



## **1047 Richmond Road**

Planning Rationale + Design Brief  
Official Plan Amendment & Zoning By-law Amendment  
February 3, 2022



Prepared for Fengate Asset Management

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

February 2022

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
<b>2.0</b>	<b>Subject Site and Surrounding Context</b>	<b>3</b>
2.1	Subject Site	3
2.2	Surrounding Context	3
2.3	Road Network	5
2.4	Transportation Network	5
2.5	Neighbourhood Amenities	7
<b>3.0</b>	<b>Proposed Development &amp; Design Brief</b>	<b>9</b>
3.1	Project Overview	9
3.2	Design Brief	10
3.2.1	Massing & Scale	10
3.2.2	Amenity Areas	10
3.2.3	Parking	11
3.2.4	Building Design & Transition	11
3.2.5	Public Realm	13
3.2.6	Accessibility and Sustainability	16
<b>4.0</b>	<b>Policy &amp; Regulatory Framework</b>	<b>17</b>
4.1	Provincial Policy Statement (2020)	17
4.2	City of Ottawa Official Plan (2003, as amended)	18
4.2.1	Managing Growth	18
4.2.2	Land Use Designation	19
4.2.3	Designing Ottawa	20
4.2.4	Urban Design and Compatibility	21
4.3	Clearly and New Orchard Area Specific Policy	26
4.3.1	Station Area & High-Rise Buildings	26
4.3.2	Active Frontages, Public Realm, and Density Redistribution	28
4.4	New City of Ottawa Official Plan (anticipated 2022)	30
4.4.1	Growth Management, Supporting Intensification	30
4.4.2	Inner Urban Transect and Mainstreet Corridors	30
4.4.4	Sherbourne and New Orchard Secondary Plan	32
4.5	Urban Design Guidelines for High-Rise Buildings (2018)	32
4.6	Transit-Oriented Development Design Guidelines	34
4.7	Urban Design Guidelines for Development Along Traditional Mainstreets (2006)	35
4.8	City of Ottawa Zoning By-law (2008-250)	36
<b>5.0</b>	<b>Proposed Amendments</b>	<b>40</b>
5.1	Official Plan Amendment	40
5.2	Zoning By-law Amendment	41
<b>6.0</b>	<b>Supporting Plans &amp; Studies</b>	<b>42</b>
<b>7.0</b>	<b>Conclusion</b>	<b>44</b>

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Fengate Asset Management (“Fengate”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment and Zoning By-law Amendment applications to facilitate the proposed development on the property municipally known as 1047 Richmond Road (the “subject site”) in the City of Ottawa.

The proposed development is located in the Carlingwood West / Glabar Park / McKellar Heights neighbourhood and includes three towers of 36-storeys, 38-storeys, and 40-storeys heights atop a connected six-storey podium, with frontage onto both Richmond Road and New Orchard Avenue North. A total of 1,343 residential units are proposed with 762 underground parking spaces, 672 spaces for residential use and 90 spaces for visitors. A total of 1,347 squares metres of commercial space intended to accommodate retail tenants is located within the ground floor of the podium, with active entrances along Richmond Road. Amenity spaces are proposed internally within the podium, as well as via private balconies and communal at-grade spaces. Vehicular access to the site will be provided from New Orchard Avenue North along the northern and eastern edges of the site. The proposed development contains an internal pick-up and drop-off area accessed via a drive aisle from the north, as well as central outdoor amenity space. A 1,015 square metre public park area is proposed at the corner of Richmond Road and New Orchard Avenue North, connecting the New Orchard Light Rail Transit (LRT) Station to the subject site.

## 1.1 Required Applications

To facilitate the proposed development, concurrent Official Plan Amendment and Zoning By-law Amendment applications are being submitted. A site-specific amendment to the Cleary and New Orchard Areas Specific Policy is proposed through the Official Plan Amendment (OPA) application. The amendment proposes to both permit High-Rise 31+ at the subject site, and to increase the maximum permitted building height on the site to 40-storeys, in accordance with the general policy intent of the new Official Plan, where the current maximum permitted height within the Secondary Plan is 20-storeys.

The Zoning By-law Amendment (ZBLA) proposes to amend the existing Traditional Mainstreet zoning applicable to the subject site to increase the maximum permitted building heights and to accommodate site-specific development details as discussed herein.

A comprehensive Site Plan Control process will be initiated in the future to address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality.

## 1.2 Public Consultation Strategy

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

- / Pre-Application Consultation Meeting
  - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on October 14, 2021.
- / Notification of the Area Councillor
  - o Prior to application submission, a notification email was sent to the Ward 7 Councillor, Theresa Kavanaugh.
- / Community “Heads Up” to local registered Community Associations
  - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.

- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - Due to COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
  
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
  
- / Statutory Public Meeting for Official Plan and Zoning By-law Amendments – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.



## Subject Site and Surrounding Context

### 2.1 Subject Site

The subject site, municipally known as 1047 Richmond Road, is located in the Carlingwood West / Glabar Park / McKellar Heights neighbourhood and Ward 7 (Bay) of the City of Ottawa. The site is an irregularly shaped corner lot bounded by 99 New Orchard Avenue to the north, 1025 Richmond Road to the east, Richmond Road to the south, and New Orchard Avenue to the west (Figure 1). 1047 Richmond Road is located at the northeast corner of Richmond Road and New Orchard Avenue and is approximately 10,188 square metres (1.01 ha) in area, with approximately 445 metres of frontage along the north side of Richmond Road. The site currently contains a single-storey commercial building central to the site containing an automotive dealership and service centre. The remainder of the subject site consists of surface parking used primarily to display vehicles of the automotive dealership. The site is accessed in two locations, via Richmond Road and via New Orchard Avenue, and appears to be serviced via a private watermain from Byron Avenue. The subject site is located along Richmond Road, a Traditional Mainstreet in the City of Ottawa, whose context is highly varied, containing residential, commercial, retail, and institutional spaces through various building forms and heights. Further, the subject site is located directly north across Richmond Road within 100 metres of the future New Orchard LRT Station.

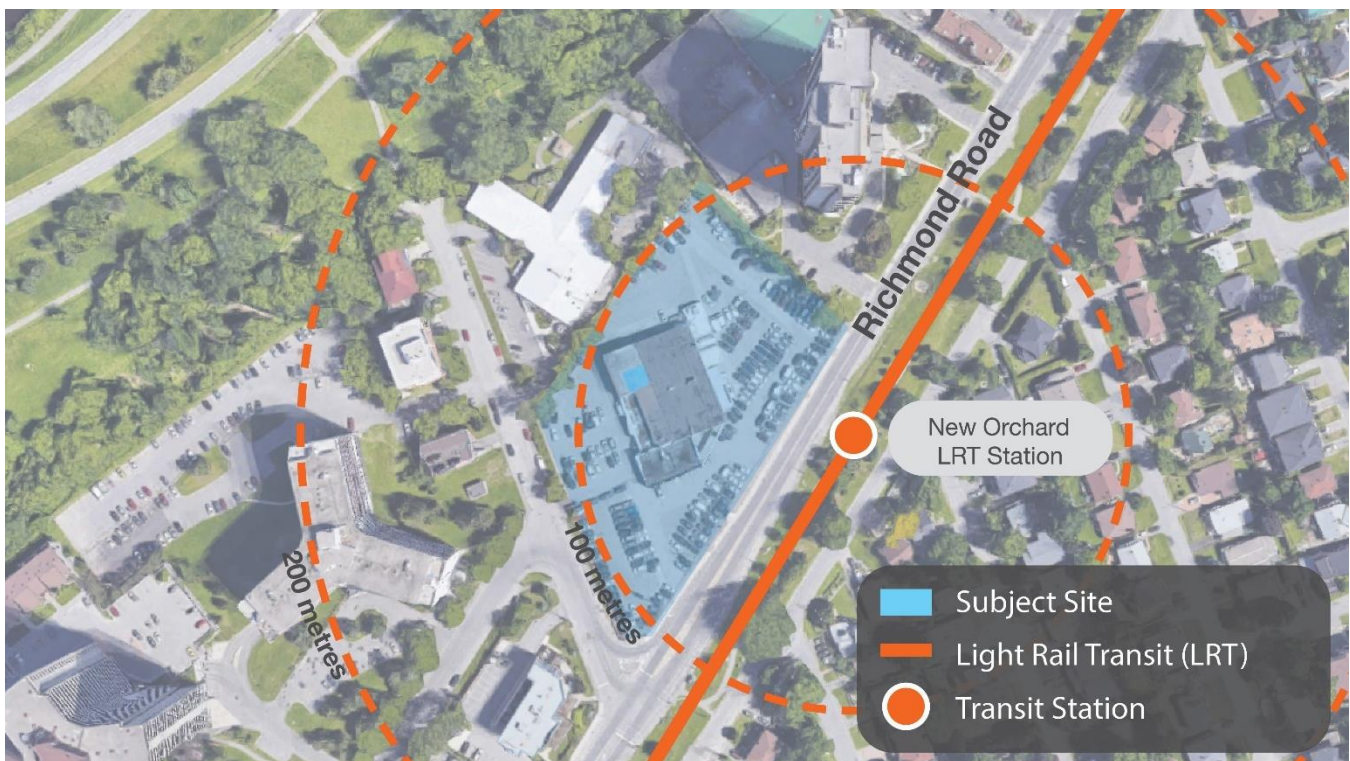


Figure 1: Site Map for 1047 Richmond Road, subject site indicated in proximity to New Orchard LRT Station

### 2.2 Surrounding Context

**North:** Immediately north of the subject site is 99 New Orchard Avenue, which contains a single-storey residential care facility (the New Orchard Lodge), with surface parking surrounding the building. This property is planned to accommodate a mid-rise built form, where existing zoning permits building heights up to 25 metres. A vegetation buffer exists between the subject site and the property to the north. New Orchard Avenue terminates to the north of this property, connecting to a vegetation buffer and multi-use pathway running parallel to the Sir John A. Macdonald Parkway. North of this are additional multi-use pathways along the Ottawa River, owned by the National Capital Commission (NCC).

**East:** Immediately east of the subject site is 1025 Richmond Road, containing a 28-storey high-rise residential building. Further east are additional low-rise commercial buildings containing a restaurant and drive thru, a car wash, and other automotive dealerships, with surface parking surrounding. Further east is another high-rise residential building and vacant lot. Existing zoning and policy context for the properties to the east of the subject site are planned to accommodate mid-rise and high-rise built forms where heights permit. The mixed-use condition is found further east along the north side of Richmond Road. To the east, Richmond Road ROW contains a multi-use pathway median buffer between itself and Byron Avenue to the south, which extends east generally from the site through to the Westboro neighbourhood.

**South:** Immediately south of the subject site is Richmond Road and Byron Avenue, which is separated by a landscaped median containing a multi-use pathway. Within this median lies a below grade light rail system which is planned to connect to the future New Orchard LRT Station, scheduled to open in 2025, within 100 metres of the subject site. Further south of this is a neighbourhood generally containing low-rise residential buildings. This condition exists generally south through to Carling Avenue.

**West:** Immediately west of the subject site are both low-rise and high-rise residential buildings located across New Orchard Avenue. Further west is a single-storey commercial building containing an automotive dealership along Richmond Road, with high-rise residential buildings to the north (accessed via Ambleside Drive). These properties are planned to accommodate a high-rise built form of between 14-storeys and 16-storeys per applicable policies. Further west are additional high-rise residential buildings and McEwan Park, located at the north-east corner of Richmond Road and McEwan Avenue. Additional high-rise residential and low-rise commercial buildings are located further west through to the Sir. John A. Macdonald Parkway.

Looking north towards subject site from Richmond Road



Looking northeast along Richmond Road to subject site



Looking east towards subject site from New Orchard Avenue



Looking northwest towards subject site, high-rise context to the west



Figure 2: Site Views



## 2.3 Road Network

The subject site is located along Richmond Road, which is designated as an Arterial Road on Schedule E of the Ottawa Official Plan (Figure 3). Further, the subject site is located within 400 metres from Woodroffe Avenue, an Arterial Road running perpendicular to Richmond Road, and the Sir John A. MacDonald Parkway, a Federally-Owned Road. Arterial roads are intended to function as major corridors in the urban communities, accommodating multi-modal transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed to meet the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject site further benefits from close proximity to the City's vast road network, including other Arterial Roads such as Carling Avenue, Major Collector Roads such as Island Park Drive, and Highway 417 bisecting east-west through the City of Ottawa.

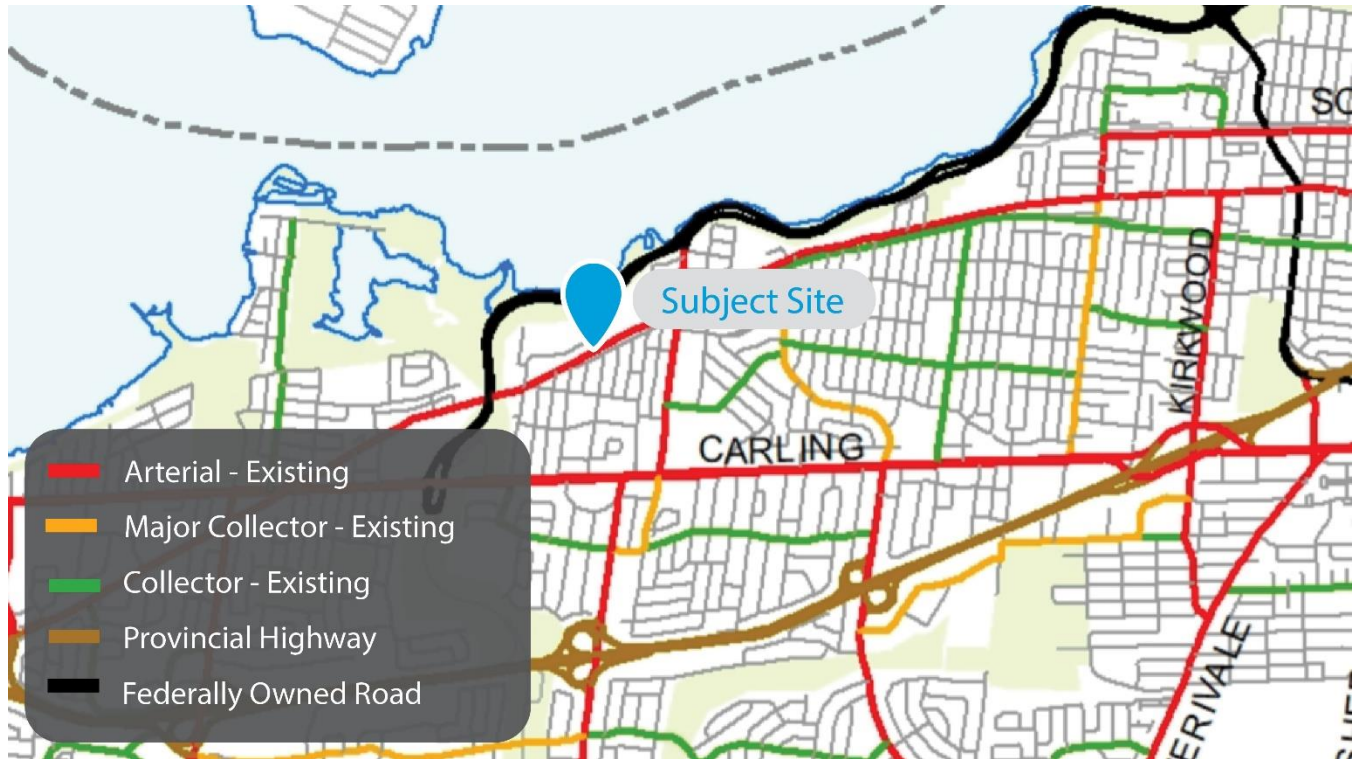


Figure 3: Schedule E, *Urban Road Network*, subject site indicated

## 2.4 Transportation Network

The subject site is very well-connected with respect to public transit, cycling, and the pedestrian network.

### 2.4.1 Transit

The subject site is located within 100 metres from the New Orchard LRT Station, situated directly south of the subject site within the median between Richmond Road and Byron Avenue (Figure 4). The New Orchard LRT Station is currently under construction, with expected completion in 2025.



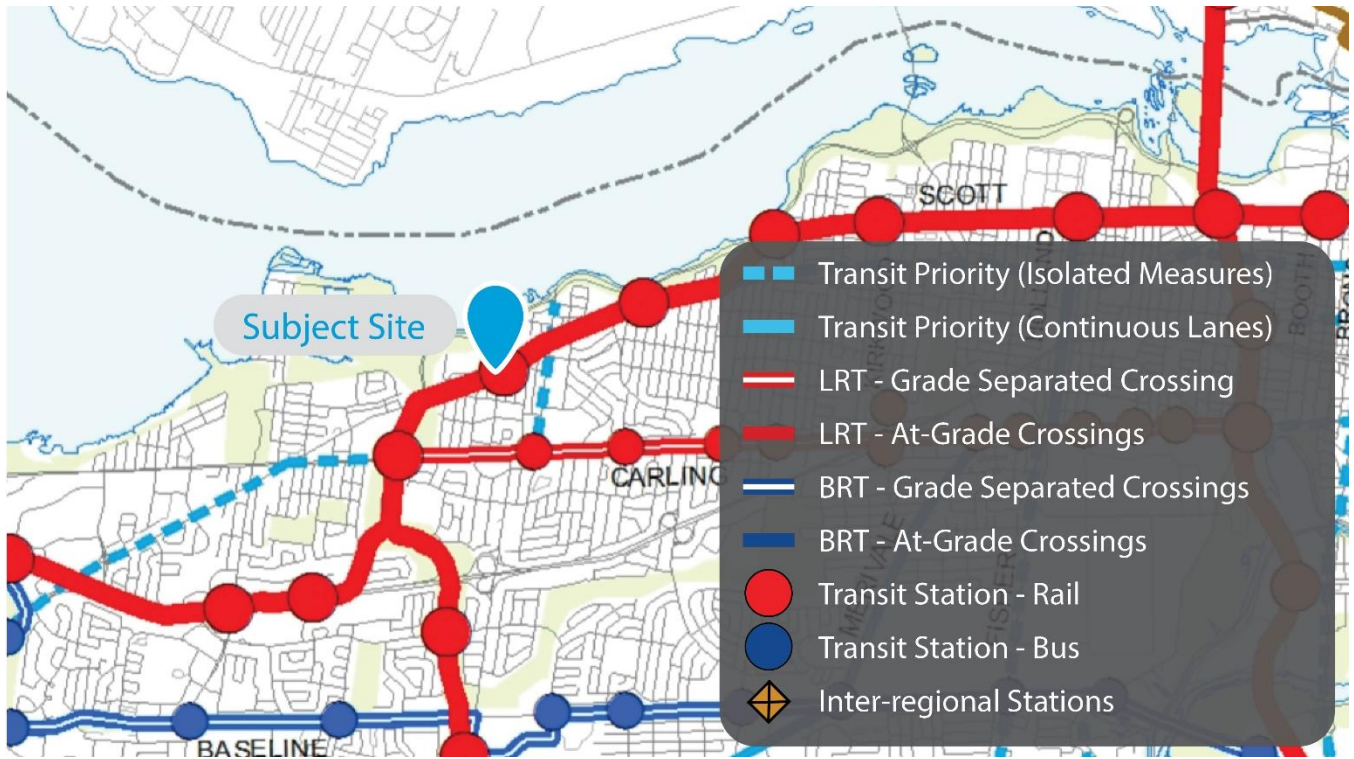


Figure 4: Schedule D, Rapid Transit Network, subject site indicated



Figure 5: OCTranspo Network Map, subject site indicated

The subject site is served by a broad range of OCTranspo network routes (Figure 5). OCTranspo directly serves the subject site via Routes 11 and 153 with the nearest stop located at Richmond Road and New Orchard Avenue North. These routes generally connect east-west along Richmond Road, providing direct connections through the City along the wider OCTranspo network. Within close proximity to the subject site, OCTranspo Routes 51, 87, and 85 provide connections along Dovercourt Avenue, Carling Avenue, and Woodroffe Avenue, respectively. Of note, Route 87 provides connections along the Sir John A. MacDonal Parkway to existing and future Bus Rapid Transit (BRT) and LRT Stations. The subject site also benefits from Rapid Transit Routes 57, 61, 62, 63, 74, and 75 along the Sir John A. Macdonald Parkway.

#### 2.4.2 Cycling

The subject site is highly served by the greater cycling network and by city-wide and community-level multi-use pathways (Figure 6). A Cross-Town Bikeway and Spine Route is located within the median between Richmond Road and Byron Avenue directly south of the subject site, providing a dedicated pathway east-west through the City and between future LRT Stations. Additional Spine Routes are located along Carling Avenue and Woodroffe Avenue in close proximity to the subject site. Several Multi-Use Pathways are located to the north and west of the subject site along the Ottawa River, providing connections to natural features and greenspaces throughout the City of Ottawa. These Multi-Use Pathways become Cross-Town Bikeways along the Pinecrest Creek Pathway south of Richmond Road where the Sir John A. MacDonal Parkway terminates. Each of these highly varied cycling routes allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

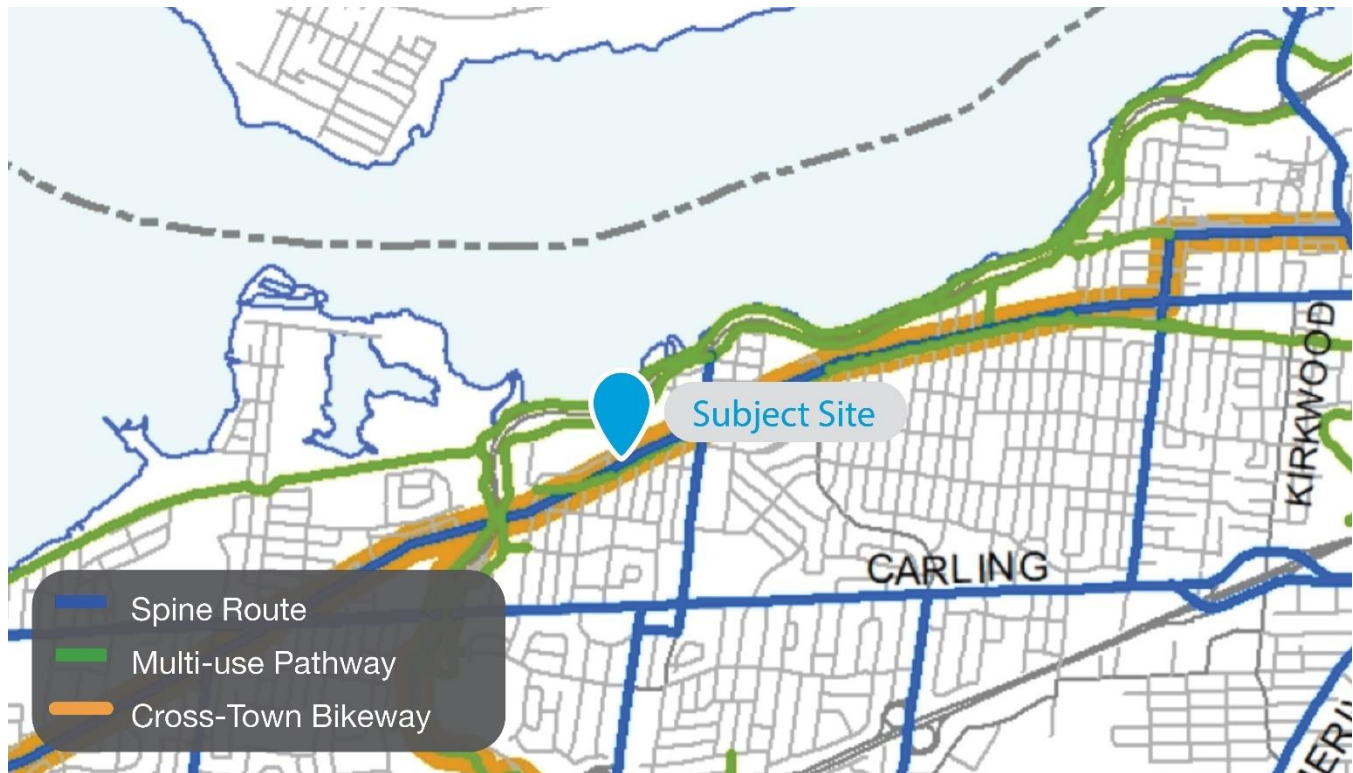


Figure 6: Schedule C, *Urban Cycling Network*, subject site indicated

## 2.5 Neighbourhood Amenities

Due to its location within an established neighbourhood and along the Richmond Road corridor, the subject site enjoys close proximity to many neighbourhood amenities including a variety of commercial, recreational, and institutional uses. The surrounding neighbourhood benefits from its location close to the Ottawa River and many natural features and

greenspaces, including the Britannia Conservation Area and Britannia Beach. The subject site is also located within 600 metres of the Carlingwood Shopping Centre at the corner of Carling Avenue and Woodroffe Avenue.

A non-exhaustive list of neighbourhood amenities including a wide range of uses is listed below:

- / Numerous commercial, retail, and neighbourhood services in both directions along Richmond Road and Carling Avenue, including major grocery stores such as the Loblaws at Carlingwood Shopping Centre and the Lincoln Heights Metro;
- / Parks and public greenspaces including major spaces along the Ottawa River, Britannia Conservation Area, Britannia Beach and Park, Connaught Park, George C. Brown Park, more local parks including McEwen Park, Ambleside Park, New Orchard Park, Woodroffe Park, Westwood Park, and numerous multi-use trails along the Ottawa River and Byron Avenue;
- / Recreational facilities including private gyms, indoor and outdoor recreation centres, including the Woodroffe Wading Pool, Dovercourt Recreation Centre, and nearby community centres including the Westboro Community Centre Soloway Jewish Community Centre, and Bayshore Field House; and,
- / Schools, including Nepean High School, Broadview Public School, Woodroffe Avenue Public School, Severn Avenue Public School, Woodroffe High School, and Ecole élémentaire catholique d'enseignement personnalisé Edouard-Bond.



## Proposed Development & Design Brief

### 3.1 Project Overview

The proposed development includes three towers of 36-storeys, 38-storeys, and 40-storeys heights atop a connected six-storey podium, with frontage onto both Richmond Road and New Orchard Avenue North. A total of 1,343 residential units are proposed, ranging from studios to three-bedroom units, including 203 barrier free units. The proposed development contains a total of 762 underground parking spaces within three levels of underground parking, 672 for residential use and 90 visitor parking spaces. Vehicular access to the site will be provided from New Orchard Avenue North along the northern and eastern edges of the site. The proposed development contains an internal pick-up and drop-off area accessed via a drive aisle from the north, as well as central outdoor amenity space.

The ground floor of the podium is proposed to contain a total of 1,347 squares metres of commercial space intended to accommodate retail tenants, with active entrances along Richmond Road. A total of 672 bicycle parking spaces are provided for residential use, with 6 additional spaces for the commercial uses. Residential amenity spaces are proposed internally within the podium, as well as via private balconies and communal at-grade spaces. A 1,015 square metre public park area is proposed at the corner of Richmond Road and New Orchard Avenue North, connecting the New Orchard Light Rail Transit (LRT) Station to the subject site.

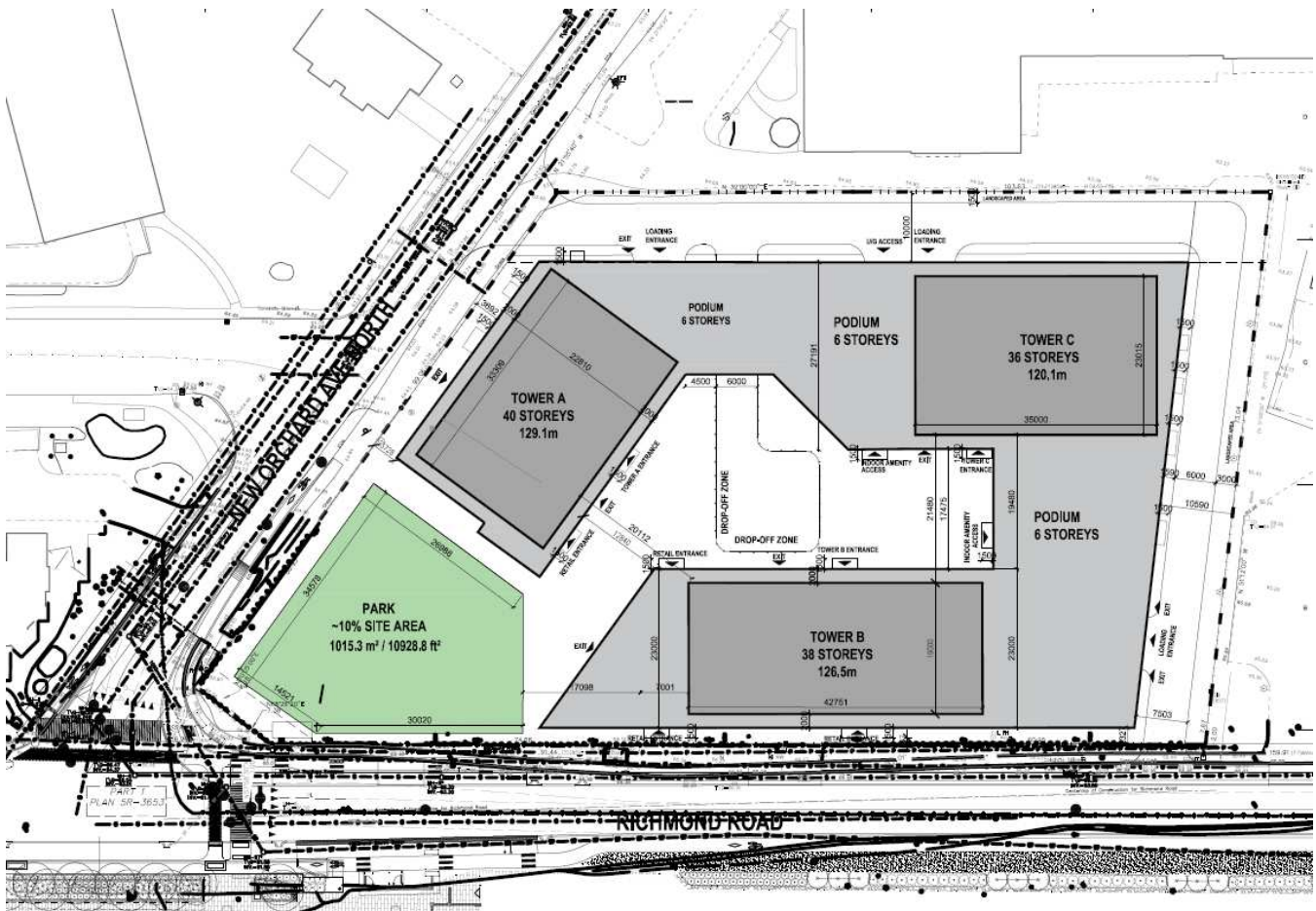


Figure 7: Site Plan for 1047 Richmond Road

## 3.2 Design Brief

### 3.2.1 Massing & Scale

The proposed development includes three, mixed-use, high-rise buildings (referred to as Buildings A, B, and C) which comprise of both residential and commercial spaces. Building A is a 40-storey tower, Building B is a 38-storey tower, and Building C is a 36-storey tower, each connected via a six-storey podium. The tower portions of the proposed development step back from the podium to ensure a pedestrian scale and active, inviting frontages via commercial and residential spaces framing Richmond Road and New Orchard Avenue North. This scale will encourage pedestrian and cyclist activity along adjacent streets, within the dedicated park space at the south corner of the site, and throughout the central courtyard into the private realm.

The proposed development of the three buildings has a consistent architectural vocabulary as a unified development. The mass of each building has been divided into smaller volumes ensuring volumes feel less dense. The volumes are distinguished by the difference in treatment from solid materials, transparent glass, and the rhythm created by the balconies. This architectural expression is carried down into the podium, where vertical fins change in thickness to create a fading effect and movement. This vertical articulation creates a volume which appears less solid. Increased glazing reveals a ground floor which achieves more visibility to enhance the public realm.



Figure 8: Looking southeast and northwest towards subject site

### 3.2.2 Amenity Areas

The building is proposed to contain 4,036 square metres of indoor and outdoor amenity spaces. The 1,350 square metre ground floor spaces are proposed at the east and west side of the site which would open onto Richmond Road and New

Orchard Ave North. The majority of the indoor amenity spaces are located on ground floor of Buildings B and C, while additional common outdoor amenity spaces are located on the 7<sup>th</sup>-storey of these three buildings to create an additional transition between podium base and towers and respect the height of the surrounding residential context. Private balconies are as proposed.

In addition to these amenity areas and POPS, a 1,015 square metre public park is provided in the generous setback at the corner of Richmond Road and New Orchard Avenue North. This public park will contribute a new public outdoor space and transition the proposed development to the surrounding public realm and New Orchard LRT Station.

### **3.2.3 Parking**

The proposed development will contain three levels of underground parking (with approximately 762 spaces) with access from west side of the site. The drive aisles to access this parking has been intentionally located to the rear of the site to avoid interruptions with pedestrian activity along Richmond Road. Vehicle circulation has been internalized to the site, where a central courtyard provides pick up and drop off areas in addition to accommodating pedestrian and cycling movement. This area will be designed to minimize the presence of automobiles and prioritize the pedestrian experience in this space.

### **3.2.4 Building Design & Transition**

The proposed development orients the buildings on the site in a way that links pedestrians and at-grade movement from south side of the site to the internal courtyard. This courtyard is proposed to contain the main access to the lobbies of the three residential buildings.

The east and west portions of the property contain the six-storey podium, overlooking the Richmond Road and New Orchard Avenue. This podium will accommodate active entrances to the retail spaces and residential units. These retail spaces will become key attractions in the neighborhood and will contribute significantly to the animation of the public realm. Mechanical penthouses have been integrated within the volume of towers to diminish their appearance and enhance the skyline of the area. Amenity spaces, including private balconies and terraces, are also integrated within the volumes, behind the grids which ensures a clean and orderly aesthetic of each tower. Loading spaces and access to underground parking is located at the west side of the site away from primary roads, while the central courtyard will allow access to the pickup and drop off, and access for emergency vehicles.

The demonstration of angular plane is included below (Figure 9). The angular plane is measured from a point 11 metres high, representing the maximum permitted height of the residential zone south across Richmond Road, the linear park, and Byron Avenue. As demonstrated, the angular plane crosses the proposed tower and does not align with the angular plane as illustrated in the City of Ottawa's Urban Design Guidelines for High-rise Buildings. It is important to note that this is not a policy but a guideline and as such must be measured against the broader policy objectives discussed within this rationale.



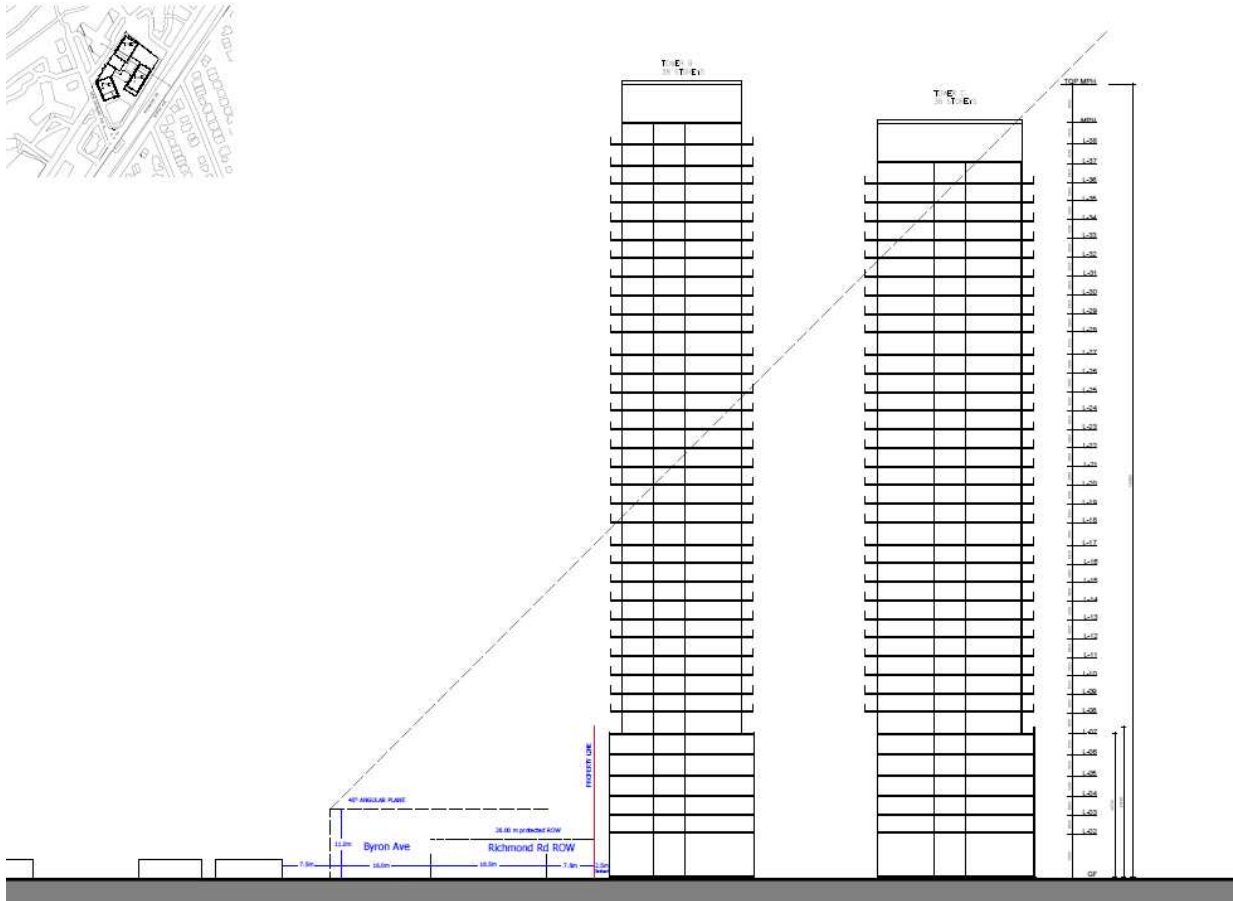


Figure 9: Angular Plane diagram for 1047 Richmond Road

Recognizing that the intent of the angular plane is to reduce the impacts of massing towards the low-rise area, the tower placement and orientation proposed at the subject site minimizes the impacts on the adjacent residential area as much as possible. Transition measures, including at-grade setbacks, amenity spaces, tower stepbacks, and active frontages have been provided to frame Richmond Road while interfacing with abutting properties. Further, the location of the proposed development is generally north of these low-rise areas, which generally eliminates impacts caused by shadows. The application of the angular plane may be considered less relevant considering the distance and relationship of the proposed development to the residential areas. The interfacing residential is over 50 metres away from the closest tower and its rear yard amenity area is effectively screened from the interfacing residence mitigating overlook and privacy concerns, furthermore, the dual roadways, pathways, and transit corridor within the separation distance between the residential and the tower produce noise and visual separation conditions which serve to accentuate this separation in a manner that a landscaped setback would not. Development within proximity to transit, how the density is experienced by the public realm and surrounding build form context are also key items to equally consider in high-rise design. These are further recognized within City of Ottawa Official Plan policies and other design guidelines, as discussed within this rationale.



Figure 10: Looking northwest towards the subject site

### 3.2.5 Public Realm

The proposed development has been designed to include active entrances along Richmond Road and New Orchard Avenue North for retail and commercial spaces, which advance the animation of the pedestrian realm. These primary entrances contribute to the public realm and ensure pedestrian use along all public frontages. Other public realm improvements, such as introducing a new street tree canopy and hard landscaping elements, will be considered to enhance the frontage along the main roads and activate the streetscape and connection to the public park at the south corner.



Figure 11: Looking northeast towards subject site from Richmond Road, through to central courtyard

The treatment of the building podiums with fenestration provides visual transparency and improves safety for pedestrians in the area. The site will contain 1,015 square metres of public parkland located at the corner of Richmond Road and New Orchard Avenue North, connecting inward from the adjacent public streets to the site. The interface between neighbourhood and proposed buildings has been carefully considered, where residential units at grade within Buildings A and C allowing a strong interface with the existing pathways. The scale of the podium contributes to the transition between towers and surrounding area. Landscaping will be proposed along all frontages to enhance the public realm and create a pleasant environment for pedestrians.

All buildings contain residential entrances internal to the site via the courtyard. The access and egress to the underground parking and loading areas have been located at the west side of the site, avoiding any interruptions in the frontage while reducing conflicts between vehicles, pedestrians, and cyclists.





Figure 12: Looking northeast towards the subject site

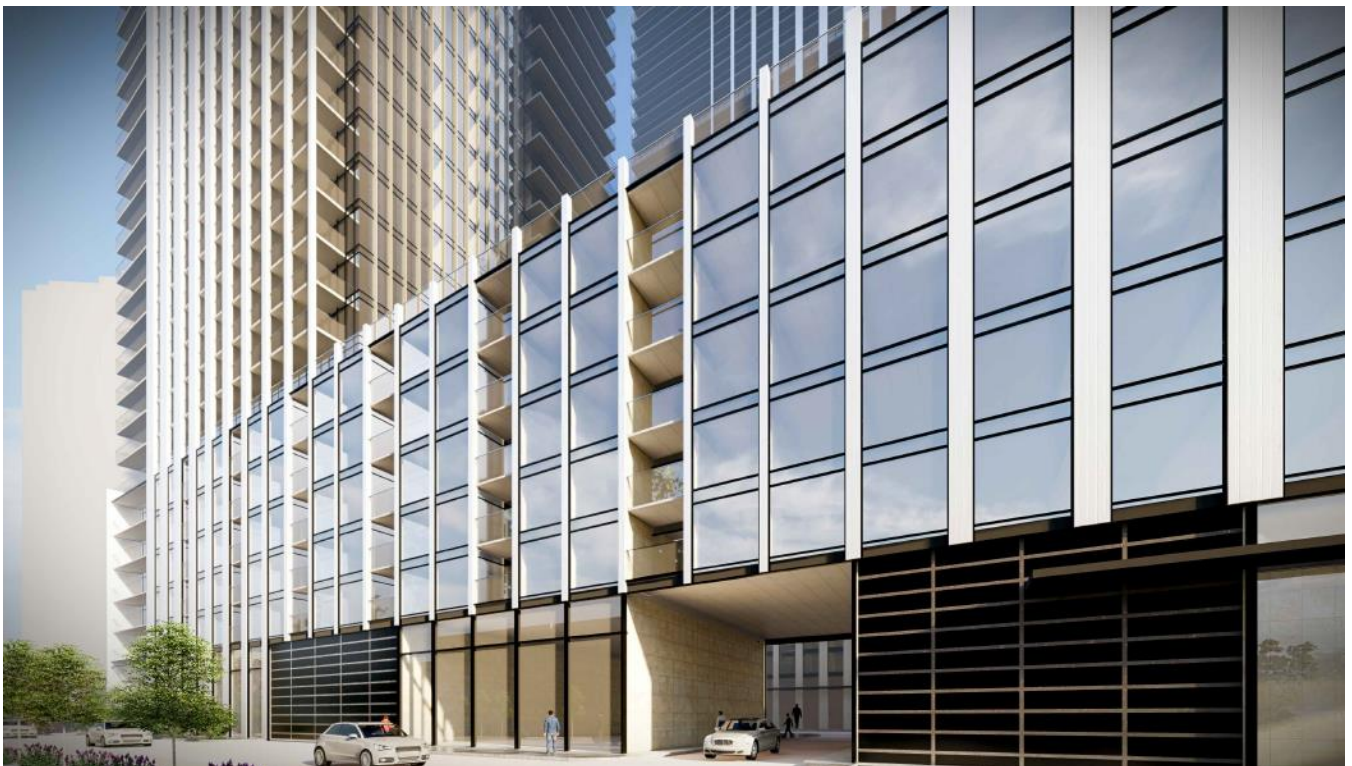


Figure 13: Looking southeast towards rear drive aisle and entrance to central courtyard

### 3.2.6 Accessibility and Sustainability

The proposed development has incorporated preliminary sustainability measures such as accessibility, site connections, bicycle parking, and bird friendly guidelines into the design, as discussed below. As the redevelopment is refined through the Design Review and Site Plan process so to will be the sustainability considerations.

- / **Accessibility:** 15% of the residential units are proposed to be provided as accessible, barrier-free units. These units have been designed to include zero step entrances, wider doorways, and clear passages to washrooms and bedrooms.
- / **Site Connections:** Pedestrian pathways have been incorporated into landscape design along all site frontages and from courtyard to the public park and adjacent roadways. The sidewalks and walkways will be continuous, universally accessible, barrier-free and will be in accordance with City of Ottawa Official Plan policies, Accessibility for Ontarians with Disabilities Act & City of Ottawa Standards.
- / **Bicycle Storage:** Bicycle parking spaces for residential and retail users are provided in a weather protected areas, primarily within the underground parking levels, with controlled access / secure enclosures.
- / **Bird Friendly Design Guidelines:** Bird friendly design guidelines have been incorporated in the podium of three buildings as per City of Ottawa Bird Friendly Design Guidelines. A minimum 90% of the glass within the first 16 metres is proposed to be treated with visual markers. The treatment of the glass within this area will be accordance to the guideline.
- / **Additional Elements:** The sustainability items related to the landscaping, site layout, minimizing light pollution, irrigation and water management will be considered in future stages as the design advances.



Figure 14: Bird Friendly glazing at the podium of the proposed development



## 4.0 Policy & Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- / **1.1.1:** Healthy, liveable and safe communities are sustained by:
  - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
  - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
  - o 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 (1.1.1.e);
  
- / **1.1.3:** Identifies settlement areas as the focus of growth and development, and that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.
  
- / **1.1.3.2:** Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - o Efficiently use land and resources (1.1.3.2.a);
  - o 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 (1.1.3.2.b);
  - o Support active transportation (1.1.3.2.e); and,
  - o Are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2.f).
  
- / **1.1.3.3:** States that 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.
  
- / **Policy 1.1.3.6:** States that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.
  
- / **1.4.3:** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
  - o Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and
    - All types of residential intensification, including second additional residential units, and redevelopment (1.4.3.b.2);



- 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 (1.4.3.c);
  - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d);
  - Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations (1.4.3.e); and,
  - Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form (1.4.3.f).
- / **1.6:** Provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- 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 (1.6.7.4).
- / **1.7.1:** Long-term economic prosperity should be supported by:
- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b);
  - Maintaining and, where possible, enhancing the vitality and viability of mainstreets (1.7.1.d);
  - Promoting the redevelopment of brownfield sites (1.7.1.f).
- / **1.8.1:** Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- Promote compact form and a structure of nodes and corridors (1.8.1.a);
  - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
  - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

**The proposed development is consistent with the Provincial Policy Statement. Policies for achieving the vision of the PPS encourage efficient development and land use patterns, the accommodation of an appropriate range and mix of residential types to meet long-term needs, the promotion of cost-effective development patterns, and support for public transit and active transportation. Further, PPS policies direct development to areas of intensification and as determined by the municipality, and particularly encourages the remediation and redevelopment of brownfield sites. As the subject site is located along a Traditional Mainstreet and is within close proximity of the future New Orchard LRT station, the redevelopment of the subject site advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use and active transportation. The redevelopment will require remediation of a brownfield site.**

## 4.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa's growth and development by managing it in ways that support livable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

### 4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as

the most efficient pattern of development and is broadly defined in Section 2.2.2, Policy 1 as the “development of a property, building, or area that results in a net increase in residential units or accommodation”, which includes the development of vacant or underutilized lots within previously developed areas, infill development, and redevelopment of brownfield sites.

The subject site is located within the Traditional Mainstreet designation, which is identified as a target area for intensification (Policy 3). Intensification is encouraged in these areas and can be expressed through a variety of built forms, with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, taller building heights should be located closest to the transit station or transit priority corridor (Policy 11). High-rise buildings greater than 31-storeys will be permitted by an amendment to an existing secondary plan that already allows high-rise buildings and where the buildings will be located generally within 400 metres walking distance of a Rapid Transit Station and separated from planned low-rise residential areas by a suitable transition (Policy 15). The location of High-Rise 31+ buildings is influenced by the need to provide an adequate separation distance from other existing and potential future High-Rise buildings, which should be carefully considered where this type of development is proposed (Policy 16). Taller building heights will be considered, subject to an Official Plan Amendment, provided the proposal demonstrates the impacts on the surrounding area have been assessed and a community amenity is provided (Policy 17).

Section 2.5.6 contains policies related to Collaborative Community Building and Secondary Plan Processes. Specifically, this section contains provisions for High-Rise 31+ buildings, including policies which direct this form to where rapid transit is provided (Policy 13). High-Rise 31+ buildings are to consider its prominent location or locations fronting on streets or public open space with good transportation access. Further, this form is to provide a mix of uses to serve the surrounding area, ensure architectural excellence and sustainable design, and provide appropriate transition to adjacent low-rise neighbourhoods (Policy 15).

**The proposed development represents intensification through the redevelopment of an underutilized site within a Target Area for Intensification. Considering its location along a Traditional Mainstreet and within 100 metres of the New Orchard LRT station, the subject site represents significant opportunity for this type of intensification. The proposed development provides a compatible design and appropriate building heights as further discussed herein. More specifically, the proposed development addresses policies for High-Rise 31+ buildings by ensuring appropriate transition to and compatibility with its existing and planned surrounding context by ensuring adequate separation distances between both the towers and abutting properties. The proposed development is located at a prominent corner within the area, abutting a public park space and public roadways which ensures strong connectivity to the New Orchard LRT Station. A mix of uses is provided throughout the proposed development, with retail and commercial spaces located at-grade and a range of unit types provided above. The provision of a community amenity may be finalized upon further discussion with the Ward Councillor and City Staff.**

#### 4.2.2 Land Use Designation

The subject site is designated as “Traditional Mainstreet” on Schedule B of the Official Plan (Figure 15).

Section 3.6.3 contains policies for Traditional Mainstreets, which are generally characterized by pre-1945 characteristics, where properties are set within a tightly-knit urban fabric. The planned development pattern of Traditional Mainstreets should contain a mix of uses, contiguous storefronts, and densities which contribute to an interesting pedestrian environment and support the use of transit. The Traditional Mainstreet designations identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. The objective of the Traditional Mainstreet designation is to encourage dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. New development along Traditional Mainstreets is supported where it locates buildings close to the street and is more supportive of walking, cycling and transit.

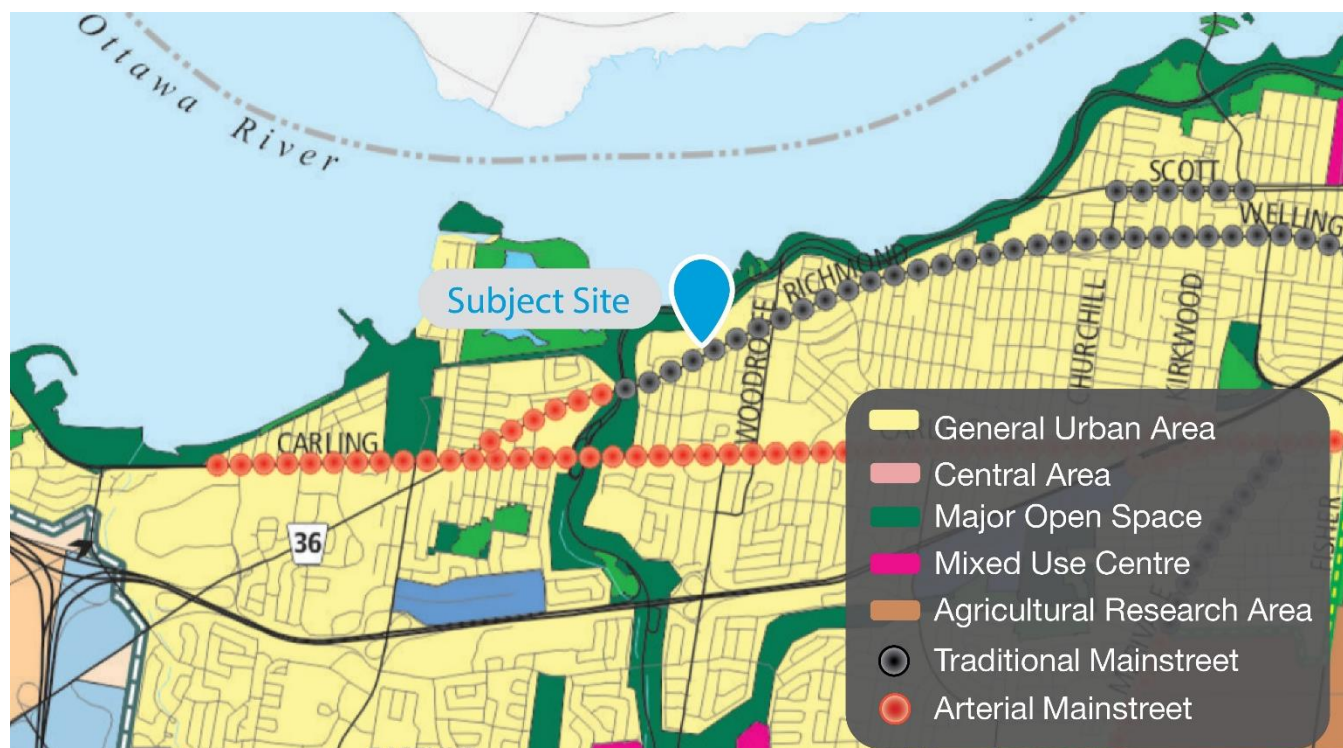


Figure 15: Schedule B, *Urban Policy Plan*, subject site indicated

Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile (Policy 1). A broad range of uses is permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses which may be mixed in individual buildings (Policy 5). New automobile oriented uses are not permitted along Traditional Mainstreets, and new surface parking will not be permitted between the building and the street (Policies 8 and 9). Redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk (Policy 10). Generally, mid-rise building heights are permitted along Traditional Mainstreets, however greater building heights (including high-rise buildings) may be permitted through a Secondary Plan (Policy 11).

**The proposed development implements and conforms to policies for the Traditional Mainstreet designation. The subject site is located within 100 metres of the New Orchard LRT station and represents a significant opportunity for redevelopment of an underutilized property with a high-rise development. By introducing new high-density residential and commercial uses, the proposed development will promote the use of transit and increase housing options and types in a Target Area for Intensification. The proposed development has been designed in a manner that will support increased pedestrian and cycling infrastructure in the area, particularly along Richmond Road. Finally, the proposed development provides a design with a mid-rise building form, defining the street edges and allowing for greater pedestrian and cycling access along all frontages and through the site.**

#### 4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.



The following Design Objectives, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject property and proposed development:

- / **Enhances the sense of community by creating and maintaining places with their own identity;**
- / **Defines quality public and private spaces through development;**
- / **Creates places that are safe, accessible and are easy to get to, and move through;**
- / **Ensures that new development respects the character of existing areas; and**
- / **Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.**

Traditional Mainstreets are recognized as 'Design Priority Areas' (Policy 2) and are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

**The proposed development addresses the City of Ottawa's Design Objectives by providing a design that enhances an underutilized site on Richmond Road within 100 metres of the New Orchard Light Rail Transit station, proposing a mix of new residential and commercial uses to the site. The proposed development has been designed in a manner which introduces high-densities in proximity to rapid transit while maintaining a sense of community and place along Richmond Road. The proposed development includes parkland dedication and at-grade outdoor courtyard which will enhance the pedestrian environment and will serve to establish a strong character to the area, particularly at a corner site across from a new LRT station. The proposed development is designed in a manner which facilitates pedestrian and cyclist movement through the subject site and along all frontages, providing safe and accessible connections to rapid transit. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm. The design objectives of the Official Plan will be further addressed during the forthcoming Site Plan process.**

#### 4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development.
2. Development applications for all High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas. Community design plans or other plans approved by Council may identify prominent important views.	The proposed development will contribute to an existing high-rise skyline context along Richmond Road and provides the greatest building heights and densities on a site closest to the New Orchard LRT Station. The proposed development provides a varied tower height, providing variety and architectural interest to the skyline while transitioning the heights upward from the surrounding high-rise context. The proposed development does not encroach on or impede any

Policy	Proposed Development
	views or vistas identified by the City, but rather provides a modern built form and interesting architectural elements which complement earlier surrounding high-rise buildings.
<b>Building Design</b>	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>• Setbacks, heights and transition;</li> <li>• Façade and roofline articulation;</li> <li>• Colours and materials;</li> <li>• Architectural elements including windows, doors and projections;</li> <li>• On site grading; and</li> <li>• Elements and details that reference common characteristics of the area.</li> </ul>	<p>The proposed development achieves compatibility by incorporating many architectural and design elements. The proposed tower heights are appropriate considering the subject site's location to the New Orchard LRT Station. Towers are setback atop a podium, and the proposed development has been designed with distinct base-middle-and top portions. Materiality, such as glazing and vertical paneling, provide an enhanced rhythm and articulation to all elevations, while balconies provide additional amenity area and horizontal variations. Outdoor at-grade amenity space is provided throughout the site, particularly via a courtyard between the towers acting as "hub" for the entire site. The proposed development provides a contemporary design which enhances the subject site while complementing its nearby high-rise context.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>Primary entrances have been oriented to the public realm and amenity spaces throughout the site. The primary residential entrances are oriented towards an internal courtyard which contains vehicle pick up and drop off location and at-grade pedestrian access. Commercial entrances are oriented towards Richmond Road and the public realm, where possible. Architectural elements, including transparent glazing, ensure an active public realm and accentuated entrances.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>Pedestrian and active transit routes have been carefully considered and incorporated into the site design where Richmond Road (arterial) and New Orchard Avenue North intersect. A new public park is proposed at the northeast corner of this intersection, acting as a gateway into the subject site. Pathways and private amenity spaces complement this public park and facilitate movement into and throughout the subject site. Vehicular traffic is directed away from this intersection and vehicle circulation is internalized to enhance the public realm along these frontages.</p>
<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.</p>	<p>Servicing, loading areas, and mechanical equipment have been internalized within the subject site and do not interrupt the public realm along Richmond Road or New Orchard Avenue North. Loading and service areas have been internalized, while the mechanical penthouses provide a</p>

Policy	Proposed Development
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.	similar treatment to that of the towers to minimize their appearance.
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	The rooftop mechanical equipment and amenity spaces have been incorporated into the design and massing of the building. Private amenity areas are provided atop the podium at the 7 <sup>th</sup> -storey.
<b>Massing and Scale</b>	
10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.	The Cleary and New Orchard Area Specific policy provides direction related to compatibility of new development. As described in Section 4.3 of this report, the proposed development conforms to policy direction related to providing a mix of land uses, active frontages, an enhanced public realm, and high-rise built form guidelines.
11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	<p>A Shadow Analysis, prepared by IBI Group, demonstrates that the majority of the shadow impacts will fall to areas containing high-rise built forms to the east, north, and north-west of the subject site. Shadow impacts on low-rise residential neighbourhoods south of the subject site are fast moving and occur in the later part of the day during summer months. The site orientation and tower placement mitigate additional impacts on surrounding properties.</p> <p>A Wind Study, prepared by GradientWind, demonstrates that most areas within and surrounding the subject site are predicted to receive conditions that are considered acceptable for the intended pedestrian uses throughout the year. Mitigation measures are proposed to reduce potential wind impacts.</p>
12. 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.	The proposed development has been designed in a manner which considers its existing and planned high-rise context and provides appropriate transitions to surrounding areas. The proposed development provides the greatest heights and densities closest to rapid transit while the site design ensures a high-quality public realm and pedestrian experience through the site and along Richmond Road and New Orchard Avenue North. The high-rise towers have been situated in a manner which transition to abutting properties, while varied tower heights contribute to a distinctive a high-quality skyline.



Policy	Proposed Development
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>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);</li> <li>c) Building setbacks and step-backs.</li> </ul>	<p>The proposed development provides appropriate transitions to surrounding properties and areas through a high-quality architectural elements and design. The proposed towers are set atop a 6-storey podium which contributes to the streetscape and public realm abutting the site and ensures a pedestrian scale along all frontages. Towers have been setback from this podium to ensure a varied massing. Setbacks along all frontages are provided to ensure an enhanced public realm and appropriate transition to nearby properties.</p>
High-Rise Buildings	
<p>14. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) public views, including view planes and view-sheds referred to in Policy 3 above</li> <li>c) proximity to heritage districts or buildings,</li> <li>d) reduced privacy for existing building occupants on the same lot or on adjacent lots</li> </ul>	<p>The proposed development has been designed in a manner which ensures pedestrian comfort and high-quality amenity areas. A new public park is provided at the southwest corner of the subject site, which will enhance the public realm and transition the site to the New Orchard LRT Station. An internal courtyard area is provided to allow pedestrian circulation throughout the site while also internalizing vehicle circulation. The proposed development provides appropriate setbacks and transitions to nearby properties, reducing privacy impacts for existing buildings and occupants.</p>
<p>15. High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.</p>	<p>The proposed development conforms to the direction of this policy by providing a distinct 6-storey podium base, a high-quality middle tower portion, and an integrated top of each tower. Further, the proposed development provides an adequate tower separation. Tower floor plates are proposed in a manner which is consistent with the surrounding area and appropriate for the scale of the site, uses, and context.</p>
<p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.</p>	<p>The proposed development conforms to Cleary and New Orchard Area Specific Policies for the design of high-rise buildings. As described in Section 4.3 of this report, the proposed development conforms to lot area, setback, tower separation, and podium design guidelines. The proposed development has been designed in a manner which provides a new high-density use to an underutilized site near the New Orchard LRT Station while ensuring impacts on surrounding areas are minimized.</p>
<p>18. 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.</p>	<p>The proposed development applies many Urban Design Guidelines for High-Rise buildings and conforms to their intent and general principles. The proposed development has been designed with podium, tower, and top portions and provides appropriate tower separation and setbacks.</p>

Policy	Proposed Development
<b>Outdoor Amenity Areas</b>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>The proposed development ensures appropriate transition to existing amenity areas and public spaces. The proposed buildings are setback appropriately from all property lines and oriented in a manner which enhances the public realm. A podium base allows for a new streetwall pattern and pedestrian scale along Richmond Road, while the tower portions are setback to create varied facades. Materiality, such as glazing and vertical paneling, provide an enhanced rhythm to all elevations which ensures a built form pattern that is complementary to abutting spaces.</p> <p>In addition, 1,015 square metres of parkland is provided in the generous setback along Richmond Road and New Orchard Avenue North, adding new public outdoor space which transitions the proposed development to the surrounding public realm.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p>The proposed mixed-use development provides a greater than required amount of private and communal amenity spaces via private balconies, terraces, indoor communal amenity spaces, and an outdoor at-grade plaza. Additionally, a 1,015 square metre public park is proposed at the southwest corner of the subject site, providing a greater degree of transition and greenspace to the subject site.</p>
<b>Design Priority Areas</b>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.</p>	<p>The proposed development provides high-quality architectural design along abutting public frontages. The 6-storey podium incorporates high-quality building materials and ensures an articulation, pattern, and rhythm that both contributes to the streetscape while complementing the surrounding properties. Active frontages and landscaped public spaces further enhance the entire site, with particular focus on its interaction between the built form and the abutting traditional mainstreet.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.</p>	<p>The public realm of the subject site will be significantly enhanced by the proposed development. The subject site currently contains a single storey building with surface parking abutting the public realm. The proposed development will introduce a new public park, publicly</p>

Policy	Proposed Development
	accessibly outdoor amenity spaces, and active frontages, enhancing the pedestrian environment. Further, the subject site has been designed in a manner which ensures connectivity and movement between the property and nearby public transit.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The proposed development will define the public realm abutting the property by providing a high-quality built form that contributes to the streetscape of Richmond Road and New Orchard Avenue North. The proposed development includes a 6-storey podium, with the high-rise portions setback atop this, ensuring compatibility related to the surrounding area. A central courtyard will accommodate vehicle circulation and pedestrian movement through the site.

**The proposed development conforms to the policy direction of Section 4.11.**

### 4.3 Cleary and New Orchard Area Specific Policy

The Cleary and New Orchard Area-Specific Policy (ASP) is a document which provides planning direction to guide future development and redevelopment of lands that are in close proximity to the Cleary and New Orchard LRT Stations. Policies within this document relate to land use, built form, active frontage, the public realm, and density redistribution and provide direction for how the area will evolve and develop with the arrival of the new LRT stations.

#### 4.3.1 Station Area & High-Rise Buildings

The subject site is designated as a “Station Area” on Schedule A of the ASP (Figure 16). This designation permits a wide range of transit-supportive residential and commercial uses in close proximity to the New Orchard LRT Station and is a priority area for public realm improvements. Redevelopment of properties in the Station Area must contain a mix of land uses with the ground floor occupied by retail or commercial uses directly accessed from the sidewalk. Residential is permitted on the ground floor, provided active frontage elements are included. All parking shall be provided internal to the site or underground, accessed from combined drive aisles from side streets leading to parking garage areas (Policy 3.1.1).



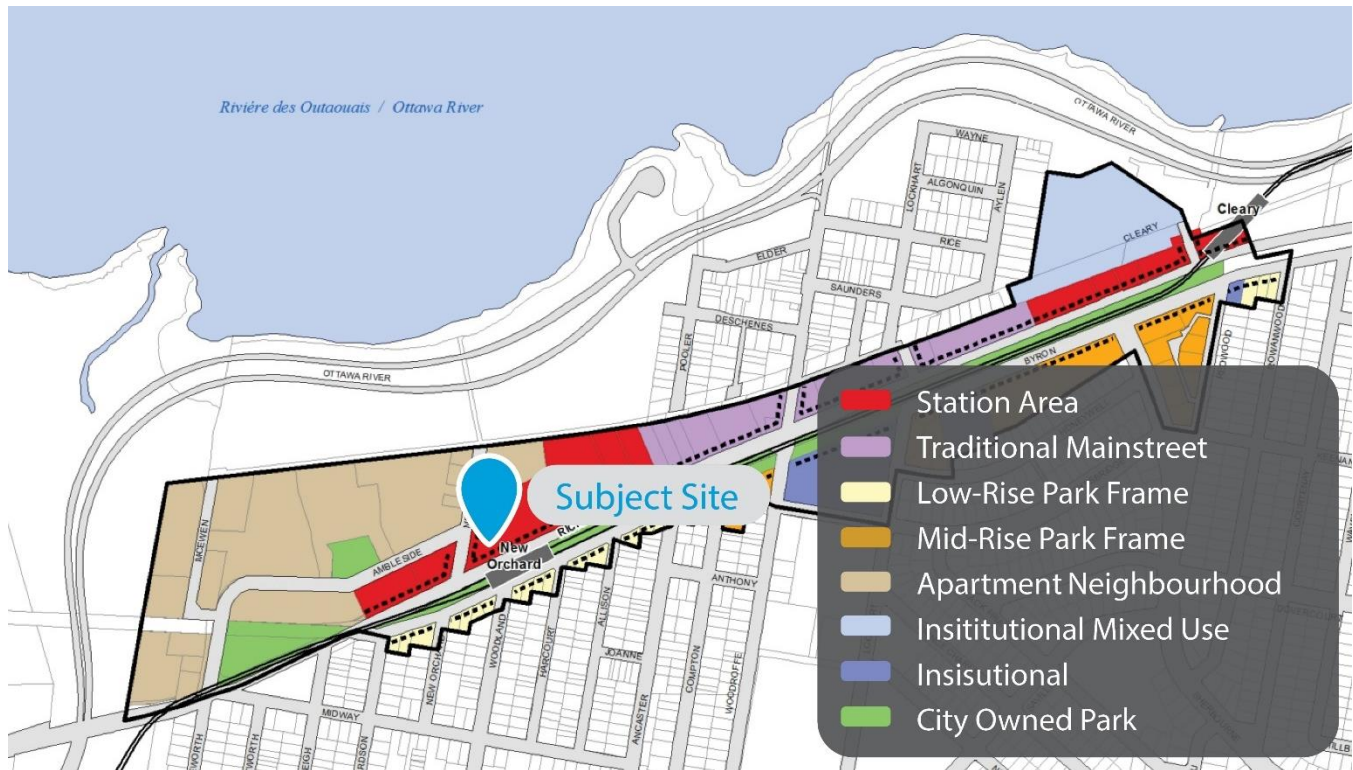


Figure 16: Schedule A, Planning Area and Land Use, subject site indicated

High-rise buildings are limited between 10 and 30-storeys in the plan area, and where high-rise buildings are identified as appropriate, the high-rise must be located on a lot of 2,000 square metres or more in size, provide a separation distance between towers of generally 20 metres with the tower portion of proposed building generally being a minimum of 10 metres from abutting property lines. The podium of the tower should animate the pedestrian realm and generally form a continuous street wall relating to the adjacent buildings in massing, height and architectural rhythm (Policy 4.1.1).

Policies related to high-rise building design state the tower should be set back from the podium and should be articulated to break up building mass and allow sky view, sunlight, and transition towards the abutting properties. Towers should be designed to address shadow impacts of adjacent areas, including low rise residential, and should be well-proportioned, generally following the podium and tower approach in built form design with a podium height between three-storeys and six-storeys. Mechanical penthouses should be integrated into the tower design (Policy 4.1.2).

**The proposed development meets the intent and objectives of Station Area and High-Rise Building policies within the Cleary and New Orchard ASP. The proposed development provides a mix of land uses, with primarily commercial uses proposed within the ground floor and residential uses above. Vehicle parking is located underground, with pick-up and drop-off locations for all three towers located internally and away from the public realm. Underground parking and loading are accessed via a shared access from New Orchard Avenue to prevent disruption along the Traditional Mainstreet. While higher than the 30 storeys contemplated in the ASP, the proposed high-rise built forms are well suited for the subject site and provide the required separation distances between towers and lot lines. The proposed development has been designed in a manner which incorporates a mid-rise podium, with towers setback to enhance the public realm and maintain the pedestrian scale along each abutting right of way. Through placement, orientation, and high-quality architectural features, the proposed development ensures an appropriate transition between adjacent properties while introducing a new, high-density mix of uses within 100 metres of the New Orchard LRT Station.**

### 4.3.2 Active Frontages, Public Realm, and Density Redistribution

Active Frontage Lines are identified on both Schedule A and Schedule B, Public Realm (Figure 17).

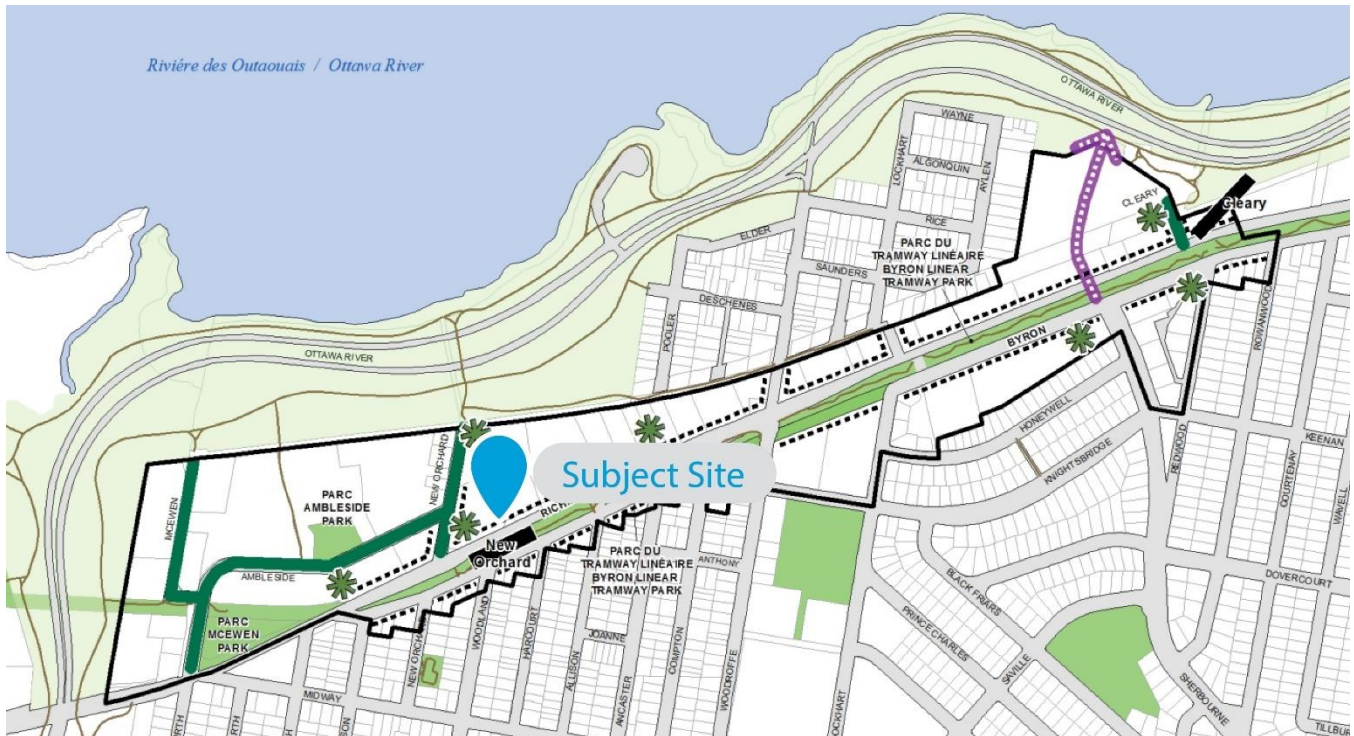


Figure 17: Schedule B, Public Realm, subject site indicated

Development on the north side of Richmond Road adjacent to an Active Frontage Line is to be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses, architectural features, and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience. This may be achieved through:

- / The provision of transparent glazing and active main entrances for a majority of the ground floor wall that abuts the Active Frontage Line;
- / Use of high-quality building materials on all elevations facing the public realm; provision of a continuous built edge along the street or public space with a provision for varied setbacks where a POPS is provided at the ground level;
- / No exterior surface parking between the building and the street or interior parking spaces being located on the ground or upper floors. Parking internal to a site should be screened from view to any public realm space;
- / Provision of individual direct pedestrian access to ground level uses; and,
- / The inclusion of existing or new trees in the public realm (Policy 4.3.1).

Lands for urban parks and plazas are identified and are to be provided in association with redevelopment, with a priority for securing lands through parkland dedication (Policy 5.1). A conceptual location for a future urban park or plaza is identified at the subject site at the corner of Richmond Road and New Orchard Station. Additionally, the provision of POPS are intended to serve as outdoor open spaces on private lands and are to be made available for public uses through agreements. Future POPS are to provide appropriate signage and programming for public uses (Policy 5.2). As identified by the ASP, a public plaza space at the north-east corner of New Orchard and Richmond (as the subject site) is to provide a multi functional public space with hard surface treatments, landscaping and seating areas (Policy 6.3.c).

The proposed development applies the policies of the ASP related to active frontages, the public realm, and density redistribution. Along the Richmond Road and New Orchard Avenue frontages, commercial uses are provided with active entrances and highly transparent building materials, activating the public realm of the corner site. Direct pedestrian access is provided throughout the site to at-grade uses, where parking is located underground, and vehicle circulation is directed internally and to the rear of the site. The public realm along all frontages is enhanced with new at-grade commercial uses and landscaping. In addition to the 1,015 square metre public parkland space at the corner of Richmond Road and New Orchard Avenue, at-grade outdoor open spaces are provided connecting pedestrians through the site and to surrounding properties.

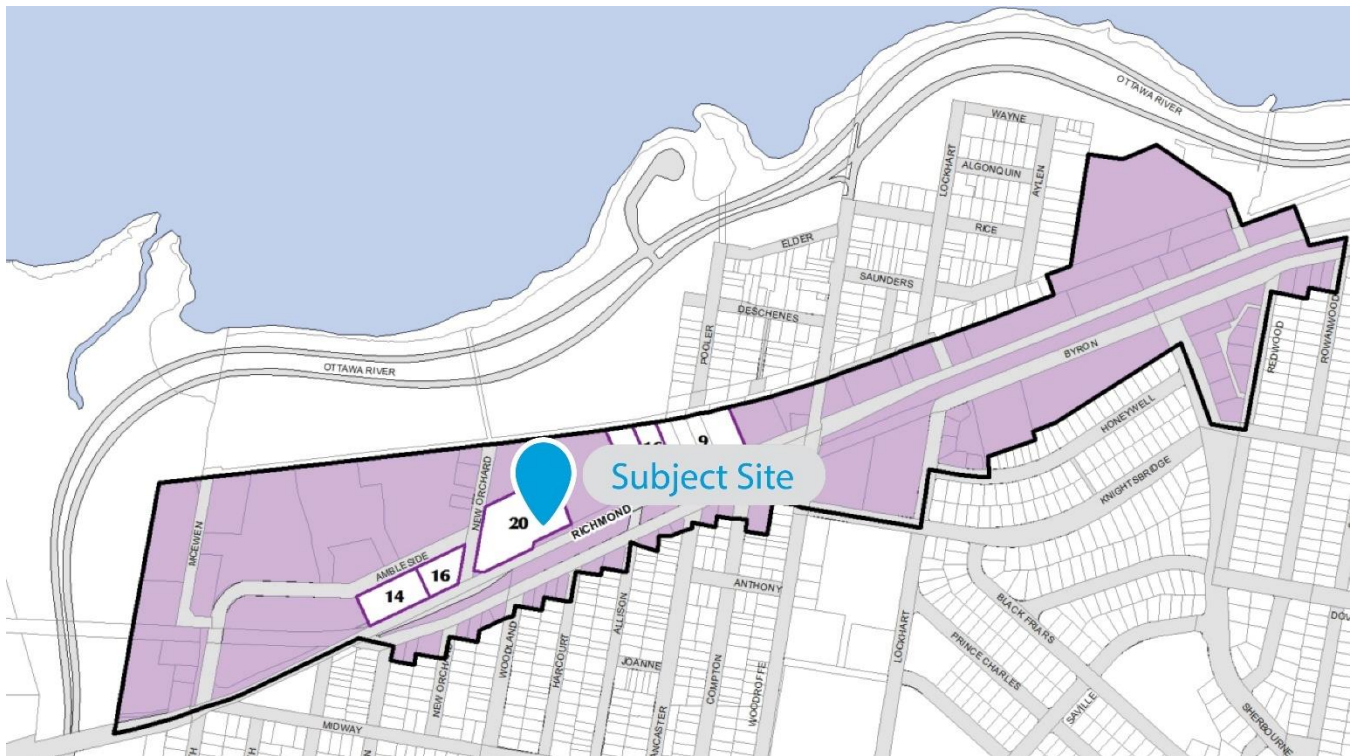


Figure 18: Schedule C, *Density Redistribution*, subject site indicated

Schedule C of the ASP describes the subject site as appropriate for accommodating greater height through density redistribution (Figure 18). A built form design that deviates from the maximum building height provisions described in the ASP may be approved for properties identified on Schedule C, provided the following conditions are met:

- / The lot is a minimum of 2000 m<sup>2</sup> in size;
- / The floor plate for a residential tower is generally a maximum of 750 m<sup>2</sup> in size;
- / The lot abuts least two public realms (such as roads paths or greenspaces);
- / The proposed development does not exceed the maximum height allowance established by this Plan as detailed in Schedule C;
- / The proposed development provides a minimum 200 m<sup>2</sup> of Privately Owned Public Spaces (POPS); and
- / The proposed development achieves the built form principles of the ASP (Policy 4.4.1).

**Although greater height is sought than that stated on Schedule C, the proposed development is appropriate for the subject site as it meets each of the conditions for density redistribution. The high-rise built form is provided on a lot**



greater than 2,000 square metres in size and provides tower floorplate sizes ranging between 752 square metres and 812 square metres, which generally meets the intent of the ASP policies while complementing existing tower forms within the surrounding context. The proposed development provides frontage along two public realms while the tower form allows greater at-grade POPS and public space. A 1,015 square metre public park is provided at the corner of Richmond Road and New Orchard Avenue North, while POPS areas are provided via an internal courtyard and pedestrian connections throughout the site. The density of the proposed development is highly supportive of the nearby New Orchard LRT Station, rapid transit in the nearby area, and neighbourhood amenities includes various commercial uses, parks, cycling trails and pedestrian connections.

#### 4.4 New City of Ottawa Official Plan (anticipated 2022)

The City of Ottawa recently undertook a comprehensive review of their Official Plan (OP), which resulted in a brand-new OP that will plan for a 25-year time horizon (2021 to 2046). The final new OP was endorsed by City Council on October 27, 2021, with amendments, and adopted by a by-law passed on November 24, 2021. The final new Official Plan is currently under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, with or without modifications, which is anticipated in early 2022. While this Official Plan is not yet in force, the preliminary policy directions approved by City Council have been reviewed as they relate to the subject site.

##### 4.4.1 Growth Management, Supporting Intensification

The new City of Ottawa Official Plan contains policies related to Growth Management, with specific policies providing guidance to support intensification. New development within the built-up portion of the urban area represents 51% of urban area growth through to 2046. Intensification may occur in a variety of built forms and height categories, including low-rise (up to four-storeys), high-rise (10-storeys to 40-storeys), to high-rise 41+ buildings (Policy 3.2.2).

Intensification will support 15-minute neighbourhoods by being directing new development Hubs and Corridors. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities (Policy 3.2.3). Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services, and is specifically encouraged on former industrial, commercial and brownfield sites (Policies 3.2.4 and 3.2.5).

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices, including small-household dwellings (units up to two-bedrooms, typically within apartment built forms) and large-household dwellings (units with three or more bedrooms, typically within ground-oriented built forms) (Policy 3.2.8). The new Official Plan provides a minimum residential density requirement for intensification of 120 dwellings per net hectare for Mainstreets, with a minimum 5% and target 10% proportion of large-household dwellings (Policy 3.2.10).

**The proposed development is supported by the new Official Plan policies related to growth management and intensification. The proposed development provides a compact, mixed-use built form which achieves minimum residential density targets for Mainstreets while providing a new housing type and tenure in the neighbourhood. Through the redevelopment of a former commercial, brownfield site along a Mainstreet Corridor, the proposed development achieves the City’s intensification goals and objectives and is highly supportive of nearby commercial, community and transportation services.**

##### 4.4.2 Inner Urban Transect and Mainstreet Corridors

The subject site is proposed to be located within the Inner Urban Transect and designated a “Mainstreet Corridor”, with the “Evolving Overlay” applied as shown in Schedule B2, Inner Urban Transect (Figure 19).



Figure 19: Schedule B2, *Inner Urban Transect*, subject site indicated

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 and is therefore characterized by both urban and suburban elements. The new Official Plan identifies the intended pattern as urban. The Inner Urban Transect is to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The Inner Urban Transect Area is generally planned for mid- to high-density development, subject to proximity and access to frequent street transit or rapid transit; limits on building heights and massing; and resolution of any constraints in water, sewer, and stormwater capacity (Policy 5.2.1.3). The Inner Urban Transect Area shall continue to develop as a mixed-use environment where Mainstreet Corridors provide residents with a full range of services within walking distance from home (Policy 5.2.1.4). New automobile-oriented uses are typically prohibited, and policies seek to prioritize walking, cycling, and transit within the area. As such, vehicle parking may only be required for large-scale developments (Policy 5.2.2.3a).

Mainstreet Corridors within the Inner Urban Transect Area are required to provide generally a minimum two-storey building height to high-rise (Policy 5.2.3.2a). Specifically, this policy states that on sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise (defined by the new Official Plan as up to 40-storeys). The wall heights of the podiums of high-rise buildings shall be proportionate to the width of the abutting right of way (Policy 5.2.3.2.c) and all buildings along Mainstreet Corridors should have active entrances facing the Corridor (Policy 5.2.3.4). Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor while ensuring appropriate transitions of height, land use, site design, and development character (Policy 6.2.1.2a). Development of sites greater than one hectare in area shall establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users (Policy 6.2.1.2c). Both residential and non-residential uses are permitted along Mainstreet Corridors, particularly those which integrate with a dense, mixed-use environment,

with commercial and service uses located on the ground floor, and residential and/or office uses located on the upper floors (Policy 6.2.1.3).

**The proposed development conforms to the intent and direction of the Inner Urban Transect and Mainstreet Corridor policies of the new Official Plan. The proposed development provides a high-density built form along a corridor, supporting existing services, infrastructure, and rapid transit while contributing a new mixed-use environment on an underutilized site. The proposed development provides a site configuration and building design which is suitable for the subject site and achieves the policy objectives of the new Official Plan related to transition, urban design, and the pedestrian realm. The 40-storey building height of the proposed development is appropriate considering the right-of-way along Richmond Road (as further detailed in Section 5.1), size of the subject site, and proximity to rapid transit.**

#### 4.4.3 Evolving Overlay

The Evolving Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. Intended to provide opportunities to reach the City’s growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character
- / Allowance for new building forms and typologies, like the missing middle
- / Provide direction to built form and site design that support more urban built form patterns and applicable transportation mode share goals.
- / Provide direction to govern the evaluation of development.

The new Zoning By-law shall provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Inner Urban Transect area covered by the Evolving Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban (as opposed to suburban).

**The proposed development adheres to the direction of the Evolving Overlay by providing a more urban and compact built form and site design. The proposed development has been designed in a manner which contemplates the existing character of the area and considers its context along a Mainstreet Corridor within the Inner Urban Transect Area and within 100 metres of the New Orchard LRT station. The proposed development provides a density, unit mix, and building typology supported by new Official Plan policy direction for the Evolving Overlay.**

#### 4.4.4 Sherbourne and New Orchard Secondary Plan

The Cleary and New Orchard Area Specific Policy (ASP) is proposed to be adopted within the new Official Plan as the Sherbourne and New Orchard Secondary Plan. The proposed Secondary Plan contains revisions related to policy language and technical updates to ensure consistency with new Official Plan terminology, there are no significant changes between the Cleary and New Orchard ASP and the Sherbourne and New Orchard Secondary Plan which relate to the proposed development.

## 4.5 Urban Design Guidelines for High-Rise Buildings (2018)

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The relevant guidelines have been reviewed as they relate to the proposed development.



The proposed development is supportive of the following guidelines:

- / The proposed group of high-rise buildings are within an identified growth area and designed that the buildings are varied in height (Guideline 1.10);
- / The proposed development is located on a site surrounded by other high-rise buildings of consistent height, and provides a height and scale relative to the existing context and provide variations (Guideline 1.11);
- / The lot abuts the public realm on at least two sides (Guideline 1.15);
- / The corner lot has an area greater than 1,350 square metres (Guideline 1.16);
- / The proposal to accommodate high-rise buildings over 30-storeys in height provides a larger lot to meet the required separation distances (Guideline 1.18);
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline (Guideline 2.2);
- / Includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- / Places the base of the building at the edges of the street to create a new street wall condition (Guideline 2.13);
- / The maximum height of the base of a proposed high-rise building is proportionate to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street (Guideline 2.15);
- / Additional height is appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots (Guideline 2.16);
- / Provides a minimum base height of two storeys (Guideline 2.17);
- / Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade (Guideline 2.21);
- / Features a highly transparent and animated ground floor (Guideline 2.23);
- / Ensures appropriate setbacks from side and rear lot lines and tower separations between proposed towers and existing towers off site (Guideline 2.25);
- / Provides tower step backs from the base of the towers of at least 2 metres (Guideline 2.29);
- / Orients the towers to minimize shadow and wind impacts on the public spaces (Guideline 2.31);
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context (Guideline 2.33);
- / Provides a distinct termination at the top of the tower (Guideline 2.35);
- / Integrates rooftop mechanical equipment into the architecture (Guideline 2.36);
- / Appropriately contributes to the character of the city skyline by fitting in with the existing character and harmony of the skyline (Guideline 2.37);
- / Provides an appropriate public space at grade (Guideline 3.4);
- / Provides a public space which is complimentary and integrate into the existing network of streets, pathways parks and open spaces, and provides direct physical connect to the surrounding streets (Guideline 3.5);
- / Locates the main building accesses at the same level as the street (Guideline 3.10);
- / Animates the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency (Guideline 3.12);
- / Locates parking underground (Guideline 3.14);
- / Locates drop-off and pick up areas at the rear of the property (Guideline 3.15);
- / Internalizes loading and service facilities (Guideline 3.16);
- / Minimizes the size of garage and service doors (Guideline 3.19);
- / Considered wind impacts in the design of the building (Guideline 3.26); and,
- / Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

**The proposed development considered the Urban Design Guidelines for High-Rise Buildings. The proposed development has been designed in a manner which adheres to the base, middle, and top design in order to maintain the pedestrian**

realm while enhancing the skyline in the area. The proposed built form incorporates high quality building materials and design elements which are distinguishable, yet complementary to the existing context while considering the planned function of the area. New public spaces are provided at-grade, while commercial uses and active frontages enhance the public realm. The proposed development adheres to appropriate setback, setbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.

#### 4.6 Transit-Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within 600 metres walking distance of a rapid transit station (Guideline 1);
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services, and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit (Guideline 3);
- / Creates pedestrian and cycling "short cuts" that lead directly to transit (Guideline 6);
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locates a high-density residential use close to the transit station (Guideline 8);
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- / Orients buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles (Guideline 10);
- / Steps back buildings heights at the 6th storey in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11);
- / Creates a highly visible building through distinctive design features that can be easily identified and located (Guideline 12);
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge (Guideline 13);
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Provides a ground floor that has been designed to be appealing to pedestrians and includes space for commercial uses (Guideline 28);
- / Provides convenient bicycle parking that is enclosed and protected from the weather for both residents and customers (Guideline 29);
- / Proposes no more than the required number of vehicle parking spaces to minimize surface parking and encourage transit use (Guideline 32);
- / Locates parking to the rear of buildings, not between the public right-of-way and the functional front of the building (Guideline 35);

- / Designs access driveways to be shared between facilities (Guideline 36);
- / Provides an area where motorists, including taxis, can drop off or wait for transit passengers (Guideline 37);
- / Designs and locates parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38);
- / Provides underground parking or parking structures over surface parking lots (Guideline 39); and,
- / Provides loading areas off the street, behind or underneath buildings (Guideline 43).

**The proposed development applies many of the Transit-Oriented Development Design Guidelines and introduces new and highly transit supportive land uses within 100 metres of the New Orchard LRT Station. The proposed development locates the greatest densities in close proximity to the LRT station while maintaining a high-quality public realm, providing a design which ensures pedestrian, and cyclists are prioritized. Architectural variety is provided throughout the site, with particular interest in the at-grade treatment and active frontages along Richmond Road, New Orchard Avenue, and within the internal courtyard. Vehicle access and circulation located internally and to the rear of the site to minimize disruptions between the LRT station and the site. New public and private spaces and a mix of transit supportive land uses will enhance a highly underutilized site directly across from a new LRT Station.**

#### 4.7 Urban Design Guidelines for Development Along Traditional Mainstreets (2006)

The Urban Design Guidelines for Development Along Traditional Mainstreets are applicable to all development sites designated Traditional Mainstreet by the City of Ottawa Official Plan. Guidelines which may be applicable to the redevelopment of the subject site include:

- / Aligns the streetwall of the building with existing built form or average setback of adjacent buildings (Guideline 1);
- / Provides a minimum 2.0 metre wide concrete sidewalk and match streetscape plans or existing context in the area (Guideline 3);
- / Creates attractive public and semi-public outdoor amenity spaces (Guideline 6);
- / Provides a building design in architectural detail and respectful to the rhythm and pattern of existing or planned buildings on the street (Guideline 8);
- / Ensures sufficient light and privacy for residential properties to the rear by ensuring new development is compatible with adjacent uses regarding maximizing light and minimizing overlook (Guideline 9);
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at-grade (Guideline 11);
- / Sets back upper floors to achieve human scale and more light on sidewalks (Guideline 12);
- / Locates residential units above the level of vehicular traffic in a mixed-use building and provides shared entrances to residential units, clearly accessible from the street (Guideline 13);
- / Concentrates height of mixed-use buildings at nodes and gateways (the corner of the site) (Guideline 14);
- / Highlights buildings on corner sites, where two public streets intersect, with special treatment (Guideline 16);
- / Locates front doors to face the main street, directly accessible to the public sidewalk (Guideline 19);
- / Provide only minimum number of parking spaces required (G.27).

**The proposed development has applied many of the Urban Design Guidelines for Development along Traditional Mainstreets. Although a continual streetwall and cohesive streetscape is not typical along Richmond Road, the proposed development provides a built form and building design which enhances the streetscape with new commercial uses, a public park, and courtyard space. Commercial uses and active entrances are oriented towards the public realm while the podium of the proposed buildings frame the right-of-way and activate the public realm. The proposed development has been oriented and designed in a manner which maximizes public space and POPS on the site, enhances the Traditional Mainstreet, and provides new pedestrian and cycling connections to the surrounding area.**



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

The subject site is zoned Traditional Mainstreet, with Urban Exception 2494 and a maximum building height of 25 metres applied (TM[2494] H(25)) (Figure 20). The Traditional Mainstreet zone is intended to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, and mixed-use buildings. This zoning fosters and promotes compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.



Figure 20: Zoning Map for 1047 Richmond Road, subject site indicated

Table 1 demonstrates some of the permitted uses on the subject site within the existing TM[2494] H(25) zone:

Table 1: Permitted Uses in the TM[2494] H(25) Zone

Permitted Uses
<p><b>Residential</b> apartment dwelling, low rise, apartment dwelling, mid rise, bed and breakfast, dwelling units, group home, home-based business, home-based day care, retirement home, rooming house</p>
<p><b>Non-Residential</b> amusement centre, animal care establishment, animal hospital, artist studio, bank, bank machine, catering establishment, cinema, click and collect facility, community centre, community health and resource centre, convenience store, day care, diplomatic mission, emergency service, hotel, instructional facility, library, medical facility, municipal service centre, museum, office, park, parking garage, payday loan establishment, personal brewing facility, personal service business, place of assembly, place of worship, post office, recreational and athletic facility, research and development centre, residential care facility, restaurant, retail food store, retail store, school, service and repair shop, storefront industry, theatre, training centre, urban agriculture</p>

Table 2 provides a summary of the Traditional Mainstreet zoning provisions and other applicable provisions related to the subject site as detailed in the Zoning By-law.

Table 2: Zoning Provision, Required, Provided and Compliance Table

Provision	Required	Provided	Compliance
<b>Minimum Lot Width</b>	No Minimum	80.7 metres	Yes
<b>Minimum Lot Area</b>	No Minimum	10,188m <sup>2</sup>	Yes
<b>Front Yard Setback</b>	No Minimum <b>Maximum: 2 metres</b>	1.5 metres (to new lot line)	Yes
<b>Interior Side Yard Setback</b>	<b>Maximum: 3 metres</b> between a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces.	10.6 metres  Future setback compliance to be determined from lot lines abutting parkland dedication	No
<b>Corner Side Yard Setback</b>	<b>3 metres</b> , except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	3.0 metres Above 15 metres: 5.5 metres	Yes
<b>Rear Yard Setback</b>	Abutting a residential zone: 7.5 metres	10 metres	Yes
<b>Minimum Building Height</b>	6.7 metres for a distance of 20 metres from the front lot line	> 6.7 metres	Yes
<b>Maximum Building Height</b>	<b>25 metres</b>  <b>Urban Exception [2494] states:</b> where the building height is greater than two storeys or 8 m, whichever is less, between the height of 8 m and 15 m, a building must have an additional setback of at least 5 m than the provided setback from the front lot line and from a side lot line abutting a street and that additional setback is continued from the point where it is provided and zoning mechanism 197(c) in Table 197 does not apply to that additional setback.	<b>Tower A:</b> 123.1m (40 storeys) + 6m Mechanical Penthouse The total height is 129.1m  <b>Tower B:</b> 120.5m (38 storeys) + 6m Mechanical Penthouse The total height is 126.5m  <b>Tower C:</b> 114.1m (36 storeys) + 6m Mechanical Penthouse The total height is 120.1m  Towers provided a stepback from the podium of 2.0 metres +	No  No  No  No

Provision	Required	Provided	Compliance
<b>Minimum Width of Landscaped Area</b>	Abutting a residential zone: 3.0 metres (may be reduced to one metre where a minimum 1.4 metre high opaque fence is provided)	1.5 metres (north property line), with a 1.4 metre fence is to be provided.	Yes
<b>Active Entrances</b>	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	Active entrances are provided along Richmond Road	Yes
<b>Amenity Space (Section 137)</b>	6.0m <sup>2</sup> / unit, 50% require communal  1,343 units x 6.0 = 8,058m <sup>2</sup> of amenity space required.  4,029m <sup>2</sup> required as communal	Total Amenity Space: 22,201m <sup>2</sup>  Private (via balconies / terraces): 18,165m <sup>2</sup> Communal: 4,036m <sup>2</sup>	Yes
<b>Minimum Width of a Private Way (Sec. 131)</b>	6.0 metres	6.0 metres	Yes
<b>Minimum setback for any wall of a residential use building to a private way (Sec. 131)</b>	1.8 metres	2.27 metres	Yes
<b>Permitted Projections above the Height Limit (Sec. 64)</b>	the maximum height limits do not apply to the [mechanical and service equipment penthouses, elevator, or stairway penthouses] that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely	<b>Tower A:</b> 123.1m (40 storeys) + <b>6m Mechanical Penthouse</b> The total height is 129.1m  <b>Tower B:</b> 120.5m (38 storeys) + <b>6m Mechanical Penthouse</b> The total height is 126.5m  <b>Tower C:</b> 114.1m (36 storeys) + <b>6m Mechanical Penthouse</b> The total height is 120.1m	Yes
<b>Permitted Projections into Required Yards (Sec. 65)</b>	<b>Canopies and Awnings</b> Residential use buildings other than low-rise apartment dwellings and mid-high rise apartment dwellings: 1.8 m, but not closer than 0.6 m to a lot line	Canopies: 1.5 m, but not closer than 0.6m to lot line. Shown on site plan with minimum 0.8m to lot line  Balconies: minimum 2m from property line	Yes



Provision	Required	Provided	Compliance
	<b>Uncovered/Covered Balconies</b> 2 metres, but no closer than 1 metre from the property line		

Table 3 below describes the Zoning By-law's vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Parking Provisions, Provided, and Compliance Table

Provision	Required	Provided	Compliance
<b>Minimum Parking (Area Z)</b>	No off-street motor vehicle parking is required to be provided	672 residential parking spaces provided	<b>Yes</b>
<b>Max. Parking near Rapid Transit Station</b>	1.75 per dwelling unit (combined total of resident and visitor parking)	762 residential and visitor spaces combined	<b>Yes</b>
<b>Visitor Parking Required</b>	0.1 spaces / dwelling unit, less the first 12 units to a maximum of 30 visitor parking spaces (per building)	90 visitor spaces provided	<b>Yes</b>
<b>Parking Space Dimensions</b>	2.6m width x 5.2m length	2.6m width x 5.2m length	<b>Yes</b>
<b>Bicycle Parking</b>	Residential 0.5 / dwelling unit 1,344 x 0.5 = 672 spaces required  Retail Store: 1.0 / 250m <sup>2</sup> commercial space	672 bicycle spaces provided  6 spaces provided for retail store	<b>Yes</b>
<b>Bicycle Parking Dimensions</b>	0.6m width x 1.8m length, with a 1.5 metre aisle provided	0.6m width x 1.8m length, with a 1.5 metre aisle provided	<b>Yes</b>

## 5.0 Proposed Amendments

### 5.1 Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Cleary and New Orchard Area Specific Policy as follows:

- / Amend Policy 4.1.1 which states that “High-rise buildings are limited in the plan area between 10 to 30 storeys” to additionally permit High-Rise 31+ buildings at 1047 Richmond Road.
- / Amend Schedule C, *Density Redistribution*, by revising current maximum permitted building height of 20 storeys to allow building heights up to 40 storeys at 1047 Richmond Road.

It is the professional opinion of Fotenn that the proposed Official Plan Amendment is appropriate and represents good planning, given the design measures taken to provide appropriate transition the subject site to its surrounding context, as well as the site’s proximity to the New Orchard LRT Station. The proposed development will provide increased housing types and choices within 100 metres of an LRT station while also providing new commercial and retail uses at-grade. The proposed development responds to policy direction which supports tallest building heights and densities be provided on properties closest to rapid transit stations, with heights greater than 20-storeys appropriate for the site considering the existing high-rise context contains greater height than this (i.e., 28-storeys) on properties further from the transit station. A new public park and at-grade outdoor POPS will activate and animate a prominent corner site which is currently underutilized. Both Richmond Road and New Orchard Avenue will benefit from an improved pedestrian environment, which will further support use of the existing pedestrian, cycling, and rapid transit network.

Upcoming policy direction of the New City of Ottawa Official Plan is supportive of 40-storey building heights on sites which front on segments of streets whose right-of-way is 30 metres or greater, and where the parcel is of sufficient size to allow transition in built form massing. Although “right-of-way” is undefined in both current and new Official Plan, it is understood in City publications to mean “the City-owned portion of a piece of land”. The right-of-way is very often wider than the road and sidewalks that may abut a property and can extend to a considerable extent onto a property. The piece of land which was the Byron Avenue linear park (owned by the City) at present has a width in front of the subject site of 24.75 metres, while Byron Avenue on the south side of the linear park has a width of 19.23 metres. It is important to note that the width of the linear park is being used for Stage 2 LRT construction, and will, once recovered, continue to operate for City transportation requirements, as will Richmond Road and Byron Avenue. With the uneven widening of Richmond Road, the linear park will reduce in width from 24.75m to 13.25m. The Official Plan requires calculation of right-of-way for building height purposes to be based on post-widening widths.

It is our opinion that the linear park, owned by the City and accommodating the LRT below it, should be included for the purposes of determining the total width of the right-of-way. The primary rationale for linking building heights to the width of the abutting right of way is to avoid the creation of “canyon affect” as a result of building heights that overwhelm the public realm that exists within the space between the development that flanks both sides of the street. This affect can be mitigated when the interspersal width is exceedingly wide or adjacent buildings are designed with increased setbacks and stepbacks. The City owns Richmond Road and Byron Avenue and uses this reduced right-of-way for LRT and public transportation purposes. Suggesting that it is somehow different is a distinction without a discernable difference, and not grounded in any Official Plan policy. We therefore submit that for the purposes of height determination, that the ROW on which the subject lands lie should be calculated as 26 metres (Richmond Road) + 13.25m (LRT/linear park) + 19.23 (Byron Avenue), for a right-of-way with a total 38.48 metres width.

Through the development review process, the applicant team will work with City Staff to determine the best approach in facilitating the proposed Official Plan Amendment, accommodated either via amendments to the Cleary and New Orchard Area Specific Policy document, or by introducing a new site-specific Area Specific Policy within the appropriate Official Plan document.

## 5.2 Zoning By-law Amendment

To facilitate the proposed development, site specific exceptions from the following zoning provisions are requested:

- / **Permitted Use and Maximum Building Heights:** An amendment to the Zoning By-law is sought to permit an “apartment building, high rise” as a permitted use at the subject site with a maximum building height of 123.1 metres, accommodating the 40-storey proposed development. As described above, both the current and forthcoming City of Ottawa Official Plan and Cleary and New Orchard Area Specific Policy supports this use at the subject site. Further, this use is appropriate for the subject site considering its proximity to the New Orchard LRT Station and existing and planned high-rise context. The proposed building height does not have undue negative impacts on its surrounding context, while the subject site allows sufficient setbacks and transitions to abutting properties.
- / **Urban Exception 2494:** This provision requires an additional setback of at least 5 m than the provided setback from the front lot line and from a side lot line abutting a street above the 2<sup>nd</sup>-storey. An amendment is sought to remove this exception to allow for an appropriate podium height proportionate to the proposed tower height. The 6-storey podium height provides an appropriate streetwall along Richmond Road, proportionate to the abutting right-of-way. Further, the proposed development provides a highly transparent, active ground floor with active entrances for commercial and residential uses.
- / **Interior Side Yard Setback:** The Traditional Mainstreet zone requires a maximum interior side yard setback of 3.0 metres, however a setback of 10.6 metres is proposed along the eastern property line. The intent of this provision is to ensure a continuous streetwall along the Traditional Mainstreet. As an existing streetwall does not exist along Richmond Road, the proposed increase in the maximum interior side yard setback is appropriate in facilitating appropriate transition and separation to surrounding properties. Further, this increased setback allows the internalization of a drive aisle, accommodating vehicle circulation, site servicing, and loading areas away from the Richmond Road right-of-way.

## 6.0 Supporting Plans & Studies

The following plans and studies have been prepared in support of Official Plan Amendment and Zoning By-law Amendment applications for the subject site.

### 6.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services was prepared by McIntosh Perry, dated December 20, 2021. The purpose of this report is to demonstrate that the proposed servicing and stormwater management design for the development follows the appropriate recommendations and guidelines. The report also addresses access to water, sanitary and storm servicing for the site, ensuring that existing services will adequately service the proposed development. The report provides details related to the recommended water, sanitary, and stormwater design to accommodate the proposed development, including maximum fire flows, wet weather flows, stormwater flows and storage, and additional quality controls or best practices. Based on the findings of the report, McIntosh Perry recommended approval of the assessment as part of applications for the proposed development.

### 6.2 Geotechnical and Hydrogeological Investigation

A Geotechnical and Hydrogeological Investigation was prepared by Golder Associated Ltd., dated December 2021. The purpose of this investigation is to assess the subsurface conditions at the site to obtain a general description of the soil, bedrock, and groundwater conditions. This information is used to provide engineering guidelines on the geotechnical design aspects of the project, including construction considerations which could influence design decisions. In general, the subsurface conditions at this site consist of fill, or fill underlain by a deposit of glacial till which is in turn underlain by dolostone bedrock with shale, limestone, and sandstone interbeds. Further, groundwater level measurement results indicate that the groundwater level in the bedrock ranged from 2.7 m to 9.3 m below the existing ground surface, expected to fluctuate seasonally or as a result of precipitation events. Based on the results the testing conducted at the subject site, the report provides recommendations related to seismic considerations, frost protection, foundations, lateral earth pressure, excavation, groundwater management, vibration monitoring, and site servicing. The report further details design recommendations related to pavement design, site grading, materials, and other design conditions.

### 6.3 Noise and Vibration Feasibility Assessment

A Roadway Traffic Noise and Vibration Feasibility Assessment was prepared by GradientWind, dated December 17, 2021. The report contains results and recommendations related to the assessment of exterior roadway noise and vibration levels generated by locate transportation traffic, including a ground vibration impact assessment from the proposed underground LRT system on the proposed development. The results of the analysis indicate that noise levels will range between 24 and 66 dBA during the daytime period and between 17 and 58 dBA during the nighttime period, with the highest noise level occurring at the south façade of Tower B, which is nearest and most exposed to Richmond Road.

As such, upgraded building components and central air conditioning will be required for Tower B, while standard OBC compliant windows with a rating of STC 30 are required along the south façade of Tower B and the podium. Regarding Tower A and Tower C, noise levels fall between 55 dBA and 65 dBA during the daytime period, and will need forced air heating with provisions for central air conditioning, as a minimum requirement. Warning Clause will also be required in all Lease, Purchase and Sale Agreements for these towers. Estimated vibration levels at the foundation nearest the LRT Line are acceptable, therefore concerns due to vibration impacts on the site are not expected. Finally, a stationary noise study is recommended for the site during the detailed design once mechanical plans become available.

### 6.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by GradientWind, dated December 21, 2021. The purpose of this study is to investigate wind comfort and safety within and surrounding the subject site, and to identify areas where wind conditions



may interfere with certain pedestrian activities so that mitigation measures may be considered, where required. The report acknowledges that the introduction of the proposed development is predicted to produce generally windy conditions at grade, most areas within and surrounding the subject site are predicted to receive conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks, bus stops, and building access points, are considered acceptable for the intended pedestrian uses throughout the year, with some exceptions. Common amenity terraces serving Tower A, Tower B, and Tower C atop their podia are predicted to be windy during the typical use period and will require mitigation to create calm wind conditions. Wind mitigation is expected to include perimeter wind screens and mitigation inboard of the perimeter to protect sensitive areas. Further, the podia serving Tower A and Tower C may benefit from canopies to protect the roof areas from downwash winds. The report confirms that mitigation strategies will be developed as the design progresses and in preparation of the future Site Plan Control application submission.

## 6.5 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Golder Associates Ltd, dated November 2021. The purpose of the Phase I ESA is to conduct a preliminary qualitative assessment of the environmental condition of the property and study area based on a review of current activities and historical information for the subject site and a review of relevant and readily available environmental information for the surrounding properties located within a 250 metre radius. Based on the information obtained and reviewed as part of the report, multiple potentially contaminating activities (“PCA”) or areas of potential environmental concern (“APEC”) were identified. Based on these findings, a Phase II ESA is currently being completed for the subject site.

## 6.6 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by Parsons for the subject site, dated January 2022. The TIA contains a four step analysis of the transportation conditions as they relate to the proposed development, including the screening form, scoping report, forecasting report, and strategy report. The report contains a high-level analysis of the proposed development and anticipates that the development will generate approximately 567 person trips during peak hours, including 85 vehicle trips, 28 passenger trips, 369 transit trips, and 85 active transport (walking and cycling) trips. As such, the report includes recommendations related to future study area modifications, existing and future background conditions, projected conditions, and demand rationalizations. The report concludes that the proposed development can be supported by the transportation network at the 2026 and 2031 horizons. The development plan benefits from its location in close proximity to the future New Orchard LRT Station and enhanced active transportation facilities, and will consider various transportation demand management initiatives to promote sustainable travel choices for its residents and reduce the vehicular impacts on the adjacent network. As such, the report confirms that no off-site roadway modifications are required and recommends the proposed development proceeds.

## 7.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment applications to permit development of the subject site constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed **development is consistent with the Provincial Policy Statement** and achieves its vision through efficient development and land use patterns, the accommodation of an appropriate range and mix of residential types to meet long-term needs of the municipality. The redevelopment of the subject site advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, and supports transit use and active transportation.
- / The proposed development **conforms to the policy directions for the Traditional Mainstreet designation in the Official Plan**. By introducing new high-density residential and commercial uses, the proposed development will promote the use of transit and increase housing options and types in a Target Area for Intensification. The proposal has been designed in a manner which defines the street edges with active frontages and public spaces while allowing greater pedestrian and cycling access throughout the site.
- / The proposed **development is designed in a manner which is consistent with the design and compatibility policy direction of Section 2.5.1 and 4.11 of the Official Plan** and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its existing and planned context through its proposed land uses, building heights, and unit types.
- / The proposed **development responds positively to the intent of the Cleary and New Orchard Area Specific Policy**. The proposed development meets the objectives of Station Area and High-Rise Building policies by providing a mix of land uses in a high-density built form, minimizing vehicle parking and circulation, and enhancing the public realm. The proposed high-rise built forms respond to public realm policies of the ASP by providing a new public park at the corner of New Orchard Avenue and Richmond Road, as well as additional POPS spaces throughout the site. Through placement, orientation, and high-quality architectural features, the proposed development ensures an appropriate transition between adjacent properties while introducing a new, high-density mix of uses within 100 metres of the New Orchard LRT Station.
- / The proposed development **conforms to the policy direction within the new City of Ottawa Official Plan** by providing a new residential and mixed-use built form along a Mainstreet Corridor within the Inner Urban Transect, supported by its proximity to transit and broad range of uses in the area. The proposed development provides a built form consistent with the existing and planned context of the subject site, within the described building height range and densities supported by the new Official Plan policies, and ensures appropriate transitions to nearby properties through a site and architectural design which complements the character of the area.
- / The proposed **development considers the Urban Design Guidelines for High-Rise Buildings** and has been designed in a manner which effectively applies the overarching built form principles to maintain the pedestrian realm while enhancing the neighbourhood. The proposed built form is distinguishable, yet complementary to the existing context while considering the planned function of the area while adhering to appropriate setback, stepbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.
- / The proposed **development considers the Transit-Oriented Development Design Guidelines** by introducing highly transit supportive land uses within 100 metres of the New Orchard LRT Station. The proposed development locates the greatest densities in close proximity to the LRT station while maintaining a high-quality public realm.
- / The proposed **development considers the applicable Urban Design Guidelines for Development along Traditional Mainstreets** by providing a built form and building design which enhances the streetscape of Richmond Road with new commercial uses, a public park, and at-grade spaces. The proposed development has

been oriented and designed to frame the abutting roadways, maximize public space, and provide new pedestrian and cycling connections to the surrounding area.

- / The proposed **development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250 and the requested amendments are appropriate** and will not create undue negative impacts on the community or surrounding properties.
- / The proposed **development is supported by technical studies, plans, and reports** submitted as part of this application.
- / The proposed applications will allow for the appropriate redevelopment of a highly underutilized, brownfield site within 100 metres of the New Orchard LRT Station.

Sincerely,



Brian Casagrande, MCIP RPP  
Partner



Lisa Dalla Rosa, MCIP RPP  
Associate



Nathan Petryshyn, M.Pl  
Planner