



1299 Richmond Road

Planning Rationale
Zoning By-law Amendment + Site Plan Control
June 14, 2023



Prepared for Brigil Homes

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Brigil Homes to assess the development proposal alignment with the current and applicable planning policies and to prepare a Planning Rationale in support of Major Zoning By-law Amendment and Site Plan Control applications for the property municipally known as 1299 Richmond Road, “the subject property”, in the City of Ottawa.

1.1 Planning Applications

1.1.1 Zoning By-law Amendment

The Major Zoning By-law Amendment would amend the existing zoning, Arterial Mainstreet, Subzone Ten – **AM10**, to Arterial Mainstreet, Subzone 10, Urban Exception XXXX – **AM10[XXXX]**.

The proposed Urban Exception includes the following Permitted Additional Land Uses:

- / Apartment dwelling, high-rise

The proposed Urban Exception includes the following Provisions:

- / Permit building heights up to 112 metres
- / Reduce required residential automobile parking to 188 (0.38/unit parking ratio)
- / Reduce rear yard setback from a tower to 7.24 metres

1.1.2 Site Plan Control

A Site Plan Control application is being submitted concurrent to the Zoning By-law Amendment application. The Site Plan Control application process will review the proposal to ensure that it is a safe, functional, and orderly way to develop the subject property.

The proposal is consistent with the design and intensification policies and direction of the City of Ottawa Official Plan and the Provincial Policy Statement (2020) and all other relevant policies. Fotenn is of the opinion that the proposal represents sound land use planning as detailed in the following sections of this Planning Rationale.

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 1299 Richmond Road, is located in the Bay ward of the City of Ottawa. The property is located at the north-east corner of Richmond Road and Assaly Road. The subject property has a frontage along Richmond Road of 96.53 metres and a frontage of 33.44 metres on Assaly Road. The total area of the property is 4141.97 square metres. The property is presently occupied with a two-storey building (strip mall) that includes commercial and community services, as well as associated surface parking. The subject property is approximately 400 metres from the Lincoln Fields Station rapid transit station and within the study area for the ongoing Lincoln Fields Station Secondary Plan.

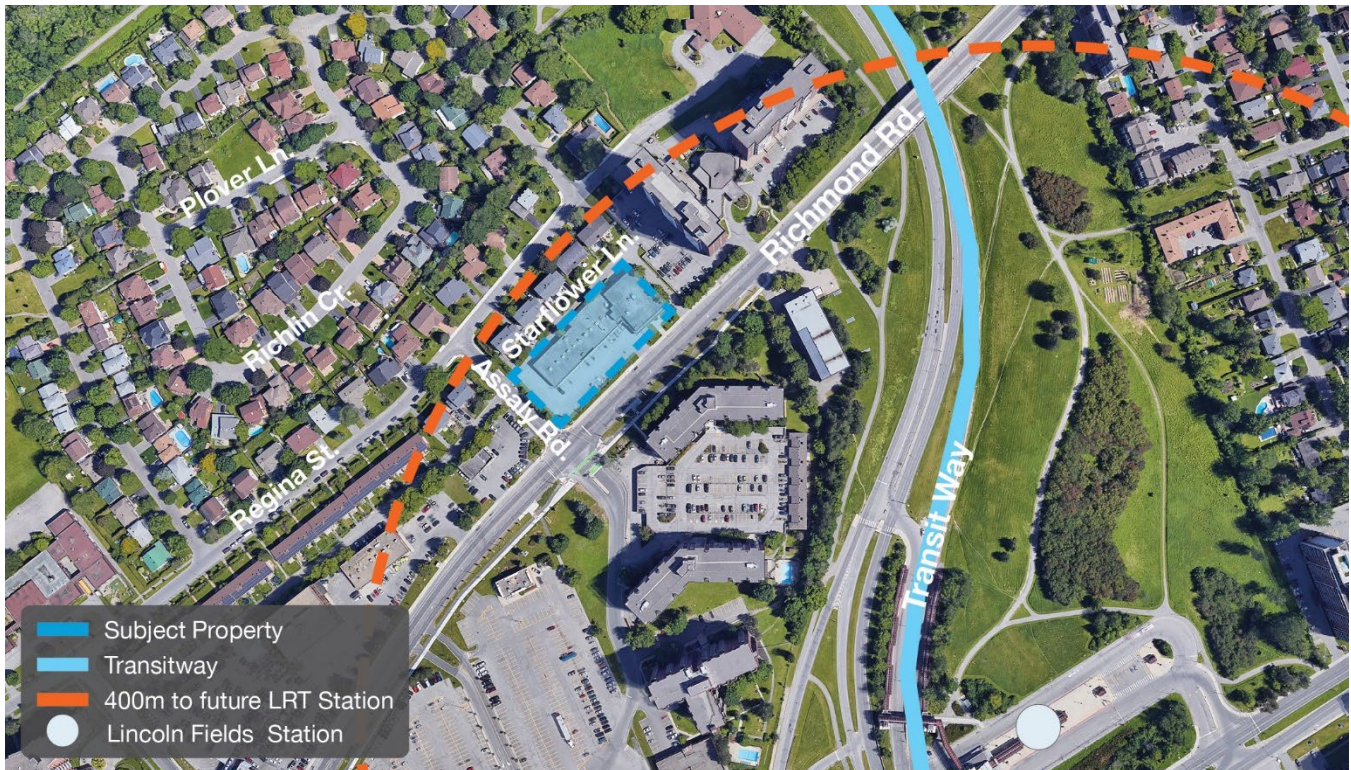


Figure 1: Aerial image of the subject property and surrounding context.

2.2 Surrounding Context

The following land uses are located in the area surrounding the subject property:

North: Immediately abutting the subject property to the north is Starflower Lane, beyond which is an area that is characterized by low-rise residential uses. Dwelling unit types range from single-detached to townhouses. North of the residential community is the Britannia Conservation area. Additional uses in the area include parkland and recreational walking trails.

East: East of the subject property on the abutting property is two high-rise residential buildings, 22 and 18 storeys respectively. East of the Sir John A. Macdonald Parkway and Transitway is an area characterized by high-rise residential buildings which include buildings up to heights of 26-storeys.



Figure 2: Streetview of the existing condition of the subject property, looking north on Richmond Road.

West: The area west of the subject property across Assaly Road is characterized by a mix of residential uses. Unit types range from single-detached dwellings to high-rise buildings. Commercial uses are found along Richmond Road, which include a grocery store, drug store, and a mix of restaurants.

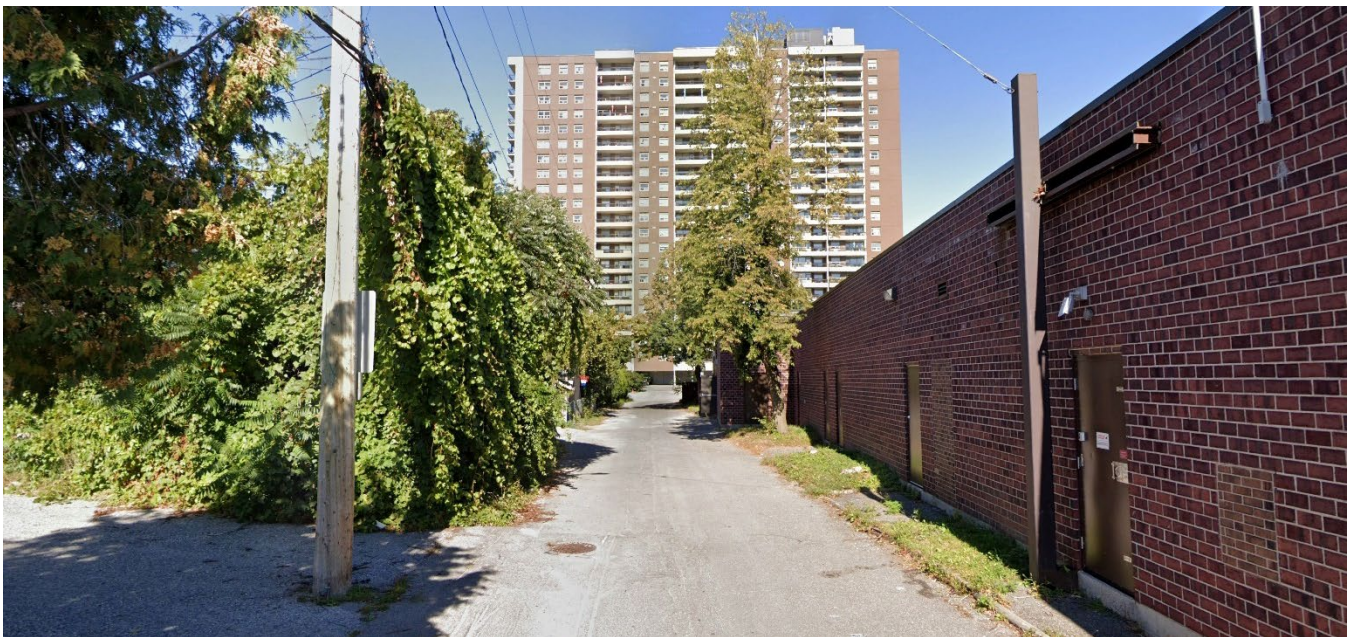


Figure 3: Street view of Starflower Lane, looking west. Rear of subject property is located on the south (right) side of the road.

South: Abutting the subject property, on the south side of Richmond Road, is a collection of three high-rise residential buildings, tallest of which is 12 storeys. Further south of those buildings is the former Lincoln Fields Mall and Metro grocery store which is anticipated for redevelopment. The Lincoln Fields Station LRT station is also located in the area.



Figure 4: Area context views in each cardinal direction.

2.3 Neighbouring Amenities

Considering the subject property's location on a mainstreet, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The surrounding neighbourhood benefits from access to three large grocery facilities within a kilometre of the subject property. The site is well-served with respect to attractions, parks, and community facilities, including Britannia Beach, Park, and Yacht Club. A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and includes:

- / Multiple active transportation routes, including the Ottawa River Pathway, Trans Canada Trail, and Pinecrest Creek Pathway;
- / Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- / Parks including Woodroffe Park, Ambleside Park, New Orchard Park, Lincoln Heights Park, Britannia Park, and trails, pathways, and greenspaces along the NCC Capital Pathway; and,
- / Schools including the Regina Street Alternative School, Woodroffe Highschool, Dr. FJ McDonald Catholic School, Mindware Academy, and Kennedy Public School.

2.4 Road Network

The subject property is located on Richmond Road, which is identified as an Arterial Road on Schedule C4 (Figure 5) of the City of Ottawa Official Plan. Arterial Roads are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to

accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. In addition to Richmond Road, other Arterial Roads in the area are Carling Avenue and Woodroffe Avenue. Further the Sir John A. Macdonald Parkway is designated as a Federally Owned Road, which also offers efficient travel throughout the City of Ottawa from the subject property.

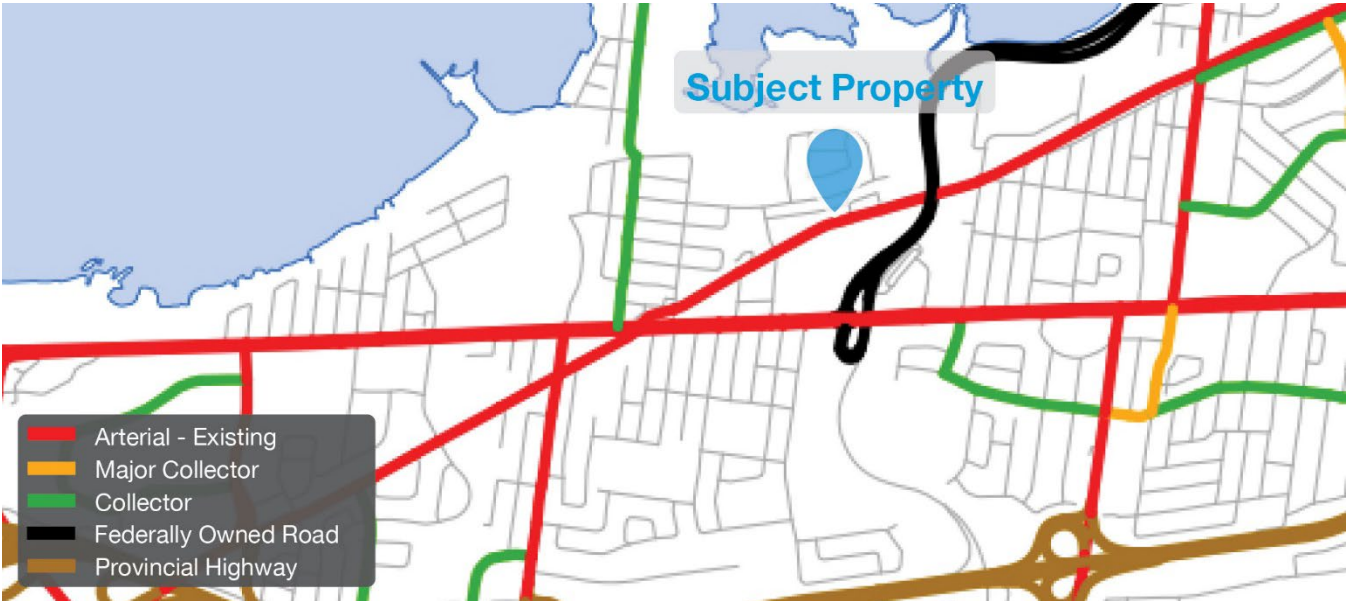


Figure 5: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

2.5 Transit Network



Figure 6: Schedule C1 – Protected Major Transit Station Areas, City of Ottawa Official Plan.

The subject property is approximately 400 metres from the Lincoln Field LRT station. Additional OC Transpo routes are also present in close proximity to the subject property. Approximately 20 metres to the north of the subject property is a bus stop which offers service on the 11 and 153 routes. Directly across Richmond Road, a bus stop offers the same routes heading in the opposite direction.

2.6 Cycling and Pedestrian Network

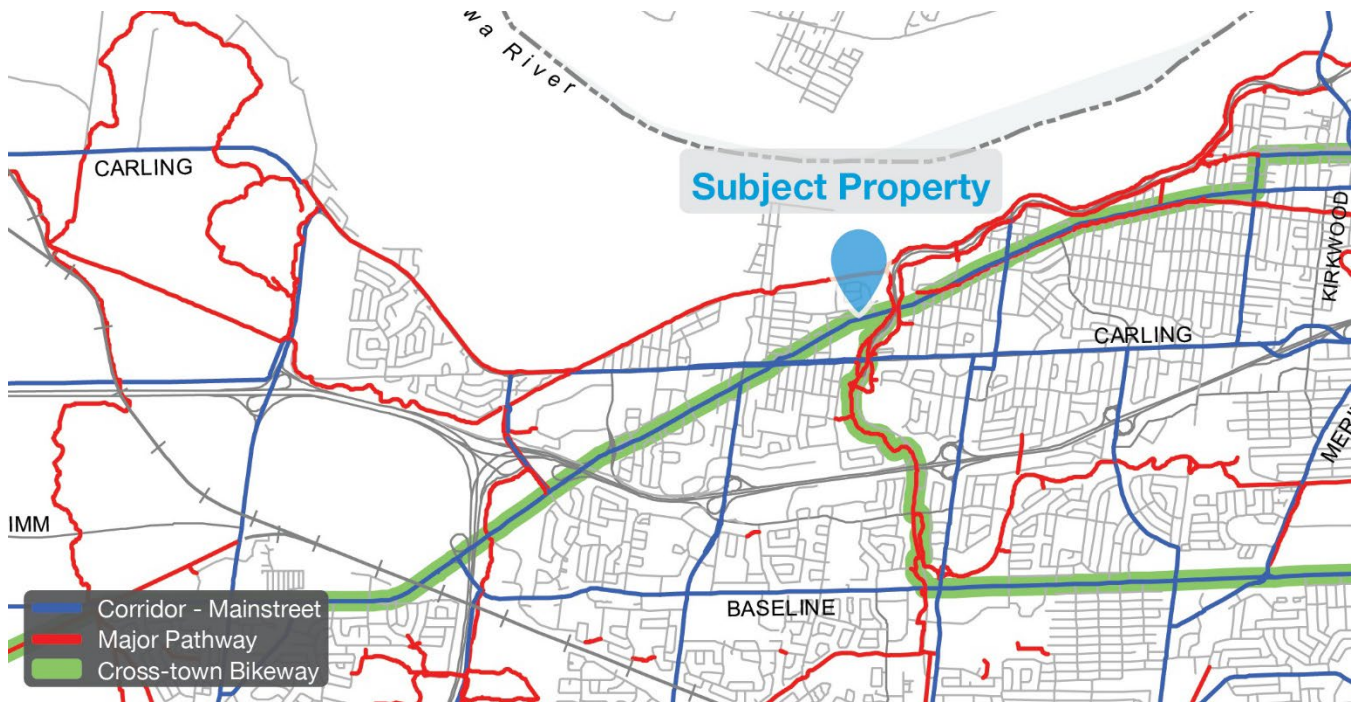


Figure 7: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

As identified on Map 1 (Figure 7) of the City of Ottawa Transportation Masterplan, the subject property is located along a Cross-town Bikeway and Corridor Mainstreet. Richmond Road includes an at-grade bike lane which connects to the major pathways in the area. Specifically, the NCC pathway which runs along the Sir John A. Macdonald Parkway, to the north of the subject property, and the pathway that runs along the transit way. Pedestrian sidewalks and pathways present pedestrians with the ability to walk to the Lincoln Fields Station, as well as walk to nearby public amenities, such as Britannia Beach. The ample infrastructure available to cyclists and pedestrians offers viable alternatives to automobile travel and contributes to the vitality of the evolving 15-minute neighbourhood of the surrounding area.

3.0 Design Brief

3.1 Project Summary

This submission for Site Plan Approval is for the redevelopment of an existing two-storey retail building and surface parking lot. The development proposal consists of two towers of 28 and 32-storeys on a 4-storey podium, with feature enclosed amenity area on the 5th Floor between the towers. Commercial uses are located at grade and a portion of the site area will be dedicated as public parkland.

The proposed development will include three levels of underground parking, which will accommodate the bicycle storage for residents. Visitor bicycle parking spaces will be provided on bicycle racks in the exterior open spaces at grade. The building is proposed to contain indoor and outdoor amenity spaces located on the Ground Floor, 5th Floor and the adjacent podium roof. In addition, a sky lounge is located at the upper rooftop of the western tower (Tower 1).

3.1.1 Subject Property

**summary of Section 2.1*

The subject site is located at 1299 Richmond Road in Ottawa, Ontario, located within the Inner Urban Transect. The lot is approximately 4,142 square metres with a frontage of 96.5 m along Richmond Road and 36.8 m along Assaly Road. The site is bordered on three sides by two streets and a lane: Richmond Road to the south, Assaly Road to the west, and Starflower Lane to the north. The property is currently occupied by an existing two-storey retail building and parking lot.

3.1.2 Surrounding Area

**summary of Sections 2.2 and 2.3*

To the south and west of the site are residential and commercial land uses along Richmond Road including the Lincoln Fields Shopping Mall. The Sir John A. Macdonald Parkway is located to the east, and low rise residential dwellings, including the Britannia Water Purification Plant and the Ottawa River are located to the north.

Key destinations around the site include the Lincoln Fields Shopping Mall to the southwest, Britannia Conservation Area including connections to the Ottawa River Pathway and Trans-Canada Trail to the north, Britannia Park and Beach, and Britannia Yacht Club to the northwest and Connaught Park to the south.

3.2 Development Proposal – Architecture

3.2.1 Site Plan

The proposed site plan (Figure 8) provides a four-storey podium and two towers aligned to the south of the site fronting Richmond Road with dedicated parkland located to the west. The parking garage ramp is accessed from Starflower Lane at the north of the site with a vehicular layby space parallel to the lane to provide loading and garbage pick-up. Large vehicles will not need to reverse out of the site. The parking garage ramp is designed to provide visual clarity when entering and exiting the site.

Commercial uses face Richmond Road that includes a unit at the southwest corner to ensure activation and complimentary shared space with the park. An interconnected amenity space for residents at the northwest corner next to the commercial unit also has direct access to the park. The main residential lobby is located immediately adjacent to the corner retail under Tower 1 along Richmond Road with a secondary convenience entrance under Tower 2. Pedestrian access occurs along the south of the site connecting to the park at the west on Assaly Road through to the eastern edge of the site along Starflower Lane.

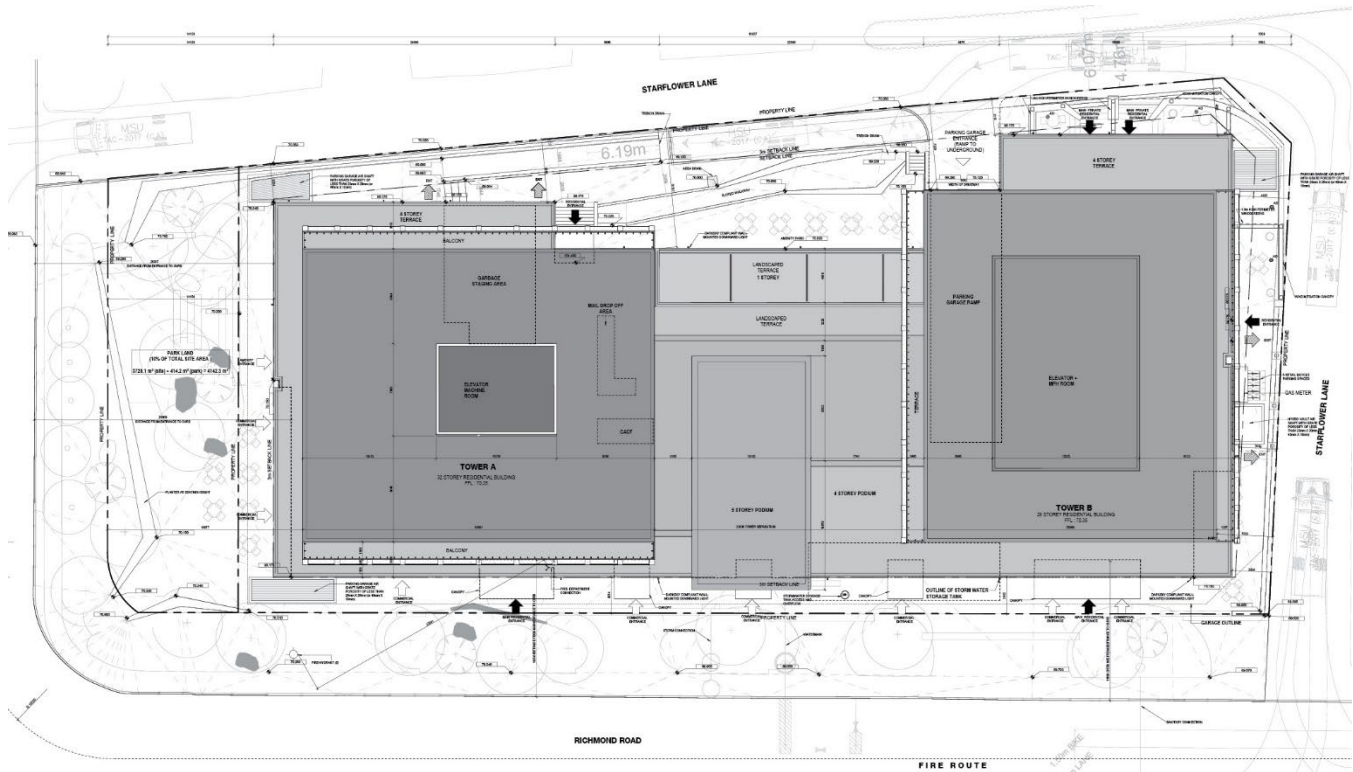


Figure 8: Site Plan of Proposed Development

As per the Ottawa Urban Design Guidelines for High-rise Buildings, the proposal complies with the maximum tower plate of 750 square metres.

3.2.2 Massing, Scaling, and Materials

The site is located adjacent to a 21-storey residential building to the east, low-rise residential to the north, low-rise commercial to the west and mid-rise residential to the south. It is located within 400 m of the Lincoln Fields rapid transit station to the south. The Official Plan permits high-rise development along this portion of Richmond Road.

The proposed development includes two, high-rise towers (referred to as Towers 1 and 2), on top of a single 4-storey podium. An additional storey of amenity use, setback on the 5th Floor, is located between and connecting the two towers. Tower 1 is a 32-storey tower and Tower 2 is a 28-storey tower. The 5th Floor enclosed amenity space features a swimming pool and is expressed as a simple and legible “glass box” that projects over the podium and setback line by approximately 1 metre to visually engage with the public realm from the ground level.

The expression of the buildings is characterized by two towers of similar design - with one tower turned 90 degrees from the other to provide both visual interest and to mitigate and improve potential privacy and overlook issues to and from individual residential balconies. The tower balconies are defined by a grid of frames with the balconies on Tower 1 located on the north and south façades while the balconies on Tower 2 are rotated, facing east and west. Inset balconies are provided throughout the podium.

The street wall along Richmond Road will have variations in building material, colour and texture to create visual interest and distinction. Areas of interest will be highlighted by a colourful and similar cladding motif to tie the unique programming elements together. These features include: the retail space fronting the park and main entrance, the swimming pool amenity at the 5th Floor and the Skylounge at the top of Tower 1. The architectural expression at grade enhances the

public realm by highlighting the special moments within the building. Materials planned include a variety of masonry textures and colours, along with a lattice style tower balcony treatment.



Figure 9: View of the proposed development, looking north on Richmond Road.

3.2.3 Streetscape and Public Realm

Public realm improvements include the addition of the dedicated parkland to the west - activating the public realm with vegetation, hard landscaping and seating to provide spill-out space for the adjacent retail and amenity space. Other improvements include new street trees along the boulevard to enhance the long and most public frontage of the site. The new park will anchor the site within the community. Pedestrian access across the south along Starflower Lane is encouraged. Ground floor suites are located at the northeast corner and include private patios. The site is designed with pedestrian accessibility and privacy for residents in mind. Contiguous interior and exterior amenity space is provided on the ground floor and at grade to the north. Views through the lobby from south to north blur the lines between inside and outside and will have the effect of inviting exterior vegetation “greenness” into the lobby and interior amenity areas. The project is shallow in its north-south dimension and the ground floor will therefore feel quite porous and open.

3.2.4 Shadow Impacts

The towers are positioned to be along the south of the site to minimize the shadow impact to the properties to the north and to allow for increased access to light. The proposed slender tower floor plate of 750 square metres generates shadows that are fast-moving throughout the day. In June, the shadows no longer impact the subdivision to the north after 11:00 am, and by 1:00 pm the houses along Starflower Lane are also no longer impacted. In September the shadows no longer impact the subdivision to the north after 1:00 pm.



Figure 10: View looking north, of the fifth-floor amenity space.

3.2.5 Architectural Overview

The mixed-use, tower development introduces density and public realm improvements to reflect the vision of the area as outlined in the new Official Plan. The building layout uses its form and tower position to mitigate shadow impacts on the adjacent low-rise residential areas. The podium form helps to frame the public realm and park area with main entrances to the towers facing the main street sidewalk for visibility and ease of access.

In summary, the proposed development introduces rental, residential units located within buildings with landscape elements that will enhance the public realm and improve the variety of services and amenity offerings in the neighbourhood.

3.2.6 Accessibility and Sustainability

The proposed development has incorporated accessible and sustainable measures such as barrier free accessibility, site connections, bicycle parking and bird friendly guidelines into the design.

The following features are being considered for this project:

Accessibility

- / 15% of the residential units will be provided as accessible, barrier free-style units. These units will be designed to include zero step entrances, larger washrooms and wider doorways with clear passages to washrooms and bedrooms.

Site Connections

- / Pedestrian pathways have been incorporated into the boulevard and park design. The sidewalks will be continuous, with access to barrier-free podium entrances around the site and will be in accordance with the Accessibility for Ontarians with Disabilities Act & City of Ottawa Standards.



Figure 11: View of proposed development, looking west on Richmond Road.

Bicycle Storage

- / Bicycle parking for residents will be provided in weather-protected areas within the parking garage. The bicycle storage rooms will be accessed from the parking garage ramp off of Starflower Lane. A work bench and repair station will be provided in one of the bicycle storage rooms to provide space for bicycle tune-ups.

Bird Safe Design Guidelines

- / Clear dotted glass panes will be used at a minimum of 90% for the first 16 metres of glass located above grade in accordance with the Bird-Safe Guidelines for Ottawa. The glazing transparency and reflectivity will be minimized.
- / Along rooftop terraces a 4 meters glazing treatment will be included from the surface of the roof or the height of adjacent mature vegetation.

Additional Elements

- / The proposed towers will have reduced window-to-wall ratio to provide more fully insulated walls.

3.3 Development Proposal – Landscape

3.3.1 Approach to Landscape

The site-wide landscape is characterized by three principal zones:

1. Urban Plaza (Dedicated Parkland)
2. Urban Retail Streetscape (frontage along Richmond Road)
3. Operational Streetscape (frontage along access drive at north and east property edge)



Figure 12: View of proposed development, looking north-east from the intersection of Richmond Road and Assaly Road.

The landscape will create four-season interest and use with integrated architectural and landscape features. To create vital planting conditions, curbed planting areas of shared soil volume are proposed. These will be integrated with seating, slope retention, and pedestrian desire lines. Native plantings and biomorphic forms will direct universally accessible wayfinding, pavement selections, fencing, railings, public art opportunities, and site furniture. Plantings will be situated to create comfortable microclimates and to reduce the adverse effects of urban heat islands while considering winter-city design principles and areas for snow storage. The landscape will be a comfortable place to play and socialize. Digital technologies will enable outdoor working and assist in the monitoring of landscape performance and operations. Green roofs are proposed in select areas of the rooftop amenity as a compliment to the at-grade landscape.

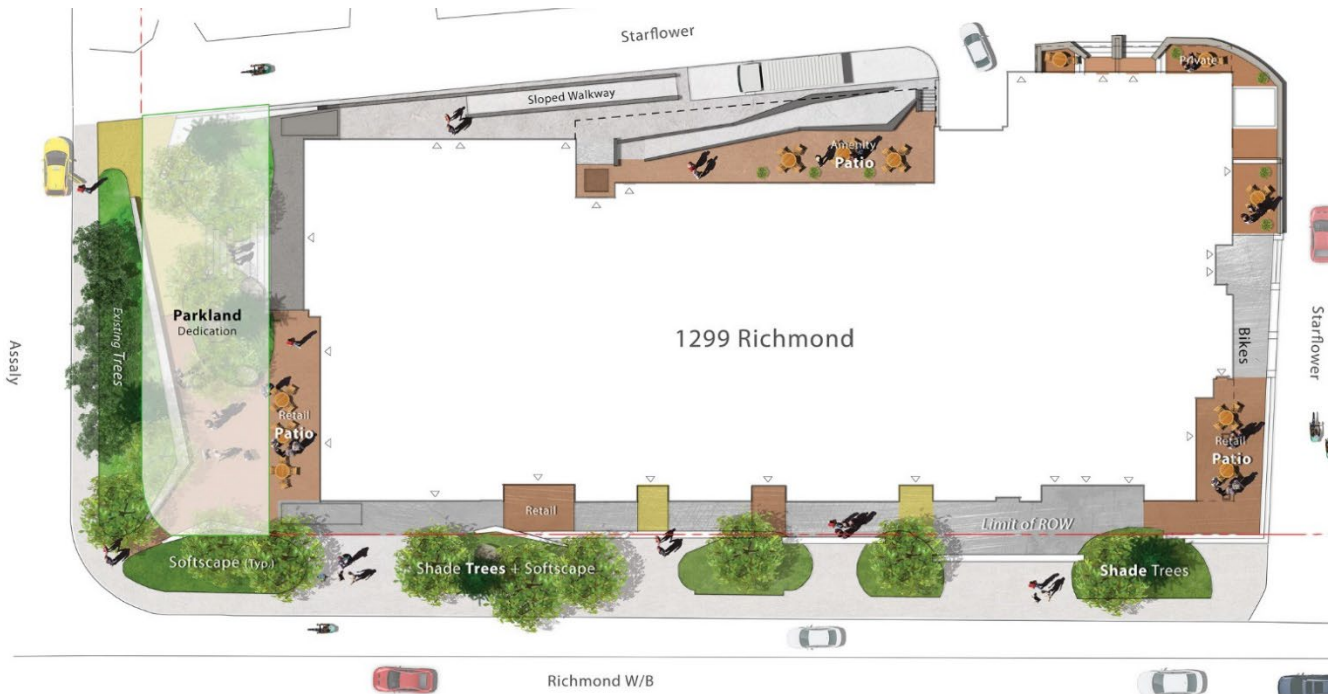


Figure 13: Landscape Plan of proposed development.

3.3.2 Parkland Dedication

The proposed Parkland Dedication (roughly 414 square meters) is located at the north-east intersection of Richmond Road and Assaly Road. The existing trees (principally Linden/Basswood) are a notable landscape feature along Assaly and are proposed to remain. The trees will provide shade, microclimatic protection, and visual buffer for park users from adjacent commercial activity and vehicular traffic. The park has 75% (3 sided) frontage on abutting streets (Richmond, Assaly, and Starflower Lane).

At approximately 0.04 hectares (roughly 11m x 38m), the Parkland Dedication area is considered an 'Urban Plaza' as per Section 2.4.5 of the City of Ottawa's Park Development Manual. As a "small park associated with the urban fabric", the Urban Plaza will serve the existing and new demographic of the neighbourhood. Will introduce intuitive pedestrian links to, through, and around the plaza that will promote community usage, safety, comfort, and enjoyment. Site lighting will be provided as appropriate and per principles of CPTED (Crime Prevention Through Environmental Design).

As per Park Design Criteria features, this urban plaza may include but are not limited to decorative paving, shade structure(s), water feature or water play, seating, games tables, play components, fitness structures, performance areas and will be confirmed through the City's park development process.

3.3.3 Landscape Design Principles

The following principles guide site design, construction, and operational considerations related to landscaping:

Water

- / The conservation of water will be considered across the site from onsite stormwater management to its potential use to enhance experience of place through sound, sight, and touch.

Soil and Vegetation – Contribution to the City's Urban Forest Canopy

- / Section 4.8.2 of the Official Plan promotes the urban forest and its ecosystem services. Tree plantings are proposed in all practical areas of the site. Trees along the west property edge at Assaly Road are proposed for retention. Overtime, it is envisioned that more than 40% of the at-grade site outside of the building footprint will be considered urban forest canopy.

Shared Soil Volumes

- / Shared soil volumes are proposed for new tree plantings in curb-style planters. A minimum of 30 cubic metres if proposed for street trees.

Species Selection

- / More than 50% of proposed plantings (shrubs, grasses, and perennials) will be of native species with the aim of 100% native tree plantings. Plantings that attract butterflies and hummingbirds will be emphasized and grassland plantings that attract a multitude of bird species will be used including native deciduous and coniferous trees, shrubs, and perennials.

Tree Plantings

- / Minimum setback requirements from hard surfacing and service laterals will be adhered to including 2.5 metre offset from typical back-of-curb for deciduous trees and 4.5m for coniferous trees. A minimum distance of 7.5 metre between larger species trees is proposed. Tree grates are not proposed.

Material Selection

- / The appropriate selection and procurement of materials will decrease material directed to landfill, preserve natural resources, and reduce greenhouse gas emissions. Sustainable building products will be prioritized. Permeable pavements will be used where appropriate to promote on-site and localized stormwater infiltration.

Human Health and Well-Being

- / The project's parkland dedication - urban plaza - is a central element to the proposed development. Outdoor nodes across the site will encourage physical activity, seating/rest areas, bike racks, respite with nature, social interaction, and opportunities for aesthetic experiences including with the use of public art and architectural features where/as feasible.

Landscape Construction

- / Sustainability goals will be embedded into the selection of all landscape materials and approaches with a focus on net-zero waste, use of locally sourced materials, and the protection of the existing mature trees at the west property edge at Assaly Road.

Operations and Maintenance

- / Strategies to reduce material disposal, reduce pollution, conserve energy, and encourage the use of renewable energy will be considered in the site/landscape design.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

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

The proposed development meets the following policies of the PPS, among others:

- 1.1.1 Healthy, livable, and safe communities are sustained by:
- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
 - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs
 - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
 - g) Ensuring that necessary infrastructure and public service facilities are or will be available.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) Support active transportation; and
 - f) Are transit-supportive, where transit is planned, exists or may be developed.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.
- 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:
- b) Permitting and facilitating:
 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development on the subject lands represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject lands provide easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject lands are within 400 metres of the Lincoln Fields Rapid Transit station and is in close proximity to local bus routes along Richmond Road and several adjacent streets. Finally, the proposed development will contribute to the supply of available housing within the Nepean neighbourhood in a built form that will offer greater variety of housing types.

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 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:

- a) **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.

b) 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.

c) 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.

d) 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.

e) 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

The Strategic Directions and 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 Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 14: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 14), the subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

5.2.1.3 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 contemplates two towers that are 32 and 28-storeys in a PMTSA and located within 400 metres of a rapid transit station. The tower separation of 23 metres is compliant with a zoning by-law and design guidelines. Further, there are no constraints based on site servicing, and the design is in alignment with the design policies outline in subsection 4.6 of the Official Plan and reviewed in Section 4.2.6 of this Rationale.

- 5.2.1.4 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 mixed-use development will increase the residential density in the neighbourhood to help support and sustain new services with the growth of 15-minute neighbourhoods.

Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

- 5.2.2.2 The transportation network for the Inner Urban Transect shall:
- a) Prioritize walking cycling and transit; and
 - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users

The proposed development prioritizes transit through its locating of higher density within close proximity to a rapid transit station. Further, the exterior amenity space (parkland) offers a throughway for pedestrians and cyclists toward the LRT station south of the subject property. Finally, all parking is located below grade to mitigate automobile conflicts with pedestrians and cyclists.

- 5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
- 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. 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. iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The vast majority of parking is located underground, while the limited above ground temporary spaces are specifically for servicing and deliveries to the proposed buildings. Further, the existing driveway along the south frontage of the development will be removed, thus creating a public realm uninterrupted by motor vehicles along Richmond Road.

Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect

- 5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:
- b) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;
 - c) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
 - d) In all cases:
 - i. The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and
 - ii. consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
 - iii. ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.

The subject property is located on Richmond Road, which has a right-of-way of 37.5 metres, as identified on Schedule C16, and provides adequate separation to support high-rise buildings. The proposed podium height is respectful of the width of the abutting right of way and height transitioning considered the planned built form context of the area.

- 5.2.3.4 All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

The proposed development contemplates six active entrances facing Richmond Road, which is a Mainstreet Corridor, as identified on Schedule B2.

4.2.4 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 15) the subject property is proposed to be designated as a **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.



Figure 15: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

The proposed development meets the following Mainstreet Corridor designation policies outlined in **Section 6.2** of the Official Plan, among others:

Define the Corridors and set the stage for their function and change over the life of this Plan

6.2.1.2 Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

The proposed development locates 32 and 28 storey towers along a Mainstreet Corridor, which is also identified as an Arterial Road, and within 400 metres of a Rapid Transit Station. Further, the subject property abuts an area within an Evolving Neighbourhood Overlay, which recognizes areas that will shift from more suburban to urban building types and densities.

6.2.1.3 Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings;

The proposed development contemplates commercial uses on the ground floor on the podium as means of contributing to the diversity of uses which help foster a 15-minute neighbourhood in the existing community. The remaining floors are used for residential and associated uses.

6.2.1.4 Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- b) Vehicular access shall generally be provided from the parallel street or side street.

Vehicular access to the proposed development, is located at the rear of the property not along the Mainstreet Corridor. Residential and visitor parking, which is located below-grade and servicing access is proposed off of Starflower Lane.

Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

6.2.2.1 In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development includes parkland along the western frontage of the property, which adds to the activation of the street and contributes to the network of open space in the area. This will further expand the different uses provided for in this Mainstreet Corridor redevelopment.

4.2.5 Protected Major Transit Station Areas

The subject property is located within a Protected Major Transit Station Area, as identified on Schedule C1 of the Official Plan (Figure 6). PMTSAs are a tool to establish transit supportive densities and uses in defined areas that surround rapid transit stations. PMTSAs include minimum density requirements and minimum large-household dwellings (more than two bedrooms) within the identified intensification area. The Lincoln Fields Station PMTSA has a minimum residential density requirement of 250 dwellings per net hectare, and a minimum proportion of large-household dwellings requirement of five percent, with a target of ten percent.

The proposed development meets the following PMTSA policies, as outlined in **Section 6.1.2** of the Official Plan, among others:

Set out the direction for Protected Major Transit Station Areas

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

As identified on Schedule C1, the subject property is located within a PMTSA and Table 3a sets a minimum density of 200 people and jobs per hectare and 250 dwellings per net hectare respectively. The proposed development contemplates adding 590 residential units to the PMTSA. This intensification contributes to the effort to add future density around transit.

6.1.2.3 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 those uses listed in Policy 2.

The proposed development contemplates two high-rise towers, 28 and 32-storeys respectively. At-grade commercial units are also included. None of the commercial units will include warehouse or automobile oriented uses, as listed in Policy 6.1.2.2.

- 6.1.2.4 The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:
- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
 - b) b) Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

The subject property is located within a 400 metre walking distance of the Lincoln Fields LRT station and contemplates development of 32-storeys in height and has achieves a lot coverage greater than 70%.

4.2.6 Urban Design

Urban Design is the process of giving form and context to our 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.

The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program.

Promote design excellence in Design Priority Areas

- 4.6.1.5 Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development uses high-quality materials and includes ample fenestration which will help illuminate and animate the streetscape. Further, bringing the building face closer to Richmond Road plus the inclusion of improved landscape space will enhance the pedestrian experience of the site. Supporting studies submitted with the application

indicate that design strategies have mitigated the majority of inhospitable micro-climate impacts on the subject property.

Protect views and enhance Scenic Routes including those associated with national symbols

- 4.6.2.3 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

The proposed development contributes to a cohesive silhouette comprised of a diversity of building heights in an area already characterize by tall buildings by providing two towers of varying height. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.

Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle

- 4.6.3.1 Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture.

The included exterior amenity spaces will offer the public use of street furniture, improved landscaping, and a significant space to improve the public realm abutting the proposed development.

- 4.6.3.3 Space on streets may be reallocated from vehicular use in favour of pedestrians, to provide a wide range of elements that promote liveability through pedestrian safety, community interaction, greenery, creative and cultural expression and opportunities for rest and play. Locations will generally be guided by Design Priority Areas, and may be streets that:
- a) Function as neighbourhood commercial streets; or
 - b) Border parks or separate two sections of a park; or
 - c) Are adjacent or connect to O-Train or Transitway stations, shopping centres, museums, public markets, places of worship or educational institutions such as schools, colleges and university campuses; or
 - d) Provide an opportunity for neighbourhood placemaking and residential amenity.

The proposed development contemplates removing at-grade parking associated with the existing strip mall and locating the majority of parking for the new development below grade. In place of at-grade parking, programmed landscape features, street furniture, and plantings are integrated into both the development and broader park land strategy for Richmond Road.

- 4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

All street furniture and publicly available amenities will be welcoming and clearly articulated to be usable by the broader public and will avoid defensive architecture wherever possible.

Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

4.6.5.2 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.

As demonstrated throughout Section 4 of this Rationale, the proposed development meets all relevant policies with regard to the Corridors designation. The proposed development, in combination with the park effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject property.

4.5.5.3 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 accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing and loading areas. The vast majority of the proposed parking is located underground, and the small amount of surface parking is shielded and located at the rear of the property, on Starflower Lane.

Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6.1 To minimize impacts on neighbouring properties and on the public realm, 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; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The proposed development is located on a Mainstreet Corridor, on a section of Richmond Road that has a ROW of 37.5 metres and is located within 400 metres of the Lincoln Field LRT Station. Further, the subject property is in an area already characterized by high-rise buildings, and located in an area where it is expected that the forthcoming Secondary Plan will indicate a planned function for the property as a site for high-rise development and the properties to the north for increased density to align with parent Official Plan policies.

4.6.6.2 Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines

The proposed development design contemplates densities that align with the planned intensification for the area and heights that correspond to the development's distance from a Rapid Transit Station, while being located on a Mainstreet Corridor. Further, the towers were designed with small floorplates to mitigate casting shadows on the surrounding area. Finally, subject property is located abutting an Evolving Overlay, which projects future development will become more dense and taller overtime. Specifically, on Starflower Lane, projected greater densities will present an ideal transition from the proposed development to the abutting neighbourhood.

This development is in line with the policy advocating for the future density in the area. While the proposed development does not meet the general application of the angular plane, it is one method for urban design strategy and should be contemplated in concert with other criteria, mentioned in Rationale.

4.6.6.4 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.

Amenity space will be provided in the form of 5,185.3 square metres of private balcony space, with an additional 1855.6 square metres of shared amenity space throughout the building. Further the exterior parkland dedication area adds an additional gathering area for residents.

4.6.6.8 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 is contemplated on a Mainstreet Corridor, on a section of Richmond Road with a ROW of 37.5 metres, and within 400 metres of a Rapid Transit station, in the Inner Urban Transect. The tower floorplates are below 750 square metres and the separation distance between the towers is 23 metres, which exceeds the required distance between towers as identified in Section 77 of the Zoning By-law. Finally, the landscaped condition at-grade includes a mix of hard and softscaping in addition to programmed areas on the western frontage of the subject property.

4.6.6.9 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 contemplates two towers that have a separation distance of 23 metres, which meets the desired separation distance in the Urban Design Guidelines for High-rise Development and the Official Plan.

4.2.7 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Ottawa Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.

Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

The proposed development looks to replace the current low intensity, commercial use, with a more efficient use of property, which includes a total of 590 dwelling units, dispersed between two towers and 747.5 square metres of commercial space on the ground floor.

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

The subject property is designated as a Mainstreet Corridor in the Inner Urban Transect. The Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As previously stated, the proposed development meets the road width and transition policies to achieve a high-rise height. As discussed below the redevelopment meets the minimum densities established for this area of the City.

- 3.2.3 The vast majority of Residential intensification shall focus within 15- minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8.

The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 590 additional residential units and accompanying commercial will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.

- 3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

The subject property is located along a Mainstreet Corridor within the Inner Urban transect and has sufficient road width and transition distance between buildings to support high-rise development. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment and Site Plan Control application confirm the available capacity within the municipal water and sewer systems.

- 3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites, including brownfield sites where feasible in order to collectively achieve intensification and sustainable and resilient design goals and targets. Former industrial sites do not have the Industrial and Logistics or the Mixed Industrial designations as shown on Schedules B2 through B8, or a corresponding Industrial designation with in a rural secondary plan.

The subject property is presently used as a low-density commercial strip mall. The proposed development replaces the use with two high-rise towers which support the City's intensification goals and targets.

- 3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. The unit mix includes a range, from bachelor units to 3-bedroom units. The unit mix exceeds the requirement in the Official Plan for large household units.

- 3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

Per Table 3a, the minimum area-wide density requirement for Lincoln Fields is 200 people and jobs per gross hectare, with a minimum residential density requirement for intensification for Mainstreets of 250 dwellings per net hectare. The proposed development's residential density of 1439 units per hectare (590 dwelling units on a 0.41 hectare lot) exceeds the Official Plan's density requirements. The proposed development's residential density also meets the Target Residential Density Range for Intensification for the Inner Urban Transect of 60 to 80 dwellings per net hectare.

4.3 Urban Design Guidelines for High-Rise Buildings

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.

These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- / Promote development that responds to the physical environment and microclimate through design.

They are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general and are not to be used as a checklist for evaluating a proposal. They were developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

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

Context

- 1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.
- 1.16 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.

Built Form

- 2.1 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.
- 2.2 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.
- 2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

- a) A high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives;
 - b) 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.
- 2.13 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.
- 2.15 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.
- 2.17 The minimum height of the base should be 2 storeys.
- 2.23 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.
- 2.24 Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces:
- a) The maximum tower floor plate for a high-rise residential building should be 750m²; and Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain sky views, and allow for access to natural lights.
- 2.29 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 sky views.
- 2.35 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.
- 2.36 Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

Pedestrian Realm

- 3.1 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.
- 3.10 Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- 3.12 Animate the streets, pathways, parks, open spaces, and POPS by (a) introducing commercial and retail uses at grade on streets with commercial character; (b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; and (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm.
- 3.14 Locate parking underground or at the rear of the building.
- 3.16 Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

- 3.17 When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.
- 3.18 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.
- 3.19 Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

4.4 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

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:

Land Use

- Guideline 1 Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- Guideline 3 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.

Layout

- Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

Built Form

- Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Guideline 13 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 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

Guideline 15 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.

Pedestrian and Cyclists

Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Vehicles and Parking

Guideline 35 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 36 Design access driveways to be shared between facilities

Guideline 39 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.

Streetscape and Environment

Guideline 54 Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

4.5 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- / Foster compatible development that contributes to the recognized or planned character of the streets; /
- / Promote a comfortable pedestrian environment and create attractive streetscapes; /
- / Achieve high-quality built form and establish a strong street edge along Arterial Mainstreets; /
- / Facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets; /
- / Accommodate a broad range of uses; and /
- / Enhance connections that link development sites to public transit, roads and pedestrian walkways.

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

Streetscape

Guideline 1 Locate new buildings along the public street edge

- Guideline 2 Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way
- Guideline 3 Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth
- Guideline 4 Use buildings, landscaping and other streetscape elements to create continuous streetscapes

Built Form

- Guideline 8 Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape
- Guideline 11 Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations
- Guideline 13 Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
- Guideline 17 Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- Guideline 18 Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies

Pedestrians and Cyclists

- Guideline 20 Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- Guideline 21 Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.
- Guideline 24 Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.

Vehicles and Parking

- Guideline 27 Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.

Landscape and Environment

- Guideline 31 Use continuous landscaping to reinforce pedestrian walkways within parking areas
- Guideline 32 Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.

Service and Utilities

- Guideline 49 Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies.
- Guideline 50 Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.
- Guideline 51 Design lighting so that there is no glare or light spilling onto surrounding uses.
- Guideline 52 Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

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

4.6.1 Existing Zoning

The subject property is currently zoned Arterial Mainstreet, Subzone 10 – **AM10** in the City of Ottawa Zoning By-law. The purpose of the Arterial Mainstreet is as follows:

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

The AM10 zone permits a wide variety of commercial uses. Additionally, the AM10 zone permits the following **residential uses**:

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

Apartment dwelling, high rise is not a permitted residential use in the AM10. It will be necessary to amend the existing zoning to request the additional use, to permit the development height as proposed.

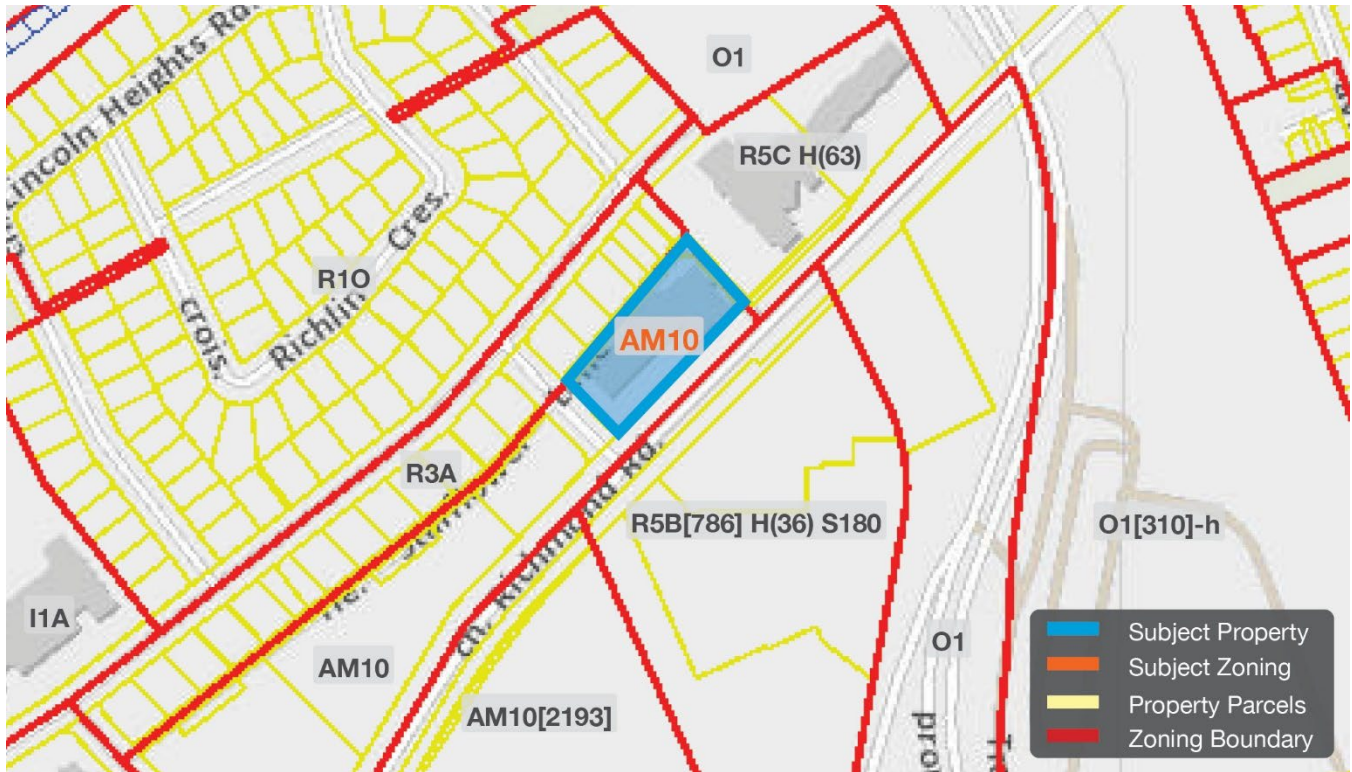


Figure 16: Zoning map of the subject property and surrounding area.

The following table provides a summary of the Traditional Mainstreet zone as detailed in Zoning By-law 2008-250 and demonstrates how the development meets the provisions.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area	No minimum	4141.97m ²	✓
Minimum Lot Width	No minimum	96.53 m	✓
Minimum Front Yard Setback	No minimum	3.1 m	✓
Minimum Corner Yard Setback	No minimum	N/A no longer a corner lot once park is dedicated	
Minimum Frontage	At least 50% of the frontage along the front lot line must be occupied by building walls located within 4.5m of the frontage for a Residential use building	100%	✓
Front Yard Facade	The ground floor façade facing a public street of a building located within 4.5m of the front lot line must include a minimum of one active entrance	6 active entrances	✓
Minimum Front Yard Facade Glazing	A minimum of 50% of the surface area of the ground floor facade, measured from the average grade up to a height of 4.5m, facing a public street must be comprised of transparent glazing	>50%	✓

Zoning Mechanism	Provision	Provided	Compliance
	and active customer or resident entrance access doors.		
Minimum Interior Side Yard Setback	3 metres	West (abutting parkland) 3.2 m	✓
		East (abutting Starflower Lane) 3.3 m	✓
Minimum Rear Yard Setback	7.5 metres	11.4m	✓
Maximum Building Height	11 metres	112 m	X
Minimum Amenity Area	Total: 6m ² per dwelling unit (3,072m ²)	5,185.3 m ²	✓
	Communal: 3m ² per dwelling unit (1,536m ²)	1,855.6 m ²	✓

The following table summarizes the proposed development's compliance with zoning relating to parking requirements.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Required Vehicle Parking Spaces	Residential: 0.5 stalls per unit (283)	188	X
	Visitor: 0.1 stalls per unit (58)	60	✓
Minimum Driveway Width	Parking lot: 6.0 metres	6.0 m	✓
	Parking garage: 6.0 metres	6.0 m	✓
Minimum Aisle Width	Parking lot: 6.0 metres	6.0 m	✓
	Parking garage: 6.0 metres	6.0 m	✓
Minimum Parking Space Dimensions	Length: 5.2 metres	5.2 m	✓
	Width: 2.6 metres	2.6 m	✓
	Up to 40% of required parking spaces may be 4.6 m by 2.4 m	<40%	✓
Minimum Required Bicycle Parking Spaces	Residential: 0.5 per unit (295)	305	✓
	Retail: 1.0/250 square metres (3)	5	✓
Minimum Bicycle Parking Space Dimensions	1.8m x 0.6m	1.8 m x 0.6 m	✓
Minimum Bicycle Parking Space Aisle Width	1.5 metres	1.5 m	✓
Maximum Provision of Vertical Bicycle Parking Spaces	50%	<50%	✓
Loading Space Rates	None required	0	✓

The following table summarizes the proposed development's compliance with zoning for Section 77 – Provisions for Highrise Buildings.

Zoning Mechanism (Area A, Schedule 402)	Required	Provided	Compliance
Minimum Lot Area (Corner Lot) Minimum Lot Area (Interior Lot)	1,150 m ²	4,141.97m ²	✓
Minimum Rear Yard Setback for a Tower	10.0 metres	7.24 m	X
Minimum Distance Between Towers on the Same Lot	20.0 metres	23.0 metres	✓

As demonstrated in the zoning tables above, the proposed development adheres to the general intent of the AM10 zone. Which is to regulate development on Arterial Mainstreets in a manner that animates the streetscape and promote intensification in an area designated by the Official Plan for greater levels of densification. The proposed Zoning By-law Amendment will address the permitted use and other provisions through a site-specific zoning schedule and urban exception. The proposed amendments are outline in Section 5.1 of this Rationale.

5.0 Proposed Zoning By-law Amendment

5.1 Requested Zoning

The requested Zoning By-law Amendment is proposed to rezone the subject property from Arterial Mainstreet, Subzone 10 – AM10 to Arterial Mainstreet Subzone 10, Urban Exception XXXX – AM10[XXXX].

The Urban Exception sought will include the following provisions:

Additional land uses permitted include the follow:

- **Apartment dwelling, high rise**

The proposed land use, apartment dwelling, high-rise, is appropriate given the subject lands are located on a Mainstreet Corridor, with a Right-of-Way road width in excess of 30 metres, is in close proximity to a Rapid Transit Station, and meets the Official Plan’s policy criteria for high-rise development.

Additional provision amendments include the following:

- **Permit building heights up to 115 metres**

The proposed height increase is appropriate for the subject property, given its proximity to a Rapid Transit Station, location on a Mainstreet Corridor with a ROW over 30 metres, the buildings design, was influenced considering the angular plane, shadowing and privacy impacts, and Official Plan policies encouraging a greater level of intensification than what is presently permitted on site to achieve the City’s growth management objectives.

- **Reduce required residential automobile parking to 188**

The proposed reduction in parking is appropriate for the subject property given its location to both local and Rapid Transit. Additionally, the subject property is located on a Cross-town Bikeway and has access to multiple Multi-Use Pathways. The surrounding area offers sufficient alternative modes of transportation making a reduction in automobile reliance appropriate. Further, bicycle parking is proposed more than the minimum zoning requirement.

- **Reduce rear yard setback from a tower to 7.24 metres**

The proposed reduction in the tower rear yard setback is appropriate, given that this provision is meant to protect for the future high-rise development potential on abutting lots, allowing for appropriate tower separation. Regardless that the lands to the north currently do not permit high-rise development, Starflower Lane is just over 6 meters in width providing additional separation to the properties. Further, the towers in their proposed locations present limited privacy concerns. Finally, the location of the towers does not present detrimental shadowing, as illustrated in the accompanying shadow study report.

6.0 Public Consultation Strategy

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

/ **Pre-Application Consultation Meeting**

- A Pre-Application Consultation Meeting was held with City Staff and the applicant team on March 31, 2022. This meeting was undertaken by the City's Development Review and Urban Design staff.

/ **Notification to Ward Councillor, Councillor Theresa Kavanagh**

- The Ward Councillor was informed of the upcoming application in anticipation of submitting the development application, by Fotenn Planning and Design.
- The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the applications are received.

/ **Community "Heads Up" to local registered Community Associations**

- A 'Heads Up' notification to local registered community associations will be completed by the City of Ottawa during the application process.

/ **Community Information Session**

- If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
- It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
- It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.

/ **Planning and Housing Committee Meeting Advertisement and Report Mail out to Public**

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

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

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

7.0 Summary of Supporting Studies

7.1 Phase I Environmental Site Assessment

Lopers and Associates prepared a Phase I Environmental Site Assessment, dated June 13, 2023. The report is being completed as part of the requirements associated with the submission and filing of Record of Site Condition for the subject property, and requires as part of a change to a more sensitive land use. Based on the identification of APECs at the phase one property, it is recommended that a Phase Two Environmental Site Assessment be completed to assess the soil and/or groundwater quality in the vicinity of the APECs.

7.2 Stormwater Management Report

Stantec Consulting Ltd. prepared a Stormwater Management Report dated June 5, 2023. The goal of this stormwater servicing and stormwater management (SWM) plan was to determine the measures necessary to control the quantity and quality of stormwater released from the proposed development to meet the criteria established during the consultation process with City of Ottawa staff, and to provide sufficient details required for approval.

A single 300 mm diameter stormwater building service, complete with full port backwater valve as per City standard S14.1, is proposed for the storm service discharge, as per Drawing SSP-1 and Drawing SD-1 in Appendix G of the accompanying report. A stormwater sump and pump are required for the proposed foundation drain, and the roof drains are to be connected to the cistern. The combined foundation drain, roof drain, and subdrain flows will outlet to the cistern, which then pumps the discharge at a controlled rate and to the existing 450 mm diameter storm sewer within the Richmond Road ROW. The lateral is to connect to the main as per City standard S11.1 via monitoring manholes. The proposed stormwater servicing is shown on Drawing SSP-1 and SD-1 of the provided Report.

7.3 Geotechnical Study

Paterson Group prepared a Geotechnical Investigation Report dated April 25, 2023. The objective of which was to determine the subsoil and groundwater conditions at this site by means of test holes. It provided geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design. The proposed development is supportable if recommendations are followed. A report confirming the construction has been conducted in general accordance with the recommendations will be required.

7.4 Transportation Impact Assessment

Parsons prepared a Transportation Impact Assessment report, dated June 13, 2023. Based on the accompanying Synchro files, the proposed development is recommended from a transportation perspective.

7.5 Roadway Traffic Noise Assessment

Gradient Wind prepared a Roadway Traffic Assessment report, dated May 12, 2023. The report describes a roadway traffic noise assessment undertaken in support of concurrent Zoning By-law Amendment and Site Plan Control Application submissions for a proposed development located on the subject property. The primary sources of roadway traffic noise are Richmond Road and Sir John A. Macdonald Parkway.

The results of the current analysis indicate that Plane-of-Window noise levels will range between 63 and 68 dBA during the daytime period (07:00-23:00) and between 55 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the south façade, which is closest and most exposed to Richmond Road. Building components with

a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA, as indicated in Figure 3 of the Report. Noise levels at areas identified as Outdoor Living Areas (OLAs) do not exceed 55 dBA. As such, acoustic mitigation for these areas will not be required.

Stationary noise impacts from the surroundings onto the proposed development are expected to be negligible as the building is not in proximity to any large mechanical equipment. The setback distance between the proposed development and mechanical equipment servicing neighboring buildings is expected to be sufficient in attenuating noise.

7.6 Pedestrian Level Wind Study

Gradient Wind prepared a Pedestrian Level Wind Study, dated May 15, 2023. The report describes a pedestrian level wind study undertaken to satisfy concurrent Zoning By-law Amendment and Site Plan Control application requirements for the proposed development. The purpose of the study was to investigate pedestrian wind conditions within and surrounding the subject property, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered satisfactory for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, nearby bus stops, existing parking lot to the west, outdoor amenity, and in the vicinity of building access points, are considered acceptable.

8.0 Conclusion

It is our professional planning opinion that the applications for a Zoning By-law Amendment and Site Plan Control for 1299 Richmond Road are appropriate, represent good planning, and are in the public interest.

- / The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development conforms to the **Official Plan's** vision for managing growth in the urban area and meets the policies for infill and intensification in the areas abutting Mainstreet Corridors.
- / The proposed development meets the **Urban Design** and **Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The proposed development responds strongly to the associated **Urban Design Guidelines** by proposing appropriately designed infill that is sensitive to its planned context and intensifies the site in manner that is consistent with Official Plan density targets.
- / The proposed Zoning By-law Amendment would apply a **modified Arterial Mainstreet – AM** zoning to the subject property, which ensures efficient development patterns of a suitable scale and density which are **in keeping with Official Plan policies for Mainstreet Corridors**.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



Tyler Yakichuk, MPlan
Planner



Lisa Dalla Rosa, RPP, MCIP
Associate