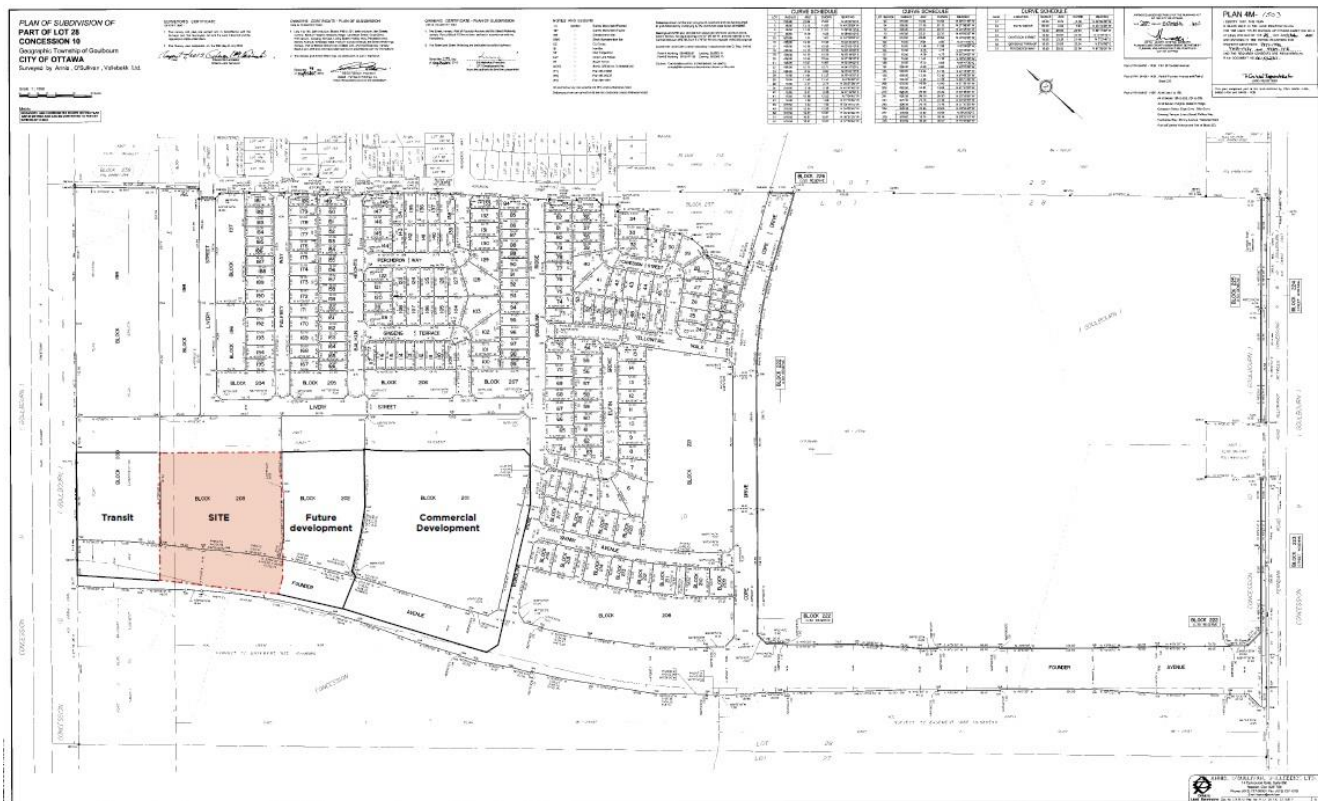


Figure 2.4: Plan 4M-1503

2.3 Road Network and Transit

The site has direct access onto Robert Grant Avenue and Livery Street. Robert Grant Avenue presently has a cross-section that includes one vehicle traffic lane in each direction, with wide boulevards and multi-use pathways (MUP) on both sides, which are designated Spine Routes in the City's Cycling Network (TMP Map 1). The three existing roundabouts on Robert Grant Avenue are designed to provide both traffic calming and a constant vehicular flow between Fernbank Road and Abbott Street. As an Arterial and Transit Priority Corridor, Robert Grant Avenue will eventually serve as an important link in the transportation network between Fernbank Road and Hazeldean Road.

Livery Street is a local residential street with a sidewalk on the west side of the street, along the frontage of the subject site. The Transportation Impact Assessment (TIA) for this proposed development takes into account the relative network functions and appropriate traffic volumes for both Robert Grant Avenue and Livery Street. A significant conclusion of the TIA for this project is that, once the site is fully developed and occupied, *the roundabout intersections on Robert Grant Avenue, at Bobolink Ridge and Abbott Street, are expected to operate at an excellent Level of Services (LOS) 'A' during peak traffic hours.*

The corner of Cope Drive and Yellowtail Walk, 600 metres south of the site, currently serves as the western terminus of OC Transpo Routes 167 and 252. Local Route 167 feeds into the Terry Fox Park & Ride on the north side of Highway 417, only during certain times of day, on certain days of the week.

OC Transpo Connexion Route 252 carries riders to and from downtown Ottawa as far as the Mackenzie King Transitway Station (Rideau Centre) during peak hours only (weekdays from 6:00 to 9:00 a.m. and from 3:00 to 6:00 p.m.). Further development within the Fernbank CDP area, along with population growth in this neighbourhood, will create greater demand for local and express bus service, which will warrant the designation of Robert Grant Avenue as a Transit Priority Corridor. Residential development of the scale proposed at 1000 Robert Grant Avenue will accelerate and sustain both transit ridership and the level of bus service planned for this Transit Priority Corridor.

3. Development Proposal Overview

The proposed development will create 504 new rental apartments within three buildings. As shown in **Figures 3.2 through 3.12**, Building A (4, 5, and 6 storeys) will terrace down toward Livery Street, while Building B (9 storeys) and Building C (18 storeys) will be constructed on both sides of the main entrance at Robert Grant Avenue. The centre of the site will be comprehensively landscaped and will include a 1-storey community amenity building, a vehicle drop-off loop, 16 surface parking spaces for visitors, loading areas, access to the underground parking spaces, and a system of pathways. The pedestrian circulation system will connect the four buildings, link up with the multi-use pathway (MUP) on Robert Grant Avenue and the sidewalk on Livery Street, and provide connections between the Village Green to the south and the future Rapid Transit Station to the north. Full accessibility to areas within and surrounding the site will be provided for pedestrians and persons with disabilities.

Amenities on site will include a pool, gym, community meeting rooms, social activity areas, and offices for leasing and property management. This apartment community will have its own 24-hour concierge, security and reception services. Two or three levels of underground parking underneath the entire site will provide 637 spaces for residents, visitors, and persons with disabilities. 252 bicycle parking spaces will also be provided underground. 16 surface parking stalls will be provided on site for visitors. Primary vehicular access to the driveway loop, surface parking, and underground parking will be from Robert Grant Avenue, while secondary access to the underground parking for service and emergency vehicles will be provided from Livery Street.

3.1 Proposed Minor Zoning By-law Amendment

This application is classified as a Minor Zoning By-law Amendment, since the proposed zoning amendments pertain to the performance standards of the existing AM Arterial Mainstreet Zone, site specific AM[2152] zoning, and Section 101(6)(c) in Part 4 of the Zoning By-law. Because of the requested increase in maximum height of one building to 18 storeys, the use of apartment dwelling, high-rise is proposed with a holding provision **(h)** for the area of the proposed high-rise building.

This application is not accompanied by a Site Plan Control application. The owner intends to submit a separate Site Plan Control application at a later date, closer to the commencement of construction when more design details have been confirmed. Although construction will be phased, one Site Plan Control application may be submitted for the entire site. Irrespective of the timing and scope of any future Site Plan Control application, pursuant to Section 93 of the Zoning By-law, the site will be considered one lot for zoning purposes. **Table 1** lists the proposed zoning performance standard modifications.

Table 1: Proposed Zoning Performance Standard Modifications

EXISTING STANDARD	PROPOSED STANDARD	PURPOSE OF MODIFICATION
<u>Minimum Interior Side Yard</u> AM Zoning Provisions, Table 185: no minimum	<u>Minimum Interior Side Yard</u> Proposed: minimum 7.5 metres	This proposed interior side yard requirement, which is more stringent than the basic AM Zone standard, will provide additional setback space between the proposed 9-storey building and adjacent development within the mixed-use Village Green to the south. *
<u>Maximum Building Height</u> AM Zoning Provisions, Table 185: (i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone — 11 metres (ii) in any area up to and including 20 metres from a property line abutting a R4 zone — 15 metres (iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone — 20 metres (iv) more than 30 metres from a property line abutting a R1–R4 zone — 20 metres	<u>Maximum Building Height</u> Proposed (see proposed Schedule): The maximum height shall be 9 storeys , except in the following areas. (i) 15 metres (4 storeys) in the following areas: — up to and including 12 metres from the property line abutting the R4 residential zone and the Livery Street right-of-way; — up to and including 19 metres from the Livery Street right-of-way and 24.5 metres from the south property line; (ii) 19 metres (5 storeys) in the following areas: — over 12 metres and up to and including 15 metres from the property line abutting the R4 residential zone and the Livery Street right-of-way; and over 24.5 metres from the south property line; — over 15 metres and up to and including 19 metres from the property line abutting the Livery Street right-of-way; and over 24.5 metres and up to and including 48 metres from the south property line; — over 19 metres and up to and including 42 metres from the property line abutting the Livery Street right-of-way; and up to and including 48 metres from the south property line; <i>continued . . .</i>	<p>Figures 3.2, 3.3, and 3.5 illustrate the proposed height transition and stepping back of heights. Although Building A is not a high-rise building, the proposed terracing of this building along Livery Street achieves the intent of guideline 1.13 of the Urban Design Guidelines for High-rise Buildings:</p> <p>1.13 An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.</p> <p>Figures 3.2, 3.3, and 3.5 are also consistent with Diagrams 1-3 and 1-4 of the Urban Design Guidelines for High-rise Buildings.</p> <p>The stepping back of Building A will provide a compatible transition of building heights toward Livery Street and the neighbouring residential development, which is zoned R3Z[1837] and R4Z[2360].</p> <p>The proposed terracing of Building A along Livery Street will present an east façade of 4 storeys (15 metres) across the street from the existing townhouses, which are permitted to have a maximum height of 11 metres under the R3Z standards. This is the same height as the recently constructed stacked townhouses along the north side of the east-west leg of Livery Street. Those stacked townhouses are also located across the street from existing townhouses that have a maximum height of 11 metres, but they are much closer to those townhouses than the proposed 4-storey façade of Building A. Specifically, the stacked townhouses are set back only 3.75 metres from their south property line, whereas the 4-storey façade of Building A is proposed to be set back at least 9 metres from the east property line.</p> <p>The proposed setback for the 5th storey is a minimum of 12 metres abutting the R4 stacked townhouse block and the Livery Street right-of-way. Given the 2-metre setback of the abutting stacked townhouses from the property line, the distance from the 5th floor façade to the stacked townhouse façade would be 14 metres.</p>

Table 1 *continued*

EXISTING STANDARD	PROPOSED STANDARD	PURPOSE OF MODIFICATION
	<p><u>Maximum Building Height (continued)</u> Proposed:</p> <p>(iii) 22 metres (6 storeys) in the following area: — over 15 metres and up to and including 42 metres from the property line abutting the R4 residential zone and the Livery Street right-of-way; and up to and including 82 metres from the north property line; and</p> <p>(iv) 65 metres (18 storeys) in the following area: — over 104 metres from the property line abutting the R4 residential zone and the Livery Street right-of-way; and up to and including 78.5 metres from the north property line.</p>	<p>The recently constructed stacked townhouses immediately to the east of proposed Building A are set back only 2 metres from the property line abutting the subject site, whereas the 4-storey portion of Building A directly facing the stacked townhouses is proposed to be set back at least 10 metres from the same property line. Considering the peaked roof on the stacked townhouse buildings, the top of the 4th floor of Building A will be the same height as the stacked townhouse buildings.</p> <p>The 6-storey portion of Building A will be confined to an area that is set back 15 metres from the east property line. Most of this 6-storey area will be opposite the R4 property to the east, with a maximum of 16 metres of the 6th floor façade located opposite the north-south leg of Livery Street.</p> <p>The proposed 18-storey Building C will be located in the northwest corner of the site, adjacent to Robert Grant Avenue and the future Rapid Transit Station. A holding provision is proposed for this Zoning By-law Amendment, which would defer construction of the tower portion of Building C (superstructure only) until the opening of the extension of Robert Grant Avenue from Abbott Street to Hazeldean Road. The height strategy and rationale for the proposed height of Building C are outlined in Section 3.2 below.</p>
<u>Minimum Building Height</u> AM[2152] Zoning Exception: minimum building height 11 metres	Proposed: no minimum building height	The elimination of the minimum building height would accommodate the proposed 1-storey amenity building in the centre of the site.
<u>Minimum Street Wall</u> AM[2152] Zoning Exceptions: minimum 50% of the Robert Grant Avenue frontage must be street wall	Proposed: remove requirement that minimum 50% of the Robert Grant Avenue frontage must be street wall	The requirement that 50 per cent of the Robert Grant Avenue must be street wall conflicts with important design objectives such as reducing the Building C footprint to create a point tower. The revised concept utilizes several other design techniques that achieve active street frontages, without having to provide 50 per cent of a frontage as street wall.

* To clarify yard requirements, both the Robert Grant Avenue and Livery Street frontages of the site are defined as front yards.

This Minor Zoning By-law Amendment application proposes the modification of side yard, height, and parking performance standards in order to facilitate the development of a viable community of rental apartment buildings, with superior landscaping, amenities, and underground parking that will support and sustain a high quality of life for the residents. In addition to the on-site design considerations presented in the concepts for this development, the proposed performance standard modifications will address the surrounding community by requiring building height transitions and yard setbacks. Moreover, this proposed development will assist the City of Ottawa in achieving the Official Plan's goals for effective growth management, efficient use of municipal services, and responsible stewardship of urban land through residential intensification.

Proposed Land Uses: Because of the requested increase in maximum height to 18 storeys, the use of apartment dwelling, high-rise is proposed in this application. Although not confirmed at this time, local service commercial or retail uses may be considered in the future, in accordance with the existing approved AM[2152] uses. Demand for small-scale retail on site will be monitored and evaluated in relation to the future commercial development on Blocks 202 and 201 to the south.

This Zoning By-law Amendment application also requests an exception to a provision of Zoning By-law Part 4 Section 101(6)(c), which permits reductions in the number of parking spaces required in underground parking garages, as long as no surface parking spaces are developed on site. **Table 2** presents a comparison between the existing Section 101(6)(c) provision and the proposed exception, along with the purpose of the proposed exception.

Table 2: Proposed Parking Exception

EXISTING PROVISION	PROPOSED PROVISION	PURPOSE OF EXCEPTION
<p>Zoning By-law Part 4 <u>Section 101(6)(c)</u> where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by the lesser of:</p> <p>(i) 10 per cent of the required parking spaces; or (ii) 20 parking spaces. (By-law 2016-249)</p>	<p>Notwithstanding the requirements of Section 101(6)(c) in Part 4 of the Zoning By-law, a maximum of 16 surface parking spaces for visitors may be provided on the site without eliminating the reduction in the number of underground parking spaces permitted under Section 101(6)(c).</p>	<p>The surface parking restrictions required under Section 101(6)(c) are not well suited to the parking behaviour, demand, community expectations, predominant land uses, intensity of development, residential density, and function of Area C (Suburban) as delineated in Table 1A of the Zoning By-law, where surface parking is the norm and underground parking is rarely provided.</p> <p>Subject to the parking reductions of Section 101(6)(c), all required resident and visitor parking will be provided below grade, with significant areas of open space and pedestrian connections above grade.</p> <p>It is appropriate that additional surface parking be provided for visitors without eliminating the parking reductions of Section 101(6)(c).</p>

This proposed exemption relates to Section 101(6)(c) in Part 4 of the Zoning By-law, which applies city-wide, without regard to the distinctions the City of Ottawa draws among the parking requirements for Areas B (Outer Urban/Inner Suburban), C (Suburban), D (Rural), X (Inner Urban), Y (Inner Urban Mainstreets), and Z (Near Major LRT Stations), as set forth in Part 4 and illustrated in Schedule 1A of the Zoning By-law. These distinctions are predicated on the notion that parking behaviour, demand, and community expectations vary according to the generalized characteristics of each Area's predominant land uses, intensity of development, residential density, and function within the broad geographical scope of the city; and that these differing characteristics call for different parking requirements in each Area. Section 101(6)(c) may provide an incentive to develop underground parking in most of these parking Areas; however, it is not well suited to Area C or the context of this development site. The proposed exemption would permit a reasonable relaxation of the Section 101(6)(c) prohibition against surface parking without compromising the provision of open space or pedestrian connections on site.

3.2 Height Strategy

The strategy for distributing building height on the site is based upon analysis of the heights and densities that can be developed as of right with the existing zoning and then rearranging the heights in order to accommodate the number of apartment units that can be developed as of right. The aim is to

place higher or lower buildings in appropriate locations on the site, depending on the context of the surrounding land uses, intensity of development, activities, built forms, and transportation network. Other critical factors in the analysis included maximization of the amount and quality of the open space on site, pedestrian connections through the site, and continuous, active, and well landscaped street frontages facing Livery Street and Robert Grant Avenue.

The result of the height strategy analysis is a concept that achieves the following:

- place the buildings around the perimeter of the site
- allow passageways between the buildings so that pedestrians can circulate through the site, sunlight can penetrate into and around the site, and the longest shadows would be cast away from residential areas (i.e., the Rapid Transit Station)
- place the tallest building along the Robert Grant Avenue arterial road and adjacent to the future Rapid Transit Station
- place the lowest building along Livery Street
- to address massing, provide variation in building façades with the following:
 - higher ceilings on ground floors
 - ground-oriented apartment patios
 - tall trees along street frontages and around buildings to frame and contextualize the buildings
 - variations in articulation and fenestration patterns to distinguish lower, middle, and top floors
 - alterations to roof lines, including terraces where feasible
- incorporate specific architectural and landscaping techniques to break up the massing of the Livery Street façade, including:
 - varied articulation on the third and fourth floors
 - alterations to the roof lines of the fourth floor façade and, further north, the fifth floor façade
 - terraces to step back the building height along Livery Street
 - where feasible, plantings on upper floor terraces
- reduce the areas of the building footprints or floor plates, particularly for the tallest building
- limit the proposed height exception to one building, Building C adjacent to the Rapid Transit Station, with 18 storeys
- through a holding provision **(h)** in the zoning, defer construction of the tower portion of Building C (superstructure only) until the opening of the extension of Robert Grant Avenue from Abbott Street to Hazeldean Road.

This height strategy balances the need to create a built form that will respect the surrounding community context with the developer's rightful expectation to develop the same number of apartments as are currently permitted under the existing zoning. The analysis that resulted in this strategy included the preparation of plans and massing studies that have determined a reasonable maximum number of apartment units that could be developed with a maximum height of 9 storeys for all buildings on the site. Those massing studies, one of which was shared at a community meeting on March 3, 2020, illustrate how a total of approximately 550 to 560 apartments could be developed on the site under the existing zoning. The concepts presented in this Planning Rationale propose the development of 504 rental apartments within three buildings. Only one of these buildings would need to be classified as high-rise in order to accommodate the proposed 504 apartment units. This concept is superior to any concept that would propose multiple high-rise buildings on the site, for the following reasons:

- A height of 18 storeys for the tallest building is proposed in order to achieve a number of apartment units close to the total of approximately 550 to 560 apartments that could be developed on the site under the existing zoning. The number of units per floor in the proposed 18-storey building has been reduced in comparison with the original May 2018 application, in order to reduce the floor plate of the high-rise building (11% smaller than the May 2018 proposal). With the reductions in the numbers

of apartment units in Building A along Livery Street due to the stepping back of terraces) and Building B (due to a reduction in height from 12 to 9 storeys), the most effective and viable way to achieve a total of 507 apartment units over the entire site is for Building C to be 18 storeys tall.

- The proposed 18-storey Building C would not be excessive in comparison with other building heights under development in Ottawa, including suburban locations outside the Greenbelt.
- Multiple high-rise buildings on the site may result in the requirement for increased separation distances and building setbacks, which would be unnecessary and counterproductive in the design of proper building placement and site layout.
- Deferral of more than one high-rise building through a holding provision would leave only one building with 107 units that could be developed before the extension of Robert Grant Avenue, which would challenge the viability of the development and leave most of the site vacant for an extended period of time.

A key element of this application is the proposal to include a holding provision **(h)** in the zoning, which would defer the tower portion of Building C (superstructure only) until the opening of the extension of Robert Grant Avenue from Abbott Street to Hazeldean Road. That one building is proposed to contain 247 apartments, nearly half the total proposed number of 504 apartments. This holding provision is proposed even though the Transportation Impact Assessment (TIA) prepared in support of this application clearly demonstrates that the road network has the capacity necessary to accommodate this number of residential units. The proposed holding provision would give the City the time required to implement the commitment it had made to have Robert Grant Avenue extended before the date of this application.

3.3 Servicing and Access Easements

With reference to the yard requirements and other planning performance standards proposed in this application, it is necessary to clarify the intended building footprint locations in relation to the existing hydro and City of Ottawa servicing easements registered on title. Section 3.3.3.1 of the City of Ottawa Sewer Design Guidelines states, *“For permanent sewers, the minimum easement width considered adequate is 6.0 m plus 2.5 m for each additional utility, rounding to the nearest meter.”* The existing easements along the north side of the subject site include a City sewer easement and a hydro easement. For a sewer easement and one additional utility easement, the rounding requirement of Section 3.3.3.1 results in a minimum easement width of 9.0 metres. Along the north side of the subject site, the total width of the existing City sewer easement is 5.44 metres, while the existing hydro easement width is 4.0 metres. The total width of the City sewer easement plus the additional hydro easement is 9.44 metres, which is greater than the required minimum easement width of 9.0 metres. In addition, an expropriation easement for the hydro corridor to the north (separate from the 4.0-metre hydro easement), creates a total building setback of 15 metres from the north property line. With reference to **Figure 3.2**, the closest any of the proposed building footprints come to the centre line of the storm pipe is at least 7.7 metres, which is more than double the 3.0 metres that a 6.0-metre easement would provide. The existing easement widths on the north side of the site are adequate for protecting and allowing sufficient working room for maintenance and repair of that City infrastructure.

In the northeast corner of the site, the same storm pipe turns southward to run parallel to Livery Street. An easement was never dedicated for that storm sewer segment, so an easement to cover that portion of sewer will be registered on title through either this Zoning By-law Amendment process or a subsequent Site Plan Control approval. As with the easements along the north side of the site, the intended building footprint locations, together with the minimum front yard, will provide for an easement of adequate width to protect and allow for sufficient working room for maintenance and repair of that segment of the storm sewer.

Earlier planning for this area did not provide for direct pedestrian access between Livery Street and the future Rapid Transit Station. The developer proposes to register a surface easement for a publicly accessible sidewalk over the northeast corner of the site, to connect the Livery Street sidewalk to the Rapid Transit Station. Lépine would construct the publicly accessible sidewalk over these private lands, to the same standards and specifications as the Livery Street sidewalk, while it is expected that the City would assume liability and responsibility for maintenance of the sidewalk after construction.

3.4 On-Site Open Space and Amenities

The proposed development will include significant landscaping and pathways within and through the site, as well as pedestrian connections to the adjacent development. The preliminary design and site plan concepts shown in **Figures 3.1 through 3.12** make allowance for considerable open space and outdoor features, including landscaping and pathways, which would occupy approximately **58% of the total site area**.

The landscaping and pathways on the site will be well integrated with the neighbouring public spaces and will be accessible to the apartment residents, visitors, and members of the surrounding community.

The Fernbank CDP provides for a Village Green, which is to be developed on Block 202, immediately to the south of the subject site. The Parks and Open Space Guidelines in Section 6.5 of the Fernbank CDP state the following:

The Village Green is strategically located at the centre of the Community Core within the Fernbank Community, with proximity to a major transit way stop, the District Park, the Trans Canada Trail, a secondary school, and a large community population within walking distance. The Village Green would be a civic gathering place and passive public open space for people to meet and socialize, for residents and citizens at large to participate in various outdoor activities and to enjoy a public realm in a more urban context. Non-residential uses surrounding the Village Green will be encouraged. The Village Green is to be provided as a public open space but is not included within the dedicated parkland requirements.

The design for the proposed development advances the achievement of the CDP goal to create “a civic gathering place and passive public open space for people to meet and socialize, for residents and citizens at large to participate in various outdoor activities and to enjoy a public realm in a more urban context.”

The proposed development is designed not only to complement the future Village Green, but also to expand and connect the Village Green to the surrounding community. The generous landscaping, pathways, and open space, made possible by the increased building height in the northwest corner of the site and overall reduction in the building footprints, effectively establish a northward extension of the public realm from the Village Green toward the future Rapid Transit Station. This apartment community will be well connected to its surroundings, providing accessibility for pedestrians within and around the site. Further discussion of the ways in which the proposed development will be well connected and compatible with the Village Green is presented in Section 4.4 of this Planning Rationale.

In addition to its connections with the Village Green, this site's proximity to the Trans Canada Trail and the future District Park will ensure that residents will enjoy ample opportunities for passive recreation and access to the natural amenities of the area.

As illustrated in the concepts included in this Planning Rationale, a number of outdoor amenities on the Lépine site will be available and accessible to the public, including the following:

- pathways that will provide pedestrian access through the site
- playground equipment
- street furniture and outdoor structures

The amenity building is proposed to include a pool, gym, community meeting rooms, social activity areas, and offices for leasing and property management. This apartment community will have its own 24-hour concierge, security and reception services.

Lépine is considering making the community building available to non-residents of this apartment community. A number of operational, maintenance, and liability issues will need to be resolved in consideration of this idea before the apartment community is developed. For example, it would be necessary to charge fees for non-resident use of the indoor amenities, since public use of such facilities generates much greater operational costs than use by residents. Non-resident fees would likely be comparable to the fees the City charges for various activities at the CardelRec Complex, which is located 1.6 kilometres west of the site at 1500 Shea Road.



Figure 3.1: Site Plan Concept

Figures 3.2 through 3.12 include a proposed zoning schedule, dimensioned elevations, and sketch perspectives of the proposed development. Table 3 lists residential unit counts and other general statistics for the proposed development.

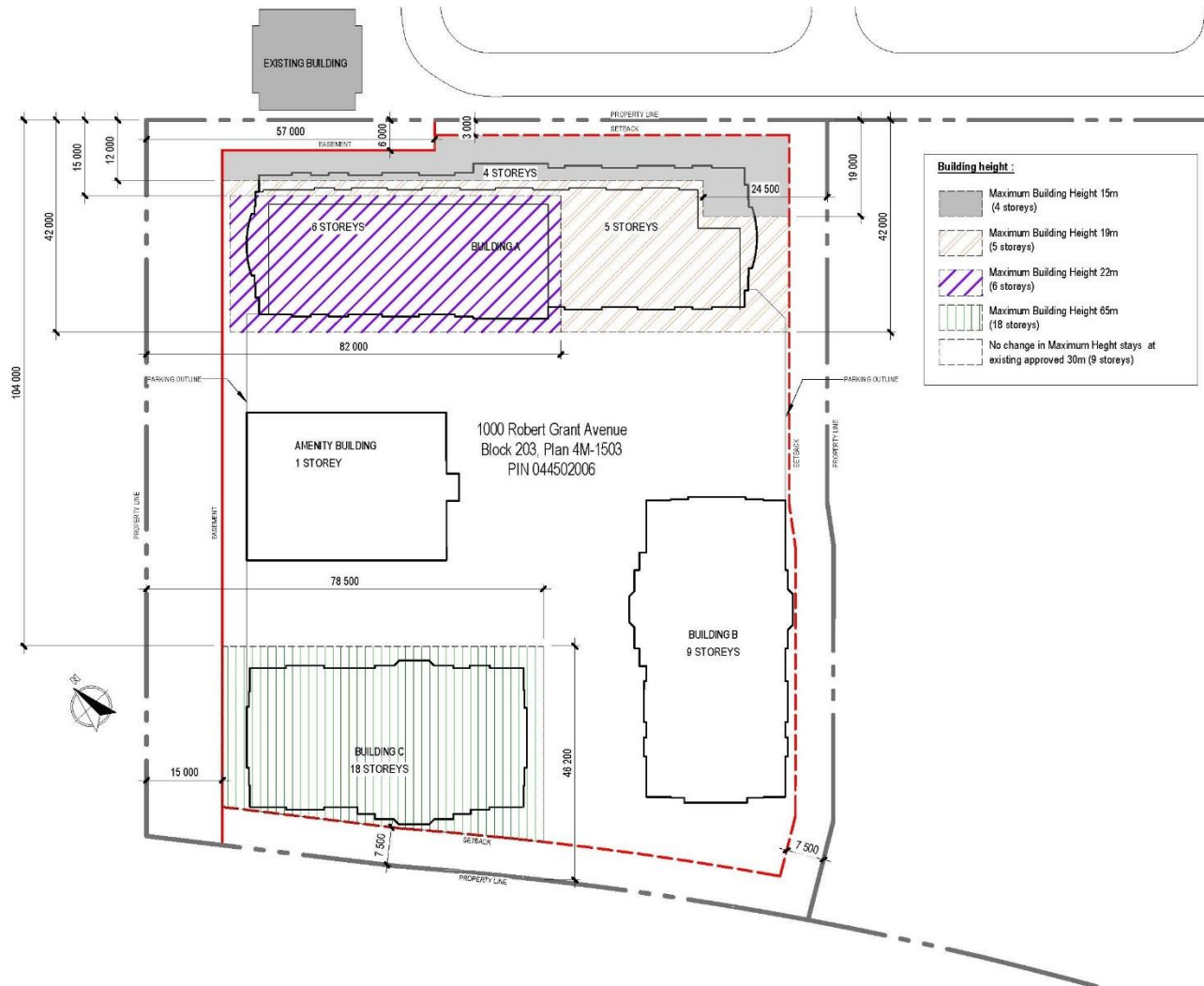


Figure 3.2: Proposed Zoning Schedule



Figure 3.3: North Elevation

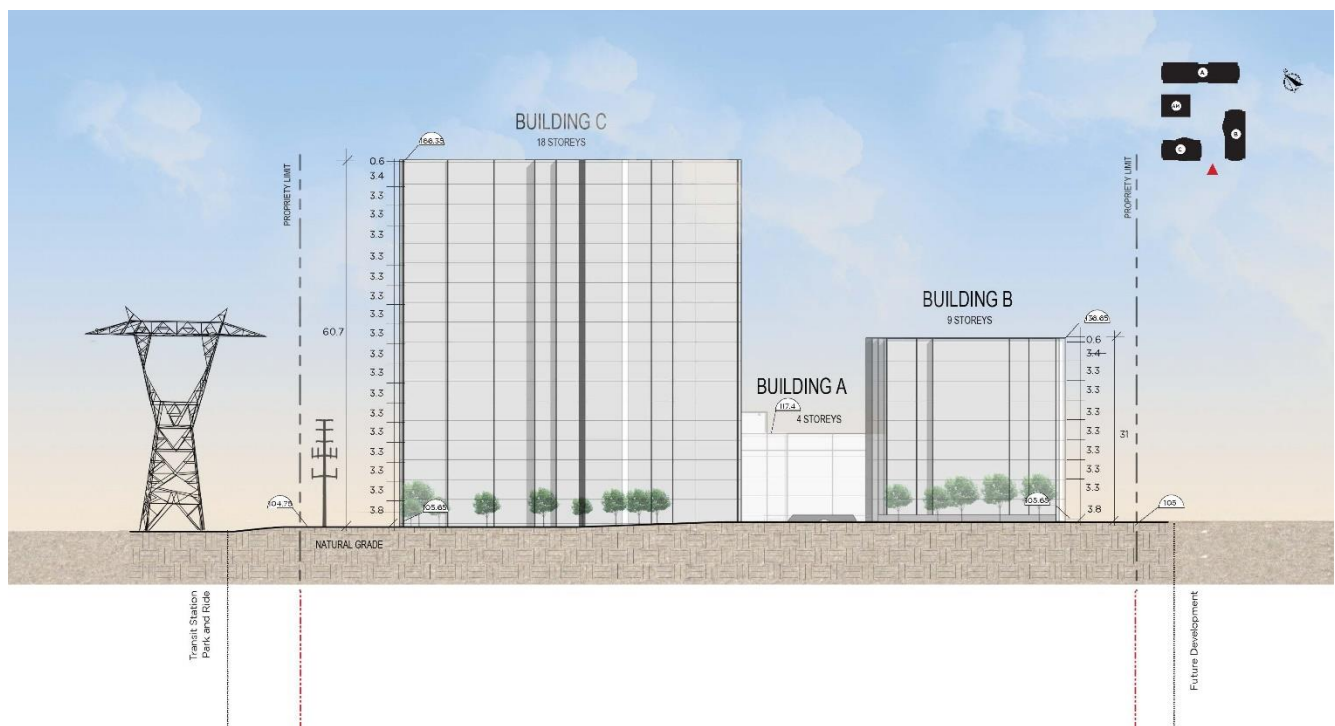


Figure 3.4: West Elevation

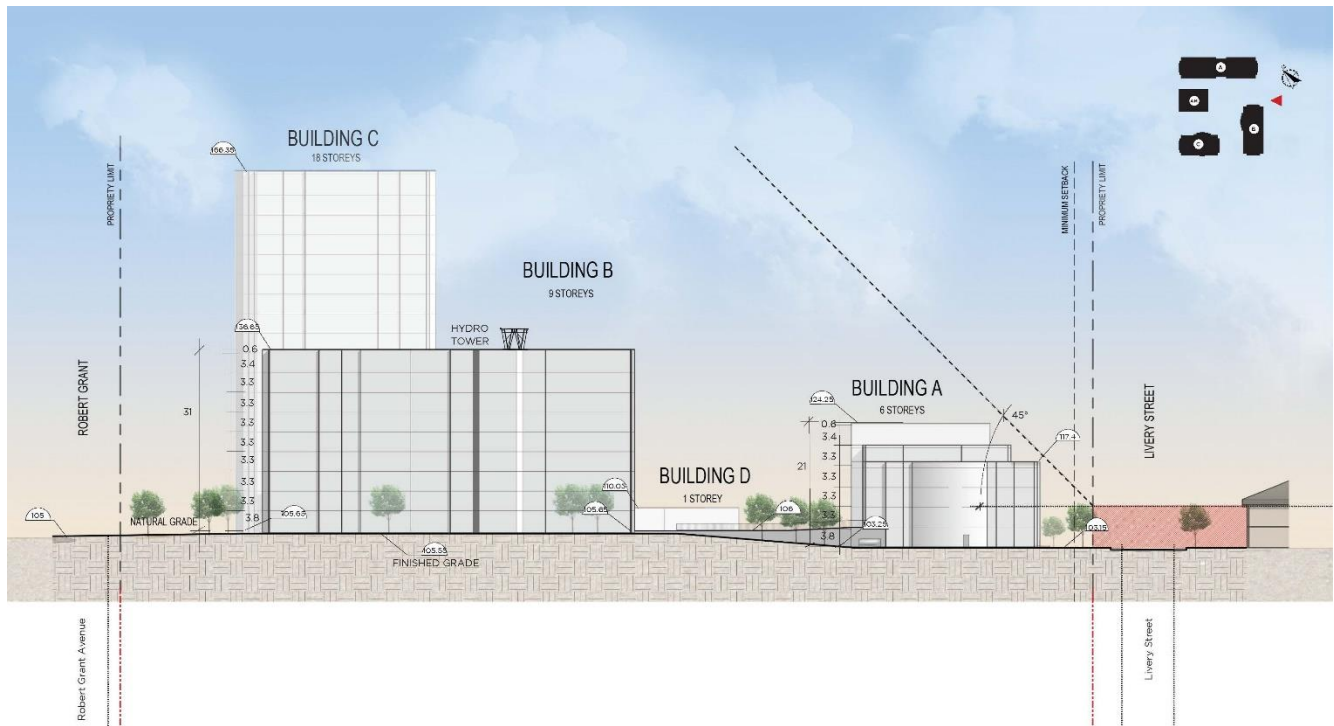


Figure 3.5: South Elevation

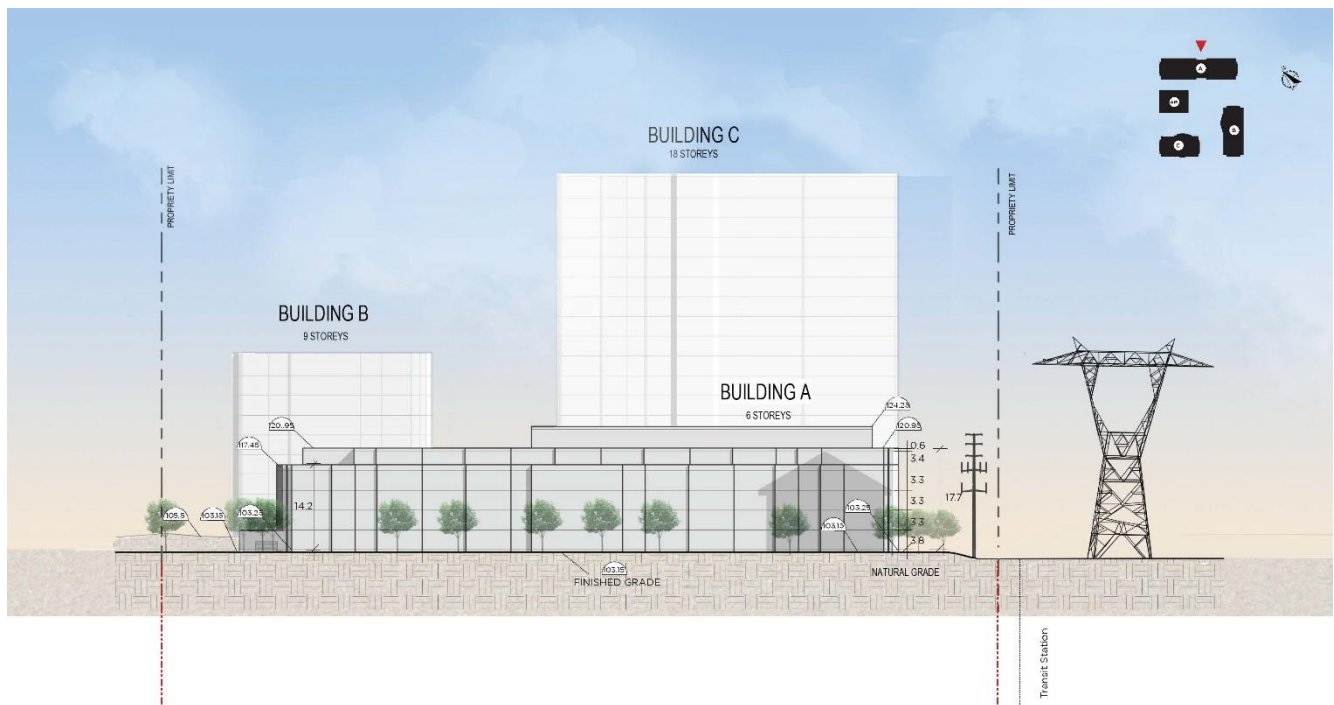


Figure 3.6: East Elevation



Figure 3.7: Project Entrance from Robert Grant Avenue



Figure 3.8: View from Livery Street



Figure 3.9: View from North Leg of Livery Street



Figure 3.10: View from Palfrey Street



Figure 3.11: Aerial View

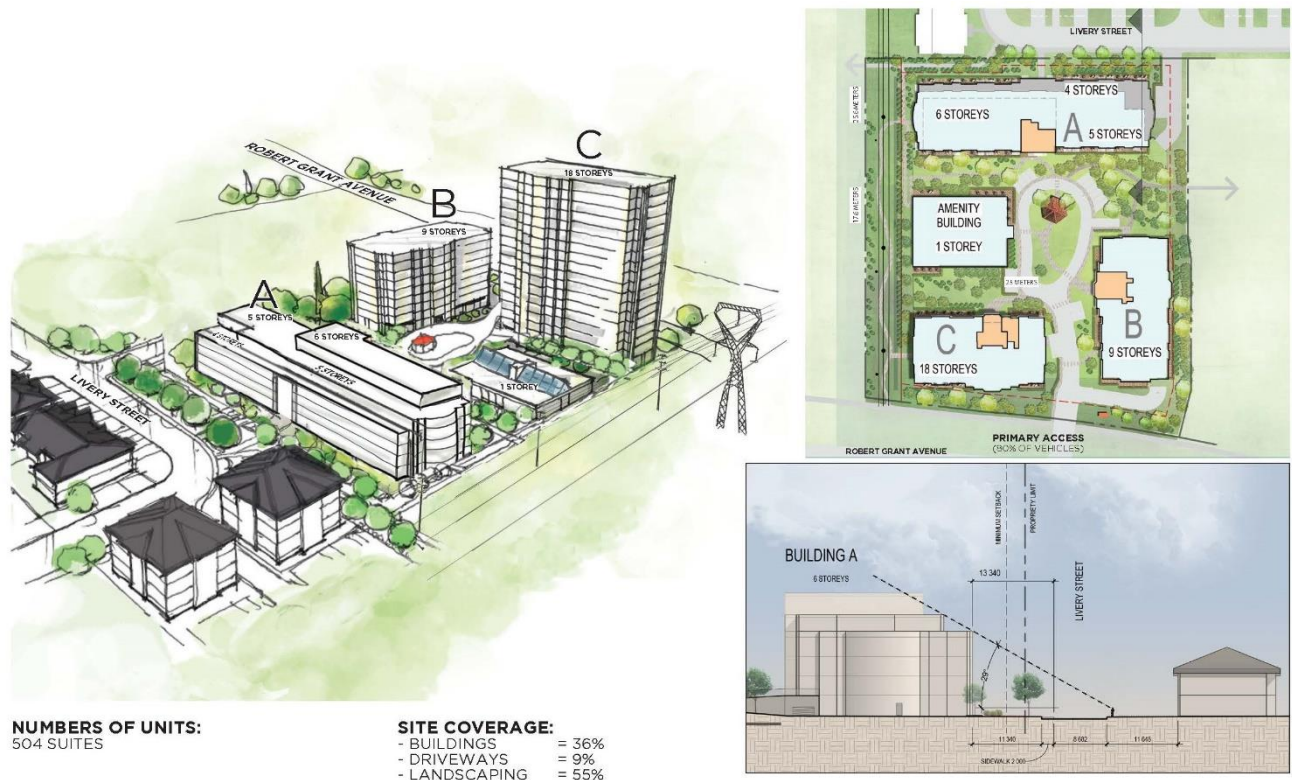


Figure 3.12: Concept Collage

Table 3: General Statistics

GENERAL STATISTICS

LOT AREA

20 117.47 m²

216 542.6 sq.ft

BUILDING FOOTPRINT

7 259.666 m²

78 142.39 sq.ft

PARKING REQUIRED

1.2 Residents (parking space / dwelling unit)

0.2 Visitors (parking space / dwelling unit)

1.4 (parking space / dwelling unit)

706 Total Interior Parking Spaces Required

NOTE: 16 exterior parking spaces proposed in excess of interior parking space requirement

PARKING PROVIDED

BUILDING	NUMBER OF APARTMENTS	TOTAL PARKING SPACES		REDUCTION IN INTERIOR PARKING SPACES	TOTAL PARKING SPACES WITH REDUCTION	
		Interior	Exterior		Interior	Exterior
BUILDING A	107	150	16	15	135	16
BUILDING B	150	210	-	20	190	-
BUILDING C	247	346	-	20	326	-
TOTAL	504	706	16	55	651	16
		722		667		

Bicycle parking required - Residential

→ 252 (0,5 bicycle parking / dwelling unit)

4. Policy and Regulatory Framework

4.1 Provincial Policy Statement

The 2020 Provincial Policy Statement was issued under Section 3 of the Ontario *Planning Act* and came into effect May 1, 2020. This Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. It also supports the provincial goal to enhance the quality of life for all Ontarians. Section 3 of the *Planning Act* requires that municipal decisions affecting planning matters be consistent with the policy statements issued under the *Act*.

Part IV: Vision for Ontario's Land Use Planning System

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region.

Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

Part V: Policies

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

1.1.3.2 *Land use patterns within settlement areas shall be based on:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*

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

- 1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- 1.6.6.1 *Planning for sewage and water services shall:*
- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Applicant Discussion of Provincial Policies

The proposed development is consistent with the Provincial Policy Statement's Vision and Policies because it will provide much needed rental housing in Stittsville, at a density that will serve as a model for efficient land use and high-quality development across Ottawa. Approval of this application will achieve the following policy objectives:

- Promote efficient and cost-effective development that contributes to the financial well-being of the Province and municipalities over the long term; minimizes land consumption and servicing costs; provides a mix of housing types for a broad range of households; and improves accessibility for persons with disabilities (*Policy 1.1.1*).
- Establish a land use pattern at a density that will slow down the rate of urban expansion, minimize negative impacts to the environment, improve efficiency in the use of land and resources, promote energy conservation, and support active transportation (*Policy 1.1.3.2*).
- Provide a range and mix of housing types and densities that will meet the social, health and well-being needs of current and future residents (*Policy 1.4.3*).
- Provide for efficient use of existing municipal sewage water services (*Policy 1.6.6.1*).
- Integrate land use and transportation with densities that will reduce the length and number of vehicle trips and support active transportation (*Policies 1.6.7.4*).

4.2 City of Ottawa Official Plan

The consolidated 2003 Official Plan (as amended at the date of this Zoning By-law Amendment application) provides the planning policy framework and land use designations for evaluating proposed development. This proposed development respects the general intent of the Official Plan and supports the Strategic Directions set forth in Section 2 of the Official Plan.

Section 2.1 — Patterns of Growth indicates that, between 2021 and 2031, 53% of new dwelling units developed in the City of Ottawa will be built outside the Greenbelt. In order to meet both market demand and the City's density targets, it will be necessary to develop an increasing number of small dwelling units such as apartments outside the Greenbelt.

Section 2.2 — Managing Growth sets out strategic directions to meet the challenge of managing growth and directing it to the urban area, where existing infrastructure servicing and community facilities have been built or where they can be efficiently extended. Concentrating development in urban growth areas located outside the Greenbelt will also create land use patterns and densities that will support transit, cycling and walking.

Section 2.5.1 — Urban Design and Compatibility provides direction on urban design of new development. The intention is to be compatible with existing communities. **Table 4** indicates how this proposal addresses the City's design objectives.

Table 4: Official Plan Section 2.5.1 Design Objectives

Design Objective	Lépine Achievement of Design Objective
<i>To enhance the sense of community by creating and maintaining places with their own distinct identity.</i>	The scale of this project creates a small apartment community in itself, while providing an effective and compatible height transition between the lower profile residential uses to the east and the Robert Grant Avenue Arterial Mainstreet.
<i>To define quality public and private spaces through development.</i>	The publicly accessible open space and pathways on site will effectively extend the Village Green further north.
<i>To create places that are safe, accessible and are easy to get to and move through.</i>	This apartment community will be well connected to its surroundings, providing full accessibility to all areas within and around the site for pedestrians and persons with disabilities.
<i>To ensure that new development respects the character of existing areas.</i>	The proposed height strategy will provide a compatible transition of building heights down toward Livery Street and the neighbouring residential development. The proposed heights for the apartment buildings along Robert Grant Avenue will create a landmark for this important future transit node.
<i>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</i>	In response to changing trends, this development will add variety and market choice to Stittsville and the Fernbank CDP area. The design of large common areas in the amenity building and apartment buildings will provide future adaptability for potential conversion of those spaces to local service commercial or small retail uses.
<i>To understand and respect natural processes and features in development design.</i>	Lépine projects include green roofs above underground parking structures and on upper terraces of the apartment buildings. Predominantly native species are used in the intensive landscaping.
<i>To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.</i>	Lépine's most recently occupied apartment developments have been recognized for their exceptional sustainability in terms of design innovation, water conservation, energy efficiency, building materials, and construction practices. This developer intends to achieve high long term sustainability values for the subject project.

Section 3 of the Official Plan establishes the planning policies for the land uses designated in Schedule B of the Official Plan. The proposed development is consistent with the General Urban Area and Arterial Mainstreet policies in Section 3.

Section 3.6.1 – General Urban Area states that the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

Policy 4 of Section 3.6.1 – General Urban Area states that new taller buildings may be considered for sites that front an Arterial Road on Schedules E or F of this Plan and which are:

- i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
- ii. on a Transit Priority Corridor on Schedule D of this Plan.

Applicant Discussion of Official Plan Section 3

The proposed development maintains the intent of the General Urban Area. It will add to the range of housing types and tenures in this part of Stittsville. Given that the site is on an Arterial Road and adjacent to a Rapid Transit Station as identified on Schedule D, the proposed increase in height is supported by Policy 4 of Section 3.6.1.

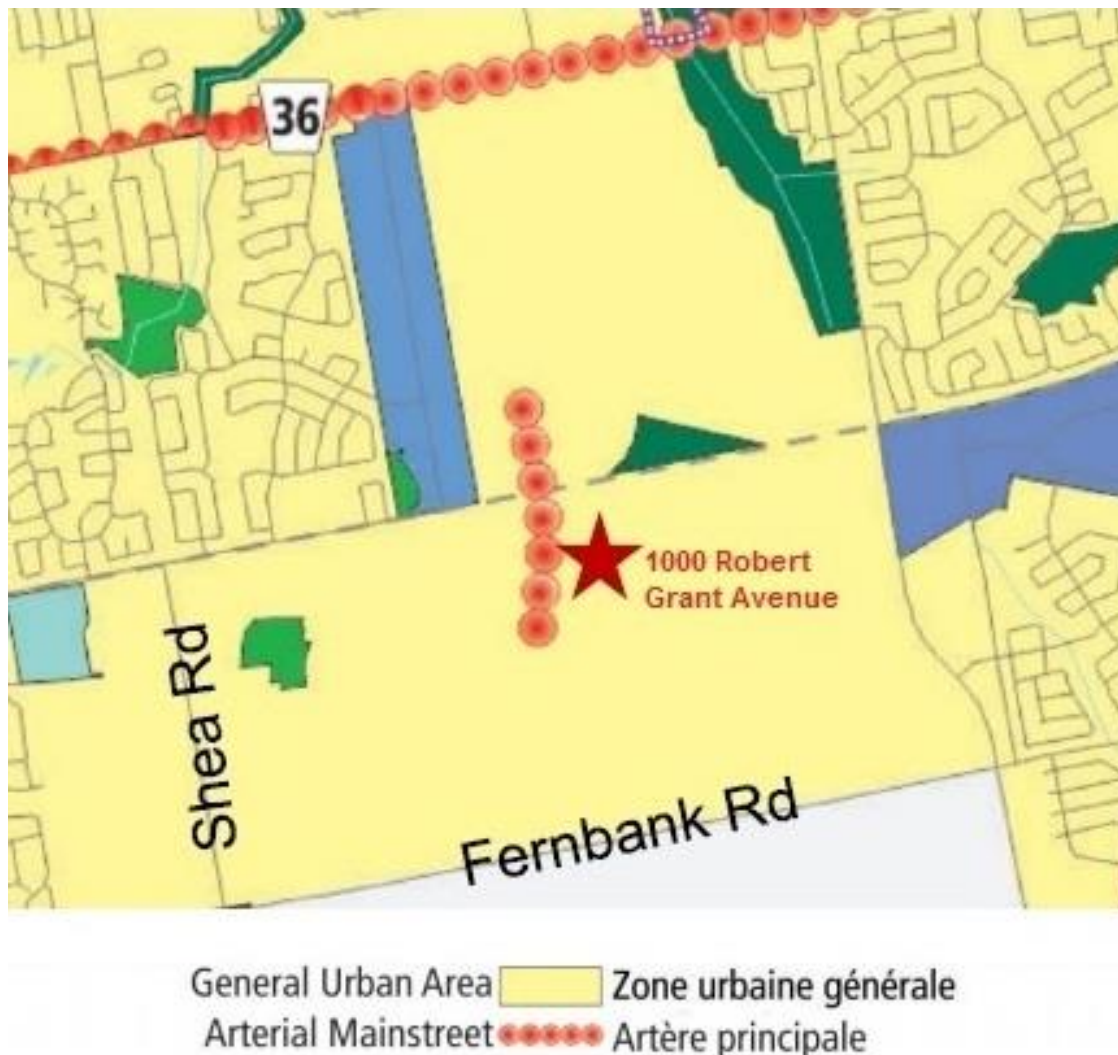


Figure 4.1: Official Plan Schedule B Extract — Land Use Designations

Section 3.6.3 — Mainstreets states, “Within newly developing ‘greenfields’ areas or within Town Centres, new models of Traditional or Arterial Mainstreets may evolve that are mixed-use and support walking, cycling and transit.”

Policy 1 of Section 3.6.3 states, “Arterial Mainstreets . . . are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.”

Policy 5 of Section 3.6.3 states, “A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.”

Applicant Discussion of Arterial Mainstreets

Section 3.6.3 includes other policies that guide development on Arterial Mainstreets; however, those other policies address infill development or redevelopment along Arterial Mainstreets. Given that the subject site is situated on vacant (undeveloped) land in a developing suburban community, this project is considered greenfield development.

The proposed development will achieve the objectives of the policies for Arterial Mainstreets as found in Section 3.6.3 of the Official Plan. The existing AM[2152] zoning includes a clause that is intended to implement *Policy 1 of Section 3.6.3*:

“a minimum of 50 per cent of the frontage along Founder Avenue [renamed to Robert Grant Avenue], measured at 3 metres from the corner lot line, must be occupied by building walls.”

This proposed Minor Zoning By-law Amendment does not seek to change the existing AM[2152] zoning requirement that *“a minimum of 50 per cent of the frontage along Founder Avenue, measured at 3 metres from the corner lot line, must be occupied by building walls.”*

The proposed development will address *Policy 5 of Section 3.6.3* through design that will allow for flexibility and potential conversion to other uses approved under the existing AM[2152] zoning.

In accordance with *Schedule C — Primary Urban Cycling Network*, Robert Grant Avenue will incorporate on-road cycling facilities. *Map 1 — Primary Urban Cycling Network* in the City of Ottawa Transportation Master Plan also identifies Robert Grant Avenue as a Spine Route for cycling.

Schedule D — Rapid Transit Network classifies Robert Grant Avenue as a Bus Rapid Transit route (with a Rapid Transit Station adjacent to the subject site), while *Schedule E — Urban Road Network* shows Robert Grant Avenue as an Arterial Road.

Extracts from Schedules C through E are shown in the following **Figures 4.2 through 4.4**.



Figure 4.2: Official Plan Schedule C Extract — Primary Urban Cycling Network

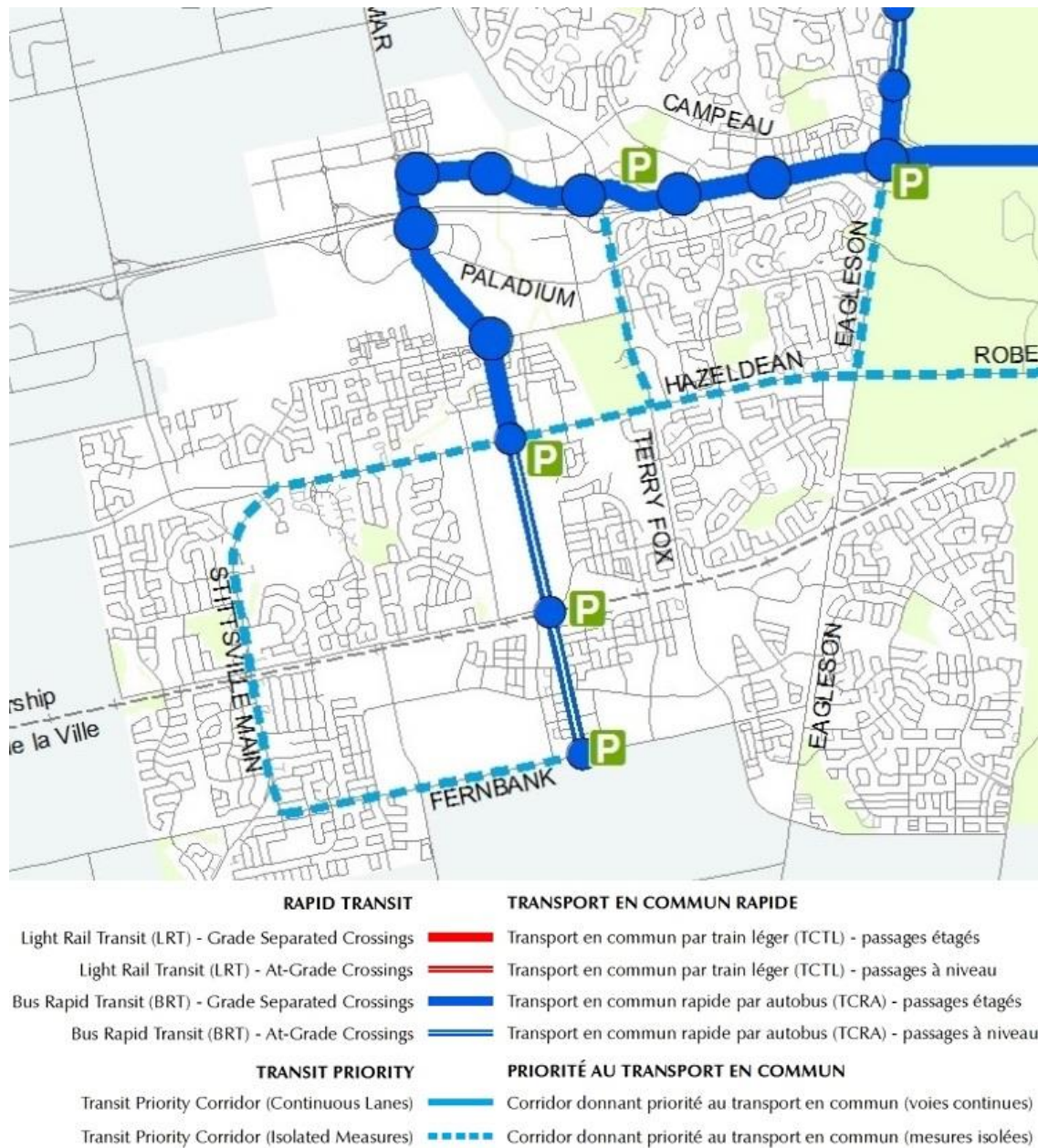


Figure 4.3: Official Plan Schedule D Extract — Rapid Transit Network

The proposed development is situated at an ideal location to take advantage of existing and planned transportation networks.

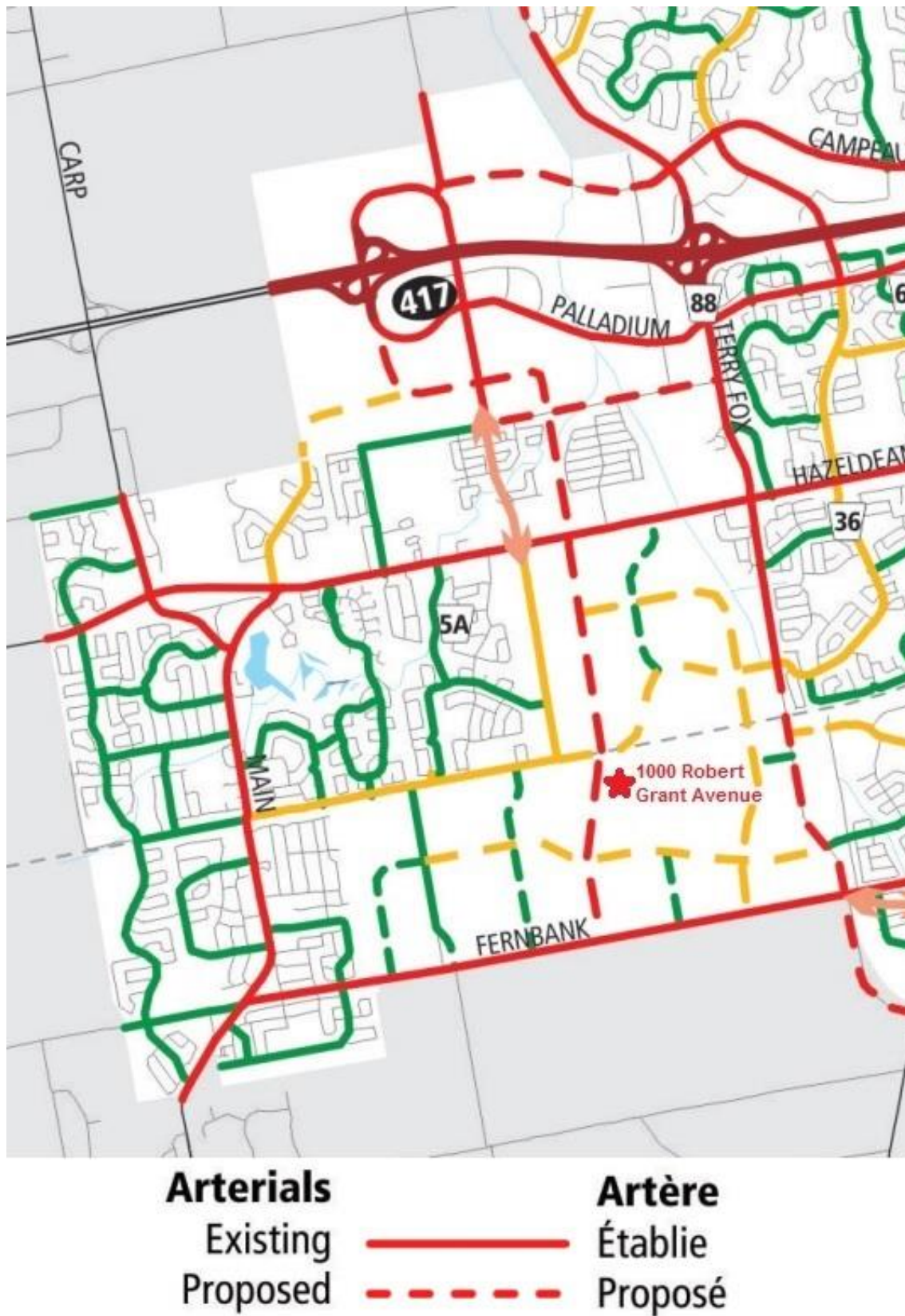


Figure 4.4: Official Plan Schedule E Extract — Urban Road Network

4.3 Official Plan Amendment 150 Settlement of Appeals

In 2013, the City of Ottawa undertook a comprehensive review of the Official Plan, which the Ontario Planning Act requires every five years. The Official Plan Amendment based upon that review, OPA 150, was appealed in 2014. Certain issues raised in the 2014 appeals were resolved in 2017 through the subsequent OPA 180, while other appeal issues were resolved in 2019 by a Settlement negotiated between the City of Ottawa and the appellants. The Local Planning Appeals Tribunal (LPAT) issued its Memorandum of Oral Decision and Order with respect to that 2019 Settlement on July 18, 2019. As set forth in Rule 24.03 of the Local Planning Appeal Tribunal Rules, this Order became effective on the date that the Order was issued by electronic means, or in hard copy.

The Memorandum and Order with respect to the OPA 150 Settlement confirms that the Tribunal accepted the uncontested evidence of an expert witness produced by the City of Ottawa. In addition to the portions of the OPA 150 Settlement included in **Table 5** below, the evidence provided by that expert witness includes the following opinion:

“Mr. Finlay opined the proposed changes to OPA 150, Item 160 – Arterial Mainstreets – will permit greater flexibility for building heights generally restricted to nine storeys along Mainstreets, subject to a zoning change, if the building is to be within 400 metres (“m”) of a rapid transit station, at an intersection of two Mainstreets or at the intersection of a Mainstreet and a transit priority corridor or in a location abutting a Major Urban Facility. . . . Further, he opined OPA 150, Item 285, which replaces former policies in Section 4.11 of the City OP regarding Urban Design and Compatible Development, consolidates many such provisions previously scattered throughout the OP. The new policies proposed by OPA 150, Item 285 consolidates these provisions and focuses on new design policies for high-rise buildings, but not height restrictions or the location of tall buildings. . . . They also address street level animation of facades while providing flexibility in the screening of utility spaces and roof top equipment. Further, these new policies address appropriate separation distances between the tower portions of tall buildings, subject to existing Secondary Plans and zoning, which may have specific setbacks and separation provisions applicable to an area.”

Although the subject application for a Zoning By-law Amendment was submitted before the issuance of the July 18, 2019 Memorandum and Order, any future Site Plan Control application for the proposed development will be subject to approved Official Plan Amendments, including the OPA 150 Settlement. This Planning Rationale addresses the new OPA 150 Settlement policies with respect to Arterial Mainstreets, Building Design, Massing and Scale, and High-Rise Buildings. **Table 5** lists new and revised policies of the OPA 150 Settlement that would relate to this proposed development through a future Site Plan Control approval process. The new and revised OPA 150 Settlement policies are *highlighted in grey* in the left column of **Table 5**.

Table 5: Related OPA 150 Settlement Policies

OPA 150 Settlement Policy Item 160	Relevant Aspects of Proposal
<p>Section 3.6.3</p> <p>11. On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:</p> <ul style="list-style-type: none"> a. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or b. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or c. directly abutting a Major Urban Facility; and <p>where the development provides a community amenity and adequate transition is provided to adjacent low-rise.</p> <p>The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.</p>	<p>11(a) Figure 4.3 above confirms that the proposed development is adjacent to a future Bus Rapid Transit (BRT) Station (i.e., within 400 metres of a Rapid Transit Station); and</p> <p>the proposed development provides community amenities (the amenity building, open space accessible to the public, and pathways connecting the site to the Village Green and future Rapid Transit Station); and</p> <p>the height strategy provides a compatible transition of building heights down toward Livery Street and the neighbouring low-rise.</p>
OPA 150 Settlement Policy Item 285	Relevant Aspects of Proposal
<p>Section 4.11 — Building Design</p> <p>6. The City will require that all applications for new development:</p> <ul style="list-style-type: none"> a. Orient the principal façade and entrance(s) of main building(s) to the street. b. Include windows on the building elevations that are adjacent to public spaces; c. Use architectural elements, massing, and landscaping to accentuate main building entrances. <p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p> <p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>6(a) The principal façade and entrance to the building on Livery Street will be oriented to that street (Figures 3.1 and 3.2).</p> <p>6(b) All building elevations adjacent to the Village Green will have windows.</p> <p>6(c) All main building entrances will be accentuated by design features, articulation, variety of massing, and landscaping.</p> <p>8 Lépine routinely exceeds City of Ottawa standards by providing highly accessible environments for pedestrians and persons with disabilities. Most utilities and mechanical equipment will be placed in the underground parking garage. Any equipment that needs to be placed at grade will be screened and integrated with service areas.</p> <p>9 Upper floors of buildings will be articulated with terraces and balconies. Any equipment that must be placed on roofs will be screened, disguised, or integrated with other rooftop elements.</p>

OPA 150 Settlement Policy Item 285 (continued)	Relevant Aspects of Proposal
<p>Section 4.11 — Massing and Scale</p> <p>12. <i>Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</i></p> <p>13. <i>Building height and massing transitions will be accomplished through a variety of means, including:</i></p> <ul style="list-style-type: none"> <i>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</i> <i>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</i> <i>c. Building setbacks and step-backs.</i> <p>Section 4.11 — High-Rise Buildings</p> <p>14. <i>High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</i></p> <ul style="list-style-type: none"> <i>a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;</i> <i>b. public views, including view planes and view-sheds referred to in Policy 3 above</i> <i>c. proximity to heritage districts or buildings,</i> <i>d. reduced privacy for existing building occupants on the same lot or on adjacent lots,</i> <p>15. <i>Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</i></p> <ul style="list-style-type: none"> <i>a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</i> 	<p>12 The proposed building height strategy will provide an effective transition of building heights down toward Livery Street and the residential development to the east.</p> <p>13(a) Creation of building upper floor stepbacks and terraces, along with adherence to the angular plane provisions of the Urban Design Guidelines for High-rise Buildings, will ensure appropriate height and massing transitions.</p> <p>13(b) Ground-oriented apartments with patios at grade will be included along elevations facing the public realm.</p> <p>13(c) Building footprints will be set back from the property line and upper floors will include building stepbacks and terraces to achieve appropriate transitions in height.</p> <p>14(a) Wind and shadow impacts at grade will be analyzed and mitigated.</p> <p>14(b) The proposed development will not affect any of the public views, view planes, or view sheds protected in Policy 3.</p> <p>14(c) The proposed development will not affect any heritage districts or heritage buildings.</p> <p>14(d) Other than the R4 stacked townhouses under construction, there is no existing development adjacent to the subject site. Significant interior separation distances are proposed between the buildings. Building setbacks along Livery street, landscaping, upper floor terraces, and compliance with angular plane provisions has addressed privacy and overlook issues.</p> <p>15(a) The building setbacks at grade and upper floor stepbacks will respect the scale of the existing residential neighbourhood as well as the anticipated development of the Village Green to the south.</p>

OPA 150 Settlement Policy Item 285 (continued)	Relevant Aspects of Proposal
<p><i>b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.</i></p> <p><i>c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.</i></p> <p>17. <i>The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 13 can be satisfactorily avoided or reduced.</i></p> <p>18. <i>The Urban Design Guidelines for High- Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</i></p>	<p>15(b) As illustrated in Figures 3.8, 3.9, and 3.10, coherent design of the first floors, including higher ceilings, will create the desired differentiation between the base and middle of the towers. Terraces and other architectural treatments on the upper floors will further articulate the tops of the buildings.</p> <p>15(c) Significant separation distances between the buildings on this large site will create the proper sense of proportion.</p> <p>17 Table 1 above includes interior side yard dimensions that are greater than the current Zoning By-law requirement.</p> <p>18 Section 4.5 below describes how this proposal addresses the Urban Design Guidelines for High-Rise Buildings.</p>

4.4 Fernbank Community Design Plan (CDP)

The Fernbank CDP was approved as a non-statutory plan by Ottawa City Council in 2009 to provide a growth strategy and framework for development within the southeast sector of Stittsville. At the date of this Planning Rationale, Council has not approved any Secondary Plan related to the Fernbank CDP, which if approved would implement certain provisions of the CDP as a statutory plan under the Ontario *Planning Act*.

The subject development site is situated within the Community Core, as shown on the CDP Land Use Plan. Specifically, the site is situated between the Village Green and a Potential Transit Station Park and Ride.

Section 6.6 — Site Design and Built Form Guidelines sets forth Guidelines that address development in the Community Core policy area. *Section 6.6* also provides Guidelines for apartment buildings.

In general, the relevant Fernbank CDP Guidelines are addressed elsewhere in this Planning Rationale. Certain of the Community Core Guidelines do not relate to the proposed development, while others are at a level of the detail that will be addressed in subsequent Site Plan Control applications.

The following extracts from *Section 6.6.1 — Community Core* and *Section 6.6.2 — Apartment Buildings* relate to the requested Zoning By-law Amendment for the proposed development.

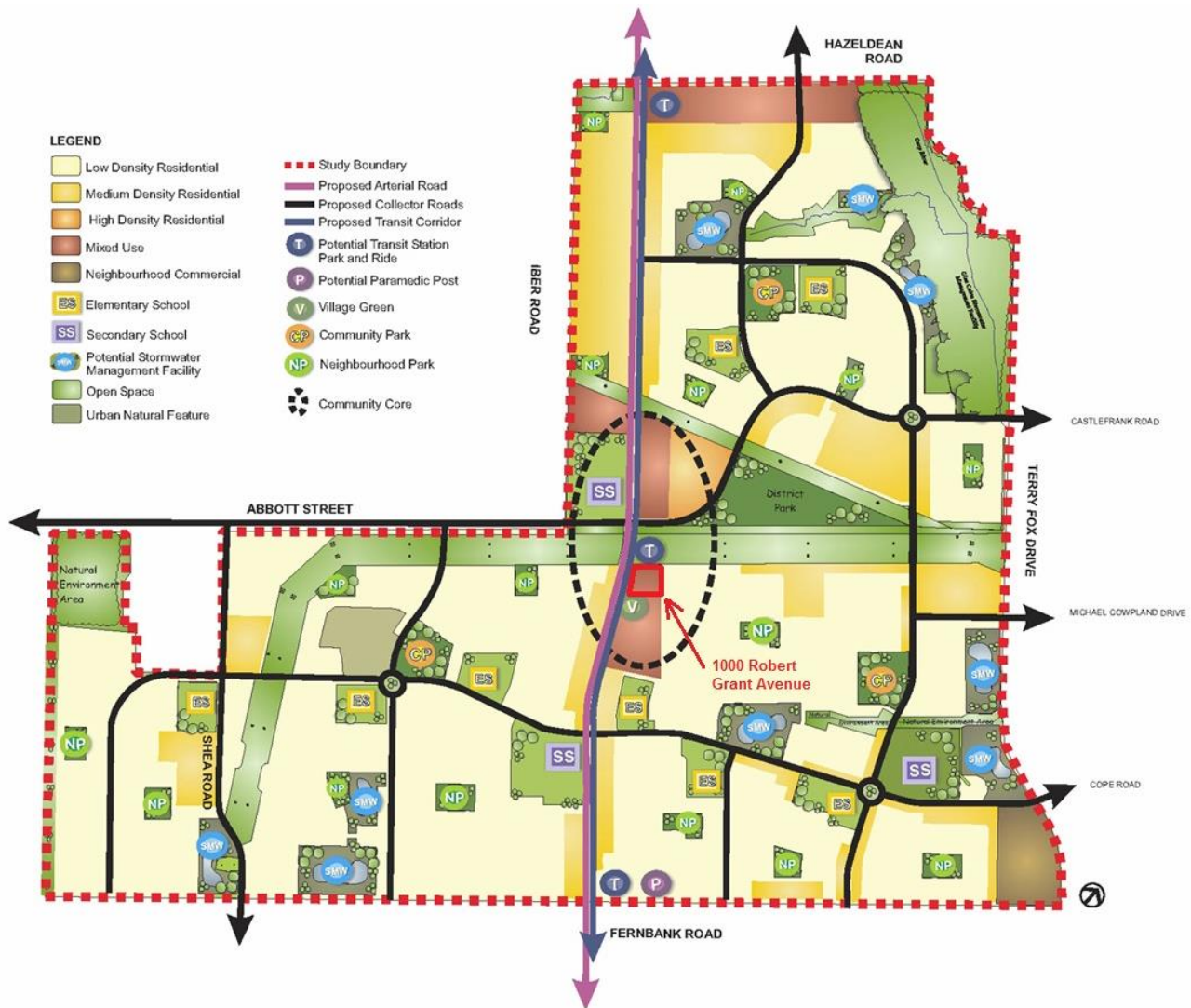


Figure 4.5: Fernbank CDP Land Use Plan

Section 6.6.1 — Community Core

- Buildings should be located at close to the street edge, to provide a continuous street frontage.
- Built form, height, materials and colours for buildings should be coordinated to complement adjacent buildings.
- A continuous and consistent streetscape should be maintained along the streets around the Village Green.
- Pedestrian and vehicle access and circulation within an individual site should provide safe and well defined routes.
- Landscaped open space and amenity areas such as entrance plazas, forecourts and outdoor cafes are encouraged in front of the buildings adjacent to the Village Green.
- Maintain a minimum visual building height of two storeys.
- Surface parking areas should be located at the rear or side of the buildings. Parking areas should not be permitted in the front of the buildings along the arterial road.
- On-street parking around the Village Green should be permitted.
- Surface parking area should be well lit to ensure public safety.

- *Where possible, the integration of small, interconnected parking areas should be encouraged.*
- *Surface parking areas should be visually softened by introducing trees, planters and clearly defined pedestrian routes.*
- *Entrances should be clearly defined and visible from the street.*
- *Pedestrian pathways and bicycle facilities should be provided within the Community Core and connected to the community trail network.*
- *Blank building walls that are visually prominent are discouraged.*
- *Canopies should be encouraged to provide colour and interest to streetscapes, as well as weather protection for pedestrians and for merchants' goods. Awnings also reinforce the identity of individual retail and service outlets located within the Community Core.*
- *Where possible, transit-waiting amenities should be integrated into the overall building design.*
- *Utilities, such as transformers and switching mechanisms, should be enclosed within the building, wherever possible. Where the placement of utilities within the building is not feasible, utility placement will be screened from public view through landscaping and/or other screening mechanisms.*
- *Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged.*

Section 6.6.2 — Apartment Buildings

- *All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.*
- *Parking should not be permitted between the street and the principal façade of the building.*
- *Architectural design on all elevations should be consistent.*
- *Parking areas should be screened from the public street through landscaping.*
- *Service areas should be located at the rear of the building and screened from public view.*
- *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

Applicant Discussion of Fernbank CDP

As indicated in this Planning Rationale's height strategy, the scale, location, and design of the buildings will be compatible with the existing adjacent development. The buildings will be well articulated in order to create consistent and coherent streetscapes along Robert Grant Avenue and Livery Street. Ground floor apartments will have patios facing the street, while fenestration and balconies will add interest on the upper floors.

Pedestrian and vehicle access and circulation within the site will be designed according to safe and well defined routes. This apartment community will be well connected to its surroundings, providing pedestrian accessibility to areas within and around the site.

With the exception of 16 surface parking spaces for visitors, which will be well lit and softened by the site landscaping, all parking for residents and visitors will be provided underground. The landscaped open spaces in front of the buildings will include various distinctive design treatments. Most utilities and mechanical equipment will be placed in the underground parking garage. Any equipment that needs to be placed at grade will be screened and integrated with service areas.

4.5 City of Ottawa Urban Design Guidelines for High-rise Buildings

The City of Ottawa Urban Design Guidelines for High-rise Buildings, which were approved as a non-statutory planning document in 2018, address concepts such as *towers in the park*, *point towers on podiums*, *bar buildings*, and *angular plane*. The revisions to the design concepts in this resubmission now propose only one high-rise building, so many of the Guidelines for High-rise Buildings that address multiple high-rise buildings no longer apply to this zoning application.

Certain Guidelines, such as those addressing angular requirements, have been used to analyze the compatibility of the proposed buildings and are addressed in the revised concepts. Other Guidelines, such as those addressing bar buildings, no longer apply because the design revisions for the one proposed high-rise building indicate that it now qualifies as a point tower rather than a bar building. The Guidelines that do apply are discussed in Section 3.2 Height Strategy, on pages 8 through 10 above.

In all cases, the concept revisions prepared for this resubmission ensure that the one proposed high-rise building is consistent with the Urban Design Guidelines for High-rise Buildings.

4.6 City of Ottawa Zoning By-law

The site is currently zoned Arterial Mainstreet AM[2152], pursuant to Sections 185 and 186 of the City of Ottawa Zoning By-law (2008-250 Consolidation, as amended up to February 2019). Exception 2152, which was approved by Ottawa City Council 2014, is a site-specific Exception that applies only to the site at 1000 Robert Grant Avenue. The extent of the AM[2152] zone is shown in **Figure 4.6**.



Figure 4.6: Existing Zoning for the Site and Surrounding Area

The purpose of the AM – Arterial Mainstreet Zone is to:

- (a) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated **Arterial Mainstreet** in the Official Plan; and
- (b) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The following residential uses are permitted in the AM – Arterial Mainstreet Zone:

apartment dwelling, low rise	planned unit development
apartment dwelling, mid rise	retirement home
bed and breakfast	retirement home, converted
dwelling unit	rooming house
group home	stacked dwelling
home-based business	townhouse dwelling
home-based day care	

Table 185 in the Zoning By-law lists the provisions for the AM – Arterial Mainstreet zone. **Table 6** below includes the provisions from Table 185 that are relevant to this application.

Table 6: Relevant AM – Arterial Mainstreet Zoning Provisions

ZONING MECHANISMS			PROVISIONS
(c) Front yard and corner side yard	(ii) residential use building	Minimum	3 m
(d) Minimum interior side yard	(i) abutting a residential zone		7.5 m
	(ii) all other cases		No minimum
(f) Maximum building height	(i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone		11 m
	(ii) in any area up to and including 20 metres from a property line abutting a R4 zone		15 m
	(iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone		20 metres, or as shown on the zoning map
	(iv) more than 30 metres from a property line abutting a R1 – R4 zone		30 metres but in no case greater than nine storeys, or as shown on the zoning map
	(v) in all other cases		30 metres but in no case greater than nine storeys, or as shown on the zoning map

Table 1 in Section 3.1 of this Planning Rationale compares the relevant approved AM – Arterial Mainstreet zoning provisions with the zoning provisions proposed in this Zoning By-law Amendment.

Table 1 also includes the purposes of the proposed amendments.

In addition to the AM – Arterial Mainstreet zoning provisions, Exception 2152 includes the following provisions:

- minimum building height: 11 metres.
- a minimum of 50 per cent of the frontage along Founder Avenue [renamed to Robert Grant Avenue], measured at 3 metres from the corner lot line, must be occupied by building walls.
 - Notwithstanding the above provision, if site plan approval over all or part of the lands has been given pursuant to the provisions of the Planning Act for development consisting of building walls within three metres of the corner lot line occupying at least 50 per cent of that part of the frontage of Founder Avenue [Robert Grant Avenue] shown on the plan, development of the entire lot may be constructed in phases for the purposes of complying with the above requirement.
- there is no maximum floor space index.
- stacked dwellings shall not exceed 60 dwelling units in total.

Notwithstanding the permitted residential uses in the AM zone, Exception 2152 prohibits the residential use of townhouse dwelling and several automobile oriented uses.

Applicant Discussion of Zoning By-law and Exception 2152

This Zoning By-law Amendment application seeks to remove two requirements from Exception 2152:

- removal of the minimum building height requirement
- removal of requirement that 50 per cent of the frontage along Robert Grant Avenue must be occupied by building walls

These two requirements from Exception 2152 were apparently intended to implement certain design guidelines from the Fernbank CDP, which are addressed in Section 4.4, on pages 32 through 34 above. The revised design, as analyzed and explicated in this resubmitted Planning Rationale, provides a concept that comports with the spirit and intent of all relevant provincial and municipal policies and guidelines, as well comments provided by City staff, community members, and the UDRP. Despite the intent of these requirements to implement the CDP vision, the analysis and testing of the proposed concept in relation to all other considerations indicates that these two requirements are neither necessary nor sufficient for the realization of the CDP vision or other significant policy goals.

For example, the requirement for 50 per cent of the Robert Grant Avenue to be street wall conflicts with the reduction of the Building C footprint to achieve a point tower form rather than a bar building. The revised concept displays many characteristics that satisfy the need for active street frontages, without having to provide 50 per cent of the Robert Grant Avenue frontage as street wall.

Table 1 on page 7 above presents the two Exception 2152 requirements that this application seeks to remove, along with reasons supporting their removal.

In addition to the proposed amendments to the AM – Arterial Mainstreet zoning provisions and Exception 2152, this application proposes an exception to Section 101(6)(c) in Part 4 of the Zoning By-law. The proposed exception would permit a maximum of 16 surface parking spaces without eliminating the parking reductions allowed as an incentive for underground parking in Section 101(6)(c).

Table 2 on page 8 above presents a comparison between the existing Section 101(6)(c) provision and the proposed exception, along with the purpose of the proposed exception.

5. Summary Opinion

It is the professional opinion of Don Schultz, MCIP, RPP that this Zoning By-law Amendment application represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement policies with respect to promoting the efficient use of land, existing infrastructure, and public facilities. This proposed development exemplifies cost-effective development patterns and standards, which will minimize land consumption and servicing costs.
- The proposed Zoning By-law Amendment conforms to the City of Ottawa Official Plan goals, objectives, and policies for the General Urban Area, particularly in relation to promoting a full range and type of housing choices. The site location provides the opportunity to take advantage of transit, employment, retail, service and institutional uses in the area. As the surrounding community continues to develop, the resident population of this development will support additional local commercial, retail, and public services, which will lead to the establishment of a more complete and sustainable community.
- This application respects the policies and guidelines of the Fernbank Community Design Plan. The proposed development will advance the realization of the CDP vision.
- With particular reference to the height strategy presented in this application, the proposed development will conform to the compatibility criteria established in the Official Plan and the Urban Design Guidelines for High-rise Buildings.
- This application meets the general purpose and intent of the Zoning By-law. The proposed amendments and modifications to the zoning performance standards are of a scope and scale that respect the parameters of the AM Zone and the Part 4 parking provisions of the Zoning By-law. The proposed use of apartment dwelling, high-rise is requested in order to accommodate the increase the height of one building to 18 storeys. Given that apartments will be the predominant use, this is considered a form-based use amendment rather than the addition of a new use to the AM Zone.


Overall Consistency and Conformity with Provincial Policy Statement and Official Plan

Notwithstanding the specificity of the foregoing, this Zoning By-law Amendment application demonstrates general consistency and conformity with the Provincial Policy Statement issued under Section 3 of the Ontario *Planning Act* on May 1, 2020. In addition, this Zoning By-law Amendment application demonstrates overall consistency and conformity with the City of Ottawa Official Plan.

In conclusion, the proposal to develop a high-rise residential apartment building on this site represents good land use planning and is in the public interest.

Please contact Don Schultz at (613) 591-9090 or dschultz@lepinecorp.com for clarification or responses to questions regarding the content of this Planning Rationale.

Prepared by:



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