



## **2829 Dumaier Avenue**

Planning Rationale + Design Brief Addendum  
Zoning By-law Amendment + Site Plan Control  
May 1, 2023



Prepared for Brigil

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<b>1.0 Introduction</b>	<b>1</b>
<b>2.0 Site Context and Surrounding Area</b>	<b>3</b>
<b>3.0 Proposed Development and Design Brief</b>	<b>10</b>
<b>4.0 Policy and Regulatory Context</b>	<b>18</b>
<b>5.0 Supporting Studies</b>	<b>42</b>
<b>6.0 Conclusion</b>	<b>47</b>

# Introduction

Fotenn Planning + Design (“Fotenn”), acting as agents for Brigil, is pleased to submit this Planning Rationale and Design Brief Addendum in support of Major Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 2829 Dumaaurier Avenue (“the subject property”) in the City of Ottawa.

A Planning Rationale and Design Brief, dated July 28, 2021, was originally prepared by Fotenn in support of concurrent Zoning By-law Amendment (D02-02-21-0069) and Site Plan Control (D07-12-21-0110) applications, with technical circulation comments provided by the City on September 24, 2021. The Zoning By-law Amendment application was submitted to permit the proposed development of a 30 storey, high-rise mixed-use building. The application was submitted at a time when the City was undergoing its comprehensive review of the Official Plan (OP).

Since application submission, the City of Ottawa adopted a new Official Plan, which was subsequently approved with some modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The new Official Plan designates the subject property as Hub within the Inner Urban Transect. The subject property is also located within a Protected Major Transit Station Area (PMTSA) identified in the new OP for the lands around Pinecrest and Queensview stations.

Further, since application submission, the City’s Pinecrest and Queensview Station Secondary Plan Study has progressed. It is expected that the new Secondary Plan will put in place policies and directions for development that are supportive of the proposed development. A final open house for the secondary plan study is expected in Q2 2023, with final adoption estimated by the end of 2023.

This Addendum has been prepared in support of a resubmission of the above noted Zoning By-law Amendment and Site Plan Control applications. The resubmission incorporates the revised development approach, addresses technical circulation comments, and aims to be aligned with and to inform the City’s ongoing Pinecrest and Queensview Station Secondary Plan Study process.

The intent of this Planning Rationale and Design Brief Addendum is to assess the latest version of the proposed development with respect to the policy and regulatory framework of the new OP and determine if the proposed development is appropriate for the subject property and compatible with the surrounding community. The Addendum also draws on the results of other technical studies and plans that have been prepared in support of the rezoning and site plan control applications; many of the supporting materials have been updated to reflect the modified development concept and rezoning application.

Brigil is proposing to redevelop the subject property with a 40 storey, high-rise apartment building with ground floor commercial space and parking located largely underground. The proposed development’s at-grade experience is intended to be primarily pedestrian-oriented. Given a portion of the subject property is currently zoned L1 in the City of Ottawa Zoning By-law (2008-250), a Major Zoning By-law Amendment application is required to permit the proposed development. The proposed development’s building height represents an increase from the originally proposed 30-storey building design.

This Planning Rationale and Design Brief Addendum is meant to be read in conjunction with the Planning Rationale and Design Brief prepared by Fotenn and dated July 28, 2021, which analyzed the initial proposed development against the policy framework in place at the time, primarily the City of Ottawa Official Plan (2003, as amended).

The following plans and studies have been updated in support of the Site Plan Control and Major Zoning By-law Amendment applications for the proposed development:

- / This **Planning Rationale and Design Brief Addendum**, prepared by Fotenn Planning + Design, dated April May 1, 2023;

- / **Site Plan**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Elevations**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Floor Plans**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Sections**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Perspectives**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Overall Site Elevations**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Sunshade Study**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Draft Zoning Schedule**, prepared by Roderick Lahey Architect Inc., Project No. 1922, dated April 2023;
- / **Landscape Plan**, prepared by Levstek Consultants Inc., Project No. 1183, dated March 28, 2023;
- / **Roadway Traffic Noise Assessment Addendum Letter**, prepared by Gradient Wind Engineering Inc., Report No. 20-150 – Detailed Traffic Noise, dated March 27, 2023;
- / **Revised TIA**, prepared by Parsons, Project No. 477580-01000, dated April 14, 2023;
- / **Servicing and Stormwater Management Report**, prepared by Stantec, Project No. 160401596, dated March 20, 2023;
- / **Notes and Legends Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Existing Conditions and Removals Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2021;
- / **Site Servicing Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Grading Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Plan and Profile – Dumaurier Avenue Sanitary Sewer Extension STA. 0+000 to STA. 0+120**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Erosion Control Plan and Detail Sheet**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Storm Drainage Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Sanitary Drainage Plan**, prepared by Stantec, Project No. 160501596, dated March 15, 2023;
- / **Topographic Survey**, prepared by Annis O'Sullivan Vollebakk Ltd.



## Site Context and Surrounding Area

The subject property, known municipally as 2829 Dumaaurier Avenue, is located in the Foster Farm neighbourhood in the City of Ottawa, to the west of the downtown. The subject property fronts onto Dumaaurier Avenue to the east for 70.35 metres and has a lot area of 4,195.2 square metres. The subject property is currently occupied by a portion of a commercial shopping centre, which extends further south of the subject property.

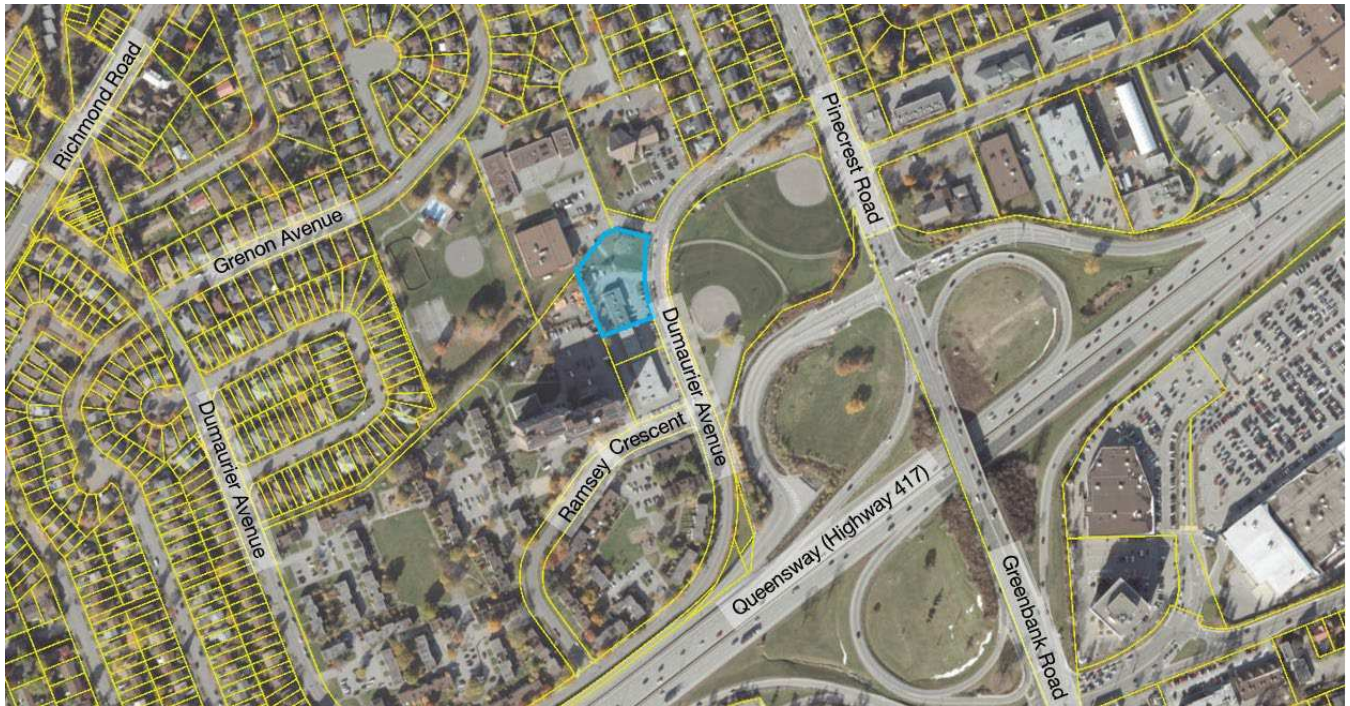


Figure 1: Aerial View of the Subject Property (Outlined in Blue) and Surrounding Area

There are existing circulation easements on the subject property in favour of the abutting properties to the south at 2829 Dumaaurier Avenue. These easements will be addressed prior to final Site Plan approval.

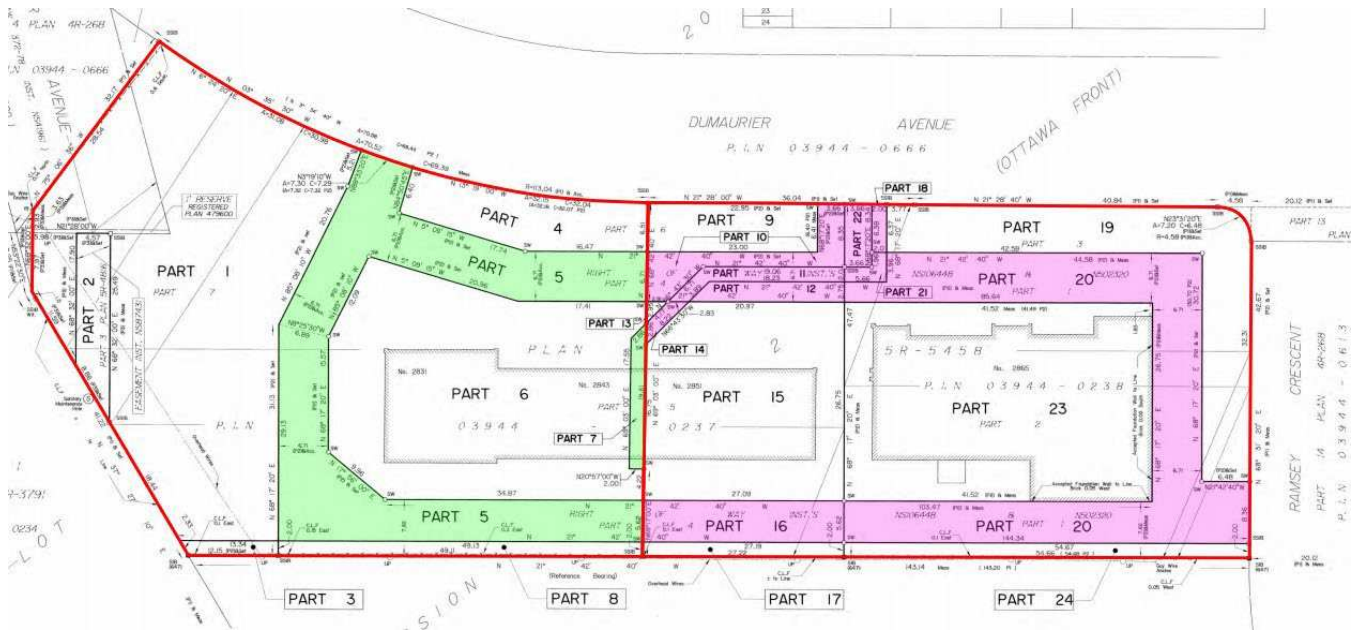
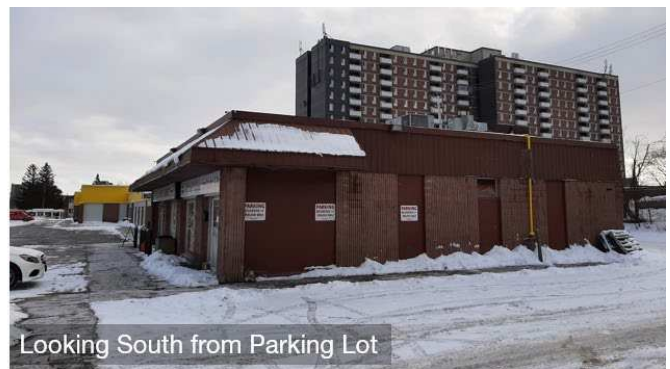


Figure 2: Survey Plan of the Subject Property and Abutting Properties to the South, Showing Existing Circulation Easements (Shaded in Green and Purple)



Looking South from Boys & Girls Club Property



Looking South from Parking Lot



Looking East from Dumaურიer Avenue



Looking Northeast

Figure 3: Photographs of the Subject Property

## 2.1 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property:



**North:** Immediately to the north of the subject property is a two (2) storey building housing office space and the Boys & Girls Clubs of Ottawa. Further north are the Abraar Secondary School, Saint-Rémi Catholic Parish, and a predominantly residential neighbourhood consisting primarily of detached dwellings and a high-rise apartment building. Several high-rise apartment buildings are located adjacent to Richmond Road.

**South:** Immediately to the south of the subject property is the continuation of the one (1) storey commercial shopping centre and related surface parking. Further south is a low-rise Planned Unit Development consisting of townhouses, beyond which are Dumaaurier Avenue, the Transitway corridor providing access between the Pinecrest and Bayshore stations (which is in the process of being converted for Light Rail Transit (LRT) use), and the Queensway.

**East:** To the east of the subject property is Dumaaurier Avenue, east of which is a park consisting of (2) baseball diamonds known as Dumaaurier Park. The existing Pinecrest Bus Rapid Transit (BRT) Transitway Station is located less than 150 metres to the east of the subject property and is easily accessible by foot. The future Pinecrest LRT Station will be located further to the south, approximately 220 metres to the southeast of the subject property.

**West:** To the west of the subject property is a 14-storey high-rise apartment building and associated surface parking. The high-rise apartment building, which also houses the Foster Farm Community Centre, is part of a large Planned Unit Development that continues westward. Aside from the high-rise apartment building, the Planned Unit Development also consists of townhouses, walkways, communal and private amenity spaces, and common surface parking areas. Ruth Wildgren Park, a public park providing a variety of amenities including a playground, tennis and basketball courts, a baseball diamond, and a pool, is located slightly to the northwest of the subject property. Further west is a low-rise residential neighbourhood consisting of a mix of detached and semi-detached dwellings.



Figure 4: Photographs of the Surrounding Area



## 2.2 Transportation Network

### 2.2.1 Road Network

The subject property is located less than 250 metres from the Queensway, and is also located in proximity to several Arterial Roads including Pinecrest Road, Greenbank Road, Baseline Road, Richmond Road, and Carling Avenue. Arterial roads serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands.

Dumaurier Avenue is identified as a collector road. Collectors connect communities and provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Direct access to collectors from adjacent properties is permitted except where access will cause traffic safety or functional concerns. Collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school busses, and people walking and cycling. The reduced speed and volumes of traffic on these roads, compared with arterials, make them more accommodating for cyclists and pedestrians.



Figure 5: Schedule C4 - Urban Road Network

### 2.2.2 Rapid Transit

As per Schedule C2 – Rapid Transit Network (Ultimate) of the City of Ottawa Official Plan (Figure 6), the subject property is located in close proximity to the Transitway, a BRT corridor that is in the process of being converted to Light Rail Transit as part of the Stage 2 LRT project, which includes the Confederation Line West Extension.

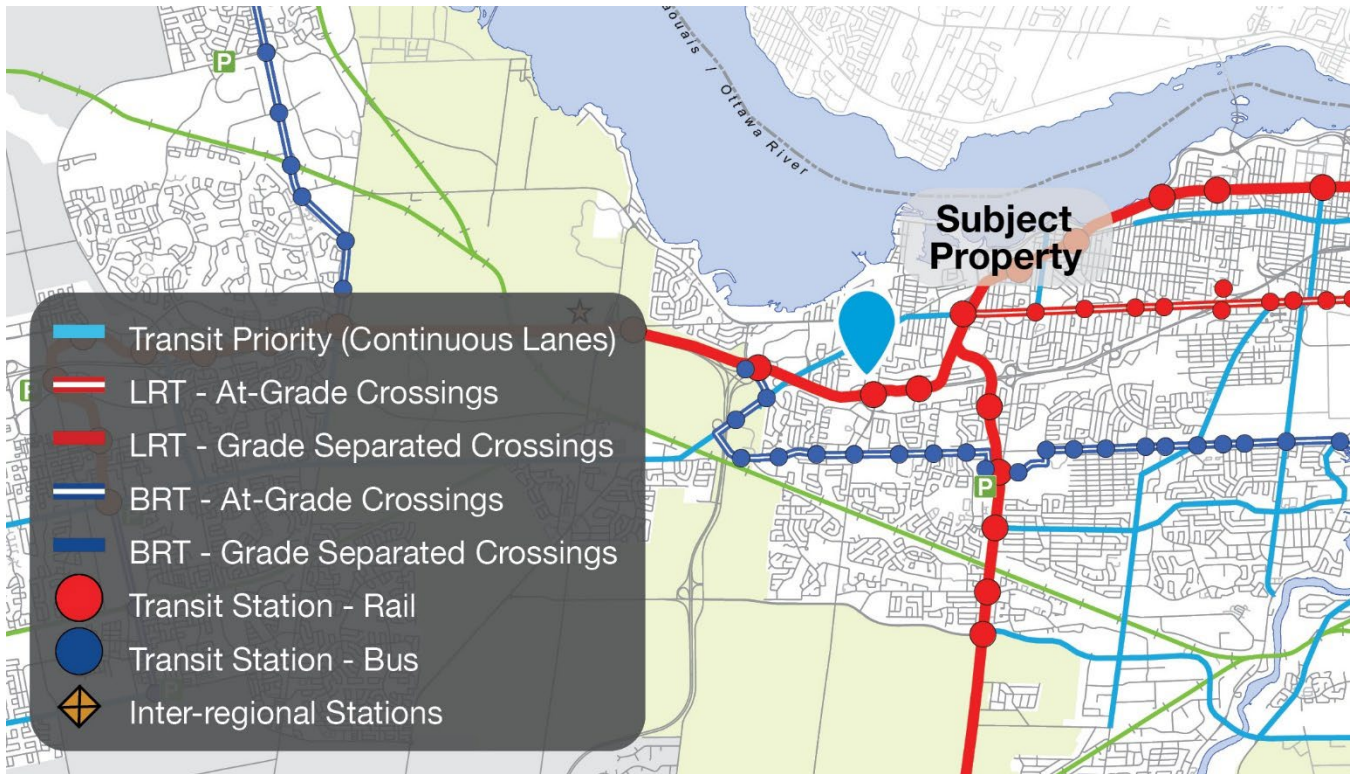


Figure 6: Schedule C2 – Rapid Transit Network (Ultimate)

The Confederation Line West extension project will add 15 kilometres of rail and 11 new or converted rapid transit stations to the City's overall LRT network. The Stage 2 Confederation line was originally expected to open in 2025 but is now expected to be operational in late 2026.

The existing Pinecrest BRT Station is located less than 150 metres to the east of the subject property. The future Pinecrest LRT Station will be located further to the south, approximately 220 metres to the southeast of the subject property.





Figure 7: Rendering of the future Pinecrest LRT Station

### **Stage 2 LRT Station Connectivity Enhancement Study**

Ensuring that key local pedestrian and cyclist networks are integrated with Stage 2 LRT stations is a critical element of the project. Building on the Stage 2 LRT Connectivity Study completed in 2017, the City of Ottawa and Alta Planning and Design are leading a review of Stage 2 station connectivity. This team will be proposing additional measures to enhance connectivity for all modes of transportation.

Off-street bus facilities will be constructed to support the transfer of customers from bus stops located adjacent to Pinecrest station. There will be a bi-directional route from Pinecrest Road to the station's bus stop location and a bus turnaround after the bus stop to return buses to Pinecrest Road. The station will be connected to Pinecrest Road and Dumaurier Avenue by multi-use pathways, with passenger pick up and drop off spaces located on Dumaurier Avenue with convenient access to the station plaza and bicycle parking in the station plaza area.

The following connectivity improvements are proposed (and as shown on Figure 8 below):

#### **Planned (currently included in scope of the Stage 2 LRT project):**

- A. Pedestrian crossover at Woodridge Crescent at the station entrance
- B. Station plaza with three (3) passenger pick up and drop off spaces and bike parking for 40 bikes with space allocated to double in future when required
- C. Multi-use pathway from Woodridge Crescent to Holly Acres Road on the north side of the station

**Proposed Enhancements (proposed to be added to the scope of the Stage2 LRT project):**

- D. Multi-use pathway from Bayshore Station to Richmond Road and Bayshore Drive on the north side of the alignment
- E. Add multi-use pathway from Pinecrest bridge directly to station

**Feasibility Assessment (to be further considered for inclusion in the City’s Active Transportation Plan):**

- F. Bi-directional cycle track along west side of Pinecrest Highway 417 Bridge from station to Morrison Drive subject to MTO Approval

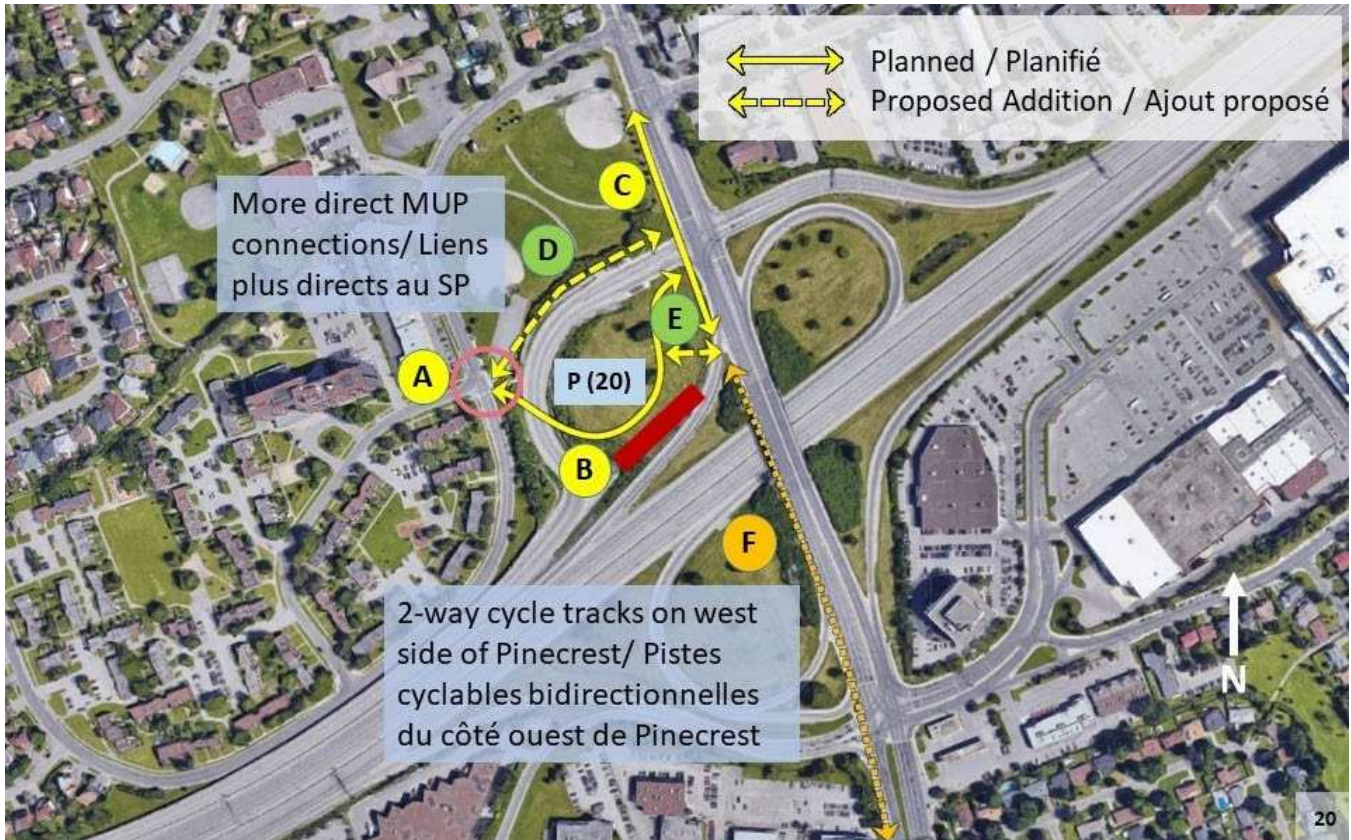


Figure 8: City of Ottawa Graphic Showing Planned Connectivity Improvements



## 3.0

# Proposed Development and Design Brief

Brigil is proposing to demolish the existing one (1) storey commercial building and redevelop the subject property with a 40-storey high-rise, mixed use building consisting of apartment dwelling units and ground floor commercial space. The proposed development will contain a total of 422 dwelling units, 259 of which will be one (1) bedroom units, 158 of which will be two (2) bedroom units, and five (5) of which will be three (3) bedroom units. 300 square metres of ground floor commercial space will contribute to a mix of uses on the subject property. Parking for the proposed development is proposed to be located almost exclusively in an underground garage, with the exception of six (6) surface parking spaces for visitors and commercial users at the rear of the building.

### 3.1 Design Changes

The original design was for a 30 storey building including a 6 storey podium. Since the original application submission, the following major design changes have been made:

- / Increase in tower height from 30 to 40 storeys;
- / Reduction in typical tower floorplate area (including balconies) from 945 square metres to 900 square metres;
- / Reconfiguration of the six (6) storey podium from an L-shape to an almost rectangular shape;
- / Reconfiguration of the ground floor to include one (1) commercial space instead of the previously proposed three (3) spaces;
- / Drive through porte-cochère added to the six (6) storey podium; and,
- / Visitor drop-off added to the driveway under the porte-cochère.



Figure 9: Ground Floor Plan

### 3.2 Design and Massing

The proposed development will be designed with a podium, tower and top. The design will incorporate a six (6) storey, mid-rise podium as its base, which will serve as the primary interface at the street level. The podium's materiality (which consists of a mix of brick and glazing) and larger floorplate, which extends north and south of the tower, will help establish it as a strong visual base and distinguish it from the rest of the building.



VIEW LOOKING NORTH-EAST



VIEW LOOKING NORTH-WEST STREETSCAPE ALONG DUMAURIER AVE.



VIEW LOOKING SOUTH-EAST STREETSCAPE ALONG DUMAURIER AVE.

Figure 10: Renderings of the proposed development

The middle portion of the tower, which will extend from the seventh storey to the 38<sup>th</sup> storey, will be oriented in a north-south manner, generally flush with the podiums' east and west extents. The seventh storey's east and west façades will be slightly recessed on all sides from the tower above it to provide a clearer transition between the podium and tower portions of the building, with the north and south facing balconies beginning on the 8<sup>th</sup> storey also providing a transition from the seventh storey's footprint. From the seventh storey up to the 38<sup>th</sup> storey, the tower will be stepped back approximately 6.7 metres from the podium's south wall. The middle portion of the tower's floorplate of 900 square metres will minimize shadow and wind impacts on adjacent properties. The tower's floorplate and materiality, which consists of aluminum, lightly coloured metal panels, and especially glass, will also make for a less imposing presence on the skyline.



The top portion of the tower, which consist of the 39<sup>th</sup> and 40<sup>th</sup> storeys, will be stepped back from the tower's north side. The top portion has a tower floorplate of 735 square metres. A mechanical penthouse on top of the 40<sup>th</sup> storey will also contribute to the top's tapering design.

The tower's typical floorplates have been slightly reduced from the original development proposal. The middle (7<sup>th</sup>-38<sup>th</sup> storeys) portion of the tower's typical floorplate (including balconies) has been reduced to 900 square metres from the originally proposed 945 square metres, while the top (39<sup>th</sup> and 40<sup>th</sup>) portion of the tower's typical floorplate has been reduced from 855 square metres to 735 square metres. The reduced floorplates, which have been achieved through a slight reduction in the tower's north-south length, will help ensure minimal shadowing, microclimate, and privacy impacts.



VIEW LOOKING SOUTH-WEST



VIEW LOOKING NORTH-WEST



VIEW LOOKING NORTH-WEST



VIEW LOOKING EAST

Figure 11: Renderings of the planned context of the subject property and surrounding area

### 3.3 Relationship to Surrounding Planned Context

The subject property is in an area that is anticipated to evolve over the near future, particularly as a result of the planned Pinecrest LRT Station. This is reflected in the City's ongoing Pinecrest and Queensview Stations Secondary Plan



Study, which will undertake a review of the lands surrounding the future Pinecrest and Queensview LRT stations to guide future development that supports transit and integrates with the surrounding residential neighbourhoods.

The subject property is one of the closest developable lots to the future Pinecrest LRT Station and as such has a high redevelopment potential. The subject property is also separated from nearby low-rise residential areas by other uses, including open space to the east and northwest and institutional uses to the north. To the immediate west, the subject property is separated from low-rise residential areas by a high-rise apartment building and associated surface parking. These uses and built forms are not expected to change in the near future.

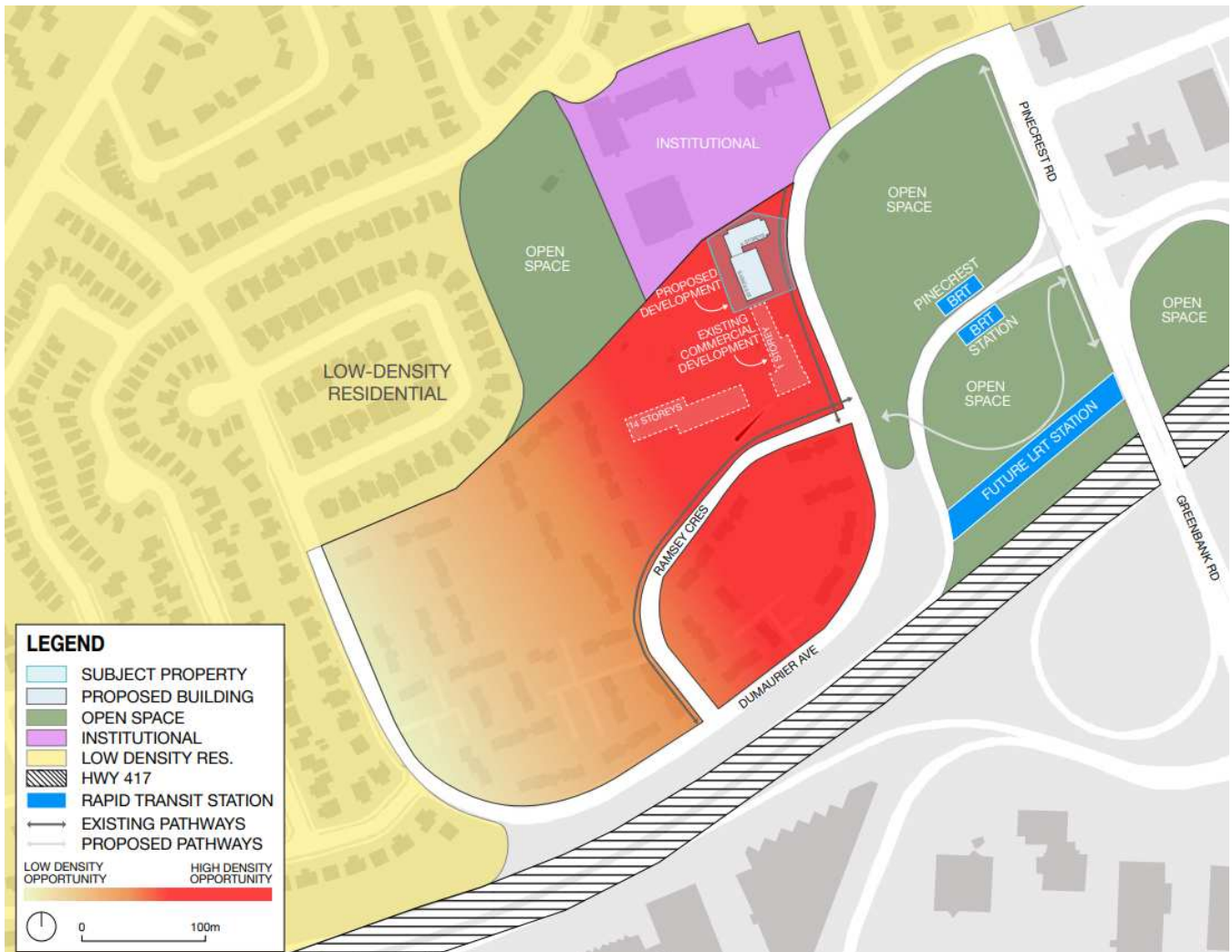


Figure 12: Planned Context of the Subject Property and Surrounding Area

Given the subject property’s immediate surrounding context, the proposed high-rise tower will not have any undue adverse impacts on adjacent properties, including their development potential. Further, existing adjacent uses that are unlikely to be redeveloped in the near future will help provide transition between the proposed development and stable, low-lying residential areas in the neighbourhood to the north and west.

Although the abutting commercial lands to the south and some low-rise residential areas to the south and west will possibly be redeveloped with higher density residential uses, the proposed tower features generous separation

distances from lot lines to the south (13 metres) and west (17.5 metres). Further, the tower's stepped back floorplate will minimize shadowing and microclimate impacts on abutting properties. The proposed tower location and floorplate will permit the redevelopment of adjacent properties with high-rise buildings that are appropriately distanced from the subject property and proposed development.

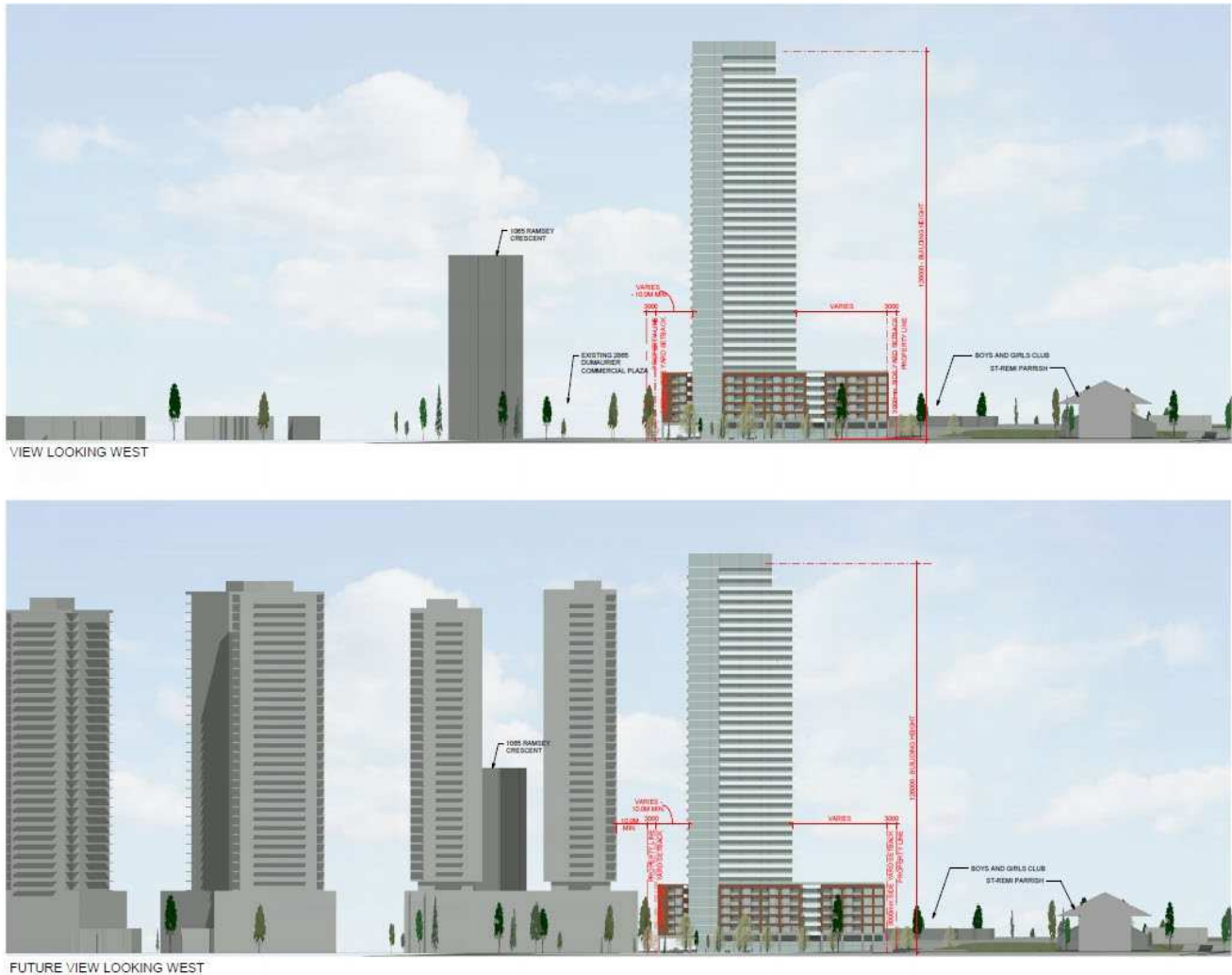


Figure 13: Views Looking West of the Existing and Future Context of the Subject Property and Surrounding Area

### 3.4 Ground Floor

The proposed development's ground floor will serve several purposes, with space allocated for a lobby, a mail and parcel room, residential and commercial garbage rooms, bicycle parking, residential storage lockers, communal amenity space, and commercial space facing Dumaurier Avenue.

The proposed development's ground floor will feature significant glazing and will be taller in height in order to enhance the at-grade experience along the subject property's Dumaurier Avenue frontage to the east. The ground floor commercial space, occupying a total Gross Floor Area of 300 square metres, will also help provide additional street-level animation along Dumaurier Avenue.

The subject property's yard facing Dumaaurier Avenue will incorporate landscaping including sod, trees along the right-of-way, sidewalks accessing entrances, and hardscaped areas.

### 3.5 Access and Parking

Vehicular access to, and egress from, the proposed development will be provided in the form of a driveway at the subject property's south lot line, off Dumaaurier Avenue to the east. The driveway will loop through the building's south side (with the second to sixth storeys of the podium extending above the driveway) and around its west side to connect to an entrance to an underground parking garage at the rear of the subject property.

Six (6) surface parking spaces for visitors and commercial space users will be provided to the west of the driveway, along with a garbage pickup pad and a soft landscaped buffer between the parking and the subject property's west lot line.

The proposed development's three (3) storey underground parking garage will provide access to 199 vehicle parking spaces, 174 of which will be for residents, and the remaining 24 of which will be for visitors or commercial space users.

The underground parking garage will also accommodate approximately 304 bicycle parking spaces (most of which will be provided via a stacked bicycle parking system), storage lockers, and mechanical and electrical equipment.

### 3.6 Amenities

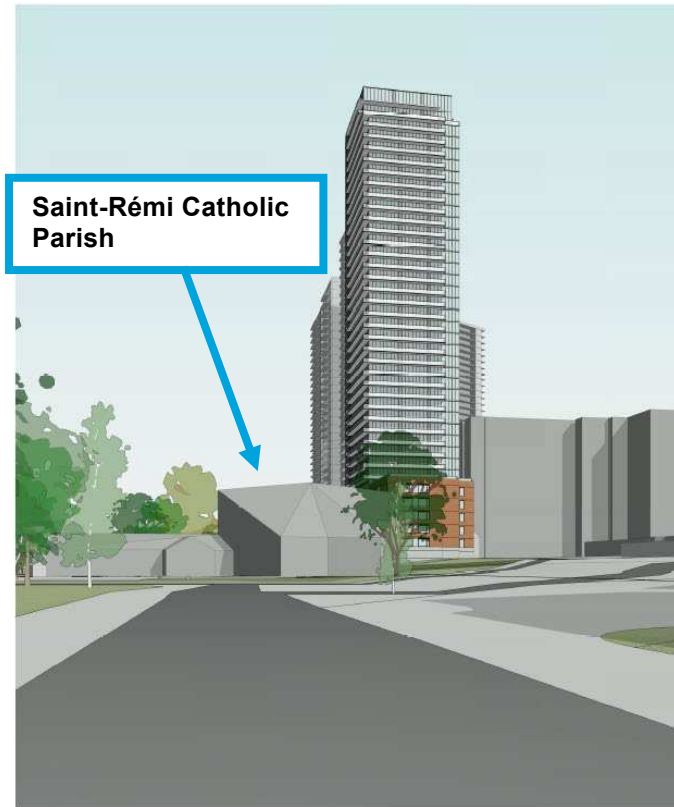
The proposed development will provide a variety of communal and private amenities for the building's residents. Communal amenity spaces will include the following:

- / An amenity room on the building's ground floor;
- / An amenity room on the building's seventh floor; and,
- / An outdoor amenity terrace on the 7th floor (on the roof of the north portion of the podium).

Private amenity spaces are proposed to be provided in the form of balconies serving the majority of dwelling units .

### 3.7 Heritage Considerations

The subject property is within proximity to a property on the City of Ottawa Heritage Register at 2821 Dumaaurier Avenue. The property is the site of the Saint-Rémi Catholic Parish which was constructed in the mid 1960's. Figure 14 below depicts views of the proposed development in relation to the listed heritage property. The proposed development's significant separation distance from the Saint-Rémi church building (which only increases for the tower portion of the development) mitigates possible impacts to the potential heritage value of the church. Shadows onto Saint-Rémi's property are only expected during the winter months when the sun is lower in the sky. The heritage value of the Saint-Rémi Catholic Parish will thus not be impacted by the proposed development.



VIEW FROM FARRELL STREET



VIEW FROM DUMAURIER AVENUE AND WATSON STREET



VIEW FROM DUMAURIER AND RAMSEY CRESCENT

Figure 14: Views of the proposed development from surrounding streets



## 4.0 Policy and Regulatory Context

### 4.1 Provincial Policy Statement (2020)

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

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

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

#### 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- / avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- / promoting development and land use patterns that conserve biodiversity; and
- / preparing for the regional and local impacts of a changing climate.

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

##### 1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- / efficiently use land and resources;

- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- / minimize negative impacts to air quality and climate change, and promote energy efficiency;
- / prepare for the impacts of a changing climate;
- / support active transportation;
- / are transit-supportive, where transit is planned, exists or may be developed; and
- / are freight-supportive.

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

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

**The proposed development is consistent with Policy 1.1.3 of the PPS, as the subject property is located in a built-up settlement area with sufficient servicing and infrastructure. The proposed transit-oriented development will intensify the subject property with a compact, mixed-use building form. The subject property is in an ideal location with convenient access to existing public transit and a variety of nearby amenities and uses, thus helping to promote air quality, energy efficiency, and public health.**

### 1.3 Employment

- 1.3.1 Planning authorities shall promote economic development and competitiveness by:
- / encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

### 1.4 Housing

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- / permitting and facilitating:
    - all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
    - all types of residential intensification, including additional residential units;
  - / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - / promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - / requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

- / establish development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintain appropriate levels of public health and safety.

**The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject property and support nearby rapid transit.**

## **1.6 Infrastructure and Public Service Facilities**

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

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

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

- 1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
  1. municipal sewage services and municipal water services; and
  2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.

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

- 1.6.6.7 Planning for stormwater management shall:

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

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

**The proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject property is located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure, public service facilities, and public transit.**

## **1.7 Long-Term Economic Prosperity**



1.7.1 Long-term economic prosperity should be supported by:

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

**The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources. The proposed development also contributes to a more diverse supply of housing options in the surrounding area.**

## 1.8 Energy Conservation, Air Quality and Climate Change

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

- / promote compact form and a structure of nodes and corridors;
- / promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- / focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- / encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- / promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and
- / maximize vegetation within settlement areas, where feasible.

**The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as it represents an intensification of the subject property with a compact, dense, mixed-use, and transit-supportive built form.**

## 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.
- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.
- 3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**  
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.
- 4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**  
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
- 5) **Embed economic development into the framework of our planning policies.**  
In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

### 4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

**4.2.3 Transect and Land Use Designation**

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to Rural.

As per Schedule B2 – Inner Urban Transect (Figure 15 below), the subject property is within the Inner Urban Transect and designated Hub. The subject property is also located with a Protected Major Transit Station Area (PMTSA), per Schedule C1 of the Official Plan.



Figure 15: Schedule B2 – Inner Urban Transect



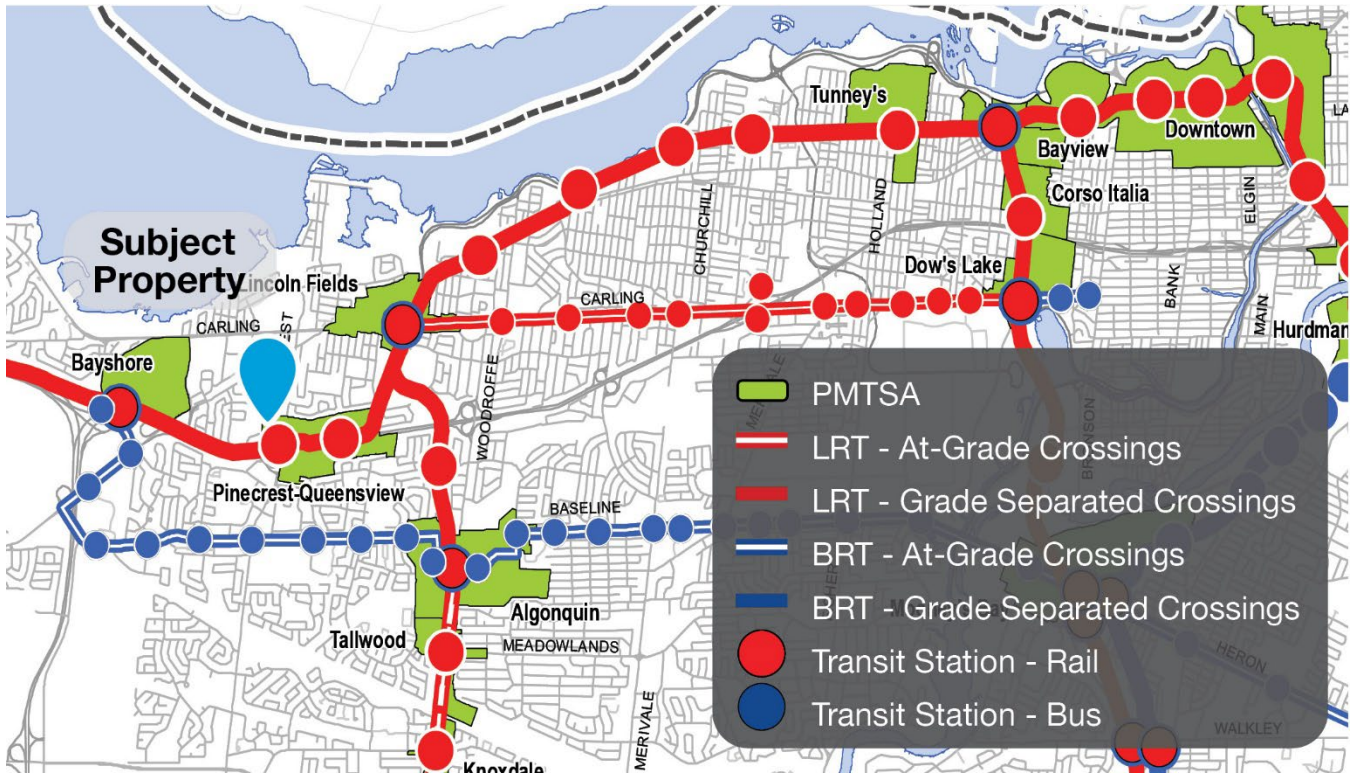


Figure 16: Schedule C1 - Protected Major Transit Station Areas (PMTSAs)

The following polices apply to the subject property:

**Policy 5.2.1.2** states that in the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:

- a) Intensification or redevelopment of old shopping centres;
- b) Encouraging mid-20th century tower-in-the-park sites to infill underused lands on their sites so as to connect with and frame the surrounding streets, increase housing choice and integrate existing towers with the physical and social fabric of abutting neighbourhoods; and
- c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.

**The proposed development consists of the redevelopment of an older shopping plaza with increased housing choice and a tower that integrates with the existing context and road network.**

**Policy 5.2.1.3** states that the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

**The proposed development is within proximity to frequent rapid transit and meets the minimum tower setbacks of the High-Rise building provisions. The proposed development also respects the maximum building heights of the draft Pinecrest and Queensview Stations Secondary Plan.**

**Policy 5.2.1.4** states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

**The proposed development provides for a dense, compact mixed-use environment that supports the growth of 15-minute neighbourhood by providing dense residential development with ground floor commercial space.**

**Policy 5.2.1.5** states that the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

**The majority of parking for the proposed development is proposed to be located in an underground parking garage accessed by a common driveway.**

**Policy 5.2.2.3** states that motor vehicle parking in the Inner Urban Transect shall be managed as follows:

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

**The proposed development includes reduced parking rates and a small surface parking lot that provides for short term visitor and commercial parking. The majority of parking is located in a below grade parking garage, accessed at the rear of the site.**

**Policy 5.2.3.1** states that within Hubs, permitted building heights, are as follows:

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- b) High-rise 41+ where permitted by a secondary plan;
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

**The proposed development conforms with the applicable Official Plan policies for the Inner Urban Transect by providing a dense built form that supports the City's Rapid Transit Network and contributing to a mix of uses.**

**The proposed development conforms with the permitted heights for Hubs within the Inner Urban Transect. The subject site is within a 300 metre radius of a planned rapid transit station and therefore is in keeping with the maximum permitted height of 40 storeys.**

**Policy 6.1.1.2** states that the strategic purpose of Hubs is to:

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

**The proposed development includes densities consistent with the Hub designation and proposes a mix of residential and retail uses to achieve the goals of 15-minute neighbourhoods.**

**Policy 6.1.1.3** states that development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;
- c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:
  - i. Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;
  - ii. Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and
  - iii. May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;



- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
  - i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
  - ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
  - iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
  - i. Reduction or elimination of on-site minimum parking requirements;
  - ii. Maximum limits on parking supply;
  - iii. Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;
  - iv. Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;
  - v. Establishment of residential on-street parking permit zones; and
  - vi. Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and
- h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

**The proposed development includes ground floor retail uses that enhance the public realm along Dumaaurier Avenue. Principal entrances front the public street while loading and parking is located to the rear of the site.**

**Policy 6.1.1.4** states that Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3(h) above.

**The proposed residential use and ground floor commercial space are permitted in the Hub designation.**

**Policy 6.1.3** states that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding certain uses outlined in **Policy 6.1.2** (low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses gas stations, service centres and drive-through establishments).

**The proposed high-density housing and ground floor commercial use are permitted within a PMTSA.**

Per **Policy 6.1.4(a)** the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan are not less than four (4) storeys with a minimum lot coverage of 70 per cent where within a 300 metres radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station.

**The proposed development's high-rise built is in conformity with the minimum four (4) storey height requirement. The proposed building footprint represents less than 70 per cent of the lot coverage; however, it should be noted that the subject property's irregular shape and required setbacks present difficulties in achieving a greater lot coverage. The proposed development also includes minimal space for surface parking and provides an improved at-grade experience through extensive front yard landscaping and a mid-rise podium that relates well to the public realm.**

#### **4.2.4 Growth Management Framework**

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

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

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

**The proposed development represents a high-rise intensification project that will help the City meet its overall intensification target.**

#### **4.2.5 Urban Design**

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

**Policy 4.6.2.3** states that development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**Policy 4.6.5.2** states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development responds to the context by building upon the high-rise building context on the abutting property to the west, at 1065 Ramsey Crescent. The proposed design incorporates a six-storey podium that acts to frame Dumaaurier Avenue with a clearly visible main entrance and street-fronting commercial space.**

**Policy 4.6.5.3** states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the

design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and access should be used to limit interruptions along sidewalks.

**The proposed development will internalize, where possible, mechanical equipment in its underground parking garage and in a rooftop mechanical penthouse.**

**Garbage pickup, limited surface parking, and vehicular access to the parking garage are all located at the rear of the proposed building, thus minimizing impacts on the pedestrian experience along Dumaourier Avenue.**

**The proposed development contributes to a cohesive silhouette comprised of differing existing and planned building heights along Dumaourier Avenue.**

**Policy 4.6.6.1** states that transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
  - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub.

**Transition has been carefully considered in the design of the proposed building. The building is proposed to be located at the edge of the site, therefore providing large setbacks that help provide adequate transition to the existing established communities to the west. The subject property is also buffered from existing low-rise residential dwellings by abutting non-sensitive uses, including a park, institutional uses, a shopping centre, and surface parking.**

**The Foster Farm district is anticipated to evolve into a dense, mixed-use area in proximity to the Pinecrest LRT Station. Building heights will generally transition from High-rise to mid-rise and low-rise as the distance increases from the transit station.**

**Policy 4.6.6.3** states that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

**The proposed development provides for a variation in building height from the adjacent 14-storey high-rise apartment building on the abutting property to the west. Building heights surrounding Pinecrest Station are generally expected to transition down from 40 storeys on sites closest to Dumaourier Avenue to progressively shorter buildings moving westward.**

**Policy 4.6.6.4** states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

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

**The proposed development's provision of amenity space will be in compliance with the Zoning By-law requirements. A variety of indoor and outdoor private and communal amenity spaces are proposed. Indoor amenity areas will be adjacent to outside walls and glazing so as to take advantage of natural sunlight. Wind and noise studies have been prepared and submitted as part of the original application submission (with a noise study addendum enclosed as part of this resubmission) in part to ensure conditions would be suitable for the proposed outdoor communal amenity spaces.**

**Policy 4.6.6.5** states that where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

**The proposed development incorporates active at-grade frontages that connect directly to the street, within walking distance to the future rapid transit station. Vehicular parking is directed to the rear and underground, contributing to a continuous sidewalk edge along Dumaaurier Avenue. The proposed development supports the future intensification of immediately adjacent lots and allows for future pedestrian connections.**

**Policy 4.6.6.8** states that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development includes a well-defined base, middle and top. The proposed base consists of a 6-storey podium that frames the street and provides for transition to the north. The middle portion of the tower (7<sup>th</sup> – 38<sup>th</sup> floor) has a tower floorplate of 900 square metres. The tower then narrows to typical floorplates of 735 square metres at the 39<sup>th</sup> and 40<sup>th</sup> floors to provide a termination from the continuous middle portion of the tower. The increased floorplate can be achieved given the increased tower setbacks (beyond the minimum requirements in Section 77 of the Zoning By-law).**

**Policy 4.6.6.9** states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The proposed development will incorporate generous setbacks from the abutting residential property to the west, as well as from the abutting commercial property to the south (which will permit the potential redevelopment of the abutting property to the south with appropriate separation distances). Proposed tower setbacks from the west and south property lines are 17.5 metres and 13 metres, respectively.**

**Overall, the proposed development conforms with the Urban Design policies of the Official Plan.**



#### 4.2.6 Heritage

The City uses the power and tools provided by Ontario Heritage Act to achieve its goal to protect cultural heritage resources. Section 4.5 of the Official Plan outlines policies for the conservation of cultural heritage in the City of Ottawa. As the subject property is located across the street from the Saint-Remi Catholic Parish, a building on the City's Heritage Register, the following policy applies:

**Policy 4.5.2.1** states that when reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.

The subject property is located across the street from the Saint-Rémi Catholic Parish, a building on the City's Heritage Register at the property municipally known as 2821 Dumaaurier Avenue. The church building is located over 50 metres to the northeast of the subject property. Although the church is listed on the City's Heritage Register, it does not currently enjoy any formal designation.

**The subject property's location relative to the church is such that its proposed redevelopment will have little to no impact on views of the church, particularly from nearby public rights-of-way including Dumaaurier Avenue to the south and east, Pinecrest Road to the east, and the Queensway to the south. Views of the building are also already limited due to the church's low-rise profile.**

**The proposed development will locate its tower in the south portion of the subject property, further away from the church and closer to the transit station. The mid-rise podium will thus provide a transition between the low-rise church to the north and the high-rise tower to the south.**

**The church is set well back from its frontage along Dumaaurier Avenue, with parking located at the front of the building, which will contrast with the proposed development's relatively short setback from Dumaaurier Avenue and the street to the north separating it from the church property, as well as its podium design, which will contribute to a more active frontage. However, the proposed development's design will provide for an animated, pedestrian-friendly streetscape that is in keeping with municipal urban design and transit-oriented development objectives as expressed in the Official Plan and in Council-approved Urban Design Guidelines for High-Rise Buildings and Transit-Oriented developments.**

### 4.3 Pinecrest and Queensview Secondary Plan Study

City staff are currently undertaking the Pinecrest and Queensview Secondary Plan Study, which will help ensure future development results in livable, resilient, desirable neighbourhoods that support transit and provide the highest quality of life possible. The purpose of this study is to undertake a review of the lands surrounding the future Pinecrest and Queensview O-Train stations to guide future development that supports transit and improves connectivity with the surrounding neighbourhoods. The complete study will include plans for the development of lands surrounding the new LRT stations and provide recommended improvements to pedestrian, cycling and transit connections.

A Community open house was held on June 21<sup>st</sup> 2022. At this meeting a Preliminary Draft Recommendations Schedule was shared with the public. As shown in Figure 13 below, the Preliminary Draft Recommendations Schedule contemplates high-rise buildings of up to 40 storeys on the subject property.

**The proposed development of a 40-storey building on the subject property meets the intent of the Preliminary Draft Recommendations Schedule by providing a dense mixed-use development in proximity to Pinecrest Station, where 40 storeys are proposed to be permitted.**

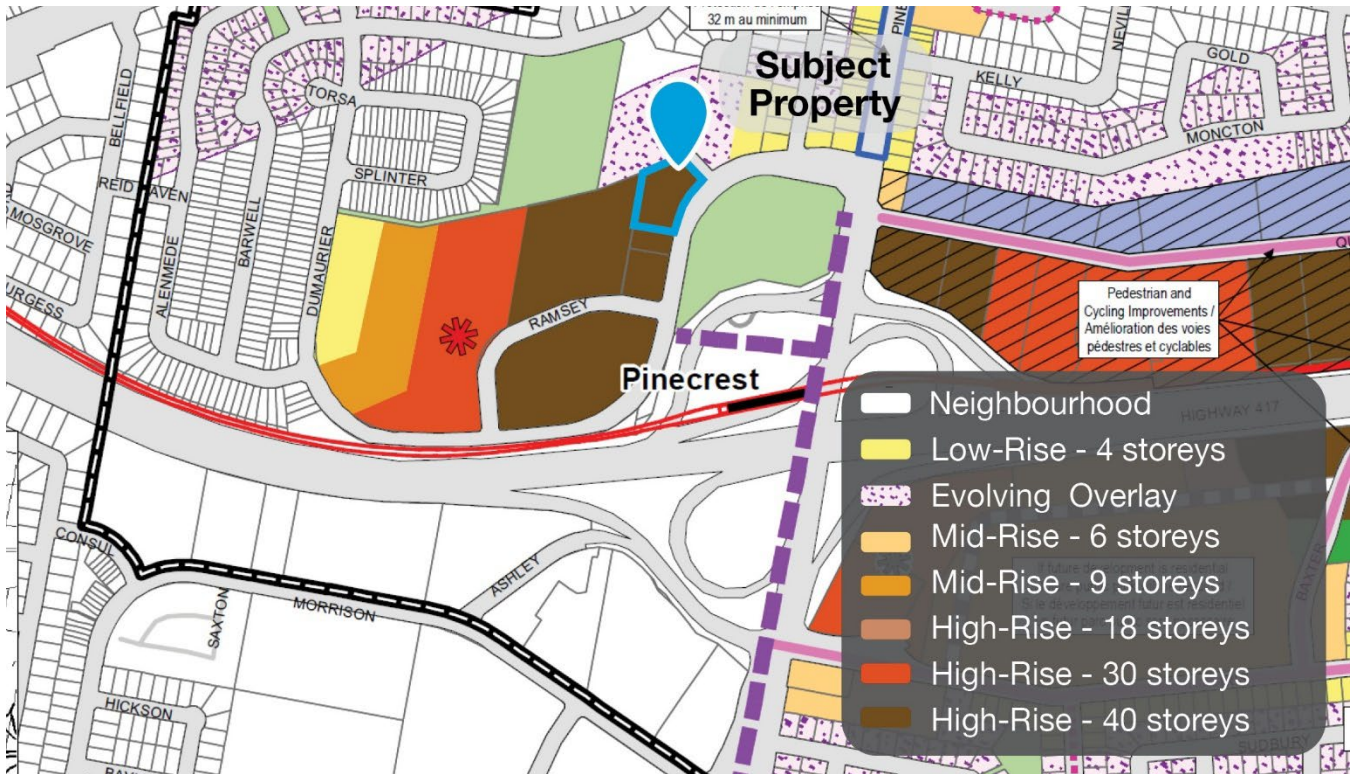


Figure 17: Pinecrest and Queensview Secondary Plan Preliminary Draft Recommendations

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

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-Rise Buildings, including the following:

##### 4.4.1 Context

- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back. (1.16)
- / Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building. (1.23)

##### 4.4.2 Built Form

- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views. (2.1)
- / Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines. (2.2)

- / Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: – a high-rise building that includes three distinctive and integrated part
  - base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
  - a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment. (2.3)
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): – in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution. (2.13)
- / Additional setbacks beyond the zoning requirements and existing prevalent patterns may be necessary and appropriate at street corners, transit stops, building entrances, and other locations to accommodate heavy pedestrian traffic and public and private amenities. (2.14)
- / The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street. (2.15)
- / The minimum height of the base should be 2 storeys. (2.17)
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context. (2.20)
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. (2.23)
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
  - the maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>.
  - Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights. (2.24)
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: –a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building. (2.25)
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews.(2.29)
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.(2.31)/The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower. (2.35)
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors. (2.36)

#### 4.4.3 Pedestrian Realm

- / Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area. (3.1)
- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk. (3.10)

- / Animate the streets, pathways, parks, open spaces, and POPS by (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time. (3.12)
- / Locate parking underground or the rear of the building. (3.14)
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. (3.16)
- / When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible. (3.17)
- / Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm. (3.18)
- / Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces. (3.19)
- / Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate: -how the building is placed and built form is designed to minimize the potential impacts; and-how measures have been introduced to mitigate any potential wind impacts. (3.26)
- / Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. (3.27)

#### 4.5 Transit-Oriented Development Guidelines (2007)

Approved by City Council in 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to access, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. The guidelines address six (6) components including: Land use; Layout; Built Form; Pedestrians and Cyclists; Vehicles and Parking; and, Streetscape and Environmental.

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station (Guideline 1).
- / Create 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. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another. (Guideline 3)
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping. (Guideline 13)
- / Provide architectural variety (windows, variety of building materials, projections) 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 ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences. (Guideline 28)
- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side. (Guideline 35)
- / Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles. (Guideline 36)
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping. (Guideline 39)
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view. (Guideline 54)

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

The subject property is largely zoned “General Mixed Use, Urban Exception 62, Floor Space Index of 0.25” (GM[62] F(0.25)), with a small portion in its northeast corner zoned “Community Leisure Facility” (L1) (Figure 17).



Figure 18: Zoning Map of the Subject Property (Outlined and Shaded in Blue) and Surrounding Area

The purpose of the GM Zone is to:

- / allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- / limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and,
- / impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM zone permits the following residential uses:

- |  |                               |
|--|-------------------------------|
| / bed and breakfast (with a maximum of ten (10) guest bedrooms); | / planned unit development;   |
| / apartment dwelling, low-rise                                   | / retirement home;            |
| / apartment dwelling, mid-rise;                                  | / retirement home, converted; |
| / dwelling unit;   | / rooming house;              |
| / group home;  | / stacked dwelling; and,      |
|  | / townhouse dwelling.         |

The GM zone also permits the following non-residential uses:

- |   |                                       |
|---|---------------------------------------|
| / animal care establishment;            | / municipal service centre;           |
| / animal hospital;                      | / office;                             |
| / artist studio;                        | / payday loan establishment;          |
| / bank;                                 | / personal brewing facility;          |
| / bank machine;                         | / personal service business;          |
| / catering establishment;               | / place of assembly;                  |
| / click and collect facility;           | / place of worship;                   |
| / community centre;                     | / post office;                        |
| / community health and resource centre; | / recreational and athletic facility; |
| / convenience store;                    | / research and development centre;    |
| / day care;                             | / residential care facility;          |
| / diplomatic mission;                   | / restaurant;                         |
| / drive-through facility;               | / retail food store;                  |
| / emergency service;                    | / retail store;                       |
| / funeral home;                         | / service and repair shop;            |
| / home-based business;                  | / shelter;                            |

- / home-based day care;
- / instructional facility;
- / library;
- / medical facility;
- / storefront industry;
- / technology industry;
- / training centre; and,
- / urban agriculture.

Urban Exception 62 permits a maximum Gross Floor Area of 325 square metres for each retail store.

The proposed dwelling unit use is permitted, while the GM zone permits a wide range of non-residential uses for the proposed development's ground floor commercial uses, which have not yet been confirmed. Although a high-rise apartment building is not currently permitted, the proposed zoning amendment intends to modify the height provisions to permit a high-rise building.

As part of the proposed Major Zoning By-law Amendment, the portion of the subject property currently zoned L1 will be rezoned to the site-specific zone that applies to the rest of the subject property.

The following table summarizes the proposed development's compliance with the GM[62] F(0.25) zoning. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
<b>Minimum Lot Area</b>	No minimum	4,195.2 m <sup>2</sup>	Yes
<b>Minimum Lot Width</b>	No minimum	Approximately 70 m	Yes
<b>Minimum Front Yard Setback</b>	3 m	6.0 m	Yes
<b>Minimum Rear Yard Setback</b>	Abutting a residential zone: 7.5 m	15.7 m	Yes
<b>Minimum Interior Side Yard Setback</b>	For a mixed-use building not abutting a residential zone: no minimum	North: 3 m South: 3.1 m	Yes
<b>Maximum Building Height</b>	18 m	126 m	X
<b>Maximum Floor Space Index</b>	0.25	> 0.25	X
<b>Maximum Gross Floor Area for Each Retail Store (Urban Exception 62)</b>	Maximum of 325 m <sup>2</sup> for each retail store	Commercial unit GFA: 300 m <sup>2</sup>	Yes
<b>Minimum Width of Landscaped Area</b>	Abutting a street: 3 m	3 m	Yes
	Abutting a residential or institutional zone: 3 m	0.6 m	X
<b>Amenity Area Provisions</b>	<b>Total Area</b> (6 m <sup>2</sup> per dwelling unit): 2,532 m <sup>2</sup>	8,209 m <sup>2</sup>	Yes
	<b>Communal Area</b> (half of the required total): 1,266 m <sup>2</sup>	2,192 m <sup>2</sup>	Yes

Zoning Mechanism	Required	Provided	Compliance
	<b>Layout of Communal Area:</b> Aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup>	At least one communal amenity area is a minimum of 54 m <sup>2</sup>	Yes
<b>Outdoor Commercial Patio Separation Distance</b>	Where an outdoor commercial patio is not physically separated by a building from another lot in a residential zone, it must be located at least 75 m from a lot in a residential zone	Outdoor commercial patios are separated by proposed building from residential lot to the west  Outdoor commercial patios are located more than 75 m from residentially zoned lots to the south and northeast.	Yes

The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
<b>Minimum Required Vehicle Parking Spaces</b> (Area C, but with mixed-use building active entrance less than 300m from Pinecrest LRT Station = Area X for resident, visitor and commercial parking)	Residential (0.5 per unit , minus first 12 units): 205	Residential: 174 Spaces	X
	Commercial (for commercial units greater than 200 m <sup>2</sup> ) (highest possible rate: 5 per 100m <sup>2</sup> of GFA for a restaurant): 15	Commercial & Visitor: 30 Spaces	X
	Visitor (0.1 per dwelling unit, minus first 12 units; no more than 30 required): 30		X
	Total: 250	204 Spaces	X
<b>Maximum Permitted Vehicle Parking Spaces</b>	Residential (1.75 per unit): 756	Total spaces: 250	Yes
<b>Minimum Driveway Width</b>	6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	Yes
<b>Minimum Aisle Width</b>	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	Yes
<b>Minimum Parking Space Dimensions</b>	Length: 5.2 m Width: 2.6 m	Length: 5.2 m Width: 2.6 m	Yes



Zoning Mechanism	Required	Provided	Compliance
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	Less than 40% of required parking spaces are 4.6 m by 2.4 m	
<b>Minimum Required Bicycle Parking Spaces</b>	Residential (0.5 per dwelling unit): 211 Commercial (1 per 250 m <sup>2</sup> of GFA): 2 Total: 213	Exterior: 10 Interior: 304  Total: 314	Yes
<b>Minimum Bicycle Parking Space Dimensions</b>	/ Horizontal: 1.8 m by 0.6 m  / Vertical: 1.5 m by 0.5 m	/ Horizontal: 1.8 m by 0.49 m  / Vertical: 1.5 m by 0.49 m	X
<b>Minimum Bicycle Parking Space Aisle Width</b>	1.5 m	1.5 m	Yes
<b>Maximum Provision of Vertical Bicycle Parking Spaces</b>	A maximum of 50% of the required bicycle parking spaces may be vertical spaces	Less than 50%	Yes
<b>Minimum Width of Landscape Area around a Parking Lot</b>	For a parking lot containing 10 or fewer spaces:  / Abutting a street: 3 m  / Not abutting a street: none	/ Abutting a street: 3 m  / Not abutting a street: 0 m	Yes
<b>Loading Space Rates</b>	No loading spaces required for commercial uses with a GFA under 1,000 m <sup>2</sup>  No loading spaces required for residential uses	No loading spaces are proposed	Yes

#### Provisions for High-rise Buildings (Section 77)

The subject property is within Area A on Schedule 402. Therefore, the following zoning provisions apply:

Provision	Required	Provided	Compliance
<b>Minimum lot area for a tower on an interior lot</b>	1,350 m <sup>2</sup>	4,195.2 m <sup>2</sup>	Yes
<b>Minimum interior side and rear yard setback for a tower.</b>	10 m	Interior side: 13 m Rear: 17.5 m	Yes
<b>Minimum separation distance between towers on the same lot</b>	20 m	N/A (only one (1) tower on the subject property)	Yes

#### 4.6.1 Proposed Zoning By-law Amendment

The subject property is proposed to be rezoned to “General Mixed Use Zone with a Site-Specific Exception and a Height Limit of 126 metres” (GM[XXXX] H(126)). The following amendments are required:

- / **Rezone Northeast Portion of Subject Property from L1 to GM[XXXX] H(126).** The subject property’s current split zone situation is proposed to be rectified with the rezoning of the northeast portion of the subject property from L1 to the site-specific General Mixed Use (GM[XXXX] H(126)) zone that will apply to the subject property as a result of the proposed development.

The portion of the subject property currently zoned L1 appears to have been zoned as such given the abutting L1 zone that applies to the park and Boys and Girls Club property to the north. will reflect the subject property’s use moving forward. The proposed rezoning of this portion of the subject property will allow it to accurately reflect the proposed uses.

- / **Increase Height Limit from 18 Metres to 126 Metres.** Whereas the subject property’s maximum permitted building height is currently 18 metres, the proposed amendment would increase the maximum building height to 126 metres in order to permit the proposed 40-storey high-rise building.

The proposed height increase is appropriate for the subject property, given its proximity to rapid transit and to an existing high-rise development to the west; the building’s design, which will minimize shadowing and privacy impacts on neighbouring areas; and its separation from low-lying residential areas.

Section 187(6)(c) states that despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that permits a building height of 10 or more storeys or greater than 30 metres, the use “apartment dwelling, high rise” is a permitted use on that lot. As such, the proposed rezoning would also permit the high-rise apartment building use on the subject property.

- / **Elimination of Floor Space Index Requirement.** Whereas the subject property’s current zoning includes a maximum Floor Space Index (FSI) of 0.25, the proposed development will be in excess of this figure. The elimination of the FSI requirement will permit the proposed redevelopment of the subject property with a level of intensification that is appropriate for its location and circumstances.

- / **Reduction of Minimum Horizontal and Vertical Bicycle Parking Space Width to 0.4 metres.** The proposed development will include a stacked bicycle parking system, which will help provide a total of 310 bicycle parking spaces, which is well in excess of the requirement of 211 spaces.

Despite the above, the specific system that is proposed to be used incorporates a slightly narrower space width of 0.49 metres. As such, an amendment is required to reduce the required horizontal space width of 0.6 metres and the vertical space width of 0.5 metres. The slight bicycle parking space width reduction will permit the use of an innovative system that will help provide an overabundance of bicycle parking spaces for the proposed development, while maintaining functionality.

- / **Reduction of Minimum Width of Landscaped Area Abutting a Residential Zone to 0.6 metres.** Whereas the GM zone requires a three (3) metre landscaped buffer where the subject property abuts a residential zone, the proposed development will incorporate a reduced landscaped buffer (of a minimum of 0.6 metres at its narrowest point) from the abutting property to the west, which is a residentially zoned lot. The reduced landscaped buffer largely maintains or improves upon the existing condition, which includes vehicular loading access to the rear of the existing shopping centre’s businesses. The reduced landscape buffer will thus ensure continued onsite vehicle circulation.

- / **Reduction of Minimum Required Residential Parking Spaces.** The subject property is located in Area C – Suburban on Schedule 1A – Areas for Minimum Parking Space Requirements of the Zoning By-law. However, the subject property may benefit from Area X: Inner Urban parking rates given its proximity to a planned rapid transit station.

The minimum required residential parking for the proposed development is 205 spaces (0.5 spaces per unit minus the first 12 units), whereas 174 spaces (0.41 spaces per unit) are proposed to be provided. Considering

the subject property's proximity to future rapid transit, this amendment is considered appropriate. The reduction in required parking will facilitate the development of a high-density, mixed-use building that supports and encourages public transit use.

- / **Reduction of Minimum Required Visitor and Commercial Parking Spaces.** The combined required commercial and visitor parking for the proposed development is 45 per Area X rates (15 commercial use parking spaces (based on the most intensive possible non-residential use) and 30 visitor parking spaces), whereas 30 parking spaces are proposed to be provided for visitor and commercial uses combined. The proposed provision of visitor and commercial parking spaces is similar to that of similar developments in closer proximity to the urban core and in similar proximity to rapid transit stations. The commercial unit also has a relatively small Gross Floor Area and as such is not expected to cause significant vehicle traffic. Further, it is expected that commercial and visitor parking space use will peak at different times of day, thus allowing for some overlap between the two.
- / **Elimination of Maximum Gross Floor Area for Each Retail Store (Urban Exception 62).** Urban Exception 62 limits the maximum Gross Floor Area for each retail store at 325 square metres. Although the current proposal does not exceed this maximum, it is requested that this provision be removed to allow for future flexibility in the proposed development's provision of commercial uses.

## 5.0 Supporting Studies

### 5.1 Revised Traffic Impact Assessment, prepared by Parsons, Project No. 477580-01000, dated April 2023

Parsons was retained by Brigil to prepare a Transportation Impact Assessment (TIA) in support of the Zoning By-law Amendment (ZBLA) and Site Plan Application (SPA) for a residential development located at 2829 Dumaurier Avenue. The TIA report follows the new TIA process, as outlined in the City Transportation Impact Assessment (TIA) Guidelines (2017).

Since the previous TIA Step 5 (July 2021) submission, the client has made further refinements to the Site Plan, triggering this refresh to the TIA Step 5. Table 1 compares the 2021 site plan statistics to the latest site plan prepared by RLA Architecture, illustrated in Figure 1. Overall, the new Site Plan proposes an increase in the number of floors and residential units, but a reduction in vehicular and bike parking quantities. The building footprint has also been reduced along with the proposed commercial space.

Notable changes include a change in the onsite circulation layout. The ramp to the underground parking garage has shifted south and the downgrade begins on the straightaway rather than on the bend, which is preferred. Due to the shifting of the underground parking garage ramp, four surface parking spots were relocated indoors, and the garbage pickup location has shifted to the southwest quadrant of the site.

Based on the results summarized herein the following findings and recommendations are provided:

#### Existing Conditions

- / Pinecrest BRT Station will be realigned further south as part of the Confederation LRT Line Extension with the addition of Pinecrest LRT Station to be build less than 300m walking distance from the proposed site.
- / The site is currently vacant on the north half and occupied by a strip mall on the south. Approximately 1/3 of the strip mall will be replaced by the proposed residential building.
- / An existing driveway within the proposed site parcel servicing the strip mall will be relocated further south to the edge of the site.
- / Overall, there are no existing safety concerns along the proposed development frontage and study area intersections. Therefore, no mitigation measures were considered.
- / Existing intersections operate at good overall LoS 'C' or better with critical movements of 'D' or better during the weekday peak hours with the exception of Iris/Greenbank which operates at capacity for the
- / AM peak and critical movements at capacity for AM and PM peaks.

#### Proposed Development

- / The proposed development will comprise of approximately 422 apartment units and 3,230 ft<sup>2</sup> of commercial space in a 40-storey building.
- / The proposed development is projected to generate 'new' vehicle volumes of approximately 25 veh/h two-way total during the weekday morning and afternoon peak hours.
- / The proposed development is projected to generate approximately 115 'new' transit trips during the AM and PM peak hour periods, which can be accommodated by the future nearby high-capacity



- / Confederation LRT Line expansion. Additional transit capacity is also available on local bus routes departing Pinecrest Station. Transit demand was modeled as pedestrians travelling between the LRT station and proposed development.
- / The minimum residential vehicle parking by-law requirements have not been met by a small margin; however, the New Official Plan suggests guidance to removing the minimum parking requirements for developments near rapid transit such as this one. Various TDM measures have been proposed to leverage the site's proximity to rapid transit. The bike parking minimums were also exceeded to encourage active travel versus vehicle travel. The proposed number of parking stalls has been considered adequate for this development.
- / The proposed bike parking supply exceeds the City's minimum requirement.
- / A combined 30 visitor and commercial parking spaces has been proposed. Visitor parking requirements did not meet the by-law minimum but was considered sufficient considering the proximity to the Pinecrest LRT Station. Commercial visitor and residential visitor parking demands are also anticipated to occur at different times of the day. The TDM checklists recommend providing a shared visitor parking provision to reduce the cumulative number of parking spaces. In the unlikely event that parking spillover occurs, on-street parking is available along Dumaurier Avenue directly adjacent to the subject site.
- / The access to the site proposes a new full movement driveway off Dumaurier Avenue with free-flow operations on Dumaurier Avenue and stop-control on the minor.

### Future Conditions

- / The proposed development is expected to be a single-phase development with a 2025 buildout year. Due to low background growth, the 2030 (buildout year +5) is expected to operate similarly to 2025 horizon.
- / Peak hour traffic volumes from nearby adjacent developments were incorporated into the future traffic volume projections. A background growth rate was not applied given that historical growth within the study area did not support this assumption.
- / Future road network conditions performed at an overall LoS 'D' or better and with critical movement of 'D' or better.
- / If the TOD mode shares assumptions are not met, all study area intersections were still shown to operate within City standards.
- / Pedestrian and cycling facilities are proposed between Dumaurier Avenue and the new Pinecrest LRT Station as part of the Stage 2 LRT project, which is located approximately 300m from the subject site.
- / The MMLOS road segment analysis confirmed boundary streets conditions did not meet MMLOS area targets for pedestrians due to lack of wider boulevard separation and wider sidewalks on both sides of Dumaurier Avenue. Bike BLoS targets were not met in existing conditions given that there was no speed test to confirm actual driving speeds. If confirmed at posted speed limit of 50km/h, BLoS targets would be met for existing, but would require a further reduction in driving speeds to 40km/h to meet the BLoS target 'B' for its future local route classification. A physically separated or curbside bike lane with 50km/h would also satisfy the target goal. All other MMLOS targets including transit TLoS and truck TkLoS were met or were not applicable.
- / The MMLOS intersection analysis showed that only truck target goals were met at all intersections. Transit TLoS was met in some intersections but not all due to vehicle delays on some movements.
- / Due to the number of lanes required to cross on Pinecrest/Greenbank (6 or more for east west), it was not possible to meet pedestrian and cyclist target goals without grade separating the crossing or lane reductions that would greatly impact traffic operations on Pinecrest.

- / Overall, all study area intersections were expected to operate within City standards in all future conditions. The Iris/Greenbank intersection will require signal timing modifications to ensure green time is allocated to the movements that are most critical and improve overall intersection operations

Based on the foregoing findings, the proposed development located at 2829 Dumaaurier Avenue is recommended from a transportation perspective.

## 5.2 Roadway Traffic Noise Assessment Addendum Letter, prepared by Gradient Wind Engineers, dated March 27, 2023

Following the completion of a roadway traffic noise assessment for the proposed mixed-use development located at 2829 Dumaaurier Avenue in Ottawa (ref. report 20-150-Traffic Noise Final, dated July 8, 2021), Gradient Wind Engineering Inc. (Gradient Wind) was informed by the planners that the site plan has been updated. The following is a list of the notable changes to the building massing relevant to traffic noise impacts:

- / The L-shaped building was changed to have an almost rectangular shape.
- / The 30-storey building now features 41 storeys topped by a mechanical penthouse (MPH)
- / The northside 6-storey podium rooftop terrace was changed from an L-shaped planform to a rectangular shape. The tower section now shields this OLA from exposure to Hwy 417. As a result noise levels are below 55 dBA.
- / The Receptor 6 defined as an Outdoor Living Area (OLA) receptor for the south side of the 6-storey podium is now obsolete as the terrace on the south side is removed.

Even though the building massing has changed since the completion of the original report, the distances and angles of exposure to traffic noise sources have not changed significantly. As the noise levels from local roadway sources, namely Dumaaurier Avenue and Highway 417, are expected to be similar to the original predictions achieved for the previous design, Gradient's previous recommendations are still applicable to the building, apart from the notable sections above.

## 5.3 Servicing and Stormwater Management Report, prepared by Stantec, Project No. 160401596, dated March 20, 2023

Stantec Consulting Ltd. has been commissioned by Brigil to prepare a site servicing and stormwater management (SWM) report in support of rezoning and Site Plan Control approval applications for the proposed development of the subject property.

This Site Servicing and Stormwater Management Brief has been prepared to present a servicing scheme that is free of conflicts and presents the most suitable servicing approach that complies with the relevant City design guidelines. The use of the existing infrastructure as obtained from available as-built drawings has been determined in consultation with RLA Architecture, Brigil Homes, City of Ottawa staff, and the adjoining property owners. Infrastructure requirements for water supply, sanitary sewer, and storm sewer services are presented in this report.

## Conclusions

### Potable Water Servicing

The proposed 40-storey residential high-rise building will be serviced by the existing 300mm diameter watermain on Dumaaurier Avenue. To create a suitable water service connection for the property a section of the existing 300mm dia. watermain was modified to include: replacement of about 8.5 m pipe length with new deflected 8.5 m 300mm dia pipe length, new valves, tees, bends and two 150mm watermain stubs to provide potable water and fire flow water supply to the development. Water demand calculation was based on a demand rate of 280 L/cap/day for residential units and 28,000 L/ha/day for commercial and amenity space.

The building contains 422 residential units with an estimated population of 711 persons. The commercial and amenity areas account for a total area of 2492 m<sup>2</sup>. The calculated average day flow, maximum day flow and peak hour demand are 2.40 L/s, 5.89 L/s and 12.90 L/s. The fire flow requirement was calculated in accordance with Fire Underwriters Survey (FUS) and determined to be approximately 5,000 L/min (83.3 L/s), it is anticipated that the building will be sprinklered, with final sprinkler design to conform to the NFPA 13 standard.

Based on the boundary conditions available, the 300 mm diameter watermain on Dumaaurier Avenue provides adequate fire flow capacity as per the requirements of the Fire Underwriters Survey while respecting City of Ottawa design guidelines. Two 150 mm diameter service laterals connected to the 300 mm diameter watermain on Dumaaurier Avenue will be capable of providing the anticipated water demands to the lower storeys. A booster pump, to be designed by the building's mechanical engineer, will be required to maintain minimum required pressures for the upper storeys. The existing 150 mm private watermain running through the north end of the site, currently servicing Ottawa Boys & Girls club (1085 Grenon Avenue) as well as Ruth Wildgen Park (1099 Grenon Avenue) will be relocated outside the boundary of the site to allow for the development of structures and services within the subject site and to ensure an adequate level of service is provided to the adjoining properties.

### **Wastewater Servicing**

The proposed 40-storey residential high-rise building is to contain 422 units in total consisting of 259 one bedroom units, 158 two-bedroom units, 5 three-bedroom units, 300m<sup>2</sup> commercial area and 700m<sup>2</sup> communal amenity areas with a total estimated population of 711 people using the City of Ottawa's recommended population densities.

The calculated peak flow for the site is 7.8 L/s. The sanitary servicing for the proposed development will be provided through a single proposed 200 mm diameter service lateral connecting to a new 250mm sanitary sewer flowing into an extension of the existing 250 mm diameter concrete sanitary sewer flowing southwards on Dumaaurier Avenue. An extension of the sanitary sewer network northwards towards the site was required to conveniently collect wastewater from the site. Consultation with the MECP Ottawa District Office confirmed that this sanitary sewer extension within the Dumaaurier Avenue right-of-way is eligible for the standard Transfer of Review program with the City of Ottawa.

The proposed sanitary service lateral is sufficiently sized to provide gravity drainage for the site. The floor drains in the underground parking will be connected to the building plumbing system and discharged to the sanitary service lateral through a sump pump. A backflow preventer will be required for the proposed building in accordance with the Ottawa sewer design guide and will be coordinated with the building's mechanical engineer.

The existing 225mm sanitary sewer running through the north end of the site, currently servicing Ottawa Boys & Girls Club, (1085 Grenon Ave) as well as Ruth Wildgen Park, (1099 Grenon Ave) will be relocated outside of the site to allow for the development of new building structures. Sanitary services will ensure an adequate level-of-service is provided for the adjoining properties.

### **Stormwater Management and Servicing**

The proposed 0.42 ha redevelopment area will be serviced by the existing 375mm diameter concrete storm sewer running north to south on Dumaaurier Avenue. This storm sewer ultimately outlets to Graham Creek downstream, as was confirmed using the City's GeoOttawa GIS data. A proposed stormwater cistern within the underground parking facility will attenuate peak flows from the building's roof, outdoor amenity areas, surface parking lot, and landscaped areas west of the building. In order to meet the 100yr target release rate for storm runoff of 60.8 L/s, a pump will be designed to limit peak outflow, while storage is provided within the underground cistern. The storm servicing within the site will be directed to the cistern via a combination of traditional catchbasin and leads and the internal plumbing of the building.

The available volume of 120 m<sup>3</sup> within the stormwater cistern exceeds the required storage for 100yr runoff. Outflow will be controlled via pump system, and will be designed by the building mechanical engineers at a controlled rate of no more than 41.5 L/s.

A proposed oil/grit separator unit will treat storm runoff from the site to achieve 80% TSS removal. A Stormceptor 300 or approved equivalent is recommended for this purpose.

### **Site Grading and Drainage**

Grading for the site is designed as per City of Ottawa requirements and provides for outlet of emergency overland flow under extreme flood conditions. Erosion and sediment control measures will be implemented during construction to reduce the impact on existing facilities.

A concrete retaining wall is proposed on the north end of the site to allow for a grade change of about 1.50m between the adjoining site (Boys & Girls Club of Ottawa) and the proposed development. The structural design of the retaining wall will be provided in a subsequent submission from the building's structural engineers, as the retaining walls will be integrated with the building structure and foundation.

### **Utilities**

Hydro Ottawa, Bell, Rogers, and Enbridge all have existing utility plants in the area, which will be used to service the site. The exact size, location, and routing of utilities will be finalized after design circulation.

Existing overhead wires and utility plants may need to be moved/reconfigured to allow sufficient clearance to the proposed building. The relocation of existing utilities will be coordinated with the individual utility providers as part of the site plan approval process by the civil engineer.

### **Approvals/Permits**

A Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (ECA) will be required for the extension of the sanitary sewer on Dumaaurier Avenue needed to service the proposed development. Consultation with the Ottawa District Office of the MECP confirmed that the extension of this sanitary sewer is eligible for the Transfer of Review Program for standard works with the City of Ottawa. An ECA is not expected to be required for the remainder of the subject site as the site is under singular, private ownership, is not within industrial lands, and does not discharge to a combined sewer.

A Permit to Take Water (PTTW) may be required if the dewatering during the construction of the underground parking level is expected to exceed 400,000 L/day. No other approval requirements from other regulatory agencies are anticipated. For dewatering activities between 50,000 and 400,000 L/day, registration on the Environmental Activity and Sector Registry (EASR) will be required. If blasting is used to remove the bedrock as part of the excavation for the building foundation, prior approval is required from the owners/operators of any water storage reservoir, pumping station, and water works transformer station within 200 m of the site.



## 6.0 Conclusion

It is our professional opinion that the proposed Major Zoning By-law Amendment and Site Plan Control applications represent good planning and are in the public interest, due to the following:

- / The proposed development is consistent with the Provincial Policy Statement (2020). More specifically, the proposed development consists of a compact, mixed-use development in a built-up area of the city in proximity to rapid transit.
- / The proposed high-rise, mixed-use development conforms with the Hub and Inner Urban Transect policies of the City of Ottawa Official Plan. More specifically, the proposed uses are permitted, and the proposed building height is appropriate given the subject property is within 300 metres of a future Light Rapid Transit Station.
- / The proposed high-rise, mixed-use development is consistent with the Preliminary Draft Recommendations for the Pinecrest and Queensview Stations Secondary Plan which contemplates building heights of up to 40 storey on the subject property.
- / The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-rise Buildings.
- / The proposed development meets the intent and purpose of several of the City's Transit-Oriented Development Guidelines (2007).
- / The proposed development complies with most of the provisions of the City of Ottawa Zoning By-law, and the requested amendments are reasonable and maintain the intent and purpose of the Zoning By-law.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Thomas Freeman, B.URPL  
Planner



Nico Church, MCIP RPP  
Senior Planner