



URBAN DESIGN BRIEF

Odayanhaway 30 Cleary Ave.

Project # : 2314

Phase 3 Resubmission: May 30, 2024



Contents

Project Description	3-12
Design Directives	14-32
<i>Refer to accompanying Planning Rationale submitted by Fotenn for detailed Policy and Regulatory Criteria.</i>	
Site, Context and Analysis	34-46
Design Research	48-68
Additional Materials - Appendix	70-94

Welcome to Odayanhaway

From the onset of this project, we have been inspired by this amazing hidden little village on Cleary. Our goal was not to reinvent it through redevelopment, but instead to create a holistic design which would highlight its innate value and potential. Inspired by 'Little Village', Odayanhaway aspires to complete the master plan of this site by investing in two new buildings and programs that will help provide much needed affordable housing.

First Unitarian has long stood for justice, for community, and for sustainability in Ottawa. Over the past few months, Figurr, Theia Partners, and OAHS have been working collaboratively with First U in a development opportunity that will deliver affordable housing, while creating a revenue stream for the congregation ensuring long-term financial sustainability. Through this development First U will have the opportunity to live their values and transform a largely vacant area of the campus to provide much needed affordable housing, a showpiece for sustainability, and a revenue stream that can be partially used for philanthropy and much needed affordable and market housing.

Reconciliation has been a strong theme for this project, with a challenge to think about how this 'Little Village' could tangibly help efforts of reconciliation with the Indigenous community. The engagement of the Ontario Aboriginal Housing Services (OAHS) to be the long-term owner / operator of the non-profit building will help deliver much needed housing to Indigenous community members in Ottawa.

This proposal – as it now moving beyond conceptual thinking, and into implementation - will demonstrate leadership in the City and establish a model for other faith and community groups on how to redevelop underutilized lands through the inclusion of much needed affordable housing.

As presented in this document, the proposal is for a two-building solution. The first building is approximately 66 units, a 6-storey affordable housing

solution that is non-profit owned and managed. The building units will include a range of 1-bed, 2-bed and 2-bed+den units to meet the needs of OAHS. The building size will be roughly over 11,000 SF in footprint with a gross building area of around 65,400 SF. The building, as seen in the proposed site plan and renderings, would occupy the North-Western most part of the lands immediately adjacent to the NCC parkway. This would provide OAHS with symbolic connection to the existing green spaces and the Ottawa River.

The second building is a 16-storey market affordable building, aimed at balancing affordability and the desire to create a revenue stream for the Church. The intention for this building is to use the CMHC Rental Construction Financing Initiative program, with most of the units in the building meeting or exceeding CMHC's definition of affordable housing in Ottawa. This building will provide close to 150 units of various types. This building is currently proposed to be located just North of the River Parkway Childcare Centre and around 14m from the West property line at the podium levels and 16.1m at the tower portion. The building's area includes a 4-storey podium of around 10,700 SF/ floor in foot print, and tower area of around 8,070 SF / floor. This building will be served by an underground parking garage with around 96 spaces and an additional 10 spaces at grade. Required visitor parking will be provided at various locations at grade, including at an existing gravel area at the Southern end of the property.

With regards to bicycle parking, the project will provide a 1:1 ratio in order to encourage the use of the existing paths and trails in the neighbourhood and along the parkway along the river.

We believe that this proposal meets the ambitious objectives provided to us by First U for the redevelopment of this property:

Objective 1:

The Delivery of Affordable Housing

With 66 units of affordable housing within the OAHS low-rise, and 148 units of mixed market offerings in the taller rental tower, this proposal balances the requirement for much needed affordable housing and all the other requirements to make this project feasible for OAHS, First Unitarian, and Theia.

Objective 2:

Create a Sustainability Showpiece

The proposed master plan was conceived with sustainable design approaches as a key aspect.

The taller building limits the ratio of glass to solid panel to less than 40% to allow for better energy performance through the use of more solid wall assemblies. It is also aiming to use photovoltaic cladding on the South side.

The most important factor contributing to sustainable design is the saving and enhancement of the existing gardens into the urban design of the master plan. Saving mature green space is not only a sustainable strategy, but also because we understand the emotional connection that these gardens have for members of the congregation and Unitarian House. The inclusion (and enhancement) of these gardens with pedestrian paths and outdoor public spaces encourages healthier choices in walking and using bicycles. These paths will also support many of the residents of Unitarian House who use the grounds for daily walks. Instead of walking along uninspiring asphalt parking areas, all residents of this 'Little Village' will have access to a variety of outdoor paths, boardwalks and public spaces to explore.

The project will also encourage the use of the existing natural swale along the North-West property line in the future design of the storm water management plan. Using this swale, a natural approach to storm water management, can also be a source of education through the inclusion of a boardwalk so that everyone in the community can enjoy some of

the natural features of the site. The project is also exploring and intends to use Geothermal energy.

Objective 3:

Provide a Tangible Step Towards Reconciliation

The inclusion of OAHS as the affordable housing provider was an obvious choice in helping meet the goal of reconciliation. The OAHS building was located - at the request of First U - at the most important available spot on the land against the existing NCC lands and in closer proximity to the Ottawa River. The use of natural materials, Indigenous plantings and green spaces and gathering spaces will be highly inspired by Indigenous Peoples values.

Objective 4:

Create an Enduring Revenue Stream Helping Support Mission into the Indefinite Future

Through the development of a market building that generates positive revenue, the congregation is thinking long-term. The proposal leverages under-utilized parts of the campus; a primarily empty asphalt parking lot. This will help supplement congregation finances and will help ensure a presence in the community far into the future, being advocates for justice, tolerance, and sustainability.

PROPERTY DESCRIPTION	
6 & 16 STOREY RESIDENTIAL BUILDINGS	
CITY OF OTTAWA PIN NUMBER	04751-0119
MUNICIPAL ADDRESS	30 Cleary ave
SITE INFORMATION	
LOT AREA:	20,680 sqm
LOT FRONTAGE:	237.3m
LOT DEPTH:	112.8m
BUILDING INFORMATION	
BUILDING AREA: MARKET BUILDING = 994sqm, OAHS Building= 930 sqm	
BUILDING FLOOR AREA: OAHS BLDG = 6080 sqm, MARKET BLDG=12832 sqm, P1=2898sqm, P2=1953sqm	
PROPOSED USE: APARTMENT DWELLINGS	
UNIT BREAKDOWN - MARKET BUILDING:	UNIT MIX:
LEVEL 1: 9 UNITS	4x 1BD, 2x 1BD+D, 1x 2BD, 2x 2BD+D
LEVEL 2-4: 11 UNITS	2x 1BD, 4x 1BD+D, 3x 2BD, 2x 2BD+D
LEVEL 5-15: 9 UNITS	5x 1BD, 1x 1BD+D, 3x 2BD
LEVEL 16: 7 UNITS	3x 1BD, 2x 1BD+D, 2x 2BD
TOTAL	148 UNITS
UNIT BREAKDOWN - OAHS BUILDING:	UNIT MIX:
LEVEL 1: 6 UNITS	4x 1BD, 2 x 2BD
LEVEL 2-6: 12 UNITS	6x 1BD, 1x 1BD+D, 4x 2BD, 1 x 2BD+D
TOTAL	66 UNITS
MARKET & OAHS BUILDINGS TOTAL	214 UNITS

ZONING TABLE	11A[314]H(13.8)	
CITY OF OTTAWA ZONING BY-LAW No. 2008-250	REQUIRED	PROPOSED
MINIMUM LOT AREA	400m ²	TOTAL LOT AREA=20,680sqm
MINIMUM LOT WIDTH	15m	237.3m
MINIMUM FRONT YARD SETBACK	3m	22.7m
MINIMUM INTERIOR SIDE YARD SETBACK	7.5m	10.5m
MINIMUM REAR YARD SETBACK	Abutting R1, R2 or R3:7.5m Other cases: 4.5m	6.19m
MAXIMUM BUILDING HEIGHT	13.8m	MARKET BUILDING= 49.75m(WITHOUT PENTHOUSE) 53.75m(WITH PENTHOUSE) OAHS= 19m (WITHOUT PENTHOUSE) 23m (WITH PENTHOUSE)
VEHICLE PARKING REQUIREMENTS (AREA Z)	No off-street motor vehicle parking is required to be provided within Area Z (By-law 2016-249)	UNDERGROUND=96 SPACES ABOVE GROUND=15 SPACES TOTAL=111 SPACES
VISITOR VEHICLE PARKING REQUIREMENTS	0.2 Spaces per unit <i>Despite (1), within Areas B, X, Y and Z, no visitor parking spaces are required for the first twelve dwelling units on a lot. (By-law 2016-249).</i> <i>Despite (1), within Areas X, Y and Z, no more than thirty visitor parking spaces are required per building (By-law 2016-249).</i>	MARKET=148 UNITS X0.2 SPACES=30 VISITOR PARKING SPACES OAHS=66 UNITS X 0.2= 14 VISITOR SPACES
AMENITY AREA REQUIREMENTS	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit. Minimum 50% of the required total amenity area to be communal. MARKET= 6m ² x 148 units=888sqm OAHS= 6m ² x 66 units= 396 sqm	MARKET BUILDING= 687 sqm PRIVATE 445 sqm COMMUNAL 1132 sqm TOTAL OAHS BUILDING=397 sqm (ALL COMMUNAL)
BICYCLE PARKING SPACES	0.5 per dwelling unit	MARKET BUILDING=118 HORIZONTAL SPACES, STACKED=18X2=36 SPACES 154 SPACES TOTAL OAHS= 33 HORIZONTAL STACKED= 16X2=32 SPACES 65 SPACES TOTAL



















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Official Plan - Designation

- / Designated **Neighbourhood**
- / Located in an **Evolving Neighbourhood** Overlay
- / Overlay is applied to areas close to Hubs and Corridors to signal future intensification over time
- / Typically low-rise development permitted, greater heights allowed in close proximity other taller buildings



Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan

Secondary Plan - Vision and Guiding Principles

Vision

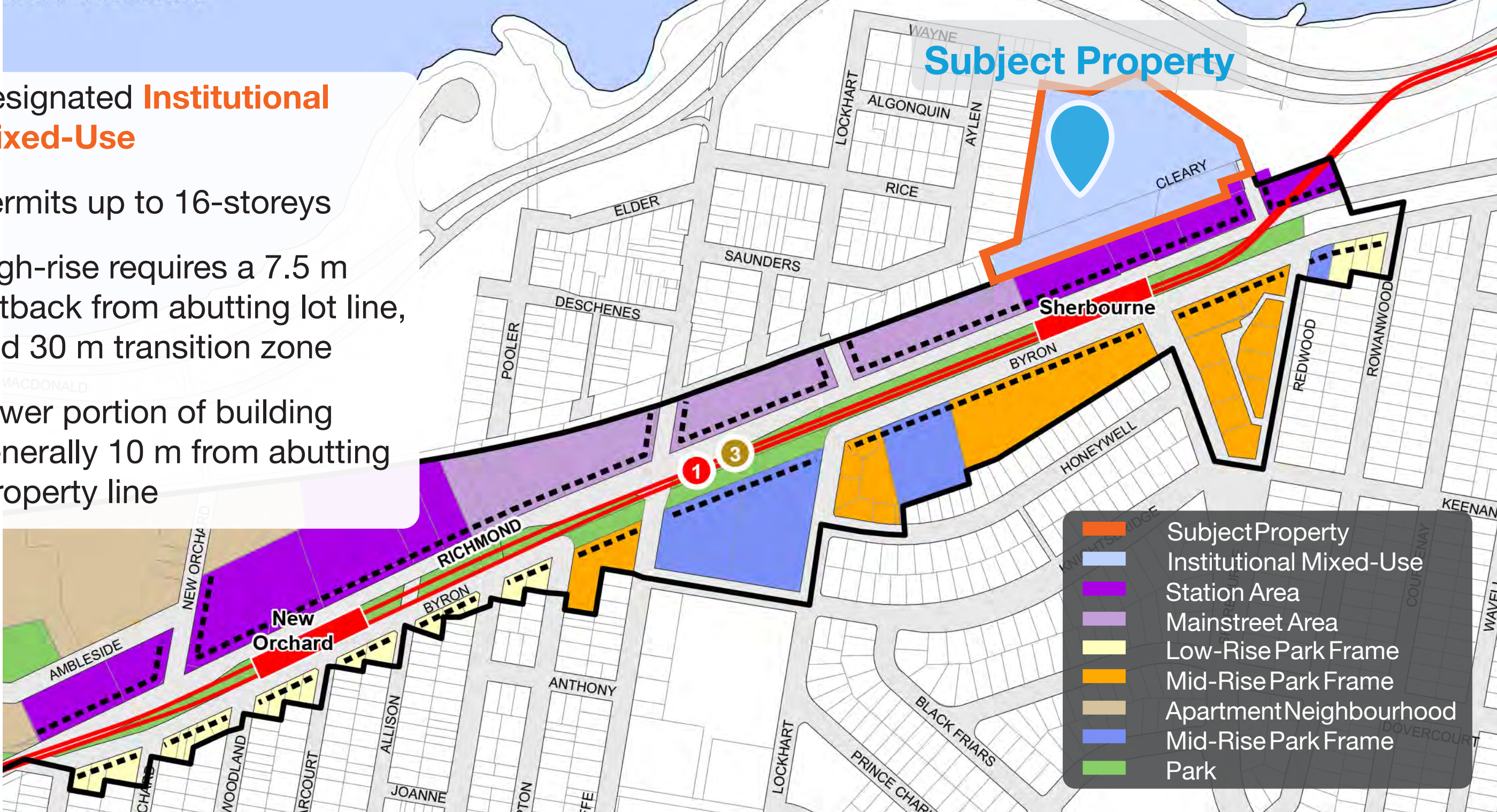
- / The area will continue to evolve into an attractive and liveable urban community, with prominent greenspace components as well as a wide mix of uses; and
- / Intensification will be compatible and compliment adjacent neighbourhoods, with an emphasis on “human-scale” pedestrian interaction

Guiding Principles

- / All usable public greenspace and recreational facilities will be retained and will be increased or expanded where possible; and
- / The scale and character of existing neighbourhoods will be preserved through appropriate height transitions of new development, with an emphasis on ensuring that new development supports the O-Train

Secondary Plan - Designation

- / Designated **Institutional Mixed-Use**
- / Permits up to 16-storeys
- / High-rise requires a 7.5 m setback from abutting lot line, and 30 m transition zone
- / Tower portion of building generally 10 m from abutting property line



Schedule A – Designation Plan, Sherbourne and New Orchard Secondary Plan

Secondary Plan - Site Specific Policy

Institutional Mixed-Use Area

17. Redevelopment of this area will be with buildings in a range of heights, in accordance with the following:

- a) The portions of the lot adjacent and closest to a residential zone must comprise of a transition zone, **generally 30 metres in depth**, which includes a **7.5 metre setback**, measured from the residential lot line, with a low-rise built form.
- b) Mid-rise buildings for the portion of the lot with street frontage on Cleary Avenue.
- c) High-rise buildings up to 16 storeys are permitted and must be located:
 - i) Must be located and designed to minimize the shadow impacts on the adjacent low-rise neighbourhood community.
 - ii) In a position with minimal view impacts on adjacent high-rise buildings.
 - iii) Be located close to the NCC corridor or in a location that will break up the cumulative massing along Richmond Road.

Policy and Regulatory Framework

3.1 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
- i) 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:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans.
- 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.

1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
- b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources

2.1.1 Natural features and areas shall be protected for the long term.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed development on the subject land represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, and services. The subject property provides 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 100 metres of the Sherbourne Rapid Transit station and 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 (market rate and below market rate) within the Nepean neighbourhood in a built form that will offer greater variety of housing types.

3.2 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.

3.2.1 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.

3.2.2 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.

3.2.3 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 7: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 8), 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 residential buildings that are 16 and 6-storeys respectively, which are located within 100 metres of a rapid transit station. The buildings are broadly compliant with zoning by-law and design guidelines. Further, there are no capacity 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 3.2.5 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 development is located on a property that already includes a mix of uses, which support services and amenities found on the adjacent Mainstreet Corridor. Adding an additional 214 dwellings will only improve the vitality of the existing 15-minute neighbourhood.

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 subject property is located within 100 metres of a Rapid Transit Station, abuts the NCC pathway that runs parallel to Kichi Zibi Mikan Parkway, and the segment of Richmond Road adjacent to the subject property includes separated bicycle lanes. Further, ingress and egress from the associated underground parking on the subject property is proposed in an area that would mitigate conflict between pedestrians and vehicles.

- 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. Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 - iii. May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The vast majority of parking is located underground, while the limited above ground temporary spaces are specifically for servicing, deliveries, and visitors to the proposed buildings. Further, the ingress and egress to the below grade parking lot is located approximately 30 metres from the entrance to the closest proposed building. This parking strategy was chosen to mitigate vehicle-pedestrian conflict as much as possible.

- 5.2.4.1 Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a

manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

The proposed 6 and 16-storey residential buildings are consistent with the planned function of the property, as identified in the Sherbourne and New Orchard Secondary Plan. Further, they contribute to meeting the residential growth outlined in Section 3.2 and Table 3b of the Official Plan. The proposed development provides a mix of unit types and sizes to support a variety a family sizes, and introduce a building fully dedicated to Ontario Aboriginal Housing Services.

3.2.4 Urban Designation and Overlay

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).

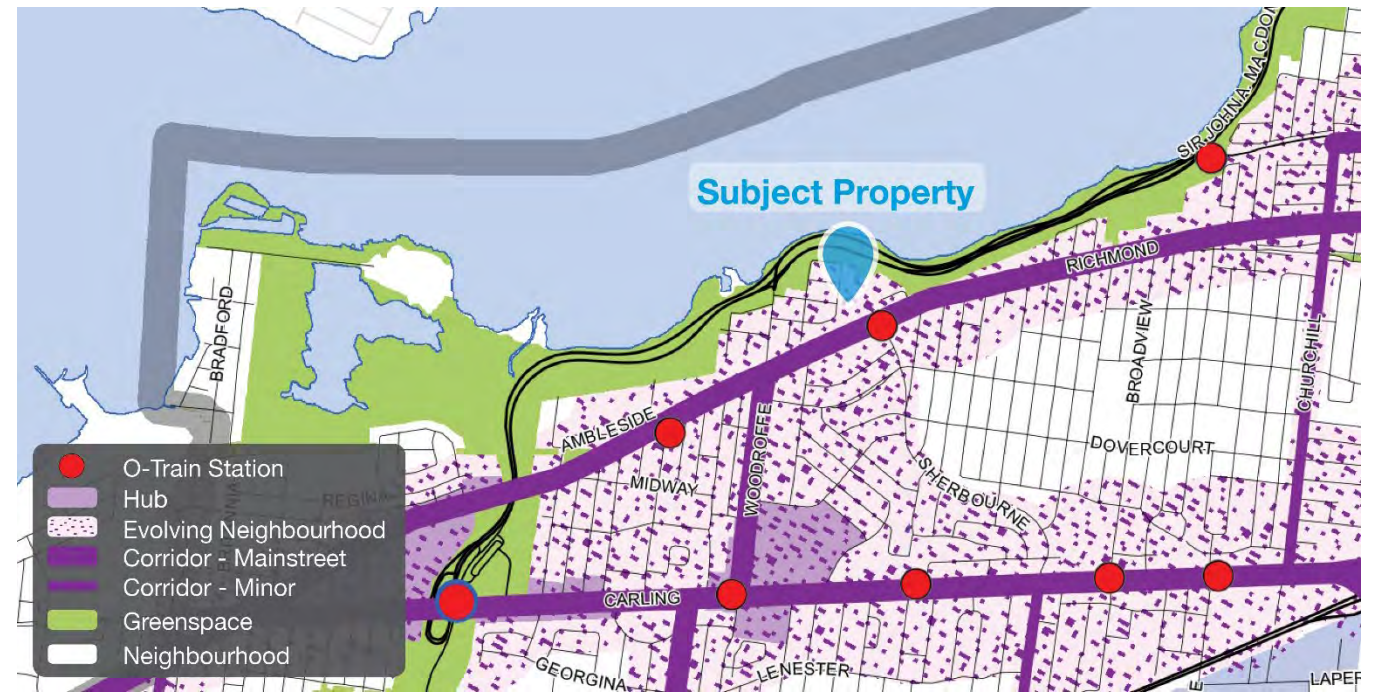


Figure 8: B2 – Inner Urban Transect, City of Ottawa Official Plan

The subject property is designated as **Neighbourhood**, as identified on Schedule B2 (Figure 9) of the Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow

for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods. Most of the development in this designation will be low-rise residential, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

In addition to its designation, the subject property also has an **Evolving Neighbourhood Overlay** applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The City of Ottawa is currently undertaking a review of their Comprehensive Zoning By-law. Changes to the zoning by-law will provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area. However, the updated Zoning By-law has not yet been released at this time.

The proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design. The proposed development contemplates intensification inline with the goals of the Official Plan's Growth Management Framework, in a built form that meets the planned function of the site.

The proposed development meets the following Neighbourhood Designation Policies outlined in **Section 6.3** of the Official Plan, among others.

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

6.3.1.2 Permitted building heights in Neighbourhoods shall be Low-rise, except:

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

The proposed development contemplates two residential buildings, 6 and 16-storeys respectively. As per Policy 17c of the Sherbourne and New Orchard Secondary Plan, the subject property is designated to permit heights up to 16-storeys. Further, the subject property abuts a segment of Richmond Road which includes buildings that contemplate heights up to 24-storeys with an existing 15-storey building at the corner of Cleary and Richmond Road.

6.3.1.3 Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

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

A Zoning By-law Amendment is being sought to seek relief from the permitted height of the existing zoning and an Official Plan Amendment is proposed to address conformity with the prescribed location of high-rise development on the subject property.

6.3.1.5 The Zoning By-law will distribute permitted densities in the Neighbourhood by:

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

The subject property is located within 100 metres of a rapid transit station and abuts Richmond Road, which is identified on Schedule B2 of the Official Plan as a Mainstreet Corridor. To provide an appropriate transition to the existing low-rise neighbourhood to the west of the proposed development, the tower of the 16-storey building has been set back 16.1 metres from the interior side yard lot line (more than twice the required 7.5 metre zoning setback). Further, there is an existing mature bosque of trees that act as a landscape buffer between the subject property and the abutting low-rise neighbourhood that is intended to be preserved. Please see figure 3, image 3 for a photograph of the treed area.

3.2.5 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.

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

4.6.1.4 Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

As part of the proposed development, only development on an existing at-grade parking lot is contemplated. The location of the development was intentionally chosen to avoid impacting the aforementioned landscaped buffer, any existing buildings, and the abutting garden/woodland areas which are managed by residents of Unitarian house. The garden/woodland areas are also cultural heritage features of the site, and were retained due to the institutional/cultural use associated with the woodlands.

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.

Please see the accompanying Design Brief, which articulates choices regarding materiality, public realm, lighting, and micro-climate impacts and mitigation strategies.

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;

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 a tower that complies with Official Plan direction to locate comparatively shorter towers further away from transit stations. Additionally, the height and location of the 16-storey tower align with the policy of the Sherbourne and New Orchard Secondary Plan, which includes provisions to position the tower to minimize view impacts on adjacent high-rise buildings, and not develop over 16-storeys in height.

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. Specific features include locating ingress / egress from the below-grade parking lot away from the proposed development and existing daycare, the woonerf inspired pedestrian dominant space between the two buildings, the proposed connection to the NCC pathway through the subject property, and the retention of the existing garden/mature tree stands to the east and west of the proposed development. Please see the accompanying Design Brief for a more detailed discussion of design strategies within the public realm.

- 4.6.3.2 Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:
- a) Fit into their context, providing a meaningful contribution to existing and planned connections;
 - b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
 - c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
 - d) Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;
 - e) Be designed in a coordinated manner with the associated building(s); and
 - f) Bring nature into the built environment, where appropriate.

The provided public amenity spaces on the subject property have been considered in consultation with both the current users and residents (First Unitarian Church, Unitarian House, and River Parkway Children's Centre) as well as members of Ontario Aboriginal Housing Services who represent future residents of the 6-storey building. Considerations were made to provide exterior amenity spaces that were culturally sensitive to the demographics of those who will be primarily using the space, but is publicly available to the broader community.

- 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 church and locating the majority of parking for the new development below grade. In place of at-grade parking, programmed landscape features, street furniture, and a woonerf are integrated into both the development and broader park land strategy for the subject property. At the Site Plan Control phase, a more thorough design will be undertaken to contemplate a pedestrian network throughout the site.

- 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.

- 4.6.3.9 Opportunities will be explored to commemorate the culture, history and current interests of the Algonquin Anishinabe Host Nation, Urban First Nations, Inuit and Métis peoples through place-making, naming, wayfinding, monuments, interpretive features, public art, streetscaping, landscaping, signage, and programming.

Given the partnership with Ontario Aboriginal Housing Services, consultation has been undertaken to improve the cultural sensitivity of development and the exterior amenity spaces. The location of the 6-storey building was intentionally chosen adjacent to the NCC lands to respect and reflect the historical connection to Ottawa river and the natural shoreline area. A more detailed plan for the area will be undertaken during the Site Plan Control application process to further refine the design to the cultural sensitivities of the use demographics. These include plantings, naming opportunities, and other measures to further reconciliation.

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

- 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 away from pedestrian oriented areas, and the small amount of surface parking is located in areas that mitigate car / pedestrian conflict.

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 contemplates 6 and 16-storey residential buildings on a subject property where the planned context permits heights up to 16-storeys. The location of the buildings accommodates an extensive transition to the abutting low-rise neighbourhood, with a tower floor plate of 750 square metres, to minimize shadowing impacts. Any potential privacy impacts are anticipated to be mitigated by the preservation of the existing mature tree stand along the property line. Finally, the high-rise building meets the angular plane provision when measuring the angular plan from the average setback of the abutting residential dwellings.

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 the correspond to the development's distance from a Rapid Transit Station, in addition to meeting the Secondary Plan's permitted heights. Further, the subject property and abutting low-rise neighbourhood is located in an Evolving Overlay, which projects future development will become more dense and taller overtime. Notwithstanding this, the tower was designed with a small floorplate that steps to a 4 -storey podium to mitigate casting shadows on the surrounding area. In addition, the tower is designed to preserve and protect the existing mature trees that will serve to buffer views and privacy concerns between the tower and the existing residences to the west which are sited on abnormally deep lots with rear setbacks that average over ten-metres in depth. Although a strict application of the angular plane demonstrates that it transects the upper elements of the tower, the Official Plan explicitly states that angular plane is to be considered in conjunction with other design considerations, such as those mentioned above, when evaluating successful development transition.

- 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 632 square metres of private amenity space, with an additional 1301 square metres of shared amenity space throughout the building and exterior spaces. Further the existing garden/woodland areas and NCC abutting parkland adds additional gathering and recreation area for residents.

- 4.6.6.7 Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
- d) Frame the street block and provide mid-block connections to break up large blocks;
 - e) Include a base with active frontages, and a middle portion that relates to the scale and

- f) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- g) Provide sufficient setbacks and step backs to:
 - i) Provide landscaping and adequate space for tree planting;
 - ii) Avoid a street canyon effect; and
 - iii) Minimize microclimate impacts on the public realm and private amenity areas.

The proposed 6-storey mid-rise building is compliant with the existing and proposed zoning provisions, includes an active frontage, and is built to an appropriate scale relative to the abutting high-rise building. Further, the mid-rise building is located on site to provide appropriate separation from the high-rise building and abutting low-rise neighbourhood.

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 subject property that is identified in the Secondary Plan as a location for high-rise development, located within 100-metres of a rapid transit station, and responds appropriately to the policies regarding height in the Inner Urban Transect. The tower floorplate is approximately 750 square metres and the separation distance between the buildings is appropriate so as to not create privacy or shadowing concerns. Finally, the landscaped condition at-grade includes a mix of hard and softscaping in addition to programmed areas which will be discussed in more fulsome detail in the accompanying Design Brief.

3.2.6 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.

3.1.4 The City will allocate household growth targets as follows:

- c) 93 per cent within the urban area where:
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii) 46 per cent is within the greenfield portion of the urban area;

The proposed development contemplates building two residential buildings on an infill site, contributing to the 47% of development to be located in the urban area that is built up as of July 1, 2018.

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 at-grade parking lot with a more efficient use of the property, which includes a total of 214 dwelling units, dispersed between two buildings. The 66 units located in the 6-storey building are associated with Ontario Aboriginal Housing Services and offer dwelling units at below market rates.

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 an Institutional Mixed-Use Zone in the Sherbourne and New Orchard Secondary Plan. The Secondary Plan identifies the site as appropriate for up to 16-storeys. Additionally, the development exceeds 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 the Neighbourhood designation and abuts a Mainstreet Corridor. The proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 214 additional dwelling units 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 designated Institutional Mixed-Use in the Secondary Plan, which permits heights up to 16-storeys. Further, the subject property is fully serviced and supporting studies included in the Zoning Bylaw Amendment 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 area designated for redevelopment is presently used as a at-grade parking. The proposed development replaces the use with two residential buildings 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 1 to 3-bedroom 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 3b, the target residential density range for intensification within the Inner Urban transect is 60-80 dwellings per net hectare. The proposed development contemplates 214 units in a developed area of approximately 3,200 square metres. This represents an intensification which exceeds the target by a wide margin.

3.3 Sherbourne and New Orchard Secondary Plan

The Sherbourne and New Orchard Secondary Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Sherbourne and New Orchard O-Train Stations. The plan aims to guide the evolution of the development of the lands based on the arrival of the LRT service on the lands. This will ensure that intensification will be compatible and compliment existing development. More specifically, the plan looks to make sure that the tallest buildings are in proximity to transit.

3.3.1 Land Designation Policy

As identified on Schedule A (Figure 10) of the Secondary Plan, the subject property is designated **Institutional Mixed-Use**. The subject property is the only property in the Secondary Plan study area with the Institutional Mixed-Use designation.

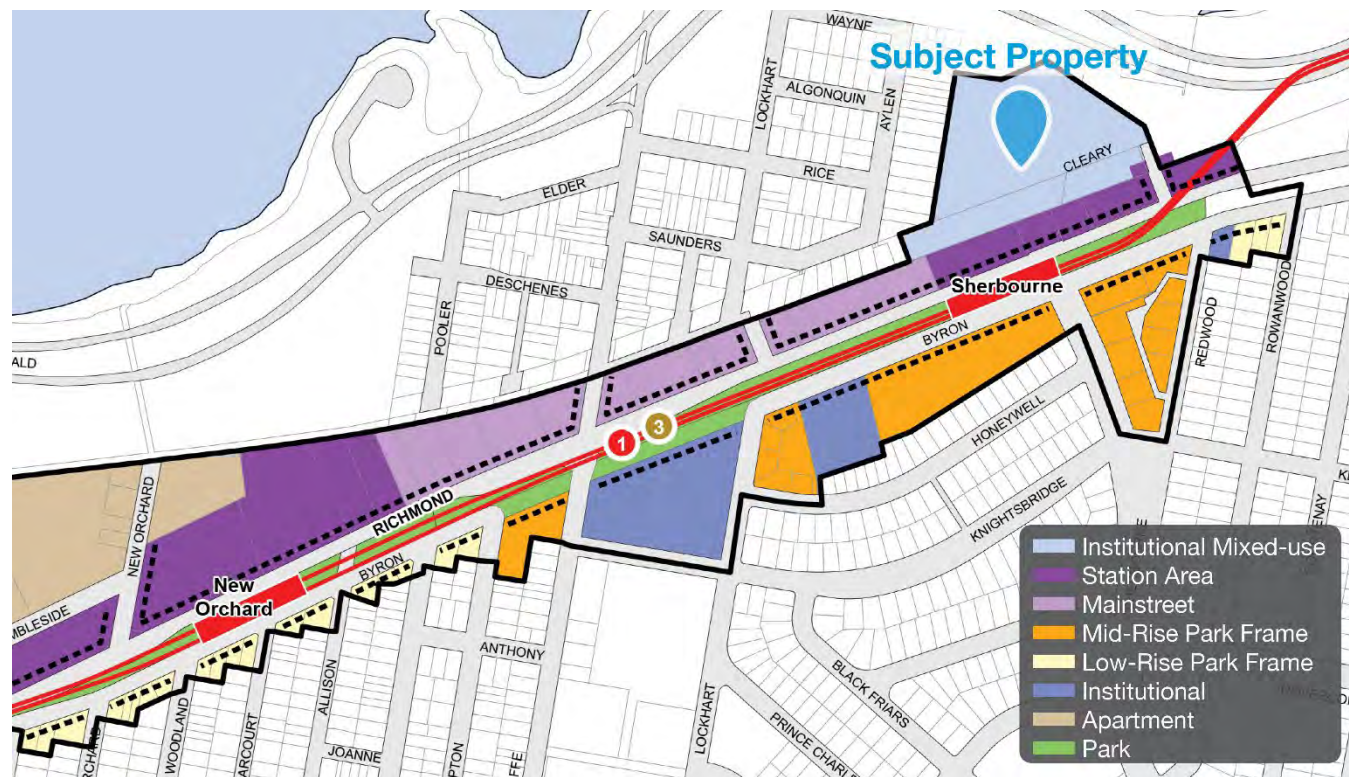


Figure 9: Schedule A – Designation Plan, Sherbourne and New Orchard Secondary Plan.

Site specific policies that pertain to the subject property are as follows:

- 17 Redevelopment of this area will be with buildings in a range of heights, in accordance with the following:
- The portions of the lot adjacent and closest to a residential zone must comprise of a transition zone, generally 30 metres in depth, which includes a 7.5 metre setback, measured from the residential lot line, with a low-rise built form;
 - Mid-rise buildings for the portion of the lot with street frontage on Cleary Avenue;
 - High-rise buildings up to 16 storeys are permitted and must be located:
 - Must be located and designed to minimize the shadow impacts on the adjacent low-rise neighbourhood community;
 - In a position with minimal view impacts on adjacent high-rise buildings;
 - Be located close to the NCC corridor or in a location that will break up the cumulative massing along Richmond Road.

The proposed development contemplates two residential buildings, 6 and 16-storeys respectively, a side yard setback of 10.5 metres from the abutting residential zone is provided to the 6-storey, mid-rise building 16.1 metres is provided to the 16-storey tower. Both buildings front on to Cleary Avenue, do not interfere with the views of adjacent high-rise buildings, and abut the NCC corridor and provide access to the corridor. The 16-storey tower is proposed to include a small roof-top enclosed amenity space that would dictate a site-specific policy to exclude this from being considered a 17th storey.

The definition of a Transition Zone is not defined in this Secondary Plan, nor in the parent Official Plan such that it is not clear if any of the Transition Zone can include the adjacent residential yards which in this case are above average in depth. As such, the proposed tower is setback on average 35.6 metres from the dwellings on the abutting residential properties. While it is feasible to understand this setback as an appropriate transition zone, given the lack of clarity in the definition, an Official Plan Amendment application has been submitted to ensure that the

building locations proposed in the associated Zoning By-law Amendment are undeniably consistent with the Secondary Plan.

It is important to highlight that in creating Secondary Plan policy direction, it is not common for authors of these plans to have the benefit of site-specific details such as the depth of surrounding setbacks, and the location and health of mature on-site vegetation and vegetated buffers which in this case would likely have dictated a reduction in the depth of the Transition Zone. Successful building footprints that adhere to the stipulated setbacks would almost certainly result in the removal of either the existing mature tree stand or the existing resident building or the remarkable heritage church structure.

- 18 Redevelopment of lands within this designation will require the majority of the uses to be institutional community servicing uses, such as: day care; church; retirement residential; community centre; long term care facility; garden; housing with emphasis on affordable, supportive or multi-faith units; public park; fitness centre; medical clinic; and community gardens. A zoning amendment will be required to demonstrate how the majority of the land uses includes institutional community servicing uses.

At present, all uses on the subject property qualify as institutional community servicing uses as defined in Policy 18 of the Secondary Plan. These include day care, church, retirement residential, and garden. The proposed development provides 66 affordable units in partnership with Ontario Aboriginal Housing Services. The proposed 16-storey building will be the only use on site that does meet the institutional community servicing use, as defined by the Secondary Plan.

- 19 Redevelopment will include all of the following:
- A pedestrian and cycling pathway connection extending from the east side lot line of 809 Richmond Road leading into the site;
 - Continuous sidewalk connections on either side of Cleary Avenue into the site;
 - Interior streets, public or private, to break-up the large site.

A pathway from 809 Richmond Road is to be provided, leading into the site, and connecting to an existing sidewalk. Additionally, as part of the proposed development, Cleary Avenue will be extended to create circulation to the new buildings and circulate traffic between the existing gardens / woodland areas.

- 20 A future Zoning by-law Amendment application to add permitted uses and/or alter the as-of-right permitted height must provide a concept plan document which details all of the following:
- The proposed development of the site in its entirety;
 - Compatibility of proposed built form adjacent to any residential zone;
 - The vehicular, pedestrian and cycling access points;
 - Conformity with the provisions of Section 3: Land Designation Policies, Policies 17) to 20).

Please see the accompanying Design Brief, Architectural Package, and Landscape Plan for a thorough analysis of the proposed development and its contextual sensitivity to the abutting residential neighbourhood.

3.3.2 Built Form – High-Rise Buildings

The following policies pertain to the built form of High-Rise Buildings:

- 1 High-rise buildings are limited in the planning area to be between 10 to 30 storeys. Where high-rise buildings are identified as appropriate, all of the following provisions are to be met to qualify for a high-rise building:
- Lot size generally of 2,000 square metres or more;
 - Provision of a separation distance between towers of generally 20 metres with any minor variation to this provision being required, to demonstrate that the existing towers or future

towers can be off-set to allow for enough space between tower units and that any shadow impacts are not increased as a result of the minor variation sought;

- c) Tower portion of proposed building generally being a minimum of 10 metres from abutting property lines;
- d) The podium animating the pedestrian realm, generally forming a continuous street wall for the totality or as close as possible to the totality of the frontage, should relate to the adjacent buildings in massing, height and architectural rhythm.

The proposed development contemplates a single high-rise building, 16-storeys in height. The podium is located 14-metres from the closest property line, and the tower is 16.1 metres from the property line.

- 2 All of the following provisions are required in the design of high-rise buildings:
- a) The tower should be set back from the podium faces and should be articulated to break up building mass and allow sky view, sunlight and transition towards the abutting properties.
 - b) The tower should be designed to address shadow impacts of adjacent sensitive areas, including low-rise neighbourhood.
 - c) Mechanical penthouses should be architecturally integrated into the tower's design and remain consistent with the overall character of the tower.
 - d) The tower should be well-proportioned and generally take the podium and tower approach in built form design.
 - e) The podium height should be no less than three storeys but no more than six.

The proposed tower portion of the high-rise building is set back from the podium 2.5 metres to maximize the distance from the abutting low-rise neighbourhood and has a 750 square metre floor plate to limit shadowing impacts. The podium is four storeys in height. Further, the mechanical penthouse has been integrated into terrace level shared amenity space, which better integrates the mechanical structure into the silhouette of the building.

3.3.3 Built Form – Mid-Rise Buildings

The following policies pertain the built form of Mid-Rise Buildings:

- 3 Mid-rise buildings are defined as five to nine storeys. Where mid-rise buildings are identified as appropriate, all of the following design features are encouraged:
- a) The provision of an appropriate base in the range of two to four storeys that relates to the sidewalk and pedestrian realm;
 - b) An upper portion (of a height that is approximately equivalent to the width of the right of way) forming part of the street wall and relating to the adjacent buildings, through a combination of alignment, building materials, symmetry of spacing or other urban design techniques that provide unity for the streetscape.
 - c) Other design techniques such as setbacks and step backs to avoid the canyon effect along adjacent public streets and to minimize the visual and microclimate impacts on public and private realms.

The proposed mid-rise building is six-storeys in height, meets the zoning provision for rear yard setback from the abutting low-rise neighbourhood, and is appropriately separated from the abutting high-rise building. Further, the height is appropriate to the context of its location to the adjacent Rapid Transit Station, locating shorter buildings further away from the station.

3.4 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.

3.5 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.

Note: The following pages are excerpts from the previously submitted Response to Pre-Consultation Comments-Phase 1. Refer to entire letter for greater context.

Planning

Policy Context

1 The site is zoned I1A[314] H(13.8).

The site is split zoned – I1A[314, 315] H(13.8, 18, 25). As part of our proposed Zoning By-law Amendment, we are seeking to rezone the site to I1A with a site-specific Urban Exception to seek relief from specific zoning provisions. Please review the Planning Rationale for a more fulsome discussion.

2 The church on the site is listed on the municipal heritage register.

Noted. No development pertaining to the Church, or any other existing building on the subject property is contemplated as part of the proposed development applications.

3 The site is within the boundaries of the Sherbourne New Orchard Secondary Plan. These policies identify the site as being within the Institutional Mixed Use Area of the Plan.

- a) The plan permits high rise buildings up to 16 storeys. However, only low rise is permitted within 30m of the rear yards of existing homes.
- b) Redevelopment of lands within this designation will require the majority of the uses to be institutional community servicing uses.
- c) A public park and connectivity to the NCC lands through the site are identified in the plan.
- d) A walkway connection from the proposed LRT station on Richmond through 809 Richmond Road to the site is anticipated.

Noted. However, as part of the proposed Official Plan, we are seeking to amend the definition of the 'Transition Zone' sited in Policy 17 of the Sherbourne and New Orchard Secondary Plan.

Relevant Guidelines

- 4
 - a. Transit Oriented Development Guidelines
 - b. High Rise Building Design Guidelines
 - c. Bird Friendly Guidelines

All noted guidelines were contemplated as part of the proposed development.

5 Section 37 requirements / Community Benefits Charge/ The former Section 37 regime has been replaced with a "Community Benefits Charge", By-law No. 2022-307, of 4% of the land value. This charge will be required for ALL buildings that are 5 or more storeys and 10 or more units and will be required at the time of building permit unless the development is subject to an existing registered Section 37 agreement. Questions regarding this change can be directed to Ranbir.Singh@ottawa.ca.

Noted.

Applications

6 As shown, an Official Plan Amendment and Major Rezoning are required.

Please see the accompanying Planning Rationale for a fulsome discussion on the requested Official Plan Amendment and Zoning By-law Amendment.

7 An Official Plan Amendment is required for the proposed reduction in separation between the buildings and the surrounding residential homes.

Noted.

8 The rendering provided indicates amenity space above the 16th floor facing the residential community to the rear. Please remove this component.

As noted in the accompanying Planning Rationale, as part of our Urban Exception, we are seeking to add "communal amenity area" to the list of structures noted in Section 64 – Permitted Projections Above the Height Limit, of the Zoning By-law.

9 With respect to the conceptual site plan and massing option presented, the City has concerns with the location of the proposed buildings and their impacts on the abutting low-rise neighbourhood. It appears that the conceptual plan is driven to a very large degree by the desires of the main stakeholders of the subject property rather than consideration for the surrounding context. The desire to preserve the private garden on site is appreciated.

However, this has to be balanced by other contextual and policy considerations. Please provide a rationale based on the Official Plan and high rise guidelines which speak to a 20m separation between low rise properties and a high-rise in an emerging downtown area and generally a 45 degree angular plane in other areas.

The accompanying Site Plan and other Architectural materials identify the proposed tower as 16.1 metres from the property line abutting the low-rise development in question. The abutting low-rise properties have a rear yard setback of 7.5 metres, which creates a minimum separation distance of 23.6 metres. Included in the Design Brief is a diagram illustrating the level of compliance the proposed tower has to the angular plane, when measured from the rear yard setback of the abutting low-rise properties. It should be noted that the angular plane has been identified as strictly a guideline, and not a statutory obligation to achieve appropriate transition to low-rise development. Please refer to Ontario Land Tribunal case number OLT-22-003966 regarding the use of the angular plane to appropriately transition to low-rise development.

10 The zoning bylaw amendment must demonstrate how the majority of the land uses includes institutional community servicing uses.

At present, all uses on the subject property qualify as institutional community service use as defined in Policy 18 of the Secondary Plan. These include day care, church, retirement residential, and garden. The proposed development provides 66 affordable units in partnership with Ontario Aboriginal Housing Services. The proposed 16-storey building will be the only use on site that does meet the institutional community servicing use, as defined by the Secondary Plan.

11 Cleary is identified as a green-street in the Secondary Plan, pedestrian and cycling upgrades along with tree plantings should be considered at this stage.

Please see the accompanying Conceptual Landscape Plan, for proposed tree plantings, and the Site Plan for the pedestrian and cycling infrastructure contemplated.

12 Clear connections between the NCC lands, the subject site and Richmond Road should be identified with the application. Clear, safe and welcoming connections should be provided. Staff requests more information regarding the woonerf design proposed as there appears to be a high potential for pedestrian vehicle conflict.

Please see the accompanying Site Plan and Landscape Plan, which identify provided access throughout the site.

13 Clear connections between the NCC lands, the subject site and Richmond Road should be identified with the application. Clear, safe and welcoming connections should be provided. Staff requests more information regarding the woonerf design proposed as there appears to be a high potential for pedestrian vehicle conflict.

Please see the accompanying Site Plan and Conceptual Landscape Plan which identify pedestrian and bicycle connectivity through the site, as well the woonerf design.

Urban Design

Submission Requirements

- 1 Urban Design Brief is required for an OPA, a ZBLA, and a SPC. Please see attached customized Terms of Reference to guide the preparation. Here are a few highlights:
 - a) The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference.
 - b) This is a very sensitive site. In addition to paying attention to the preservation of the gardens and vegetations on site, it is extremely important to study the impacts of the proposed development on the

abutting residential areas with respect to built form transition, shadowing, and other considerations. It is also extremely important to study the views and impacts of the proposed development, particularly the high-rise tower, on heritage feature on site and the views along Ottawa River. The Urban Design Brief should document these studies.

- c) Please note that Urban Design Brief will also serve as the submission to the Urban Design Review Panel if the applicants agree to participating in UDRP review (see notes below).

All the neighbours surrounding the site, including the long-term lease immediate neighbours (that are NOT part of First Unitarian or the Developer) such as Unitarian House and the River Parkway Children’s Centre on the site have been considered through various studies and tower placement options. We believe the current proposal is the most appropriate for all those impacted and the best design approaches to respect as much as possible all the neighbours, preservation of the gardens and as much vegetation as possible, building on existing asphalt, avoid clustering more tower density along Richmond, and avoid the immense amount of existing underground infrastructure.

2 Please refer to relevant Terms of Reference available on the City’s website (Planning application submission information and materials | City of Ottawa) to prepare additional drawings and studies required.

- a) If the applicants agree to participating in the UDRP review, the additional drawings and studies should be bundled into the Urban Design Brief.
- b) Wind and Shadow studies are extremely valuable to inform the design of the site and buildings.

Noted, wind and shadows studies are provided.

UDRP Review and Report

1 The site is not in a Design Priority Area and UDRP review is not a requirement. (Please note in the comments provided on November 3, 2022, I indicated that the site was in a Design Priority Area, and it was a mistake). However, given the sensitivity of the proposed development, the applicant can certainly benefit from input from the UDRP. UDRP review is recommended. Please contact udrp@ottawa.ca for scheduling details.

Noted.

2 If the applicants agree to participating in UDRP review, the submission of a UDRP report is a requirement for deeming an application complete. The Terms of Reference of the UDRP report can be find in this link.

Noted.

Comments on the Preliminary Design Concept

1 The site can certainly support high density development as called for by the Official Plan and the Secondary Plan.

Noted.

2 The preliminary design concept appears to emphasize on and driven by the preservation of the gardens and trees and other considerations internal to the site. Tree protection is important, and the preservation of the gardens is also appreciated. However, the design should also be informed by other equally important contextual considerations external to the site, including the impacts on and transition to the abutting residential area to the west of the site, relationship with the unique structure of the church, and views along Ottawa River. The design should not be narrowly focused and only driven by factors internal to the site.

The location of the buildings, while prioritizing the existing vegetation on site, locates the high-rise tower 16.1 metres from the abutting low-rise neighbourhood. This creates an appropriate transition in built form between the proposed high-rise development to the existing low-rise area.

3 The preliminary design creates a “wall” between the protected row of the trees along the western property line and the gardens.

Though the building are proposed to run parallel to the existing western property line, there is significant setback differences between the two buildings. There is also different design aesthetics between the mid-rise and high-rise buildings. The proposed setbacks also allow for the preservation of almost all of the existing green buffer which has significant trees with height. Along the eastern facades the buildings are again articulated with varying stepbacks, materials and architectural features. Currently there is zero connection between the existing western buffer zone and the existing centrally located gardens.

4 The preliminary design creates a “wall” against the low-rise residential area and there is a lack of consideration on the impacts of the “wall” and mitigation measures.

Please see previous comments. In the updated site plan, the tower is shifted east by an additional meter, creating a greater setback on the podium. The OAHS building and tower podium are offset from each other along the west with a generous landscaped opening between the two buildings. The built form is further divided from the west with a landscaped walkway of 2.4m, and vegetated buffers and terraces off the ground floors of both buildings.

5 The contemporary architecture of the preliminary design is appreciated. However, it also seems generic.

- The design of the 6-storey building looks identical to a building proposed on Merivale Road (at Withrow), presented to the UDRP in September.
- The “angled wall” of the 6-storey building (on the south side of the building) and the north side of the podium of the tower, though interesting, appears to be arbitrary.
- The podium + tower approach may not be most appropriate for the unique setting of this site.

a. We completely disagree with this assessment. The proposed building on Withrow (for MHI and Julian of Norwich) is an 8-storey building of light-coloured vertical wood look panels and black framed windows. The OAHS building is 5-stories with dark coloured angled and vertical panels and further articulated with black and coloured window frame boxes that project outward to provide sunshades. Though contemporary with clean modern lines and thought there may be some similar design cues like an angled wall at the penthouse, these buildings are quite different.

b. This is a zoning application and under provincial mandates, specific “architectural” details are not supposed to be discussed with this level of detail. Project will evolve and adapt as project moves forward to present best possible project.

c. We have explored this, and we did not like how the building looked on the site. We are moving forward with proposal as presented.

6 There is no indication with respect to how the location, massing, and the architecture of the buildings, particularly the tower, respond to the unique form of the modern heritage asset (the church) on the site.

Acknowledged. Though this is an apartment building and not an institutional building like the church, we have taken cues from existing materiality (brick) and colours of the existing church and low-rise Unitarian House in the massing of the project. The OAHS building though also taken some cues from the existing also responds to the project as an Indigenous project and providing its own identity. These buildings have their own identity but contribute to the whole campus.

7 There is no analysis of the impacts of the proposed buildings on views along the Ottawa River.

There are many residential buildings that are visible from the Ottawa River, going both east and west. The proposed buildings will become part of that urban fabric. We have ensured that we are not in any recognized view-plane or view corridor or impeding any iconic views of our National Symbols.

8 The approach to public realm design, which is to create a woonerf type of environment between the gardens and the buildings with connections to Richmond Road and the pathways along Ottawa River Parkway, can be appropriate. Further studies are required to refine the details, in particular, to ensure public accessibility of the connections and the woonerf plaza.

Please see the accompanying Site Plan and Landscape Plan for the present design of the woonerf. Further refinement will be undertaken during the Site Plan Control application process.

9 It is noted that the foundation walls of the proposed building foundation are very close to the gardens that are meant to be protected. A clear construction management plan must be prepared to ensure the objective to protecting the gardens can be achieved.

Noted. It is our intention to work closely with a contractor early on (prior to construction) to establish such protection measures.

Suggestions for Design and Further Study

1 There should be multiple “drivers” for the design. In addition to the preservation of the gardens and the protection of trees on site, considerations must also be given to:

- Built form transition to the residential area west of the site.
- Minimizing shadow impacts on the residential area (please see evaluation criteria included in the Shadow Analysis Terms of Reference).
- Relationship with the modern heritage asset on site.
- Relationship with the existing and proposed buildings along Richmond Road.
- Views of the buildings along Ottawa River Parkway and the low-rise residential area.
- Improved pedestrian connections to the LRT station, Richmond Road, and pathways along Ottawa River.

Noted. These points were considered and evident in the Design Brief.

2 The design must avoid a wall condition against the low-rise residential area created by the new buildings.

Noted.

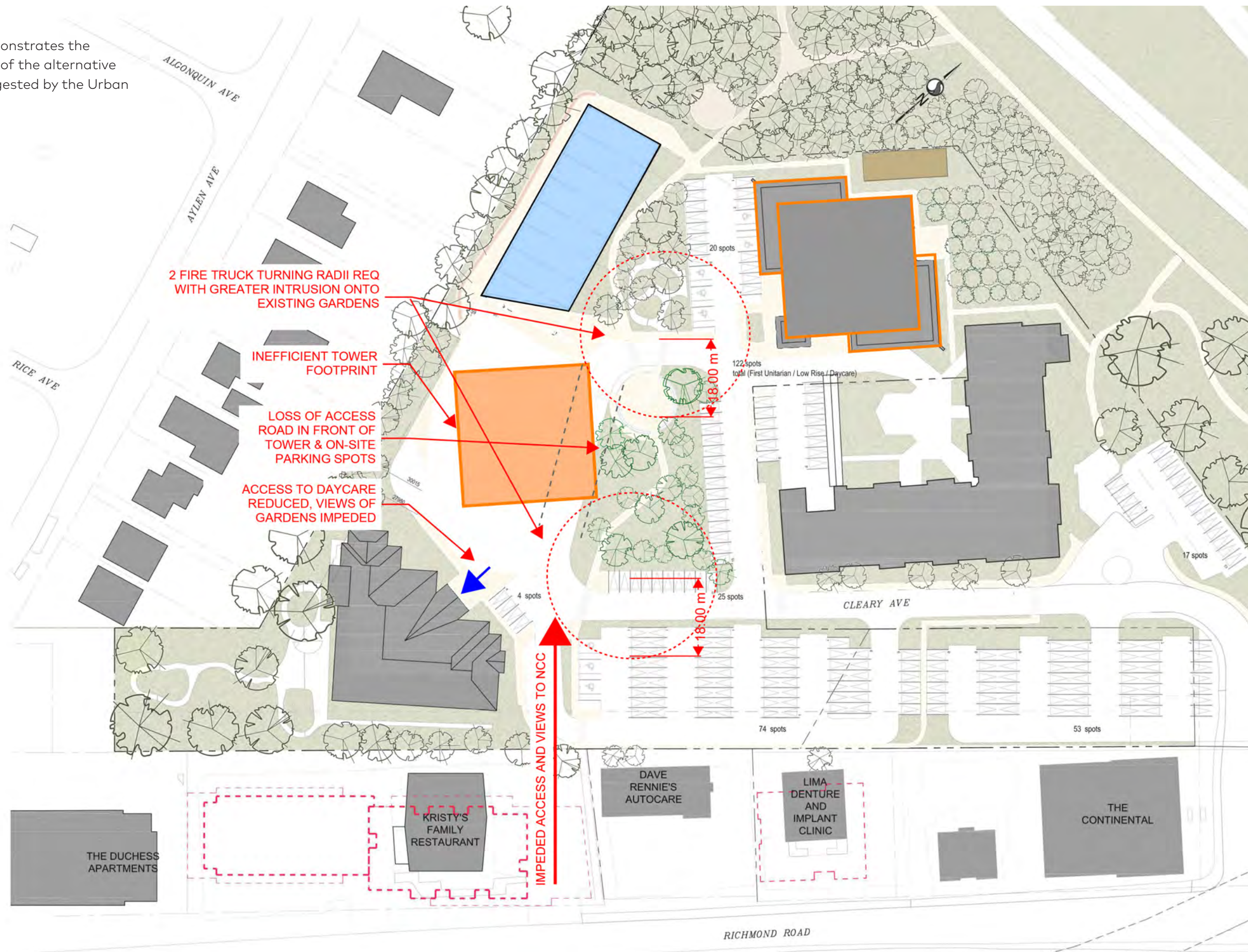
3 Given the conditions of the site and the intent/desire to protect the trees and the gardens, a “tower in the garden” concept may be more appropriate. Considerations should be given to minimizing the footprint and the height of the podium. Considerations may also be given to a “floating tower” – a tower that maximizes openness at grade without the podium.

Noted. However, we disagree with your proposal and believe it is much more appropriate to preserve the existing gardens that are there and build on an existing asphalt layer. We are moving forward with the proposal as presented.

4 The attached PDF includes a few diagrams that illustrate the idea of “tower in the garden” where greater porosity is achieved at the lower levels, and the orientation of the building is informed by the geometry and the contextual elements of the site.

Noted. A similar diagram is in the Design Brief with points for why this orientation does not suit the site. As per previous comment, we fully believe proposal as presented is the most appropriate.

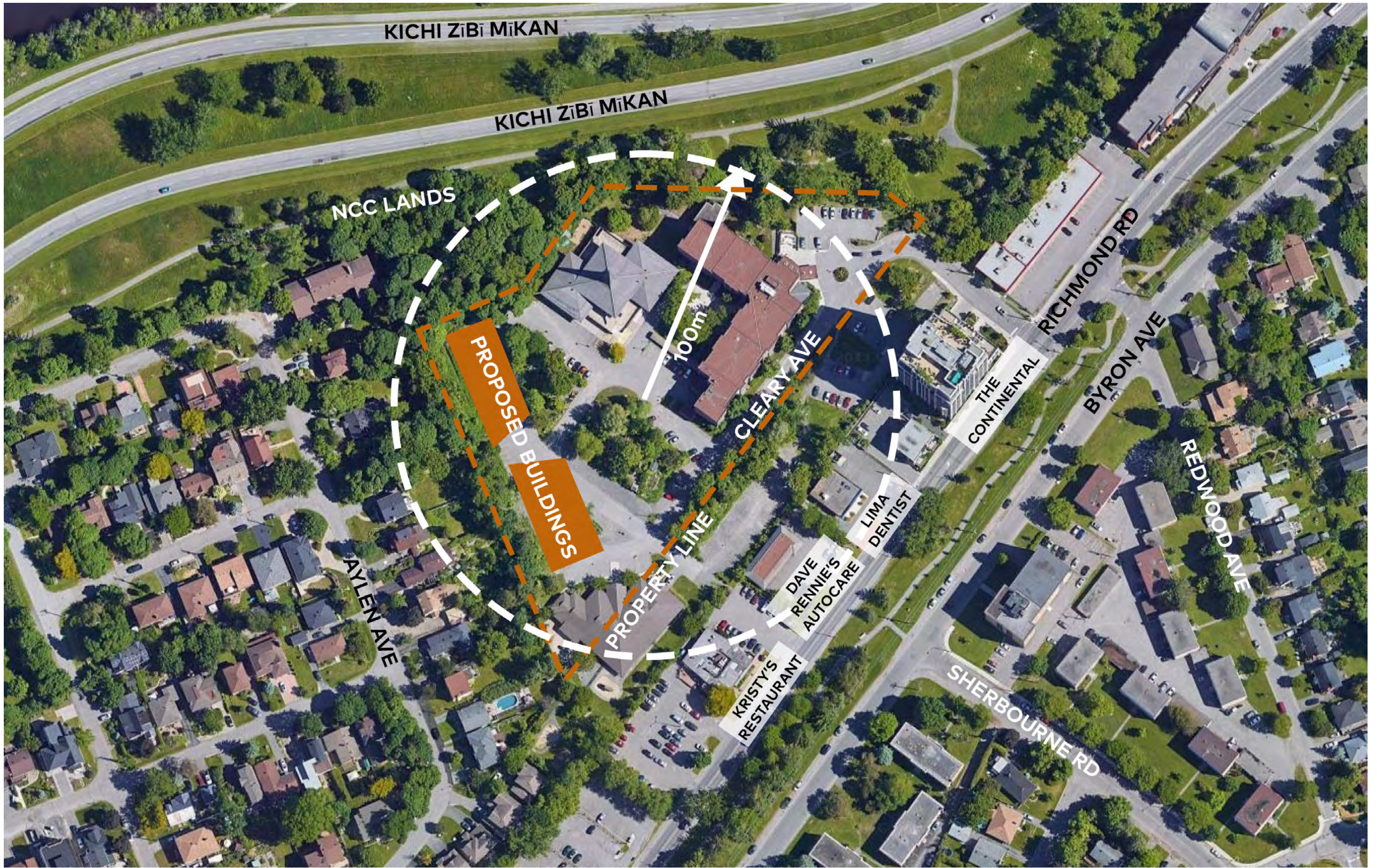
The following diagram demonstrates the exploration and limitations of the alternative site plan arrangement suggested by the Urban Design Review Panel.



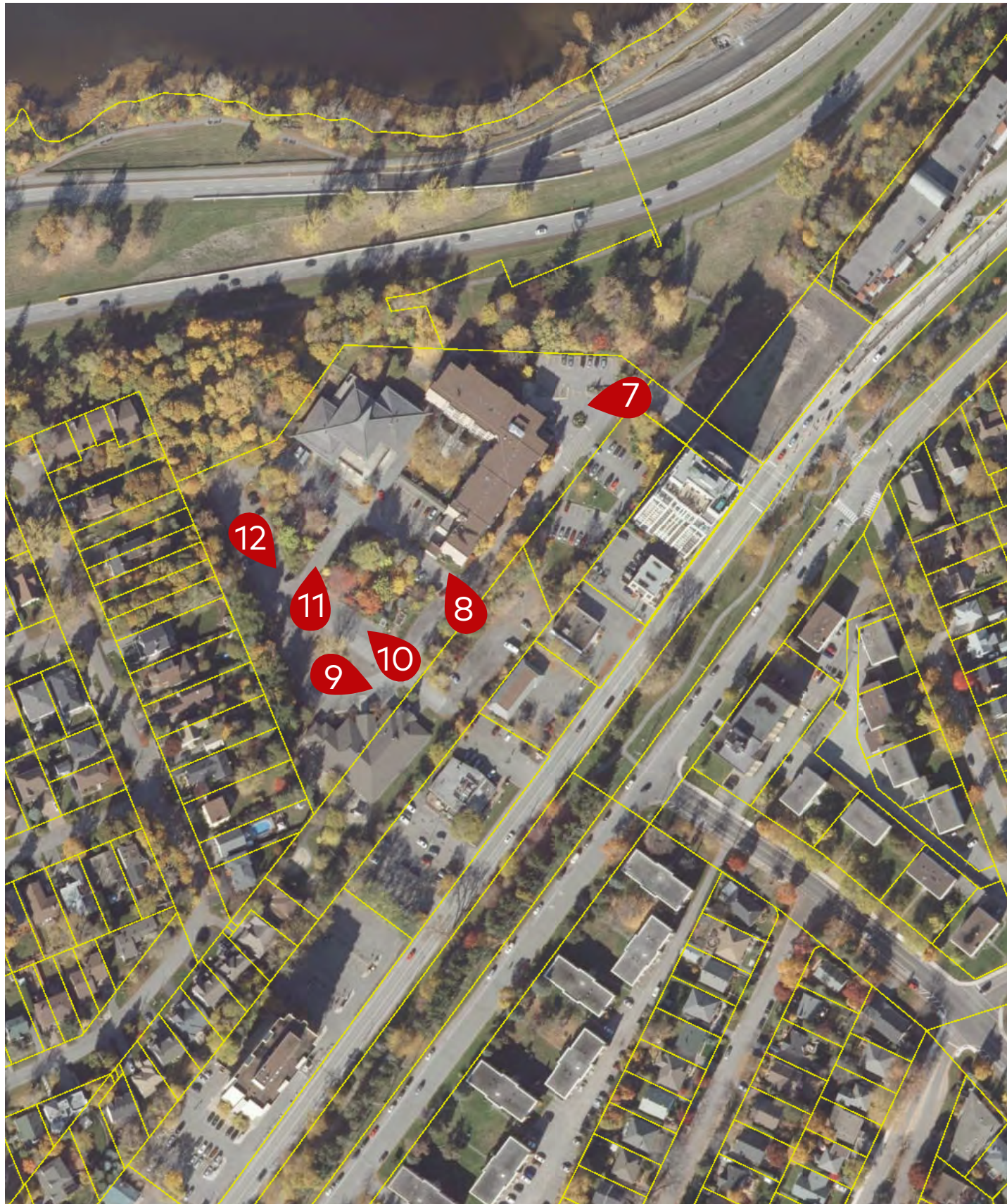
Contents

Project Description	3-12
Design Directives	14-32
<i>Refer to accompanying Planning Rationale submitted by Fotenn for detailed Policy and Regulatory Criteria.</i>	
Site, Context and Analysis	34-46
Design Research	48-68
Additional Materials - Appendix	70-94









PROPOSED DEVELOPMENT LOCATION



PROPOSED DEVELOPMENT LOCATION



PROPOSED DEVELOPMENT LOCATION



PROPOSED DEVELOPMENT LOCATION





FIRST UNITARIAN CHURCH



EXISTING GARDENS



EXISTING GARDENS

"The gardens represent an excellent mix of native species and species at risk. They could not be easily replicated"

Casey Little, Biologist, CIMA+

"Protecting the trees is of significant cultural importance and will provide a key connection to nature"

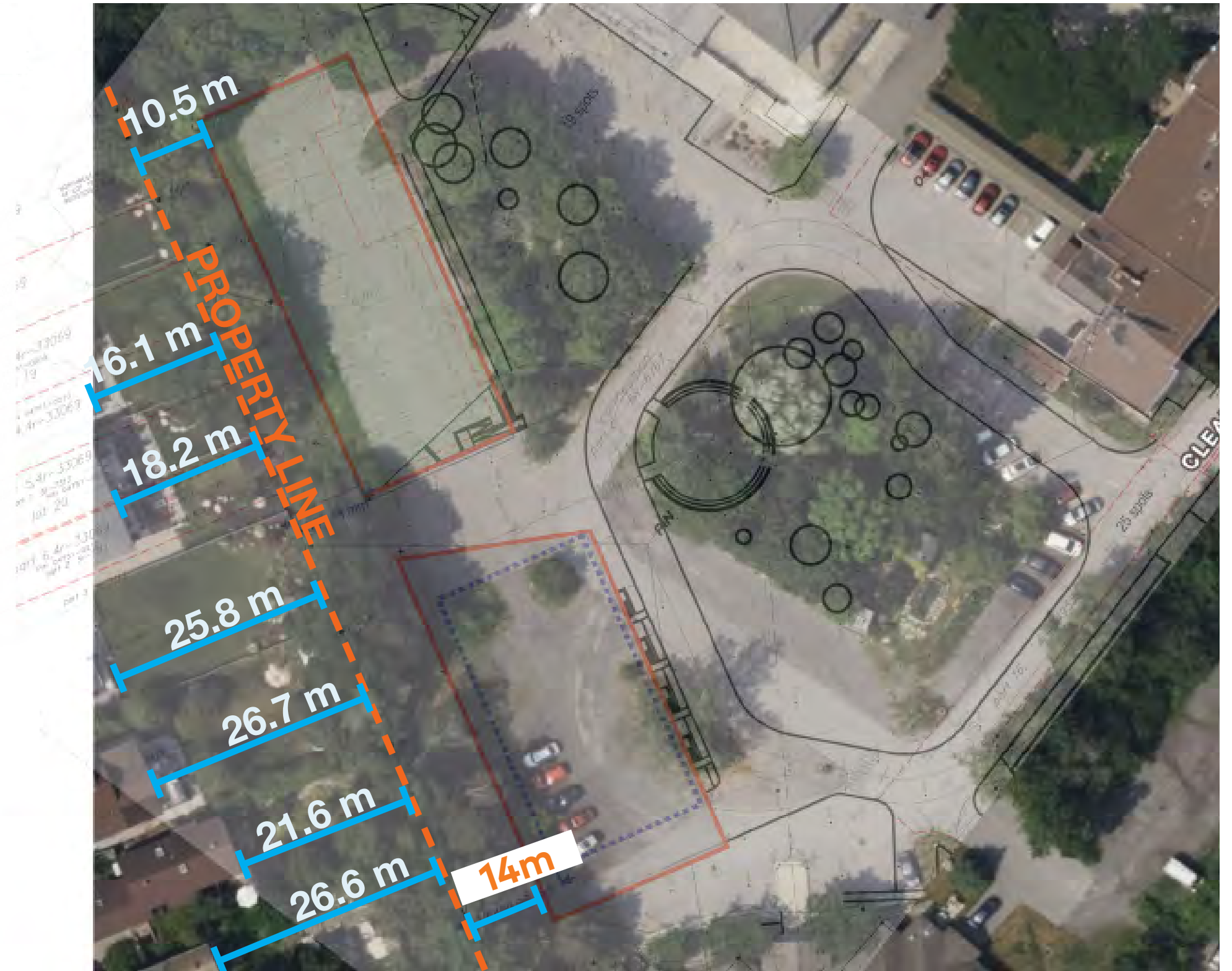
Cathy Connor, Director of Housing Development, OAHS

"The gardens represent decades of meticulous cultivation and care. Their protection for future generations is a priority for the congregation" Terry Kimmel, First Unitarians of Ottawa



Preliminary Site Plan - Transition and Setbacks

- / Proposed high-rise development contemplates a **35.6 m average setback** from existing low-rise properties
- / Proposed mid-rise development contemplates a **28.7 m average setback** from existing low-rise properties
- / Mid-rise building has a **10.5 m setback** from the property line
- / High-rise building has a **14m setback** from the property line



Location of proposed development and associated setbacks

Development Applications - ZBLA & OPA

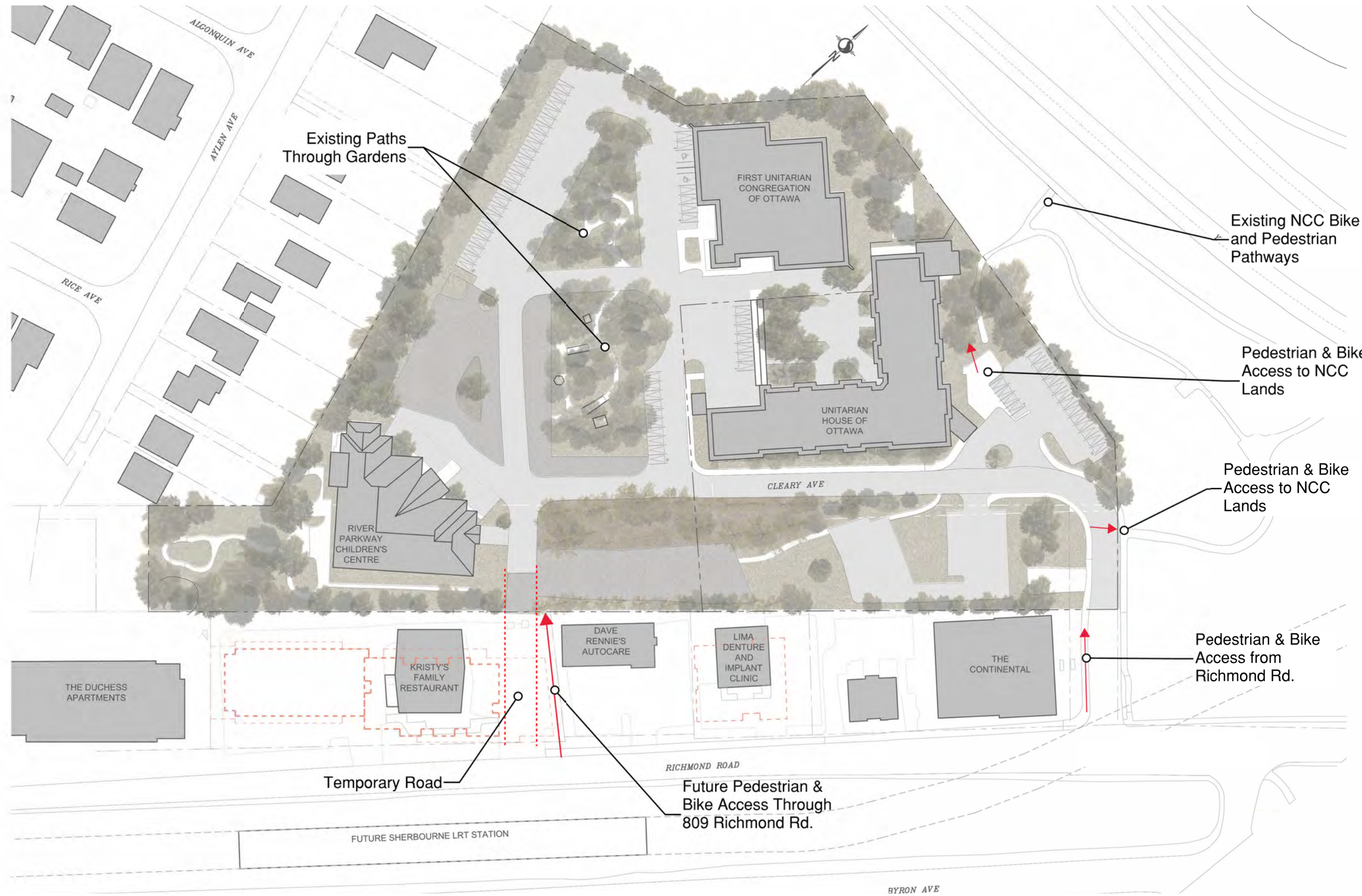
- / Zoning By-law Amendment (**ZBLA**)
- / Rezone subject property from **I1A[314] H(13.8)** to **I1A[XXXX]** to permit the proposed development as conceived
- / Official Plan Amendment (**OPA**) to amend the Secondary Plan to clarify site specific policy

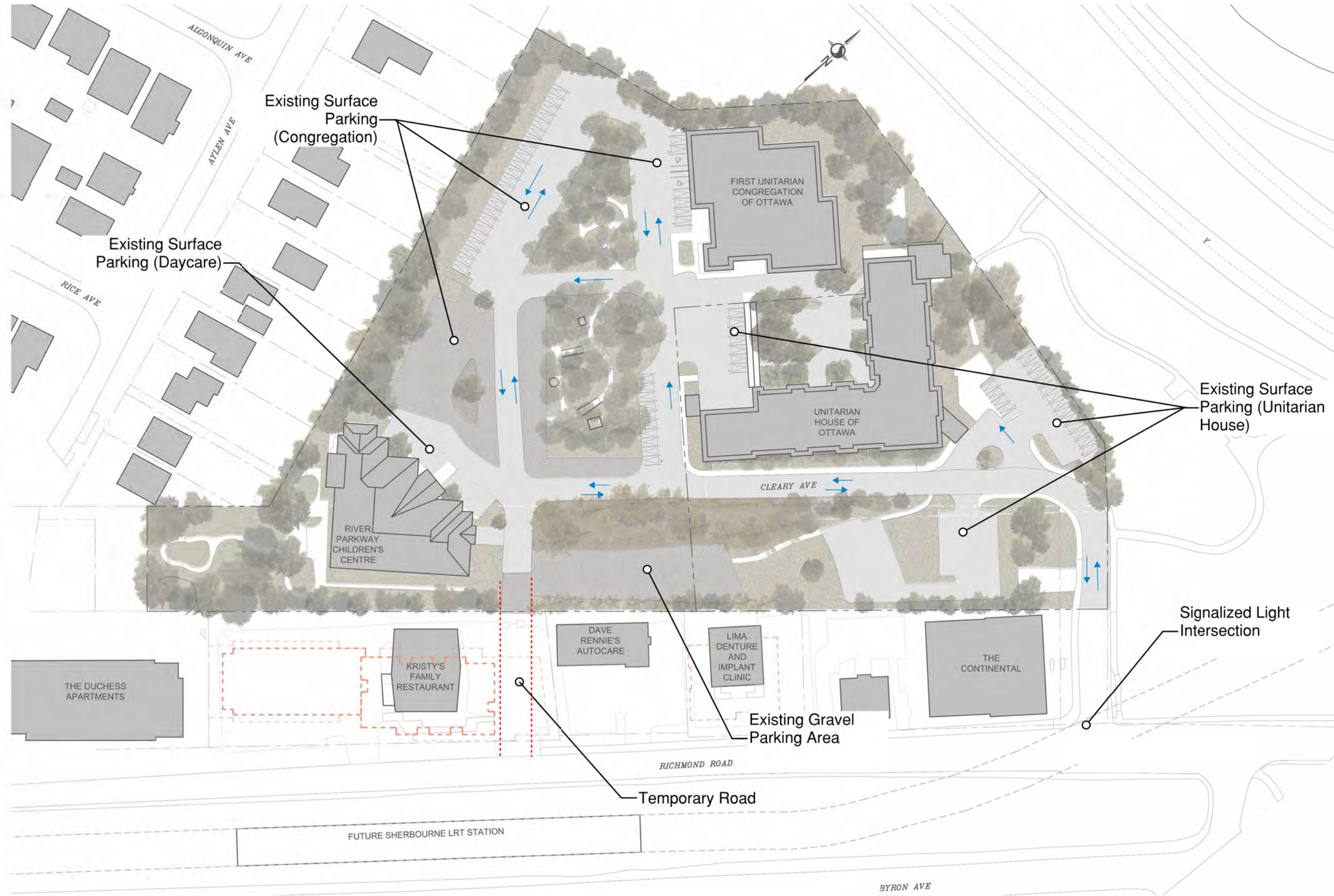


Subject property and surrounding area zoning











833 RICHMOND RD.
11-STORY APARTMENT BUILDING



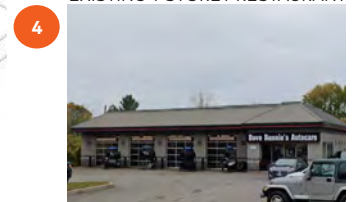
FUTURE LRT SHERBOURNE STATION



809 RICHMOND RD.
EXISTING 1-STORY RESTAURANT



809 RICHMOND RD.
ZONING APPROVED - 24-STORY
COMMERCIAL/ RESIDENTIAL TOWER



801 RICHMOND RD.
EXISTING 1-STORY AUTO SHOP



797 RICHMOND RD.
EXISTING 1-STORY DENTAL OFFICE



797 RICHMOND RD.
PROPOSED 10-STORY RENTAL
BUILDING



773 RICHMOND RD.
3-STORY RESIDENTIAL BUILDING



75 CLEARY AVE.
16-STORY RESIDENTIAL BUILDING



Contents

Project Description	3-12
Design Directives	14-32
<i>Refer to accompanying Planning Rationale submitted by Fotenn for detailed Policy and Regulatory Criteria.</i>	
Site, Context and Analysis	34-46
Design Research	48-68
Additional Materials - Appendix	70-94

Definition of Success

Aspirational

The project will be aspirational – it will be beautiful and remarkable, demonstrating leadership on housing and sustainability; it will be fun for all ages, and energizing for the congregation.

Key words for aspirational include:

- Beautiful
- Demonstrates Leadership
- Remarkable
- Fun
- Inspiring
- Energizing

Definition of Success

Inclusive

The project will be accessible and inclusive – communities, like ecosystems, benefit from great diversity. The project will include accessible units, will invite in a diversity of community members, and will create an indigenous presence on site.

Key words for accessible and inclusive include:

- Accessible & Inclusive:
- Pedestrian friendly
- Intergenerational
- Diverse
- Open to public
- Creates an indigenous presence
- Facilitates anti-racism

Definition of Success

Sustainable

The project will be inspired by nature and sustainable – recognizing the inherent sustainability benefit of putting homes on LRT routes and on a previously developed site, the project will listen to nature, protecting and promoting a green oasis on-site. Transit, cycling and walking will be prioritized.

Key words for nature inspired and sustainable include:

- Celebrates stormwater
- Uses some natural materials
- Protects an oasis
- Integrates with cycling
- Transit-oriented

Definition of Success

Feasible

The project will be achievable and feasible – success is measured through providing good homes, and not just platitudes and ideas. Ultimately, the project must be able to be built with people living in quality new homes on site..

Key words for achievable and feasible include:

- Worthwhile
- Realistic
- Affordable

ASPIRATIONAL

Precedents



INCLUSIVE

Precedents



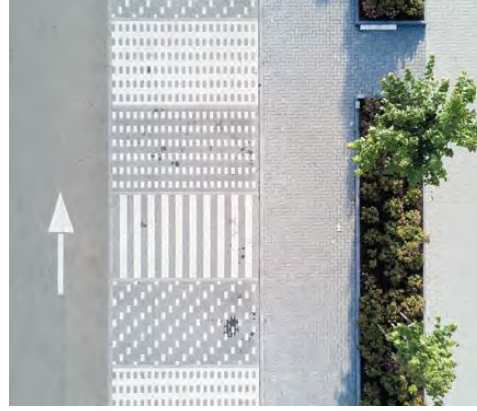
SUSTAINABLE

Precedents



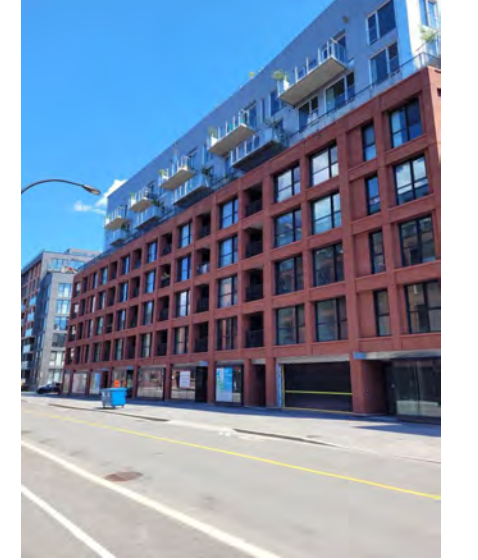
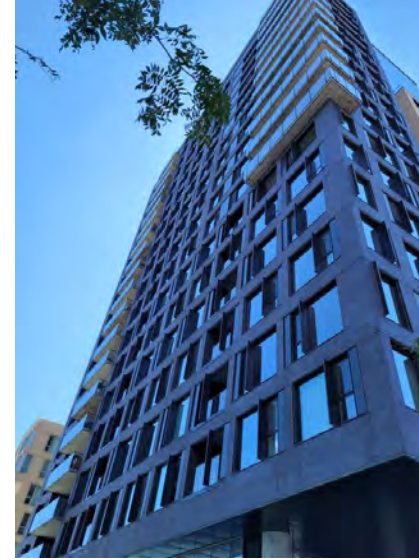
FEASIBLE

Precedents



BUILDING

Precedents



Design Progression - Fotenn study



The following images depict site explorations by Fotenn developed in May of 2019 for the First Unitarian Congregation (Prior to Theia, OAHS, and Figurr). These images were developed as an initial study to see highest and best use if the lands were to be sold to a developer. These images were not seriously considered by this design team, as they all depicted ideas that included the demolition of the Church building, the daycare, the gardens, the Unitarian House retirement home, or a combination there of. As the Church has committed to keeping all these existing buildings and gardens, we did not purposely explore these any further as they did not meet the criteria set out by the client.

Design Progression - Charette

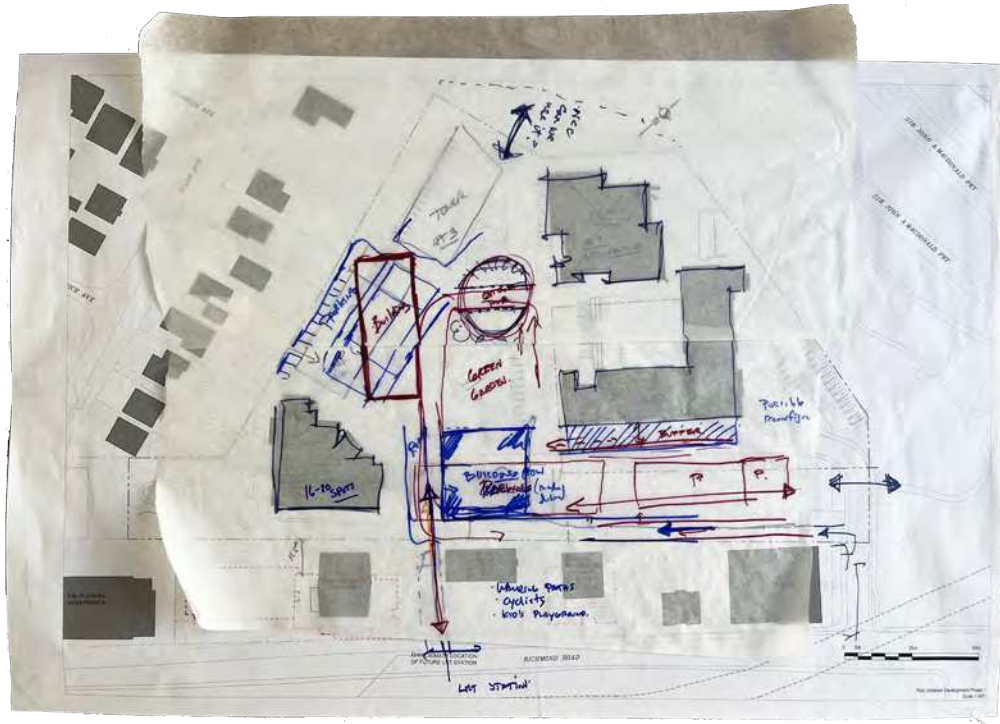
See the following page for sketches.

As part of meaningful stake-holder discussions, a site design charette was conducted on August 24th, 2022 at First Unitarian Congregation. It was the goal of this charette to explore alternative or supportive measures to enhance the success of the project; environmentally, socially, financially, programmatically, and contextually. It was also important that the entire design team and stakeholders be cognisant of the realities of such things as: adjacent ownership lands and buildings, zoning constraints, and the realistic geometries of the lands.

In preparation for the charette and to guide meaningful discussions, the design team had prepared an initial site analysis that included understanding the existing buildings on the property (Church, Daycare and Unitarian House), the surrounding context (existing buildings, neighbourhood & future developments), the surrounding green spaces and access to NCC pathways, as well as the impacts of the future LRT currently under construction. This analysis was provided to the participants as part of the charette.

The attendees were divided into 4 groups with a mix of representatives from First Unitarian, Unitarian House, River Parkway Children's Centre, Theia, OAHS, and Figurr Architects. Groups consisted of individuals from each organization to foster diverse discussions to explore organizational and group campus goals. Through a series of group discussions and the supportive sketches (shown on page 52) developed by the congregants – NOT the design team, the groups explored ideas on how this new masterplan can foster successes and a stronger sense of community for the entire First Unitarian campus, the River Parkway Childcare Centre, and the residents of Unitarian House.

Design Progression - Charette



Design Progression - Massing studies

See the following page for studies.

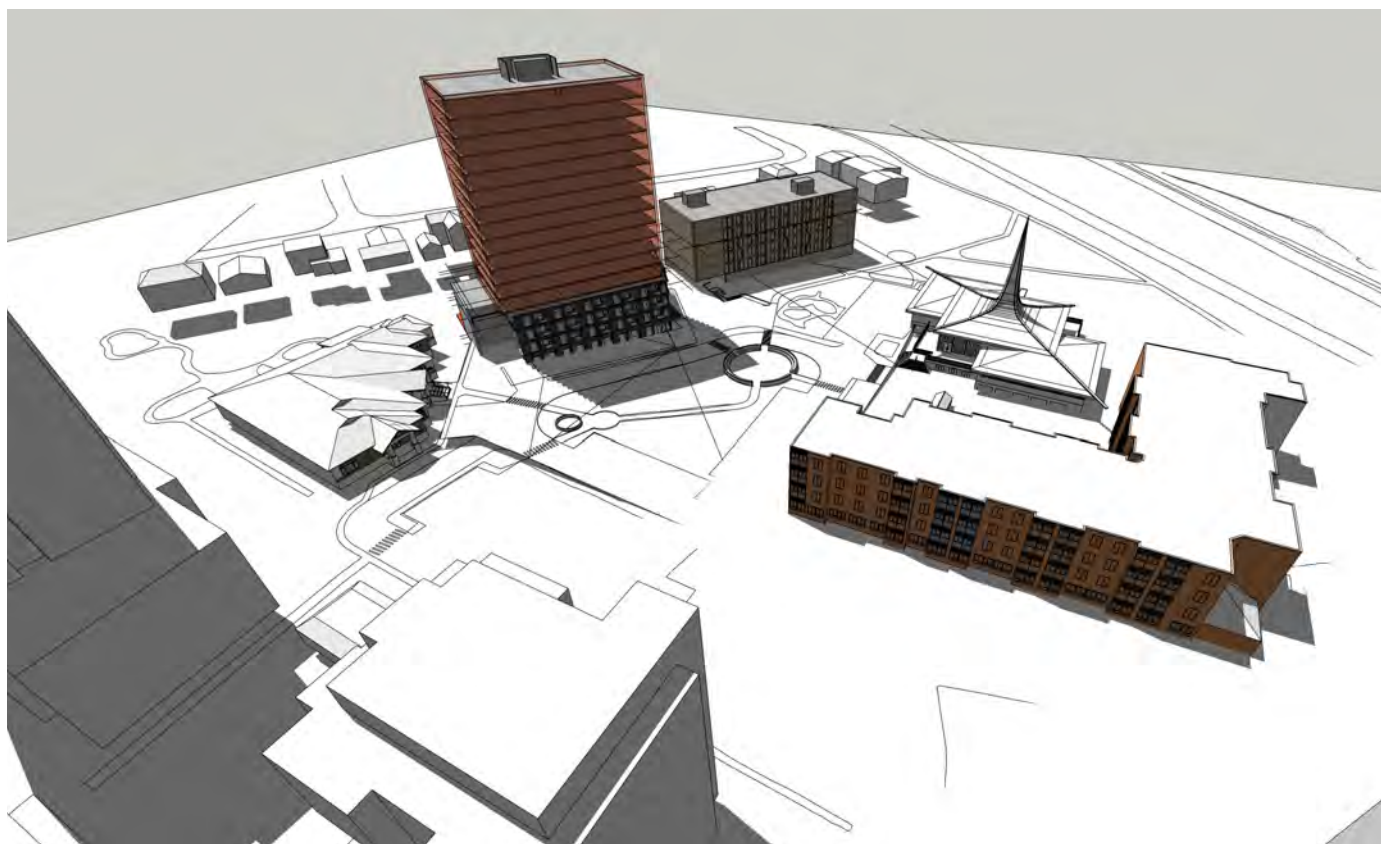
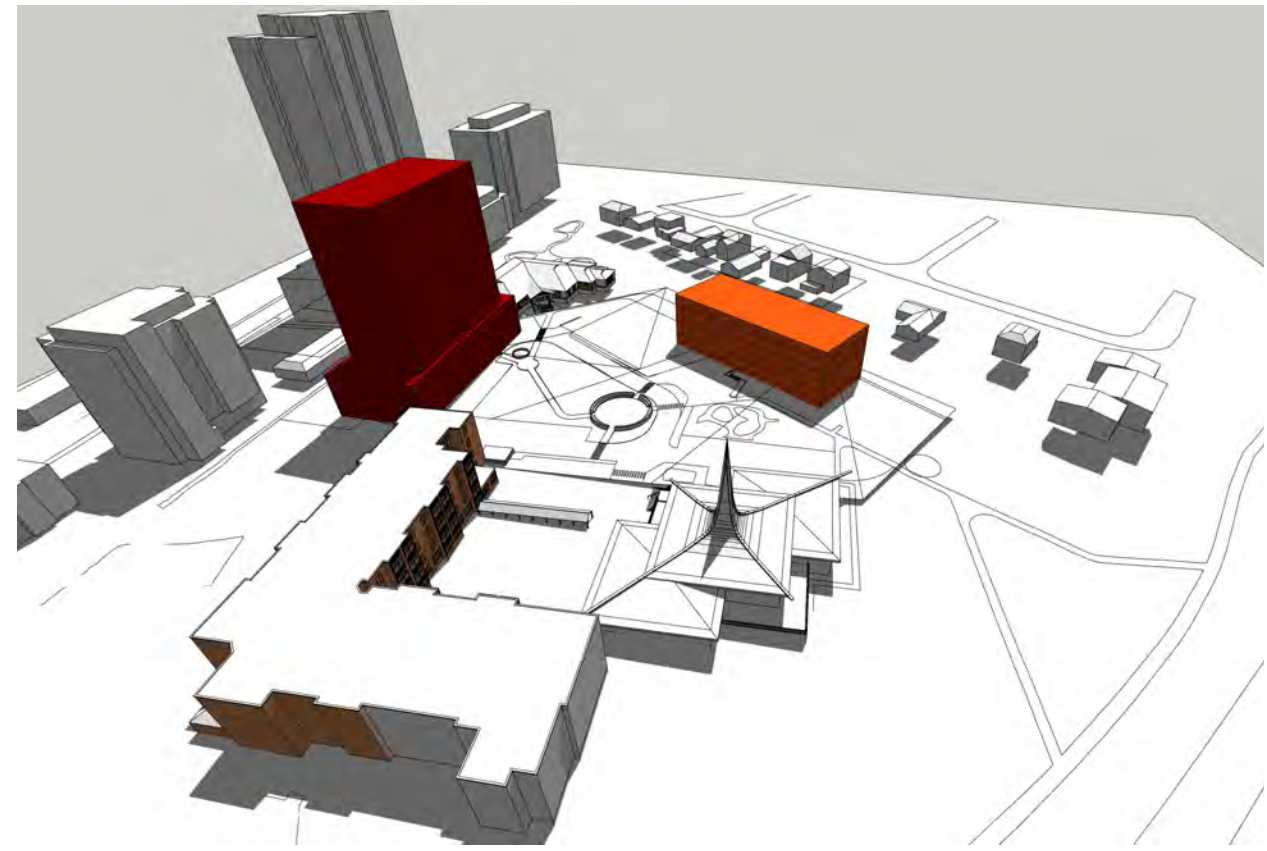
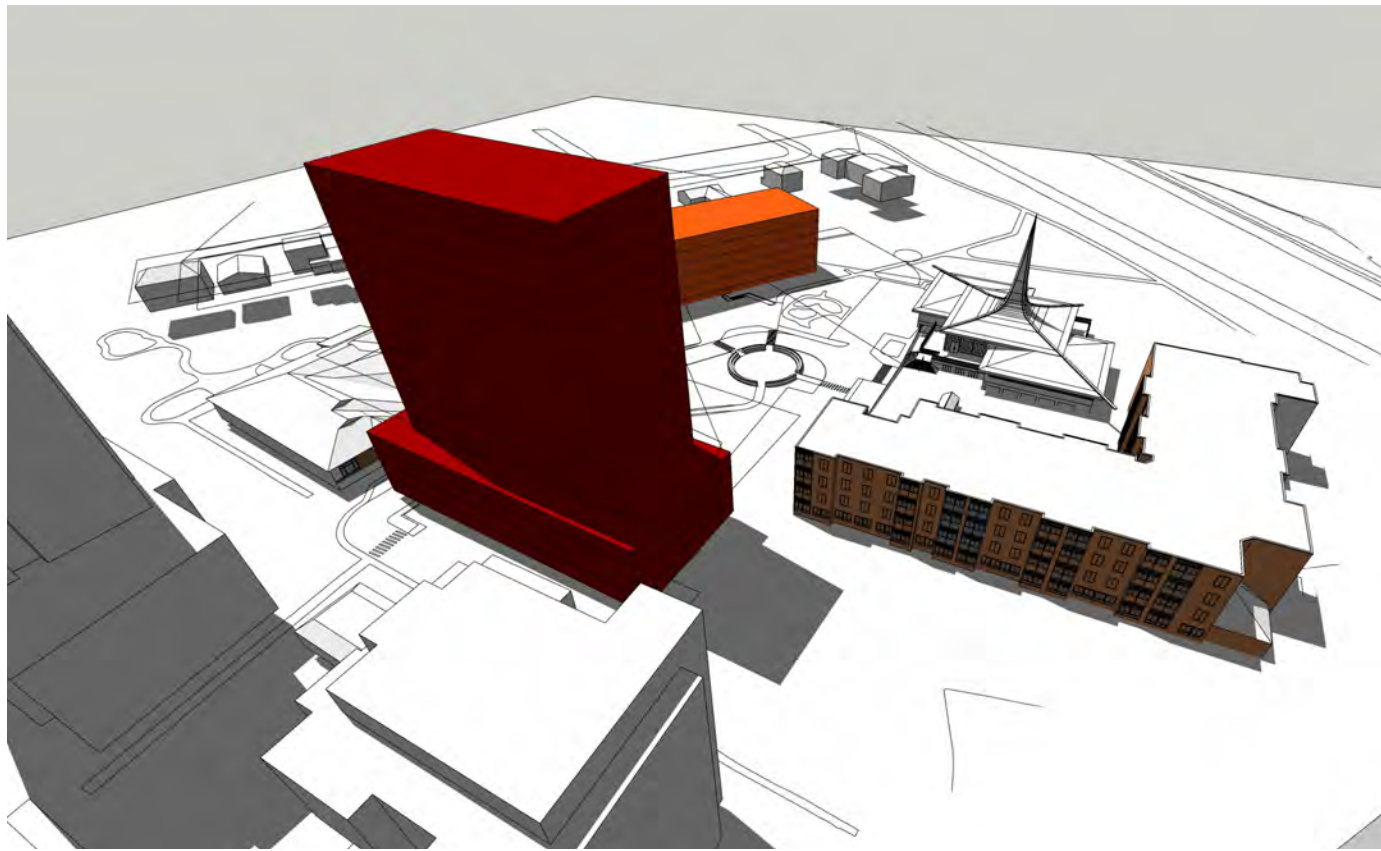
Based on reviewing all past explorations, conducting site analysis, participating in multiple stakeholder meetings (including charette), we concluded that the key requirement was that the placement of the OAHS affordable housing building was to be given prominence close the NCC lands, the parkway, and the water. This was an important gesture for reconciliation and was important to both the First Unitarian Church and the OAHS team.

It was key criteria that the existing gardens needed to be preserved; one as a preservation of existing green space being key to sustainability and two as a matter of importance to the congregation who have been maintaining these gardens for over 50 years. Knowing that all existing buildings were to be kept, this left the existing asphalt (hard surface) parking lot to the West and the existing gravel lot to the South as the only possible locations for the Market building.

Based on various client criteria including discussions with City engineering staff and criteria set out in the Secondary Plan, the gravel lot to the South was eliminated from consideration. There is a large water distribution main running directly along this area. It would have been logistically and financially unfeasible to build over this line. The setbacks against this line alone would have pushed the building further North into the existing gardens, as well as blocked all views into the site (especially the daycare centre) when arriving along Cleary avenue. The Secondary Plan also states that all high-rise developments on the property are to be pulled away from clustering along Richmond road.

For these multiple reasons, this location was abandoned, and locating the market building just north of the daycare facility on the existing asphalt parking lot was now and is still the appropriate location. The following images are massing explorations of these final two approaches.

Design Progression - Massing Studies



Design Progression



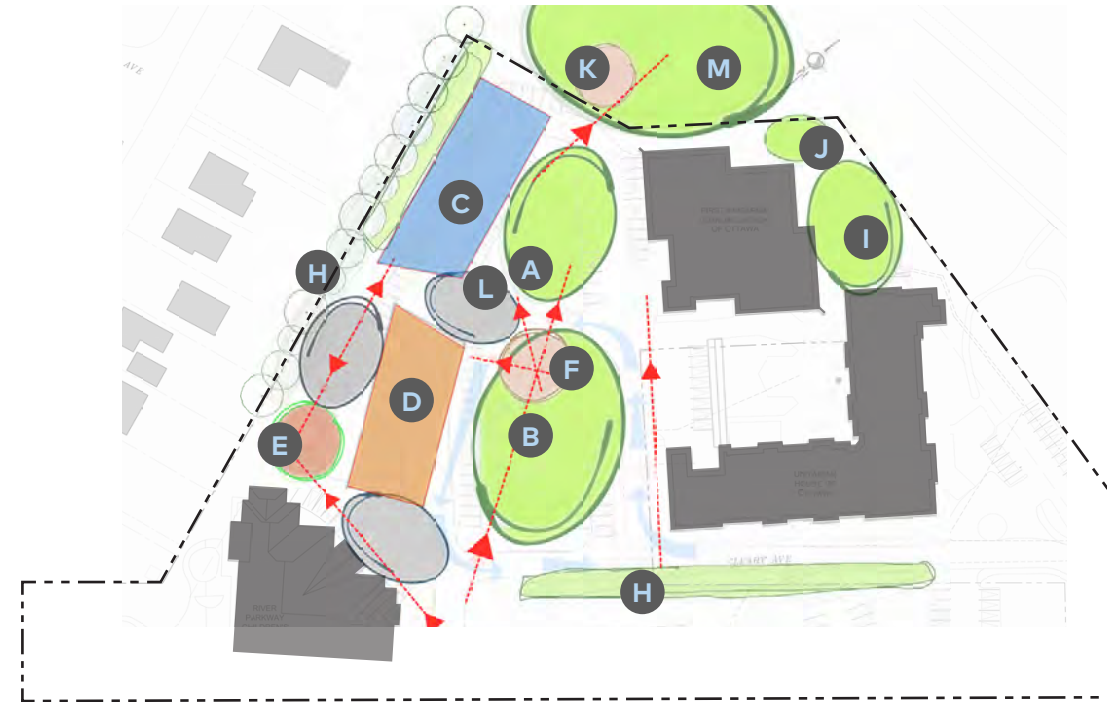
Step 1: Preliminary building placement



Step 2: High-rise shift for increased separation and views



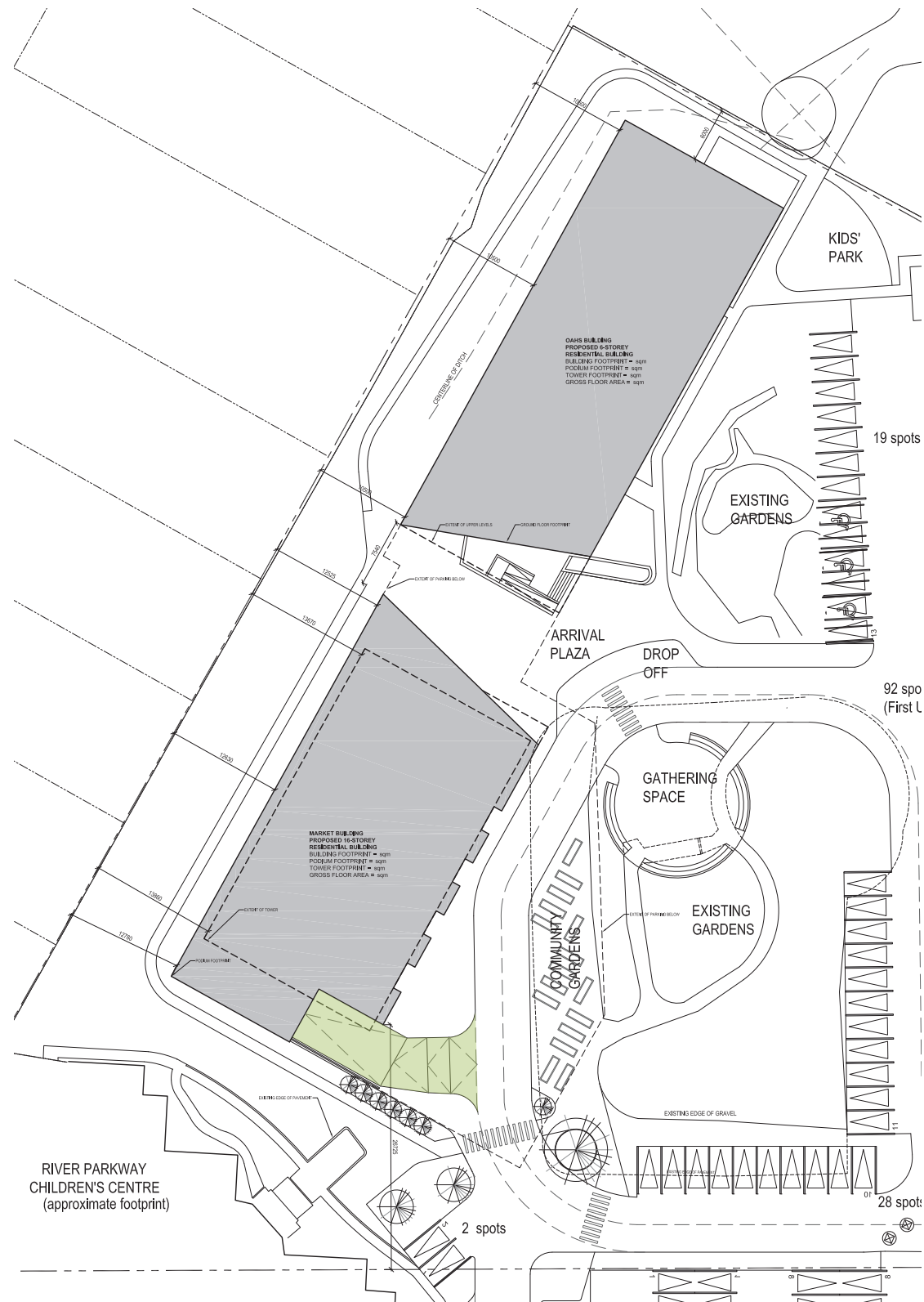
Step 3: Define entry plaza



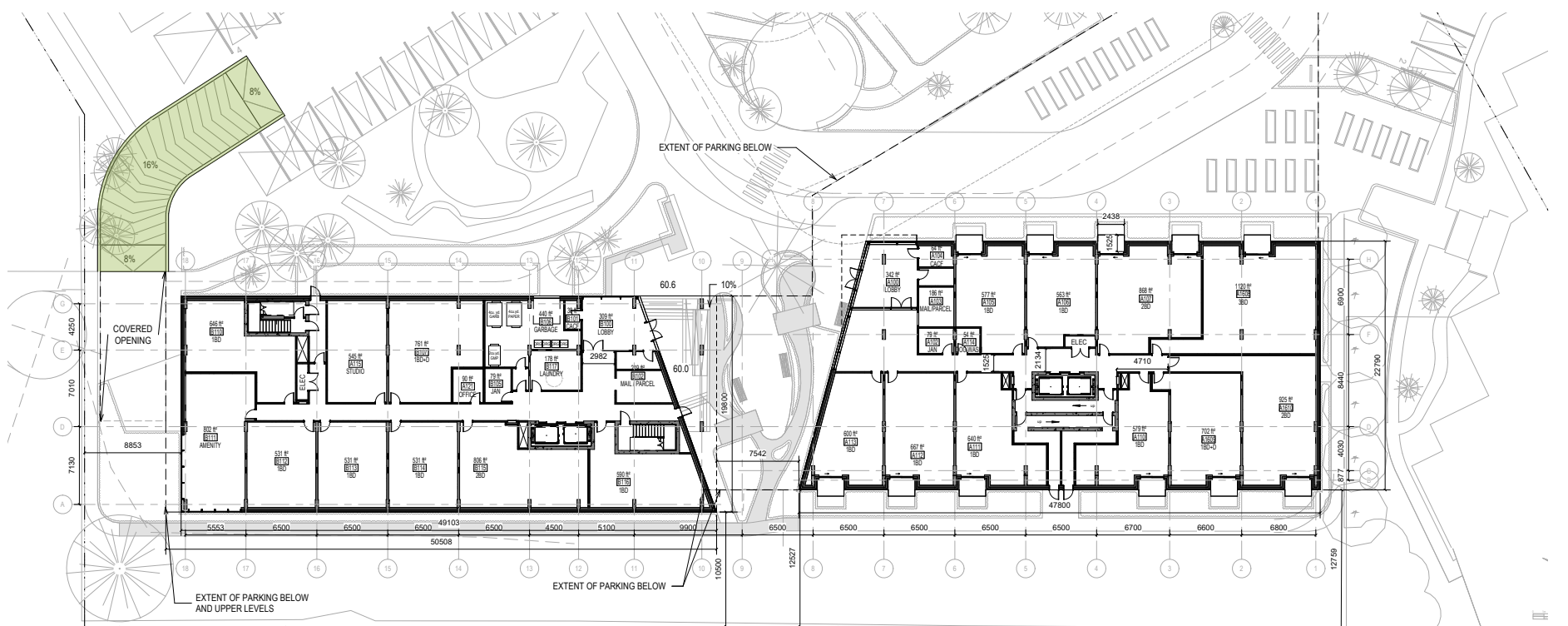
Step 4: Greenspaces and Pedestrian Network

- A Meditation Garden
- B Memorial Garden
- C Proposed low-rise building (4 stories) - 11,200sf
- D Proposed high-rise building (16 stories) - 8,000sf
- E Kids playground
- F Gathering circle
- G Reserved
- H Existing tree line
- I New orchard
- J Existing community gardens
- K OAHs circle
- L Drop off
- M Existing NCC tree line

These images depict a more detailed initial step by step design exploration of the project, and how the new buildings, existing buildings, the western landscaped buffer, the gardens, access routes, and public spaces all start to work together. The final proposal is a result of some of these initial sketches.



Ramp Entry A: Direct access into Market Building

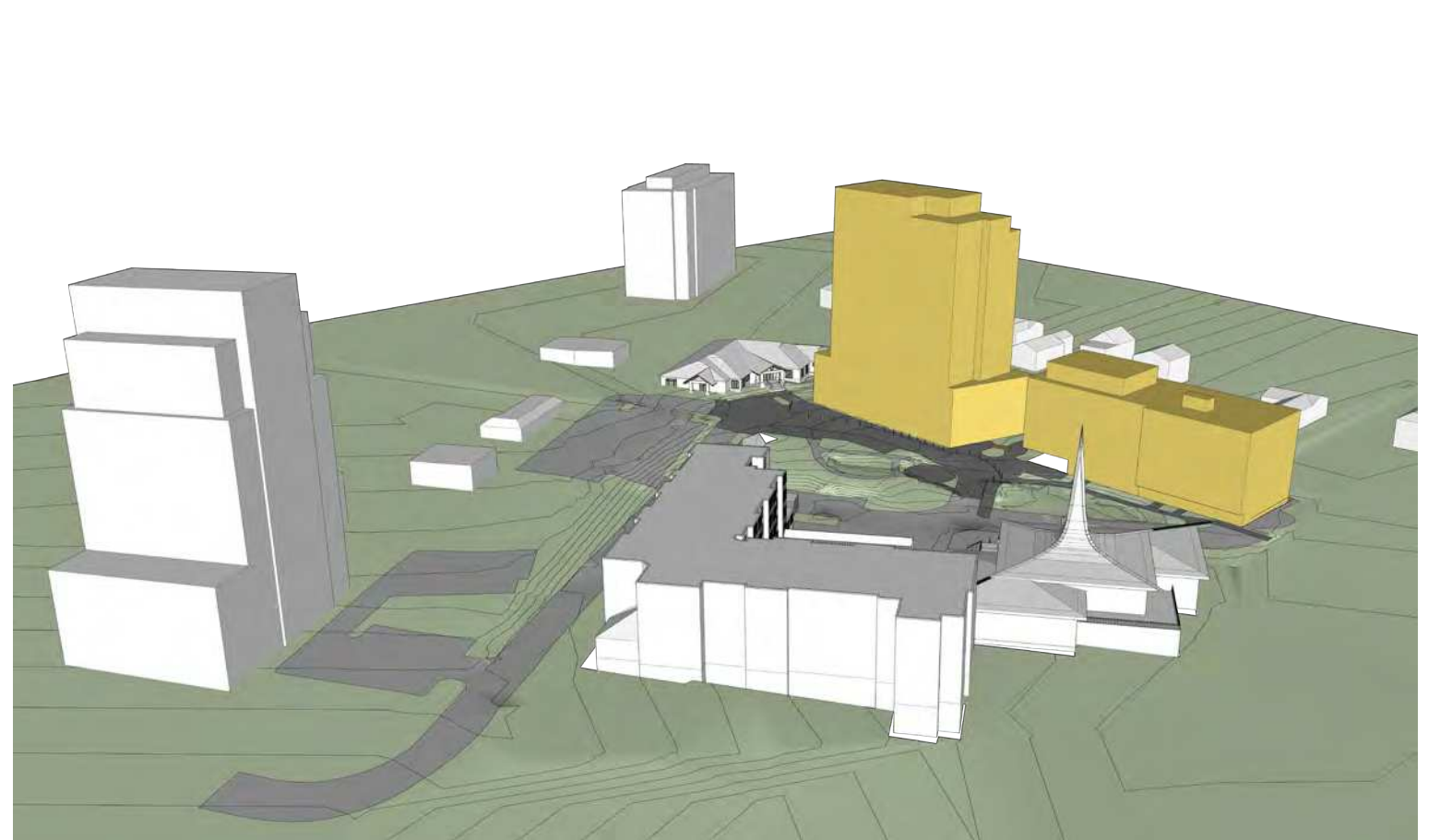
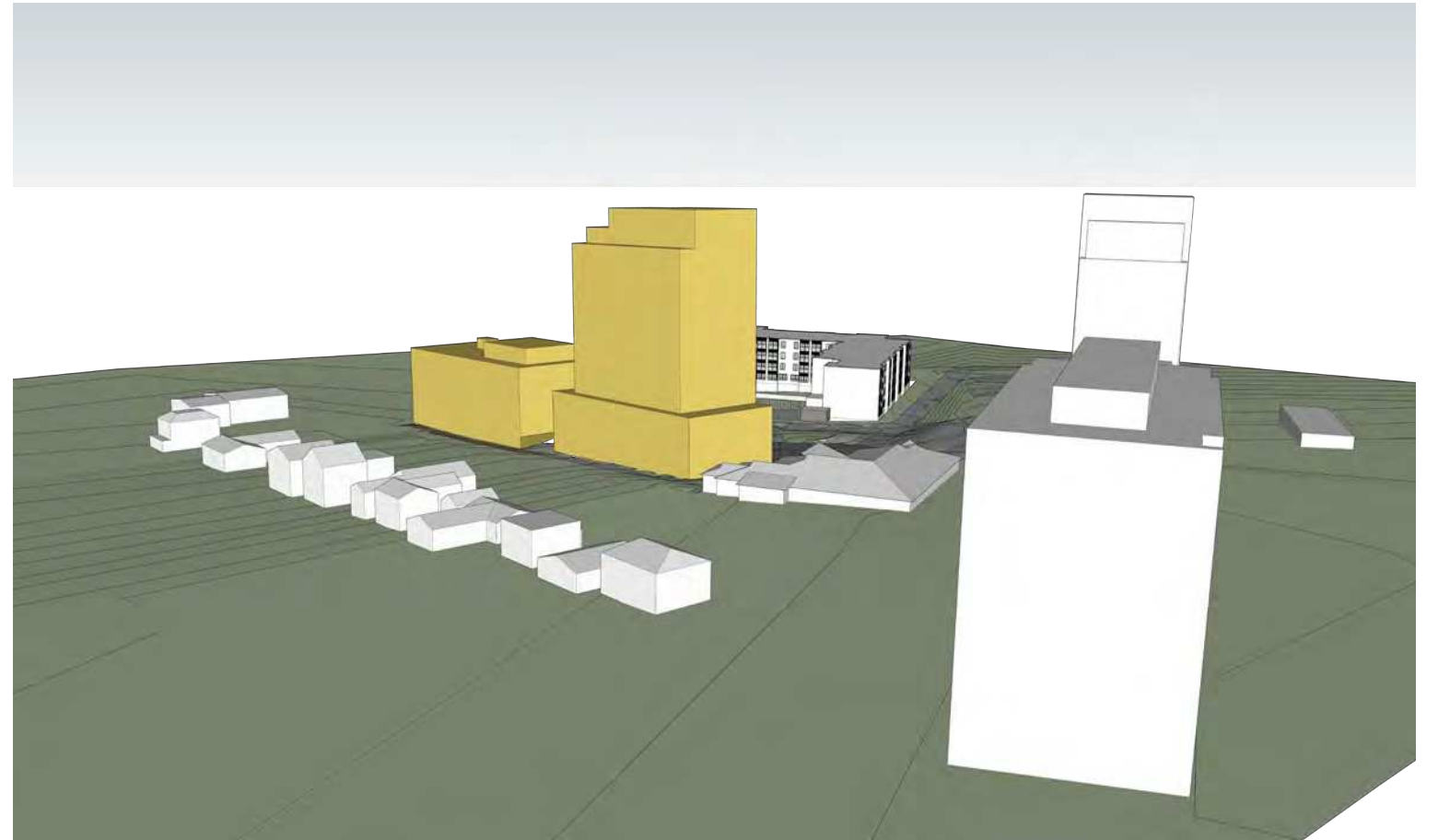
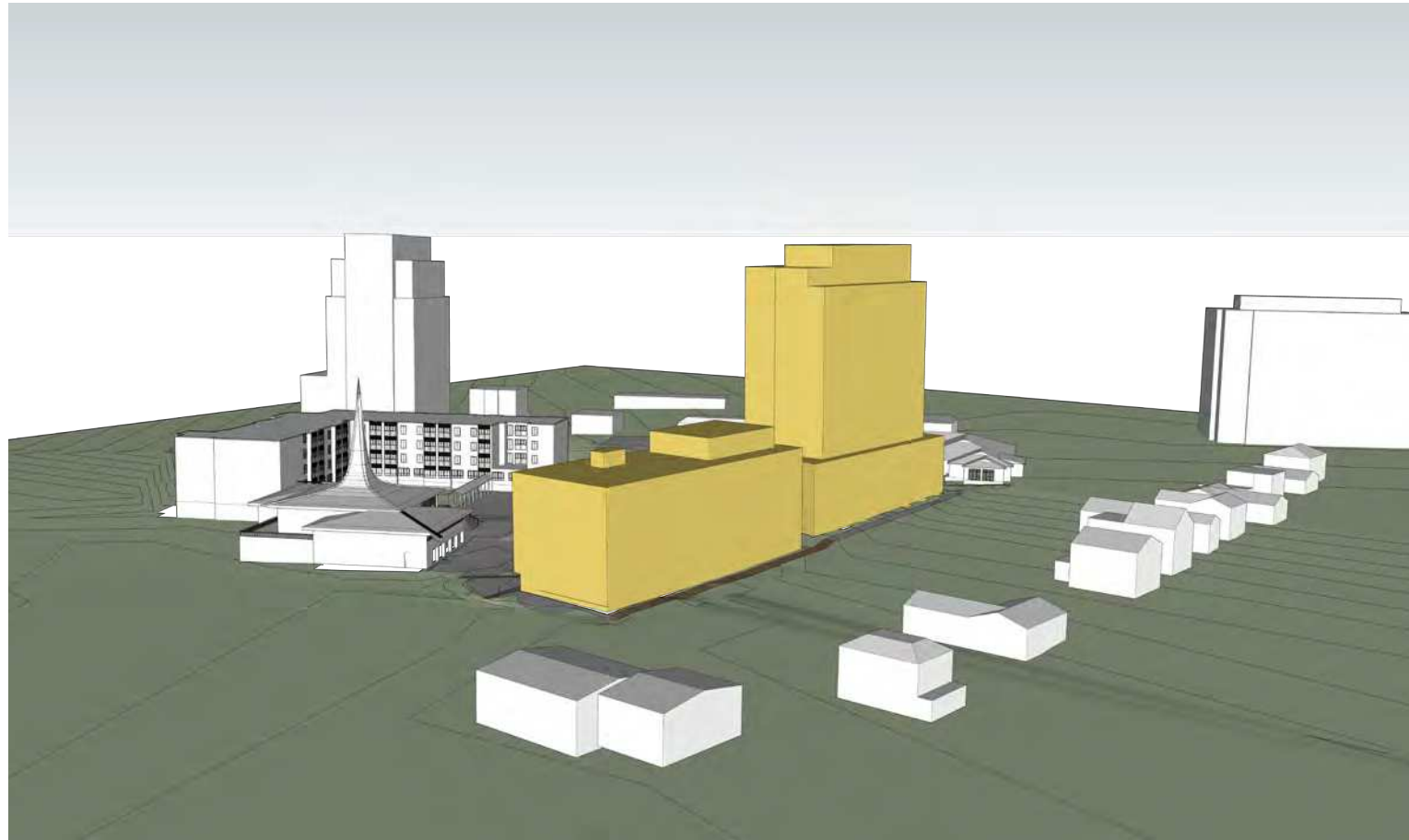


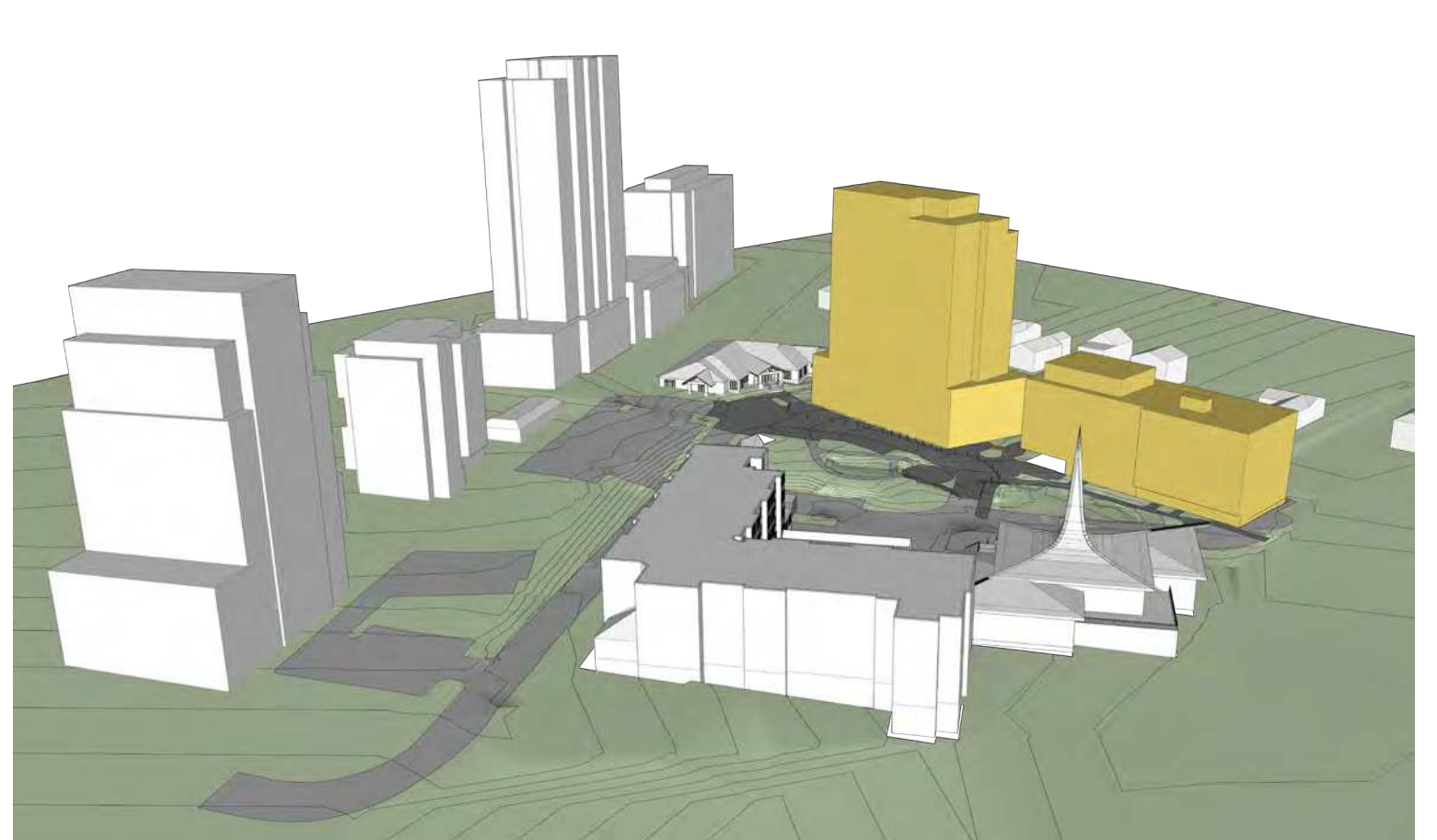
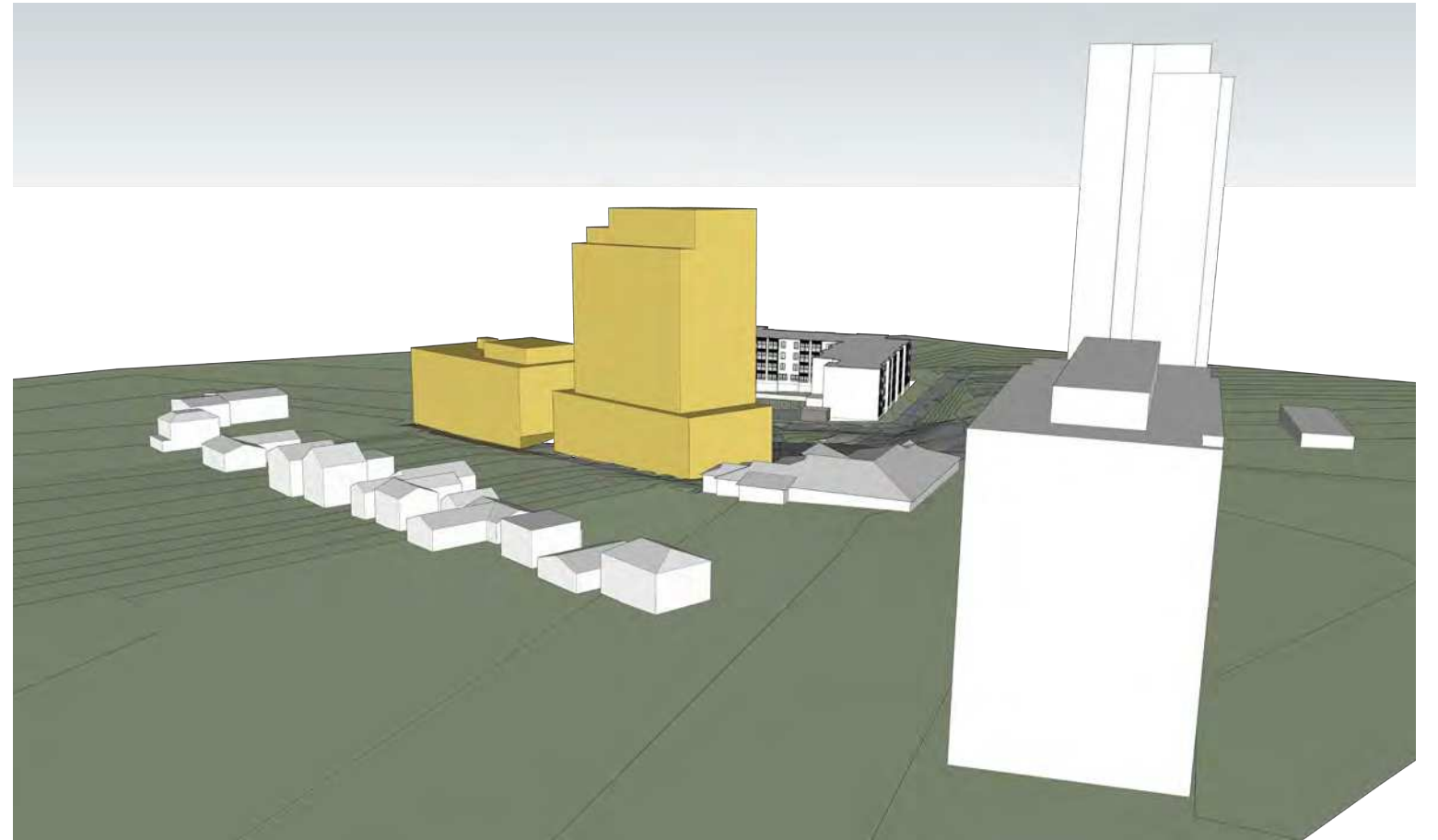
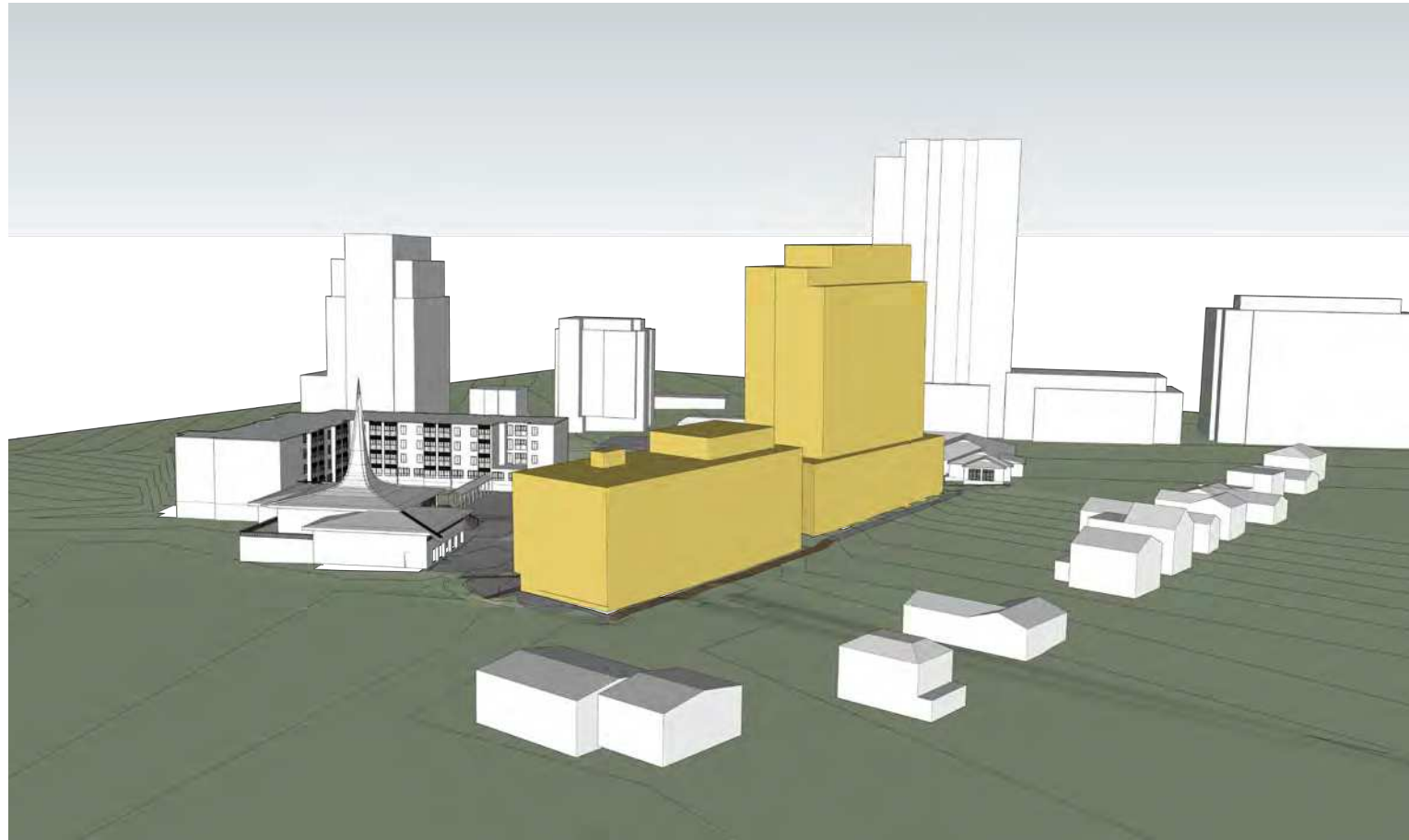
Ramp Entry B: Direct access into OAHs with Direct access to NCC lands

The initial exploration of the garage ramp was locating it at the Southern most part of the new building development just North of the River Parkway Childcare Centre. This location was presented to the congregation, the daycare, and at multiple meetings with the local community members and it was quickly determined to be a problematic location for the daycare, and their perception of safety near their drop off and main entrance.

We then explored ways to place the garage ramp access at the Northern end of the site, however, this was not viable as it placed a lot of traffic crossing the arrivals at the church, it cut off pedestrian access through the site and to the NCC lands, and placed too much importance on the garage to the project as a whole.

The final location as presented, took the daycare's concerns into consideration, and helped eliminate significant traffic having to route around the gardens and church areas to access the ramp. As the design progresses through Site Plan Control and building permits, Figurr and the landscape team will work hard to ensure that the ramp is properly integrated with landscaping.







Views from Ottawa River Parkway





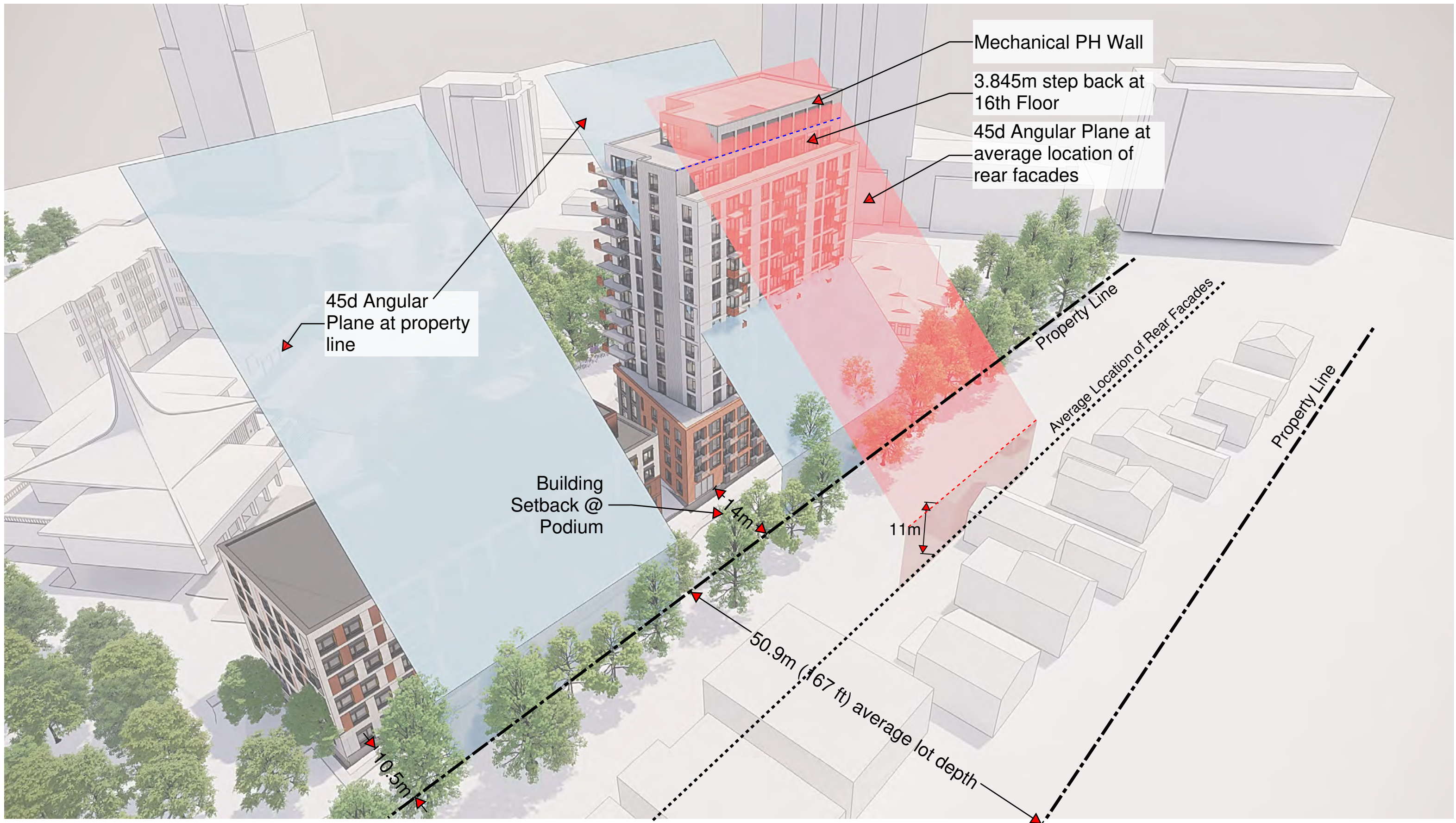
Views from Aylen ave.

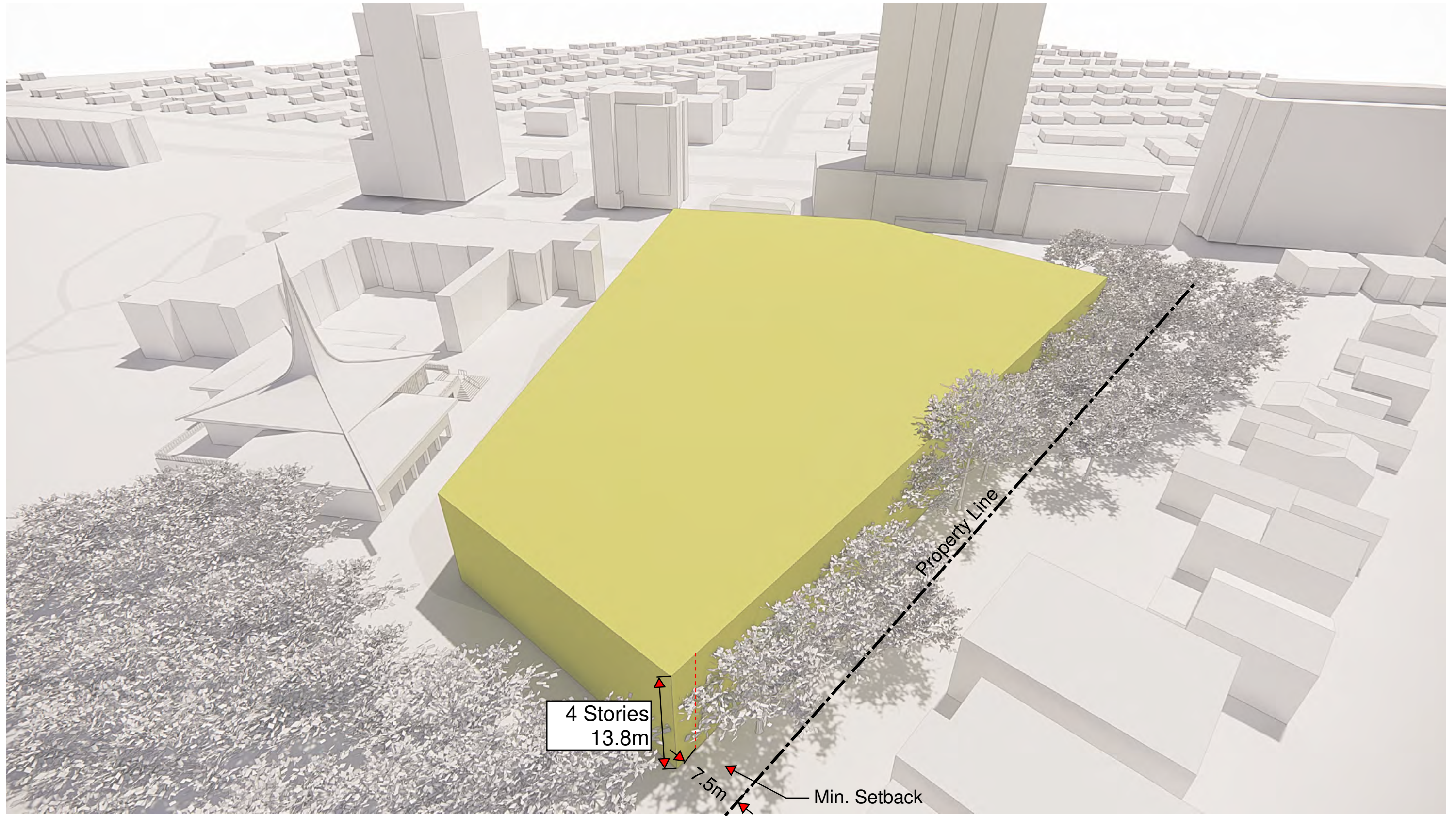


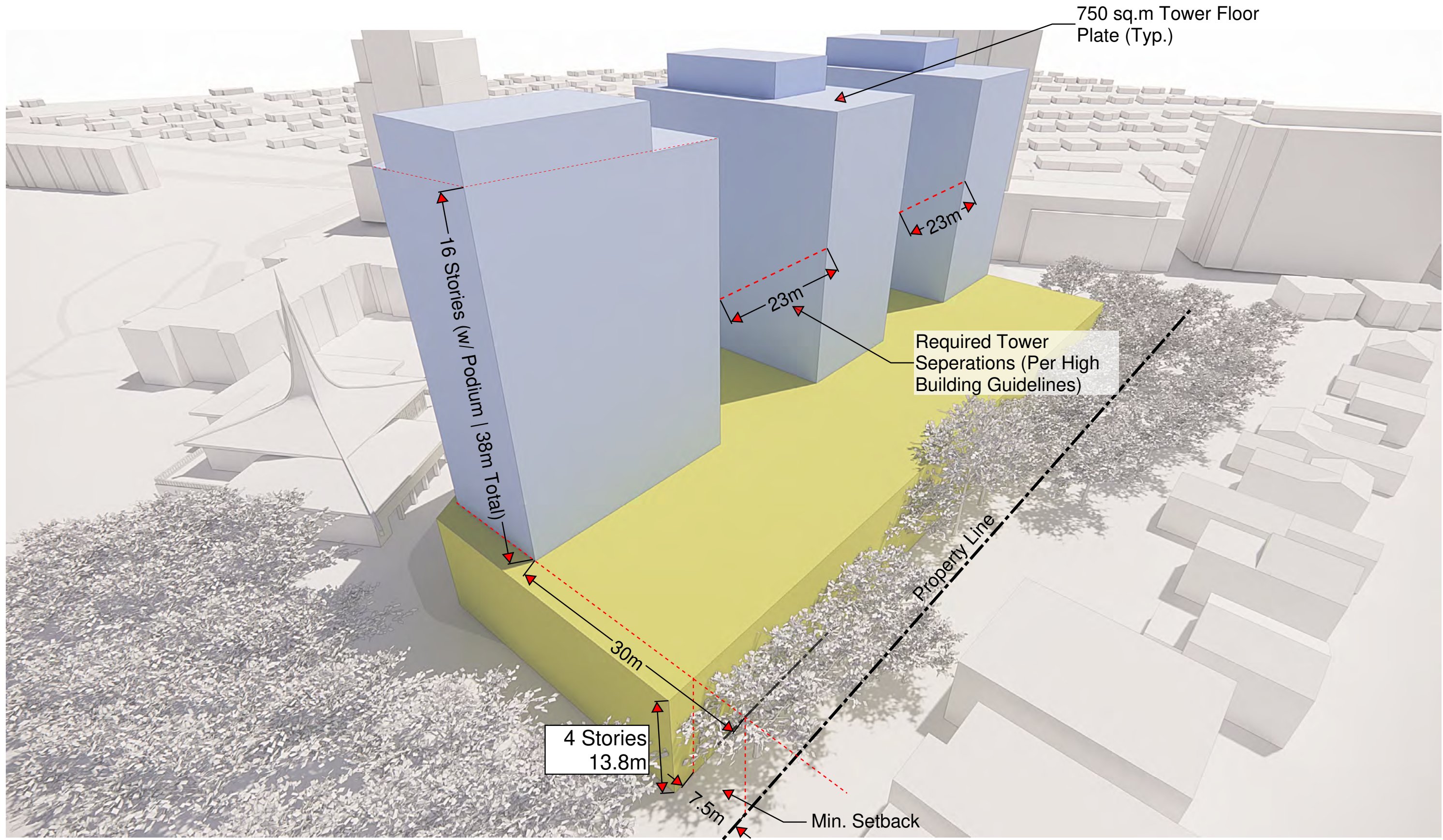


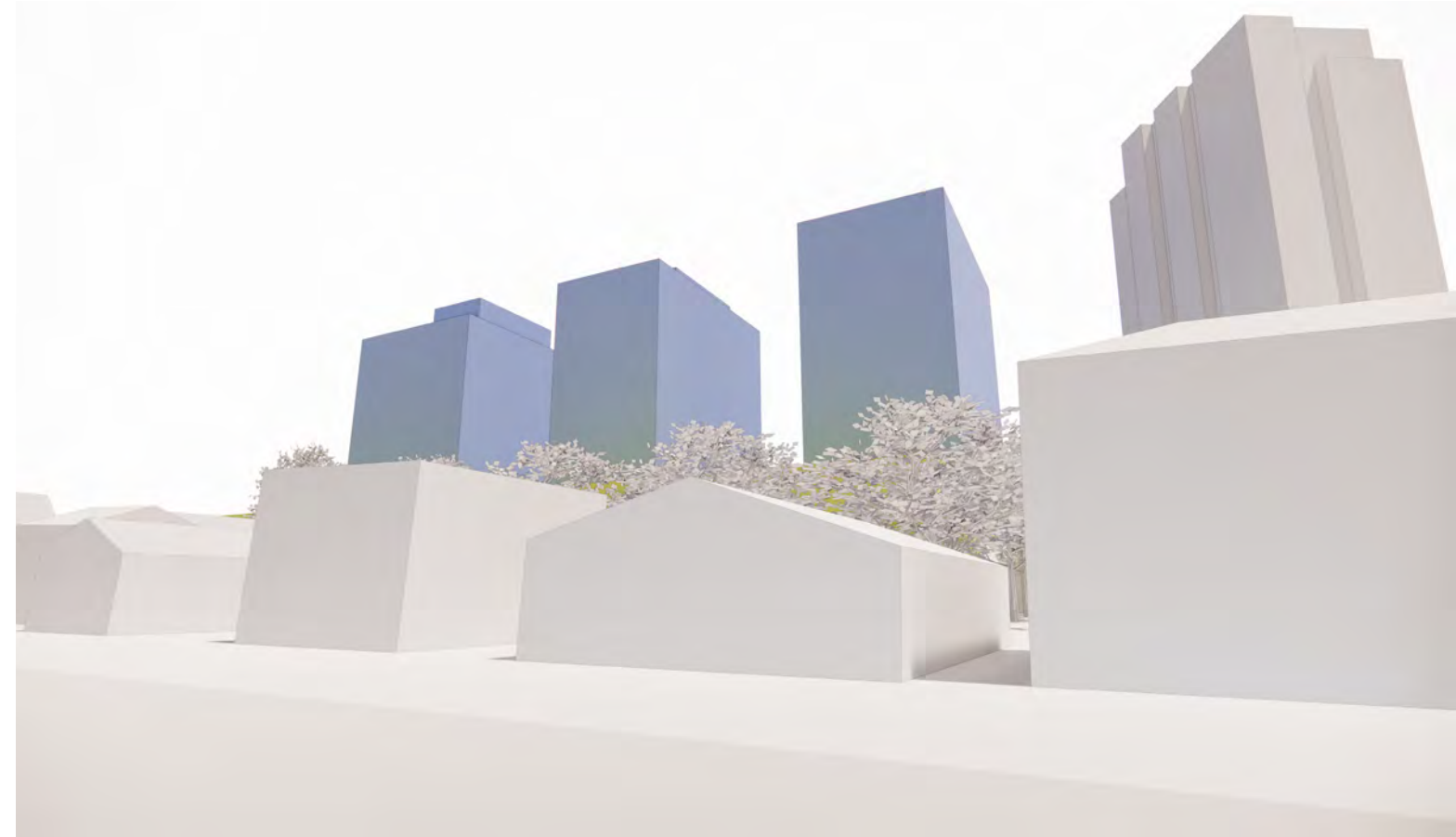
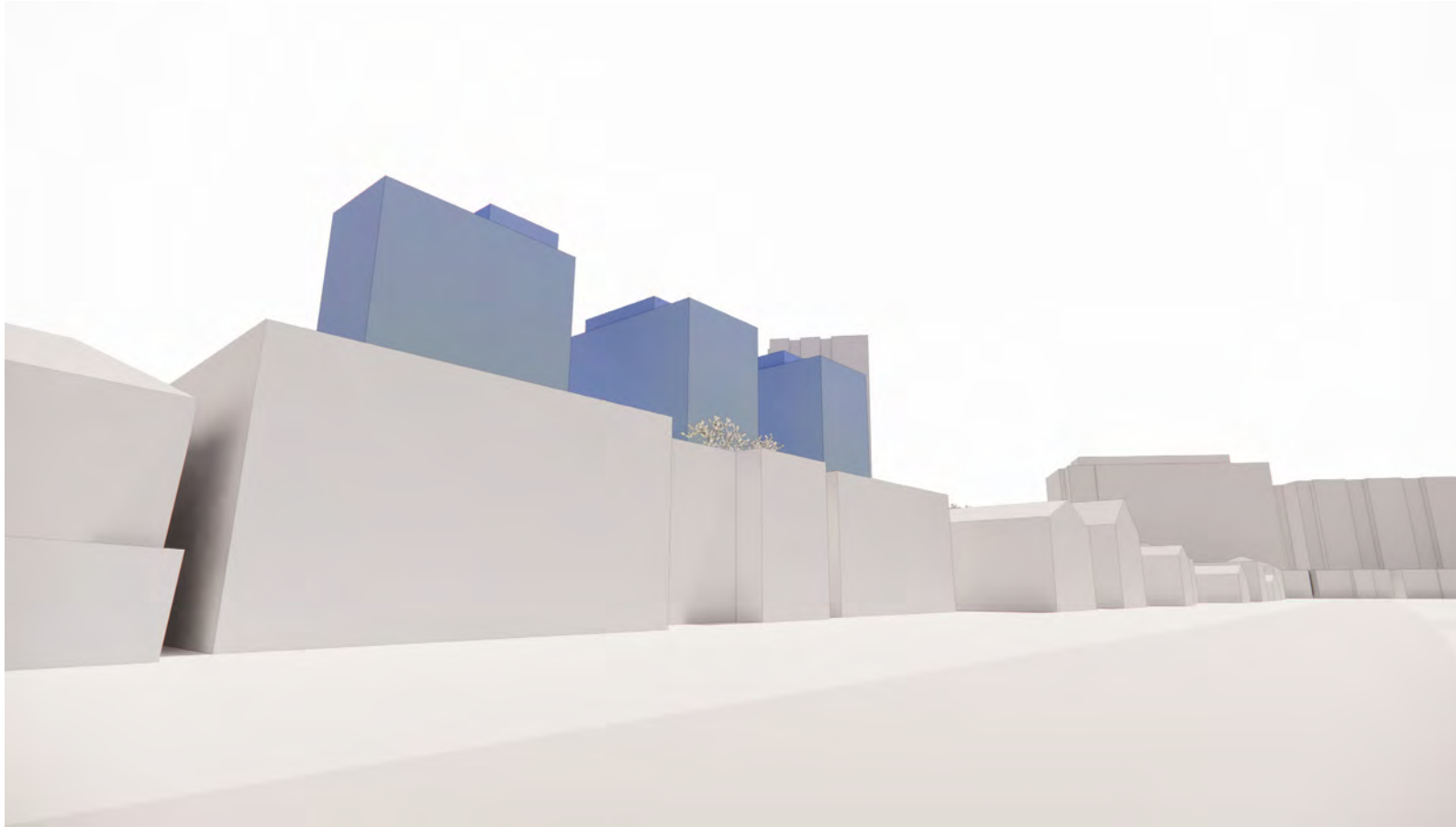
Green buffer zone on Western edge









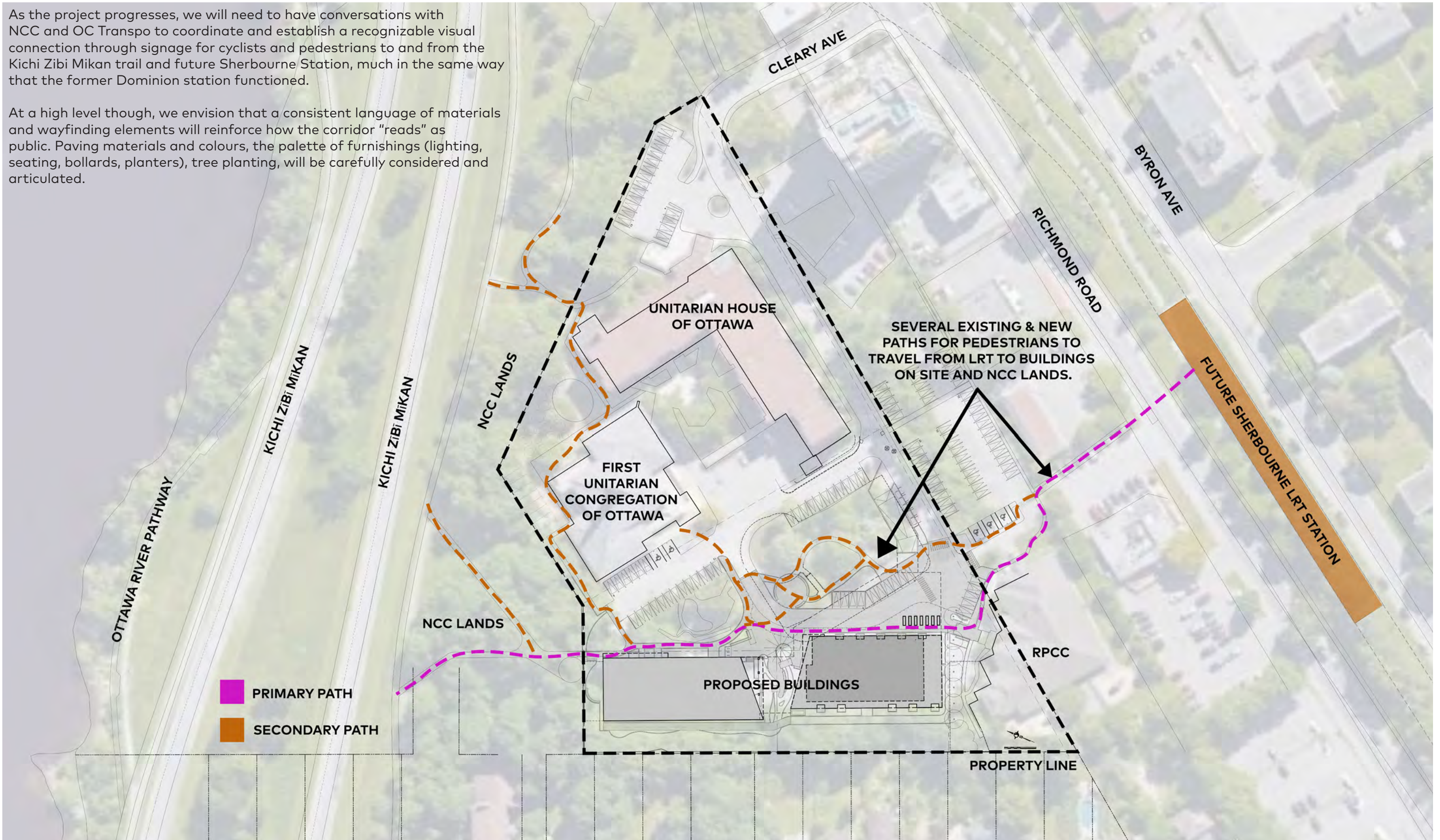


Views from Aylen ave.

The following views demonstrate what is permissible as per zoning and the Secondary plan.

As the project progresses, we will need to have conversations with NCC and OC Transpo to coordinate and establish a recognizable visual connection through signage for cyclists and pedestrians to and from the Kichi Zibi Mikan trail and future Sherbourne Station, much in the same way that the former Dominion station functioned.

At a high level though, we envision that a consistent language of materials and wayfinding elements will reinforce how the corridor "reads" as public. Paving materials and colours, the palette of furnishings (lighting, seating, bollards, planters), tree planting, will be carefully considered and articulated.



Sustainability & Bird safety

One of the primary objective's of this project is to create a sustainability showpiece. The proposed master plan explores multiple solutions to contribute to sustainable design.

The most important factor contributing to sustainable design is the saving and enhancement of the existing gardens into the urban design of the master plan. Saving mature green space is not only a sustainable strategy, but also because we understand the emotional connection that these gardens have for members of the congregation and Unitarian House. The inclusion (and enhancement) of these gardens with pedestrian paths and outdoor public spaces encourages healthier choices in walking and using bicycles. These paths will also support many of the residents of Unitarian House who use the grounds for daily walks. Instead of walking along uninspiring asphalt parking areas, all residents of this 'Little Village' will have access to a variety of outdoor paths, boardwalks and public spaces to explore.

The project will also encourage the use of the existing natural swale along the North-West property line in the future design of the storm water management plan. Using this swale, a natural approach to storm water management, can also be a source of education through the inclusion of a boardwalk so that everyone in the community can enjoy some of the natural features of the site. The taller 'Market' building limits the ratio of glass to solid panel to less than 40% to allow for better energy performance through the use of more solid wall assemblies. It is also aiming to use photovoltaic cladding on the South side. The project is also exploring and intends to use Geothermal energy.

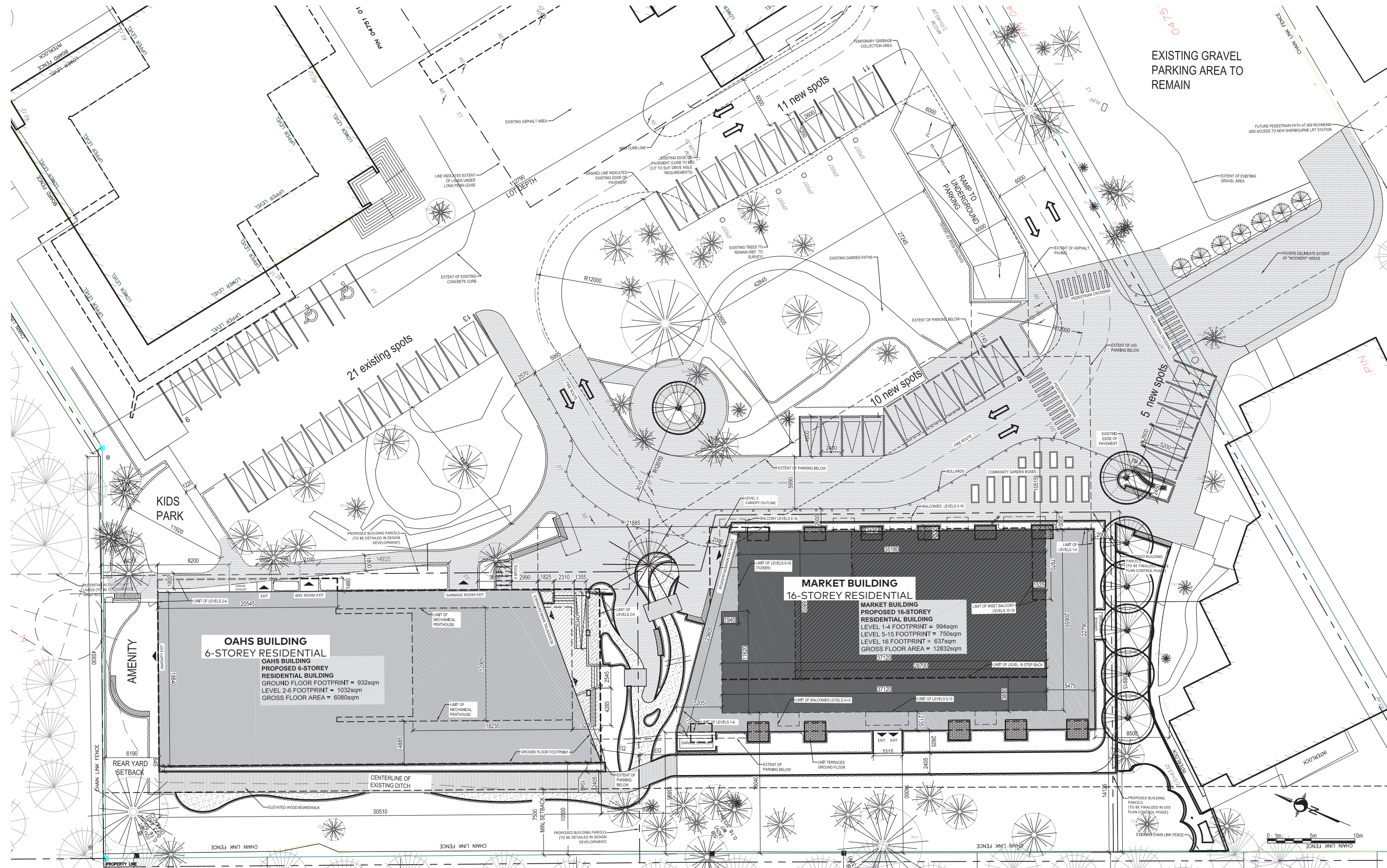
Additionally, the project will have to meet The City of Ottawa's High Performance Development Standard has been introduced as part of the new Official Plan to realize the objectives of sustainable and resilient design; a major priority project identified in the Energy Evolution Strategy to reduce greenhouse gas emission in Ottawa to zero by 2050. The requirements for these standards will however not be explored until specific Site Plan Control applications are submitted.

These buildings will also be subject to SB10 of the Ontario Building Code that requires the buildings' energy performance levels to beat the National Energy Code by 30% for standard projects of this type. This requirement helps stakeholders meet energy efficiency requirements in the Building Code and came into force on January 1, 2017. Ontario continues to promote some of the most progressive regulations in North America for reductions of Green House Gas (GHG) emissions and improvements for energy conservation in buildings. To meet these high standards, the project must provide an energy model that looks at the balance between the use of high-performance building envelope systems, the percentage amount of glazing and the mechanical systems required to heat and cool the building through the 4 seasons. An energy model will provide the design team with the best strategies to effectively and economically meet the high standards of the OBC. Other aspects that will be considered will be bird safe glazing for any large street facing curtainwall. As well as the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the roof horizontal surfaces.



Contents

Project Description	3-12
Design Directives	14-32
<i>Refer to accompanying Planning Rationale submitted by Fotenn for detailed Policy and Regulatory Criteria.</i>	
Site, Context and Analysis	34-46
Design Research	48-68
Additional Materials - Appendix	70-94



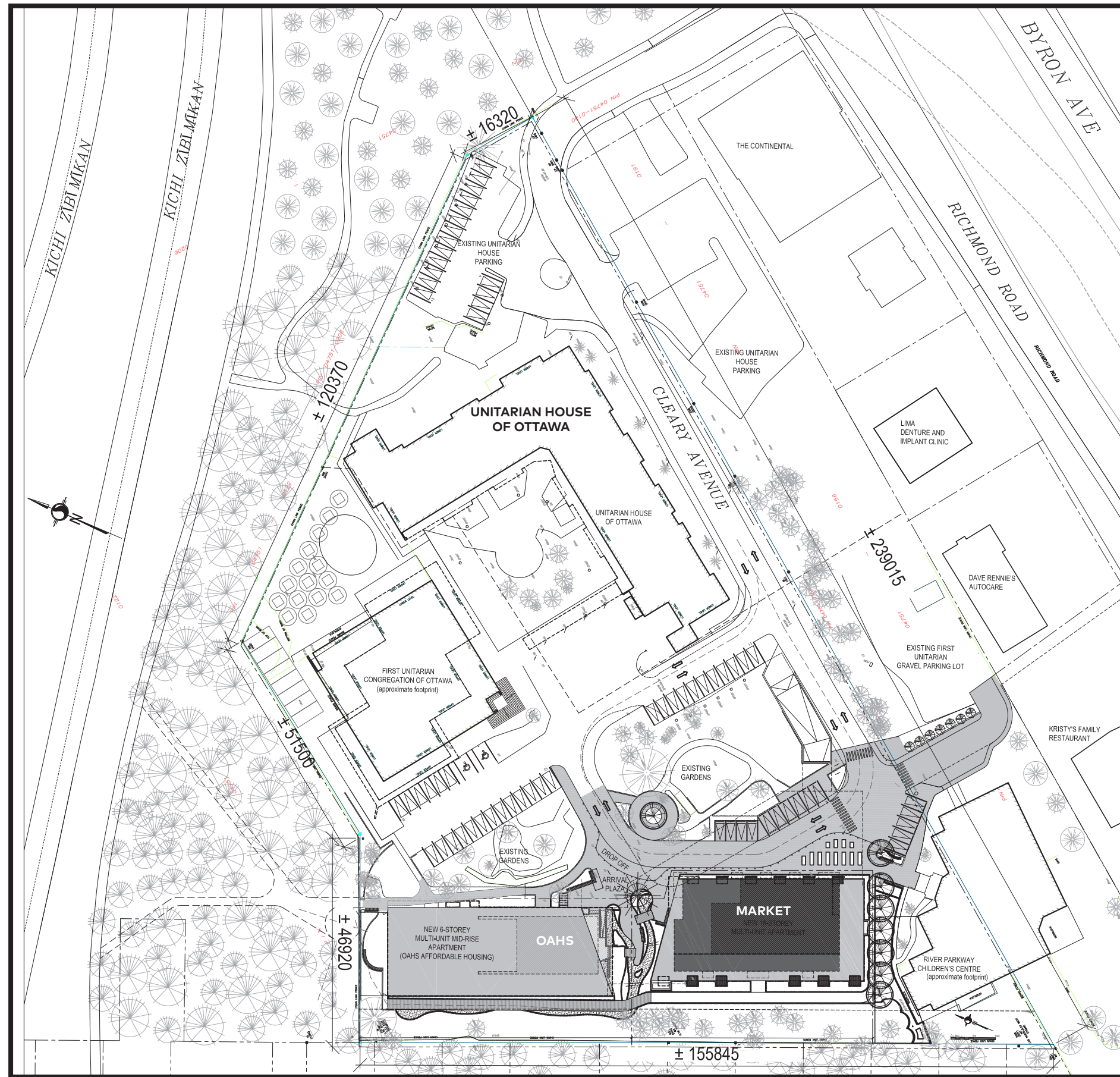
EXISTING GRAVEL
PARKING AREA TO
REMAIN

OAHS BUILDING
6-STORY RESIDENTIAL
OAHS BUILDING
PROPOSED 6-STORY
RESIDENTIAL BUILDING
GROUND FLOOR FOOTPRINT = 932sqm
LEVEL 2-6 FOOTPRINT = 1032sqm
GROSS FLOOR AREA = 6080sqm

MARKET BUILDING
16-STORY RESIDENTIAL
MARKET BUILDING
PROPOSED 16-STORY
RESIDENTIAL BUILDING
LEVEL 1-4 FOOTPRINT = 994sqm
LEVEL 5-15 FOOTPRINT = 750sqm
LEVEL 16 FOOTPRINT = 637sqm
GROSS FLOOR AREA = 12832sqm




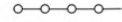






30 Cleary Ave.
2314
May 2024

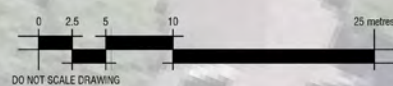
70



The landscape design for the project first and foremost aims to minimize disruption to the site and existing programming and ensure the continued health and enjoyment of the unique landscapes in place for all users, existing and future. Minimal changes outside of the footprint of disruption for building construction are suggested, and succession planting is proposed to augment existing vegetation and ensure continuity of healthy, mature planting. The design features a traffic-calmed and pedestrian oriented experience through the implementation of a Woonerf-inspired space, connecting existing circulation routes for daycare, long-term care home, and church users with changes to the site and the future residents. The preservation of existing pathways through the woodlot gardens and adjacent NCC lands as well as access to nearby transit was also considered and prioritized.

legend / légende

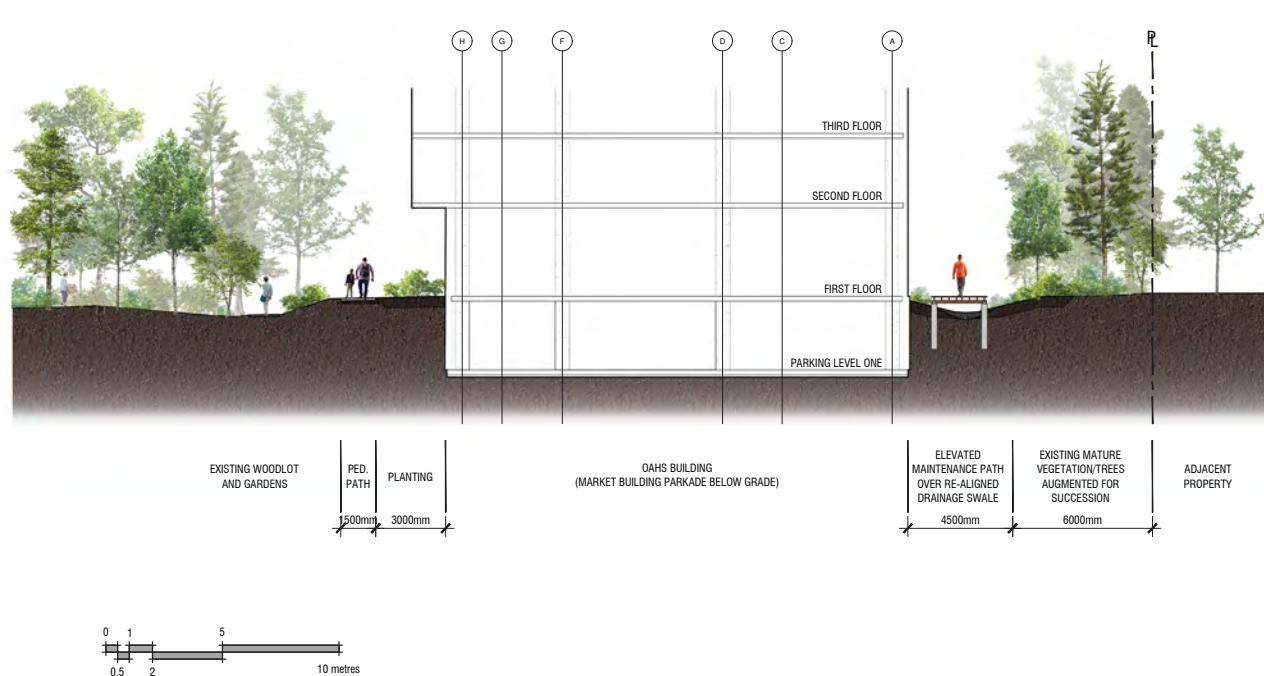
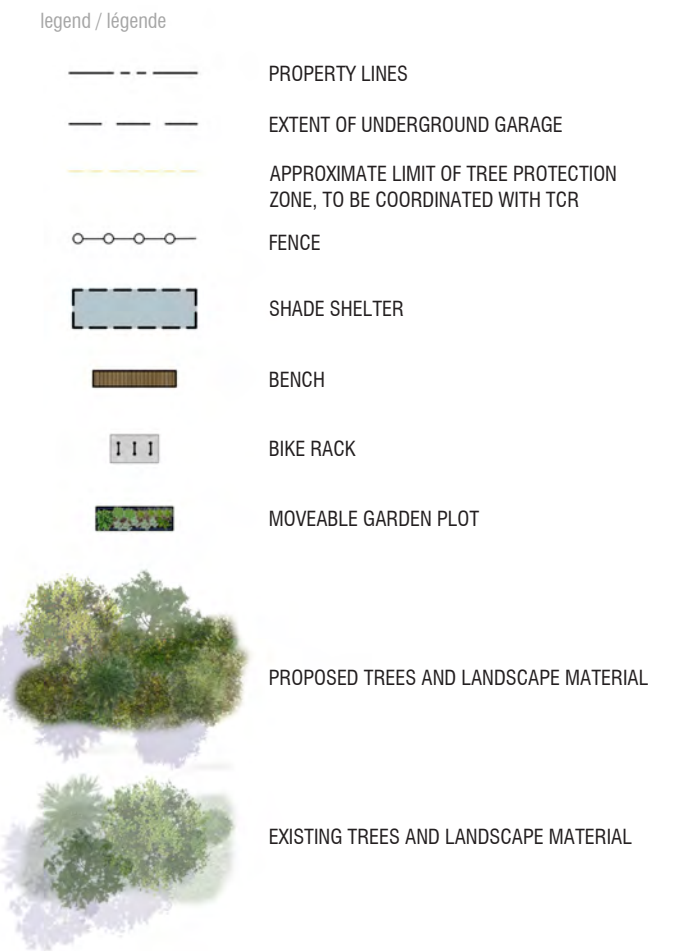
-  PROPERTY LINES
-  EXTENT OF UNDERGROUND GARAGE
-  APPROXIMATE LIMIT OF TREE PROTECTION ZONE, TO BE COORDINATED WITH TCR
-  FENCE
-  SHADE SHELTER
-  BENCH
-  BIKE RACK
-  MOVEABLE GARDEN PLOT
-  PROPOSED TREES AND LANDSCAPE MATERIAL
-  EXISTING TREES AND LANDSCAPE MATERIAL



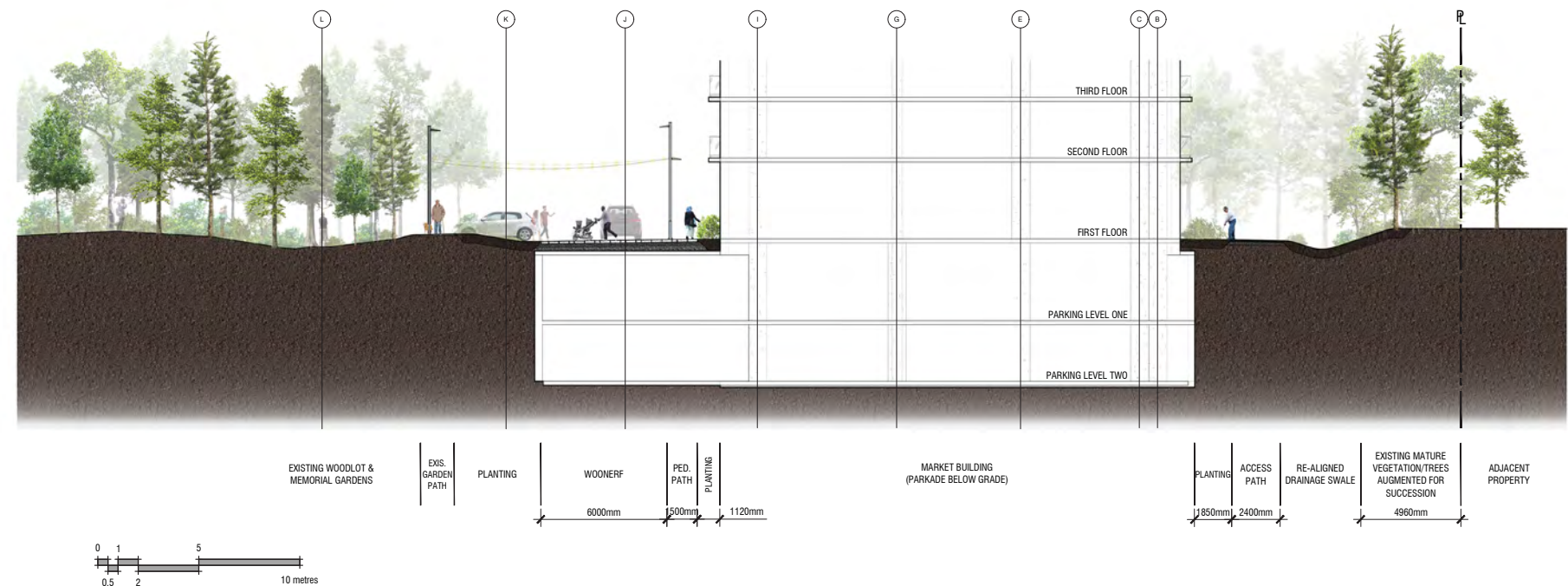
3 LANDSCAPE CONCEPT PLAN



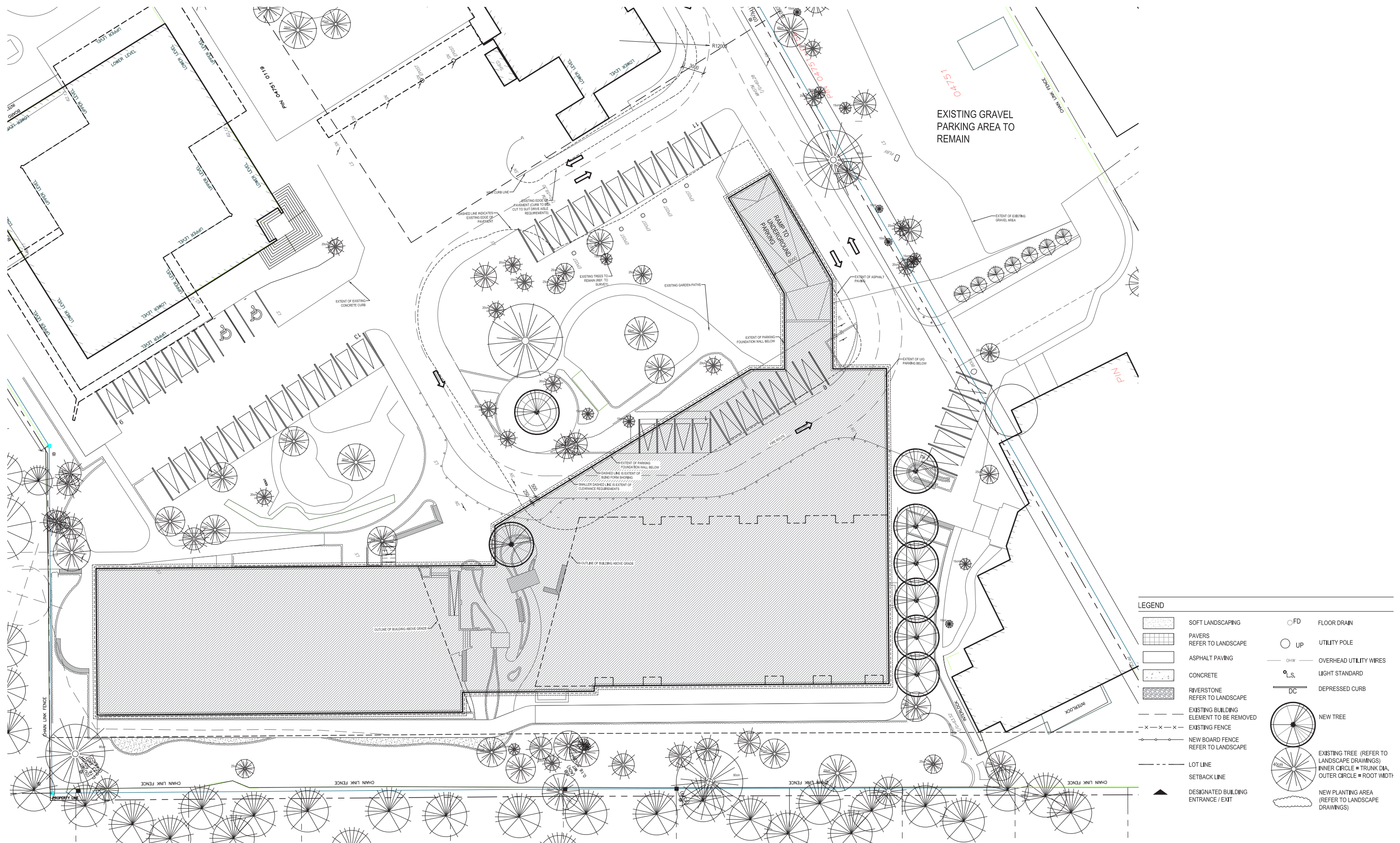
KEY PLAN

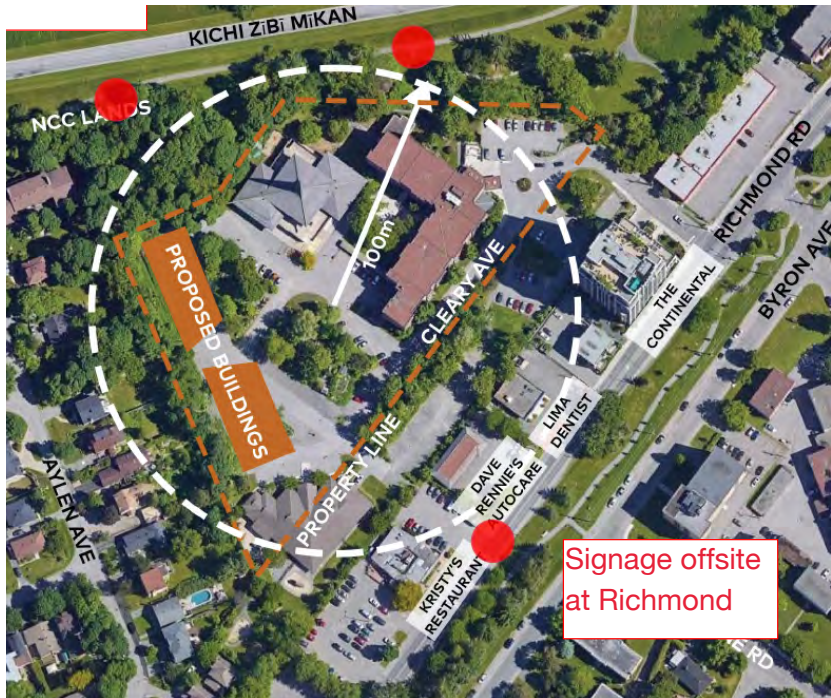


1 LANDSCAPE SECTION - OAHs BUILDING



2 LANDSCAPE SECTION - MARKET BUILDING





Signage offsite at Richmond

Signage offsite at Richmond

Signage offsite at Kichi Zibi





EAST ELEVATION



NORTH ELEVATION

-  Masonry
Colour: Red Brick
-  Panels
Colour: Charcoal Grey
-  Metal & Solar cladding
on South side
Colour: Light Grey
-  Metal & Solar cladding
on South side
Colour: White
-  Panels
Colour: Orange
-  Perforated metal
Colour: Grey
-  Perforated metal
Colour: Orange

MATERIALS TO BE FINALIZED IN SPC



WEST ELEVATION



SOUTH ELEVATION

-  Masonry
Colour: Red Brick
 -  Panels
Colour: Charcoal Grey
 -  Metal & Solar cladding
on South side
Colour: Light Grey
 -  Metal & Solar cladding
on South side
Colour: White
 -  Panels
Colour: Orange
 -  Perforated metal
Colour: Grey
 -  Perforated metal
Colour: Orange
- MATERIALS TO BE FINALIZED IN SPC



EAST ELEVATION



NORTH ELEVATION

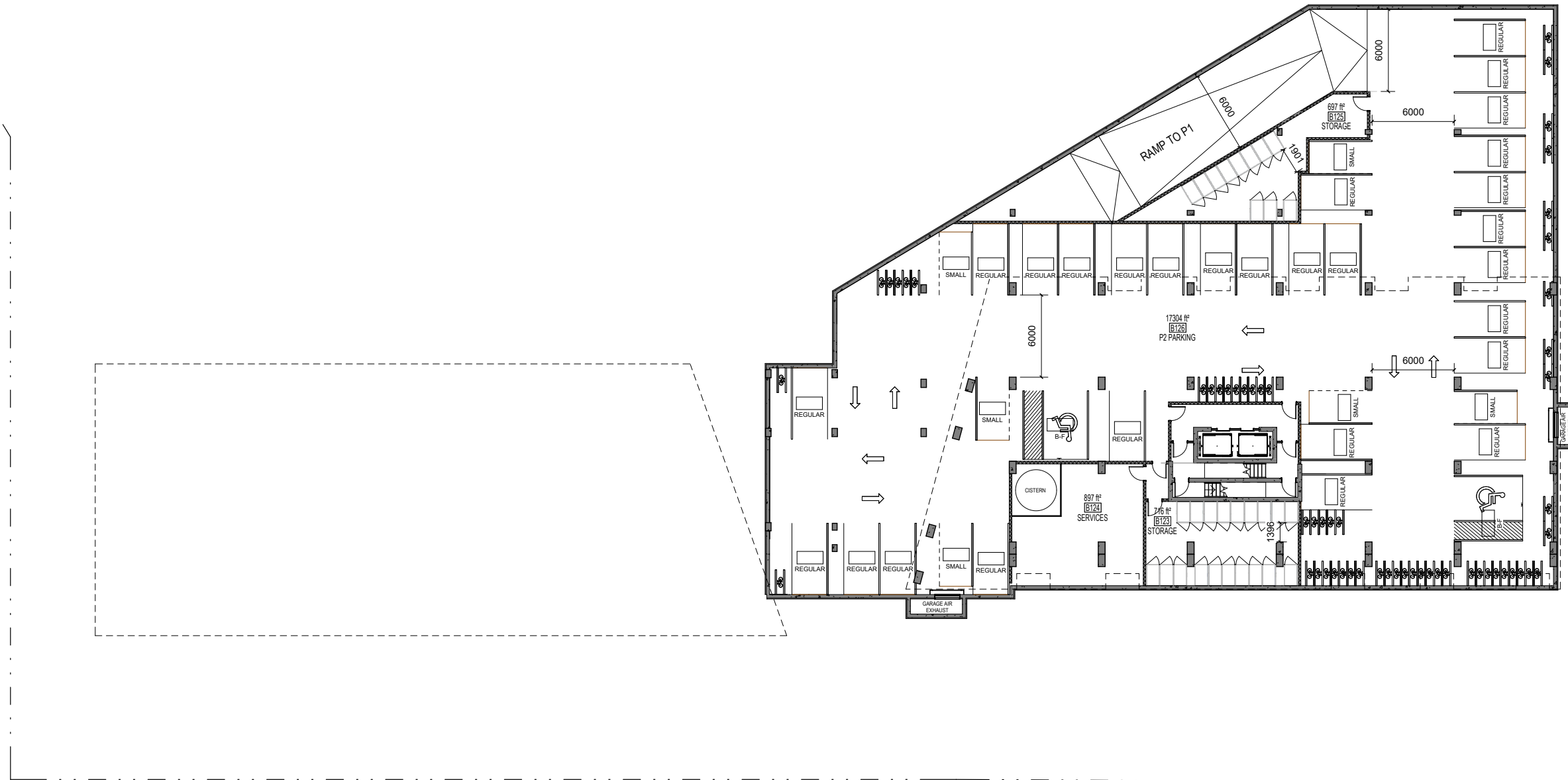


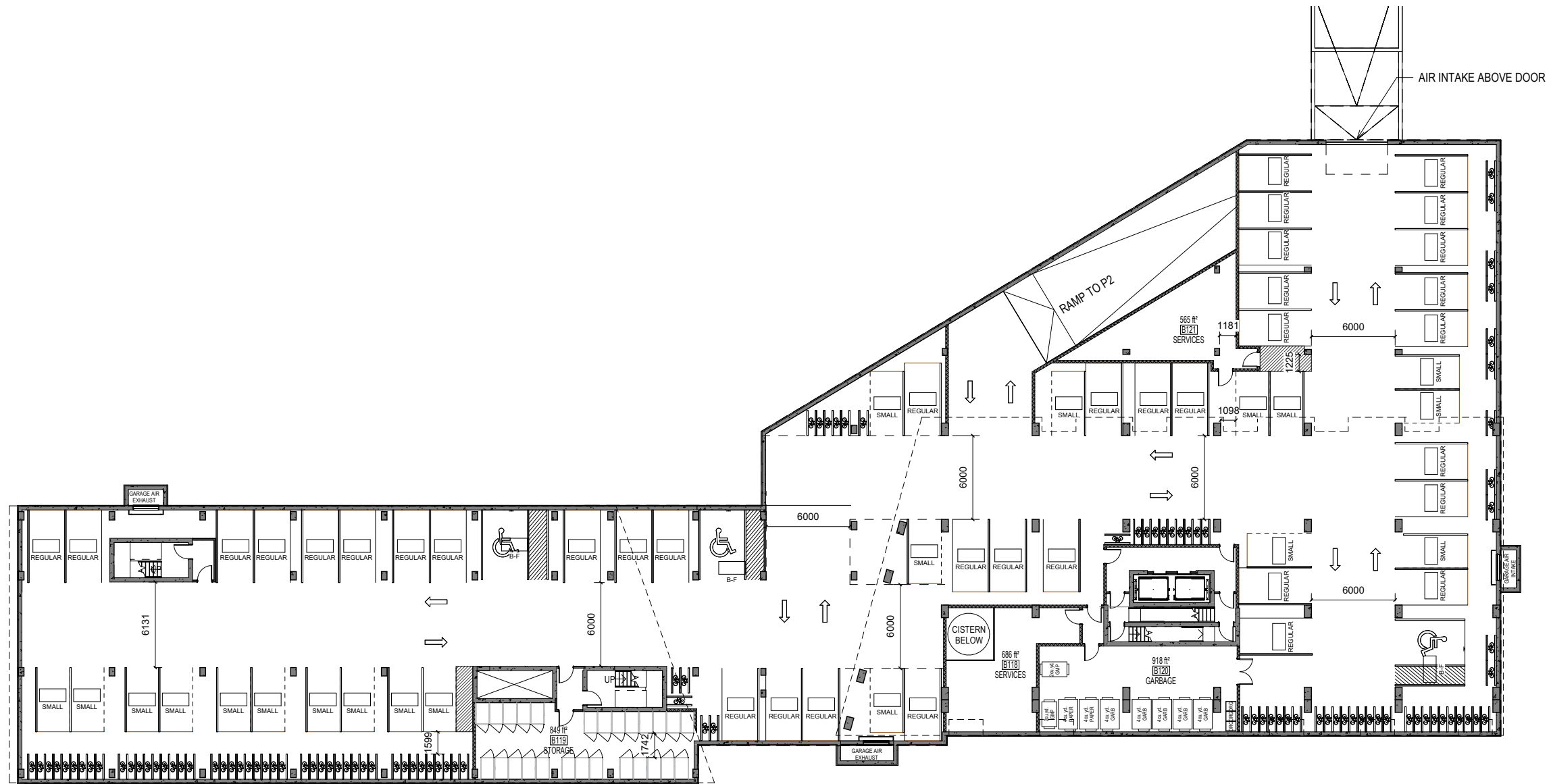
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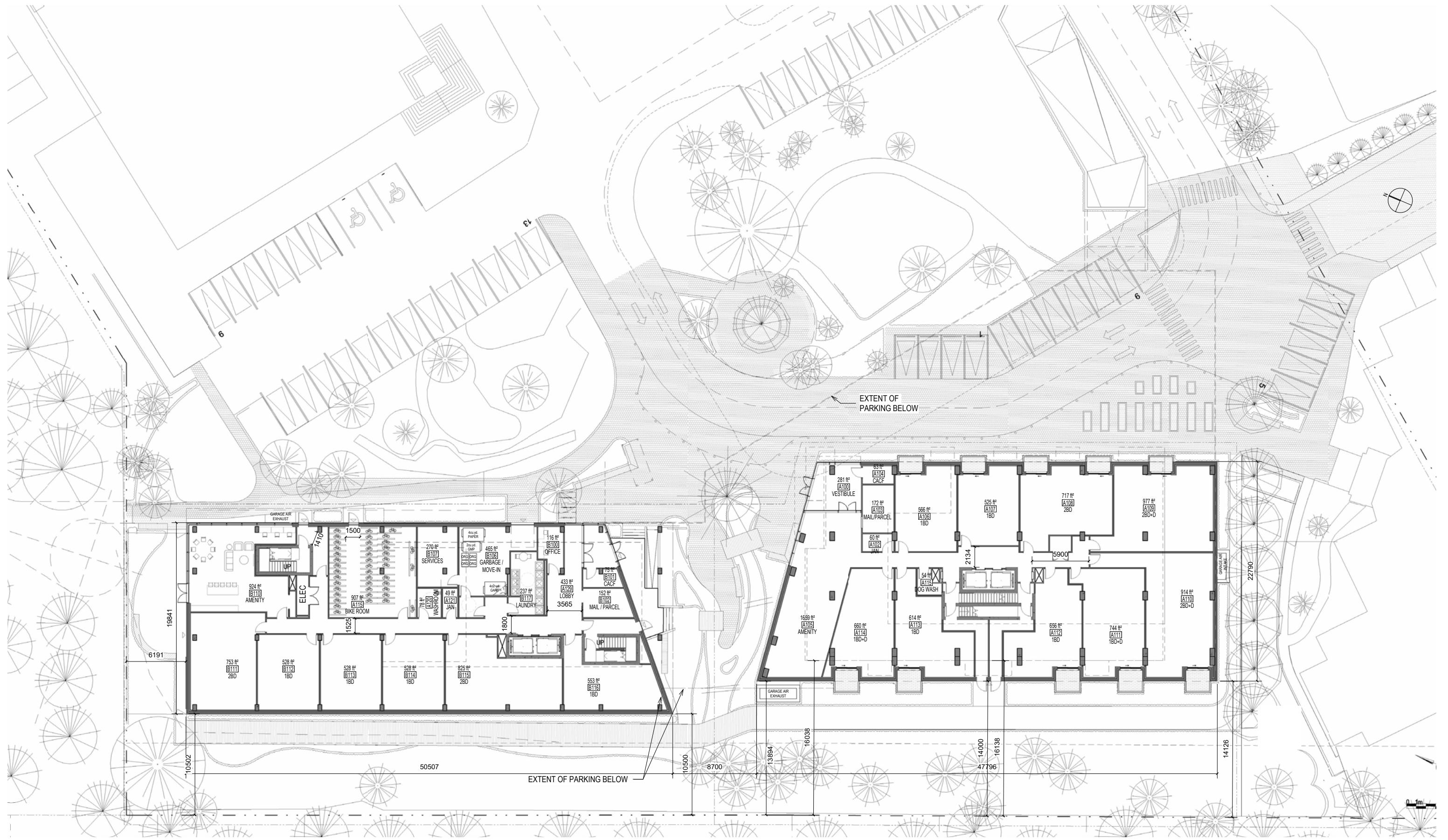


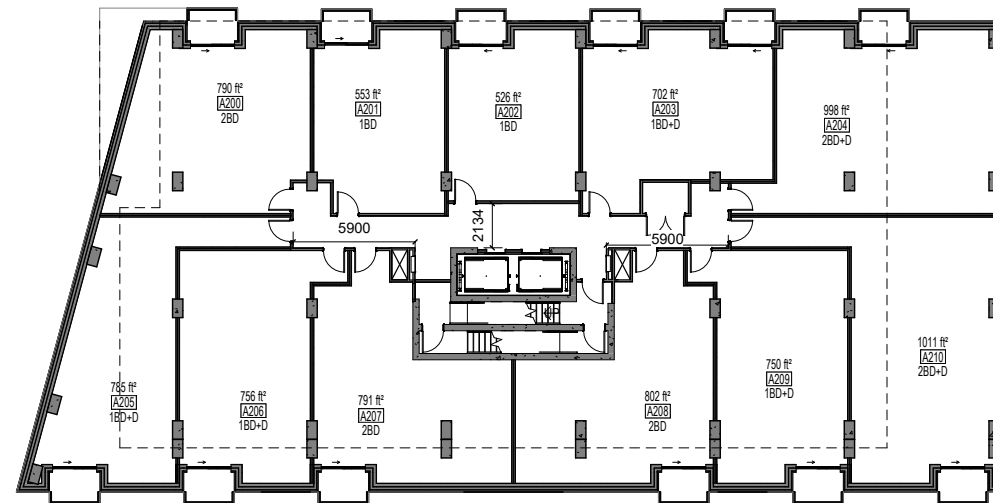
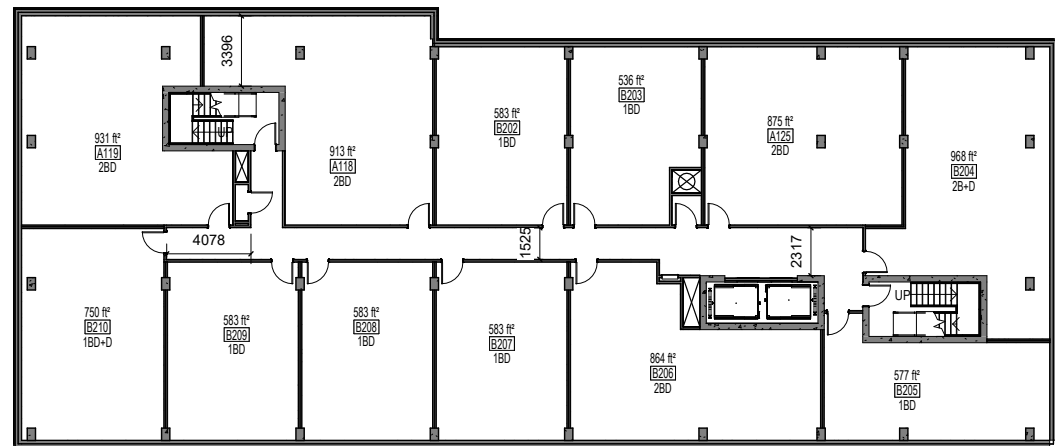
SOUTH ELEVATION

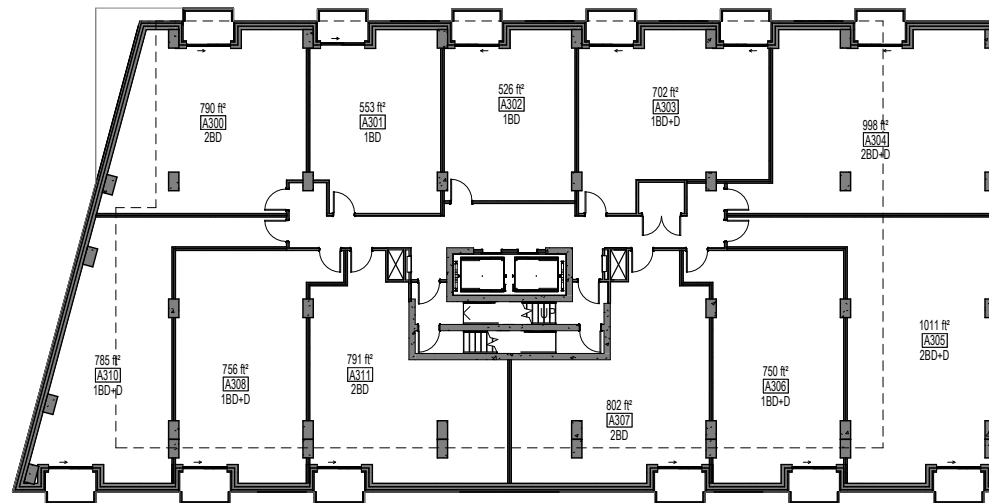
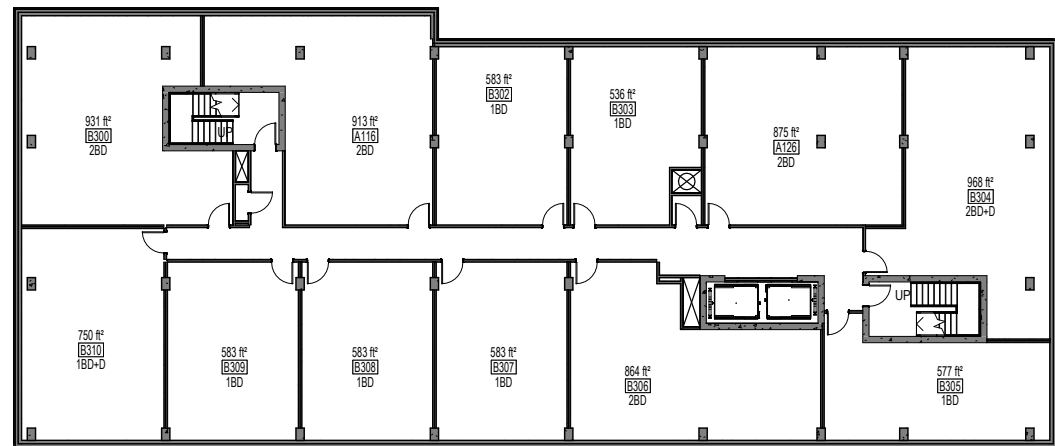
-  Panels
Colour: Dark Red to match red wood panels
 -  Panels
Colour: Charcoal Grey
 -  Panels
Colour: White
 -  Panels
Colour: Red 'wood-look' panels
 -  Yellow on interior side of sun shade fin (typ)
- MATERIALS TO BE FINALIZED IN SPC

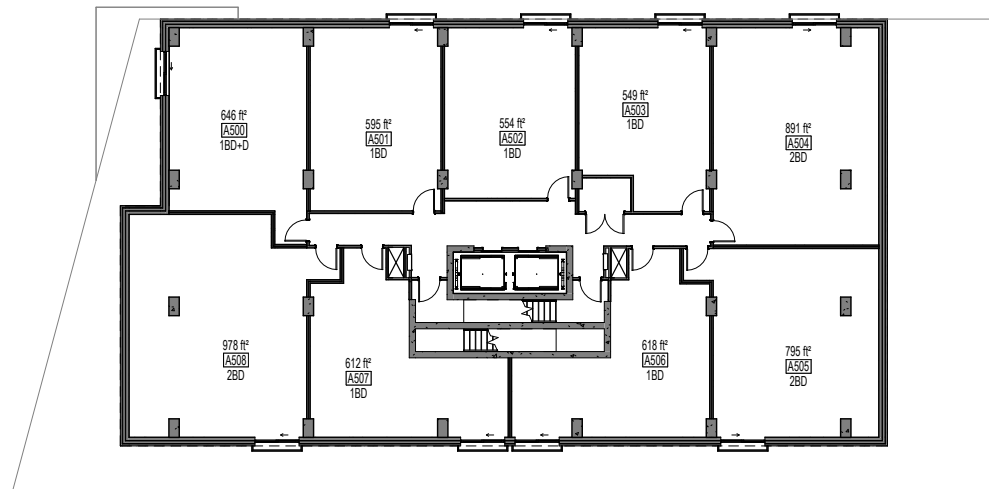
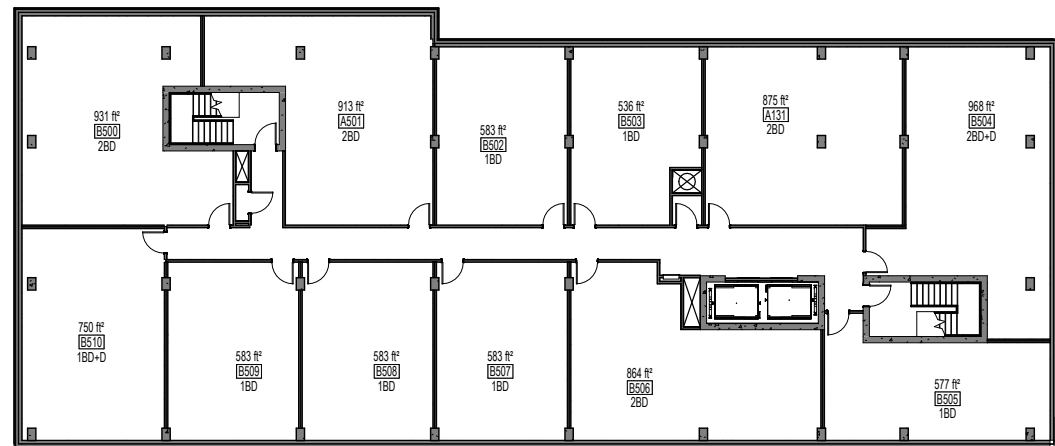


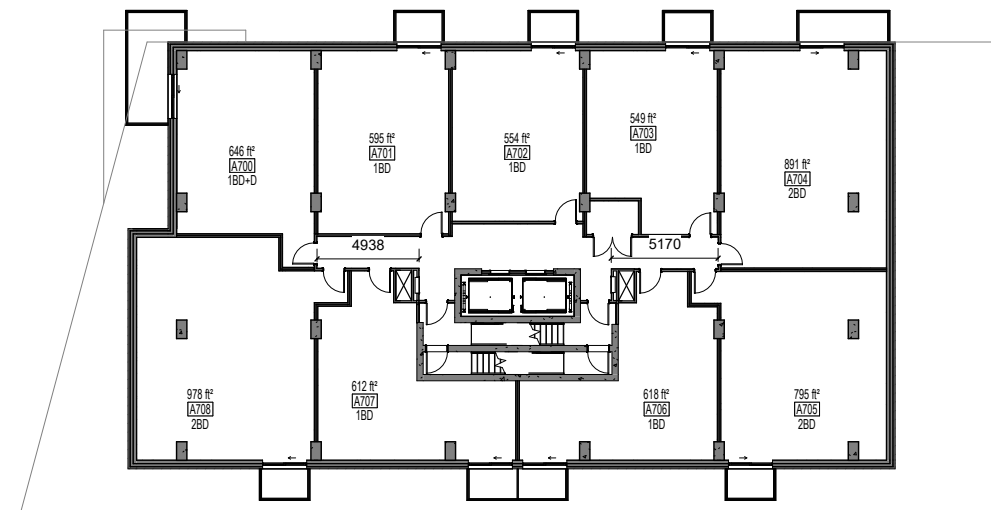
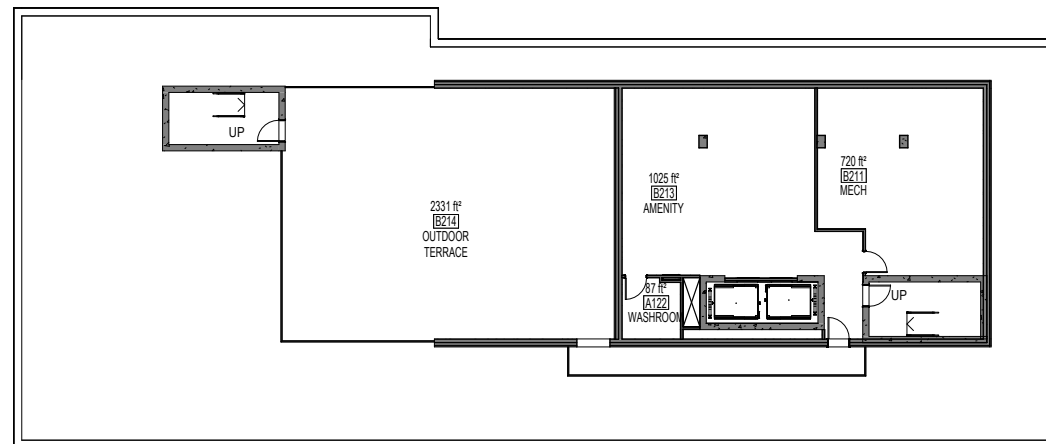


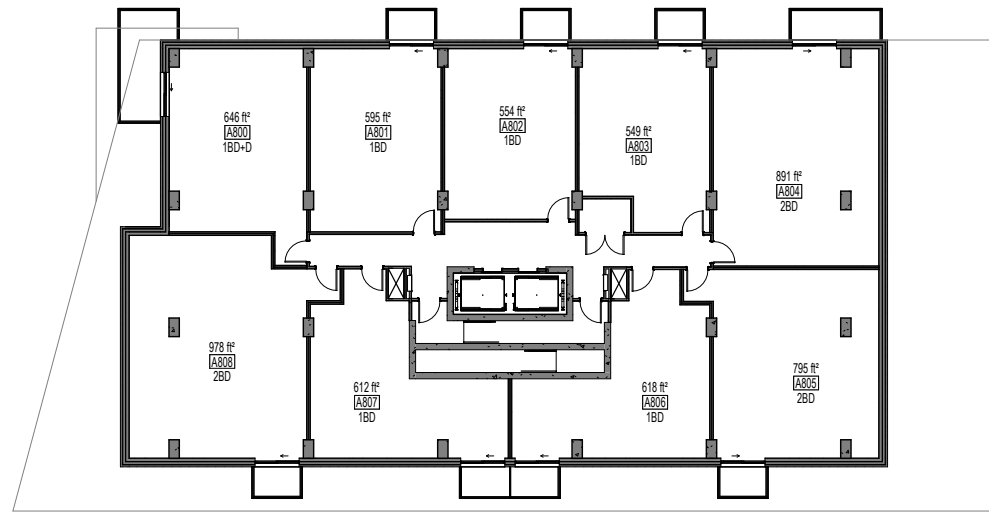
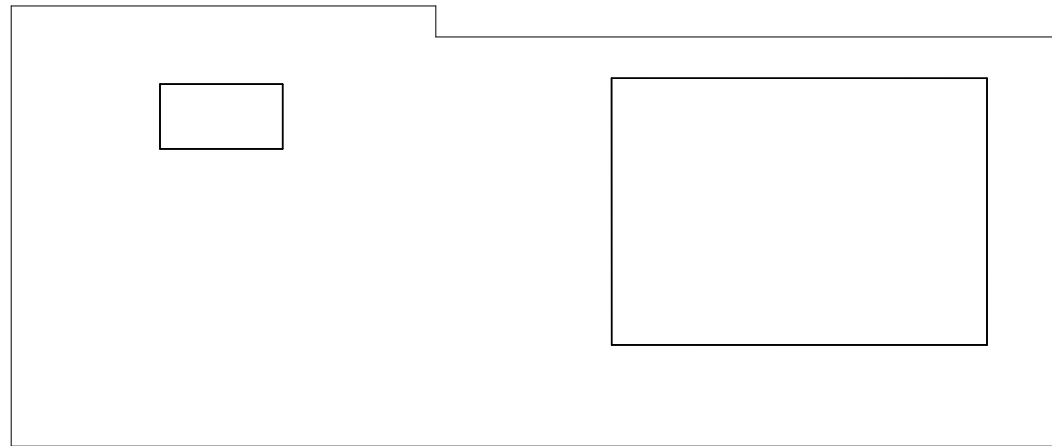


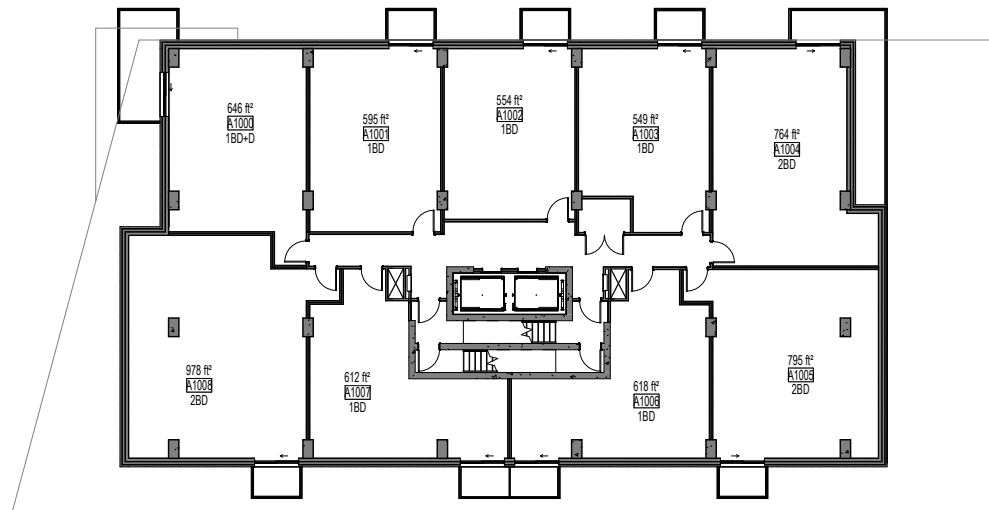
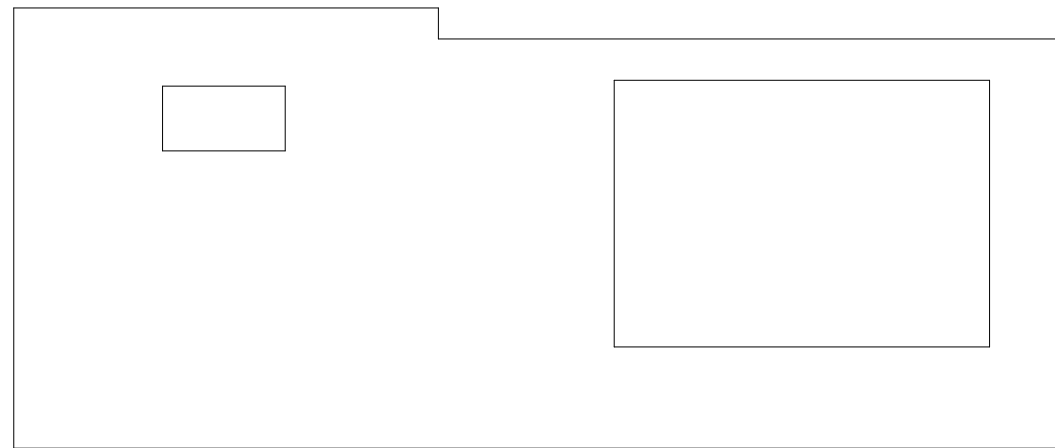


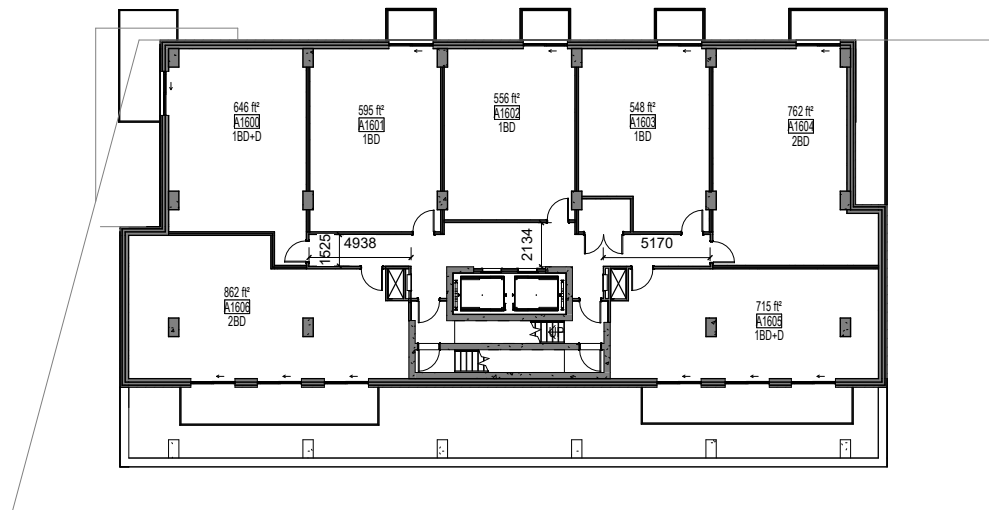
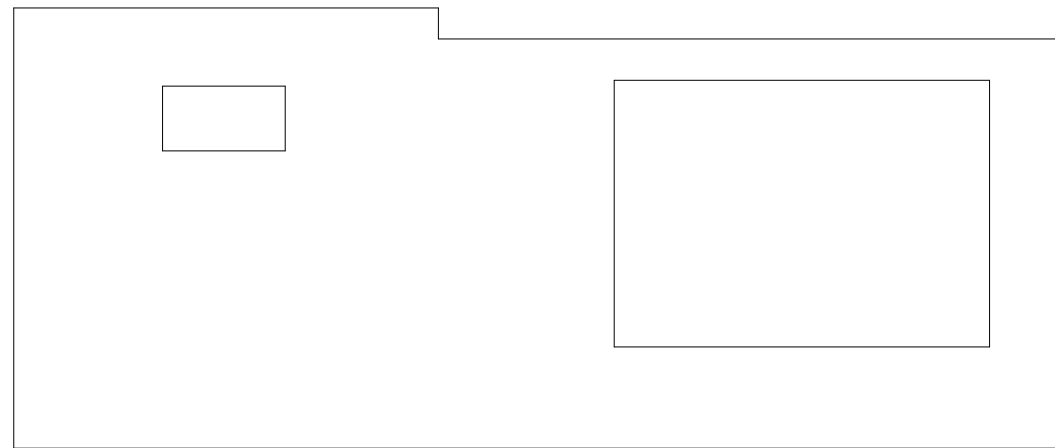


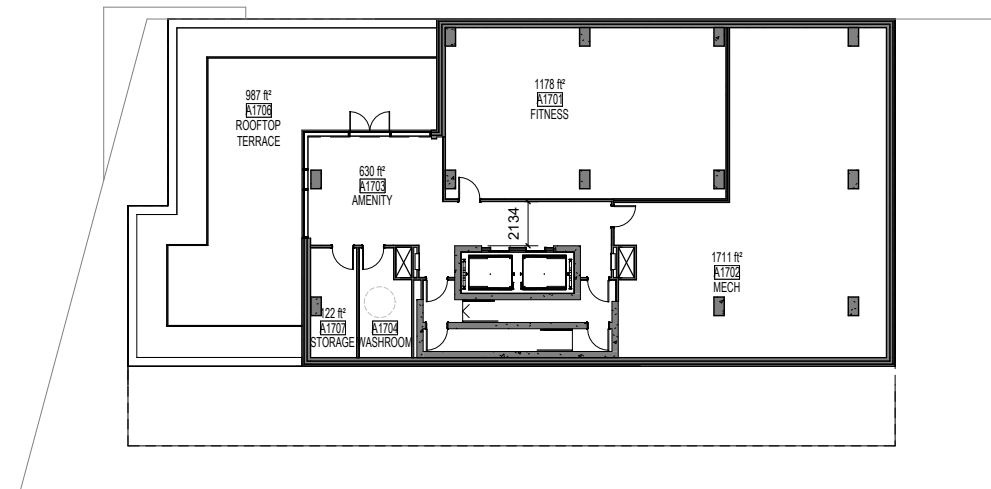
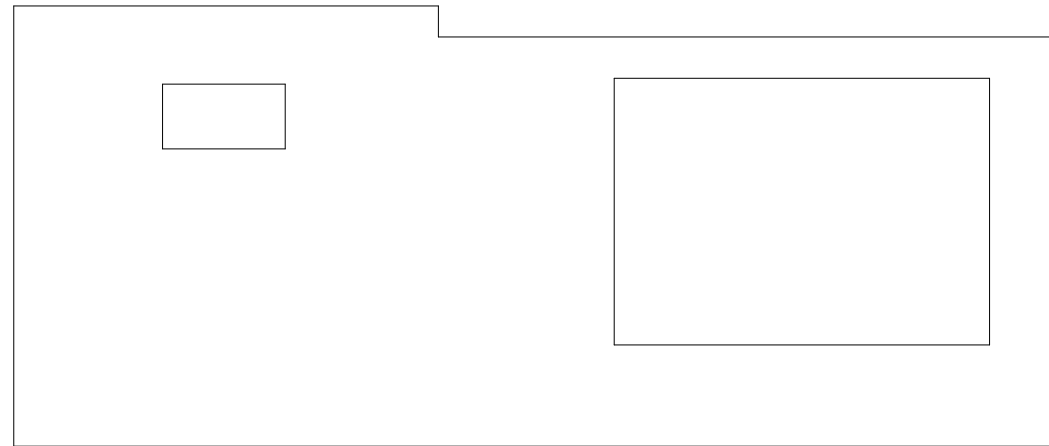


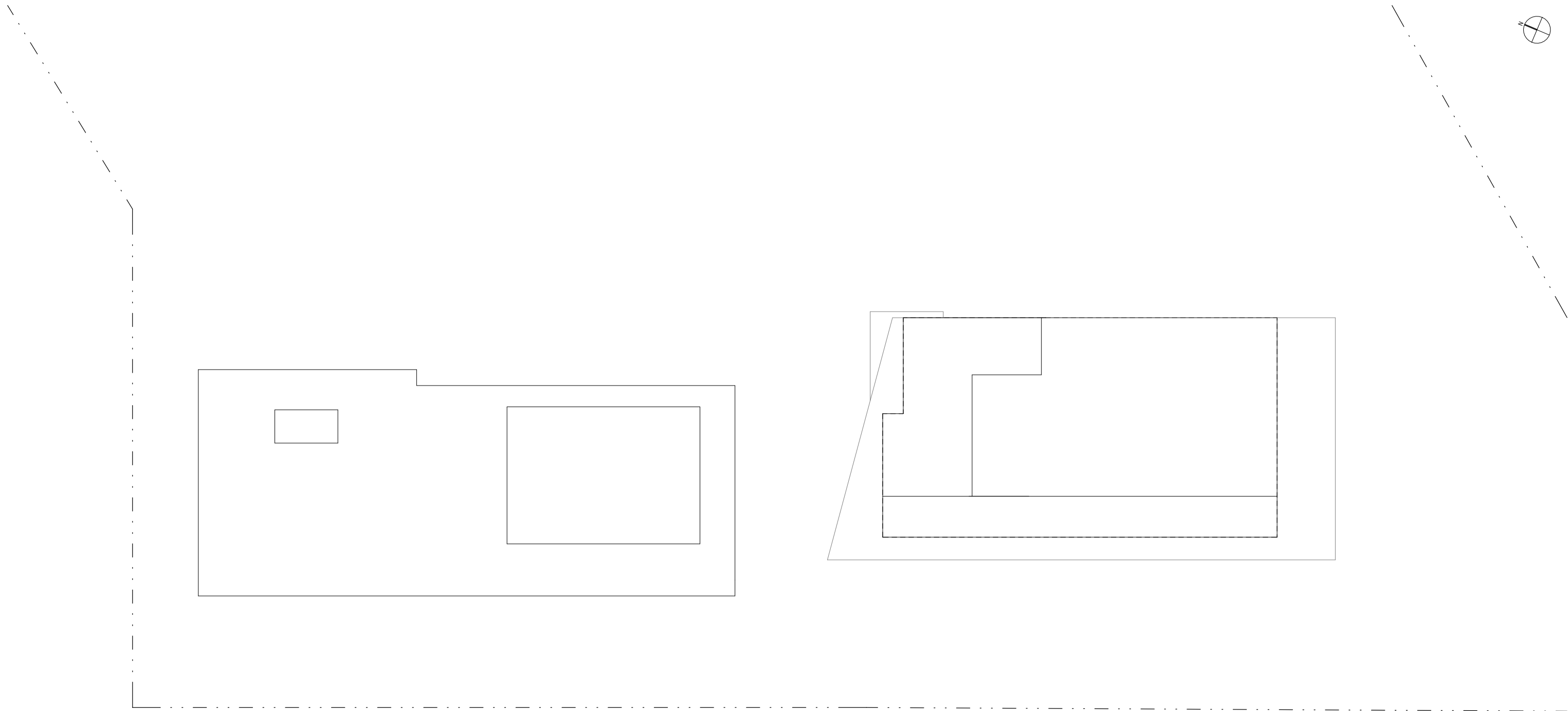












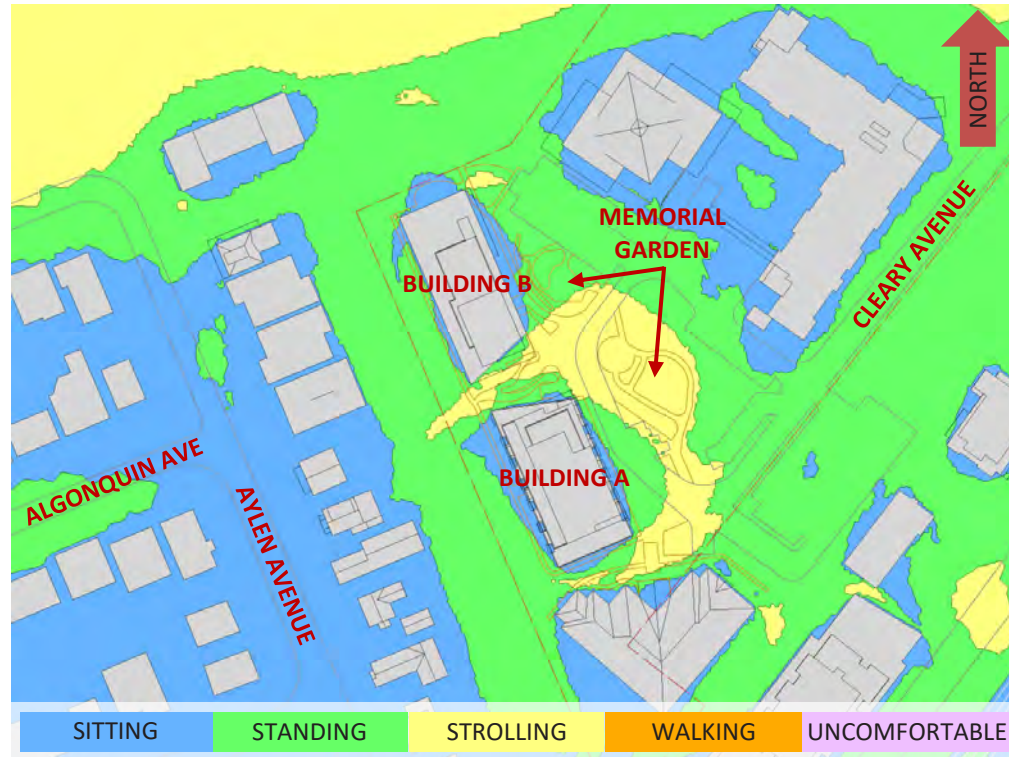


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

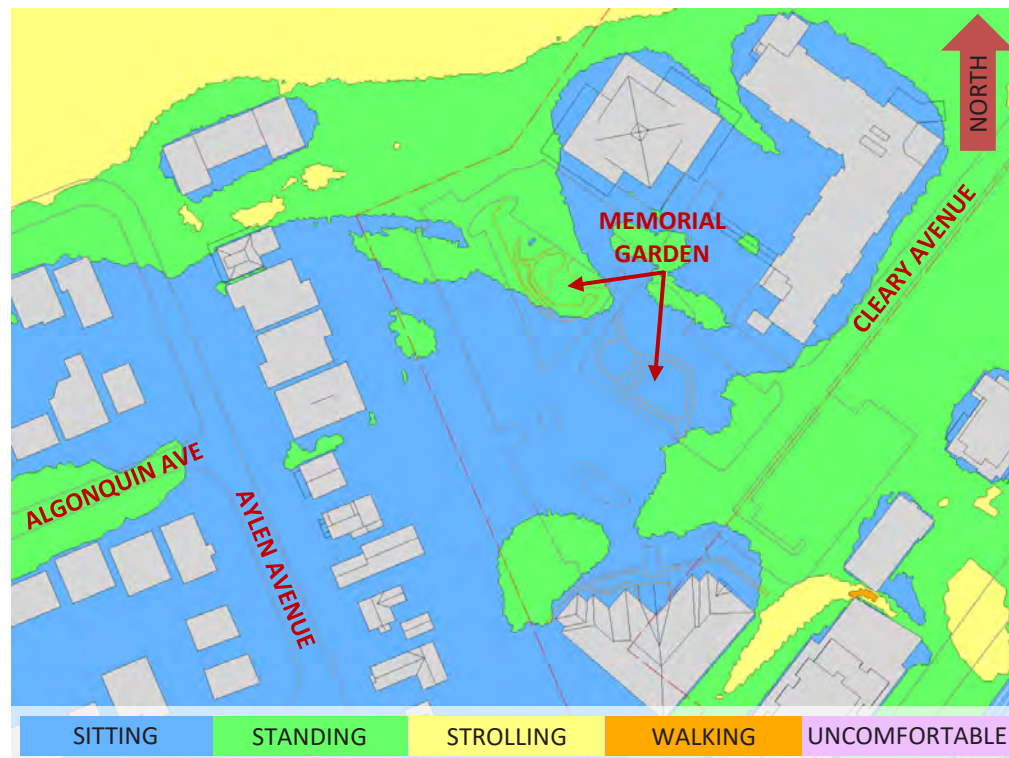


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

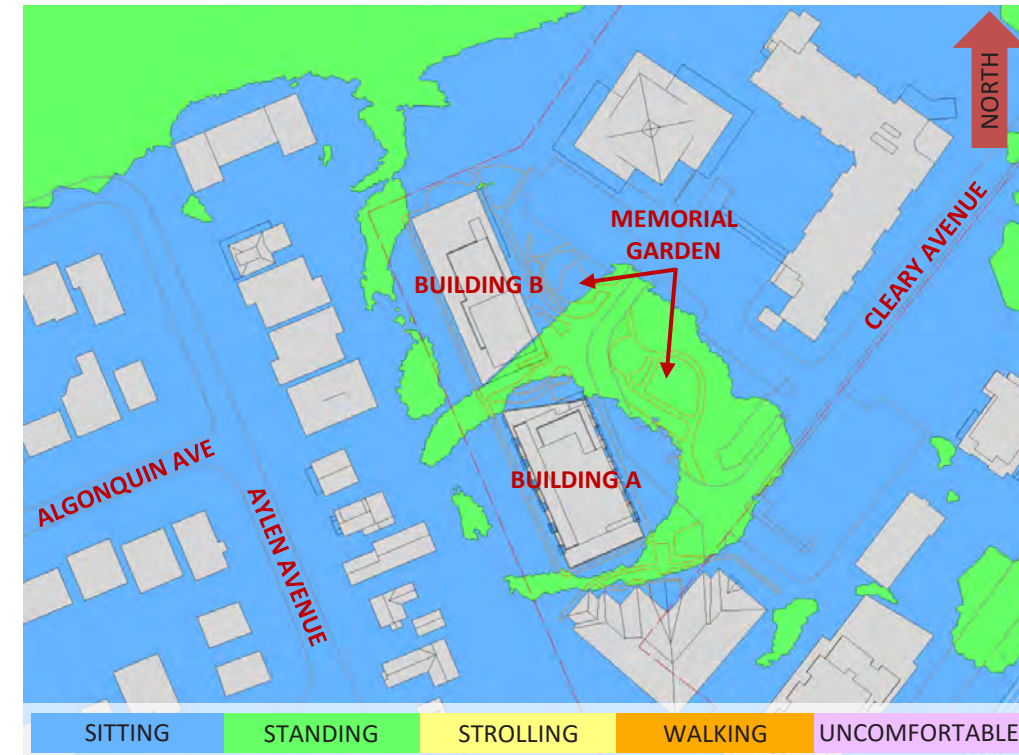


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

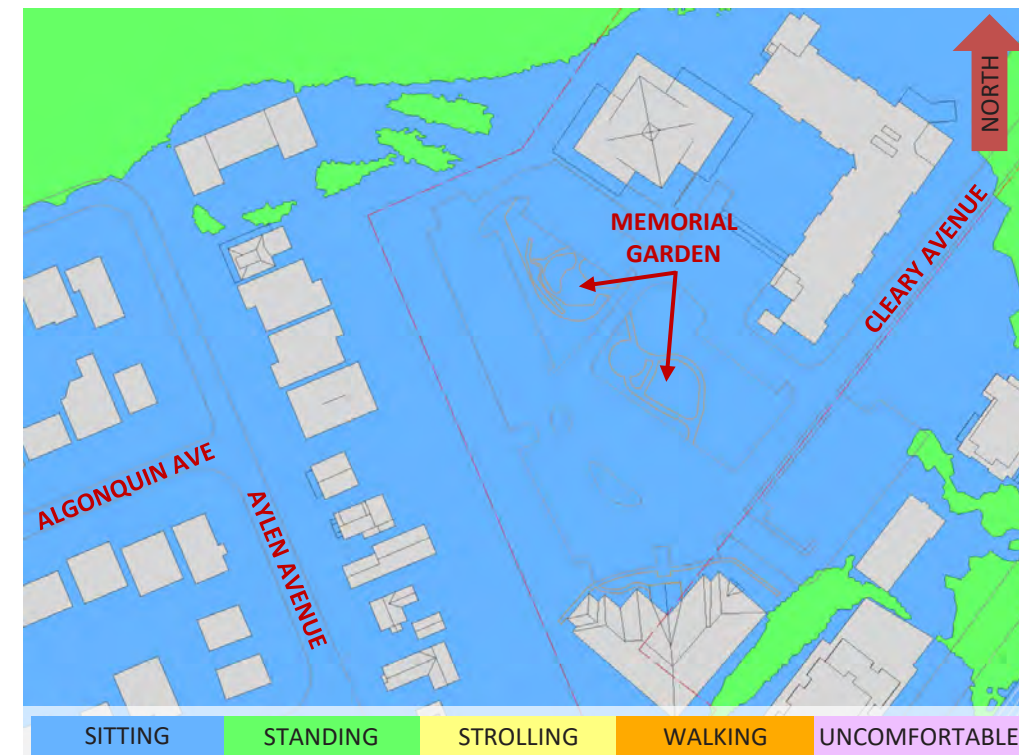


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

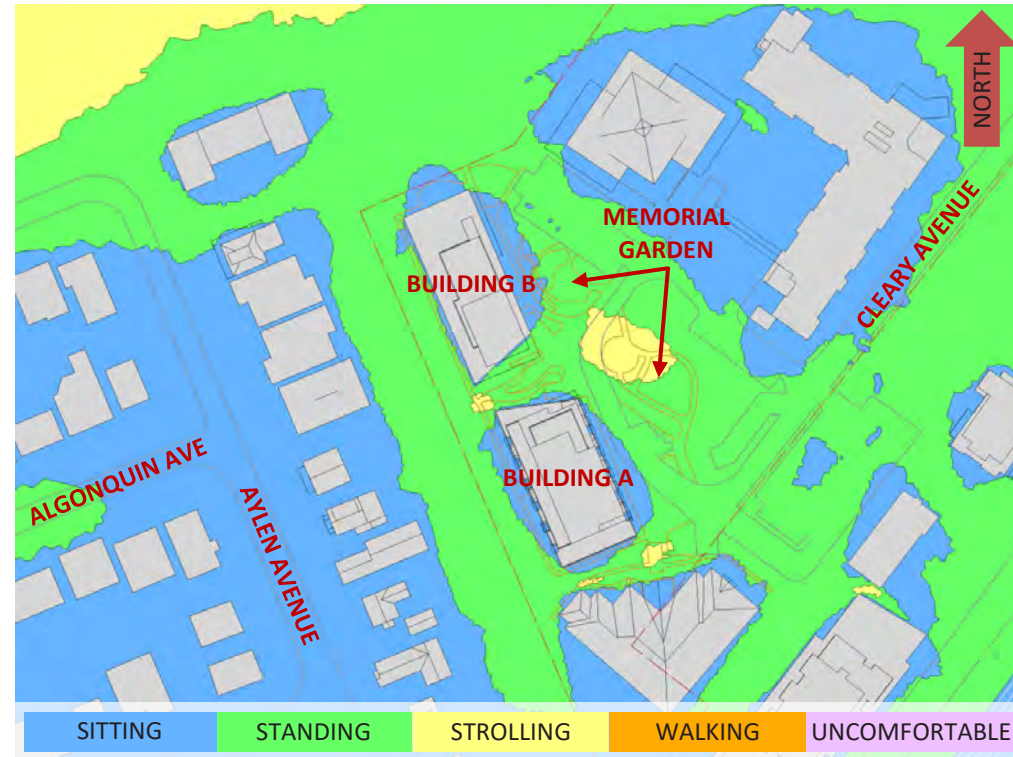


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

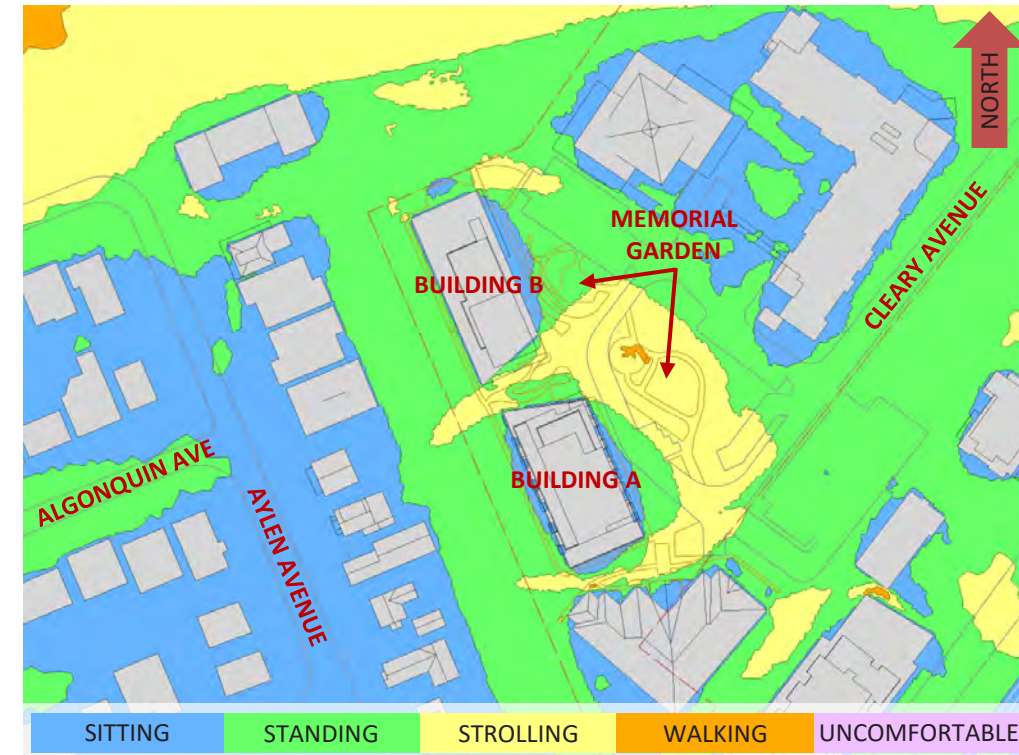


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

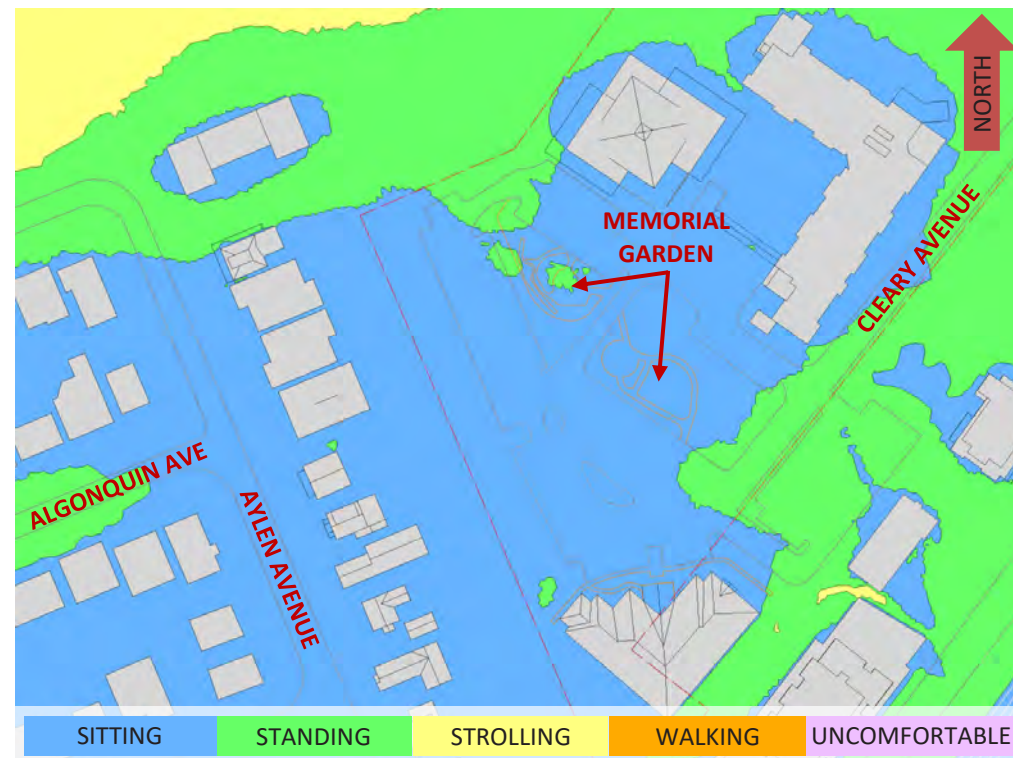


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

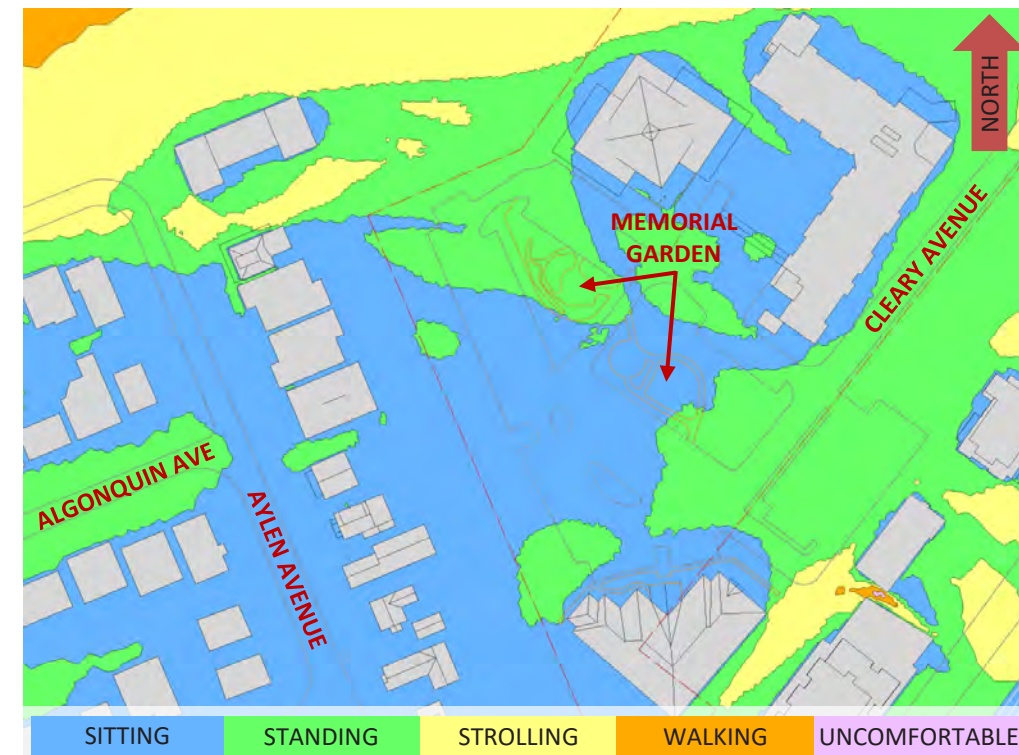


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

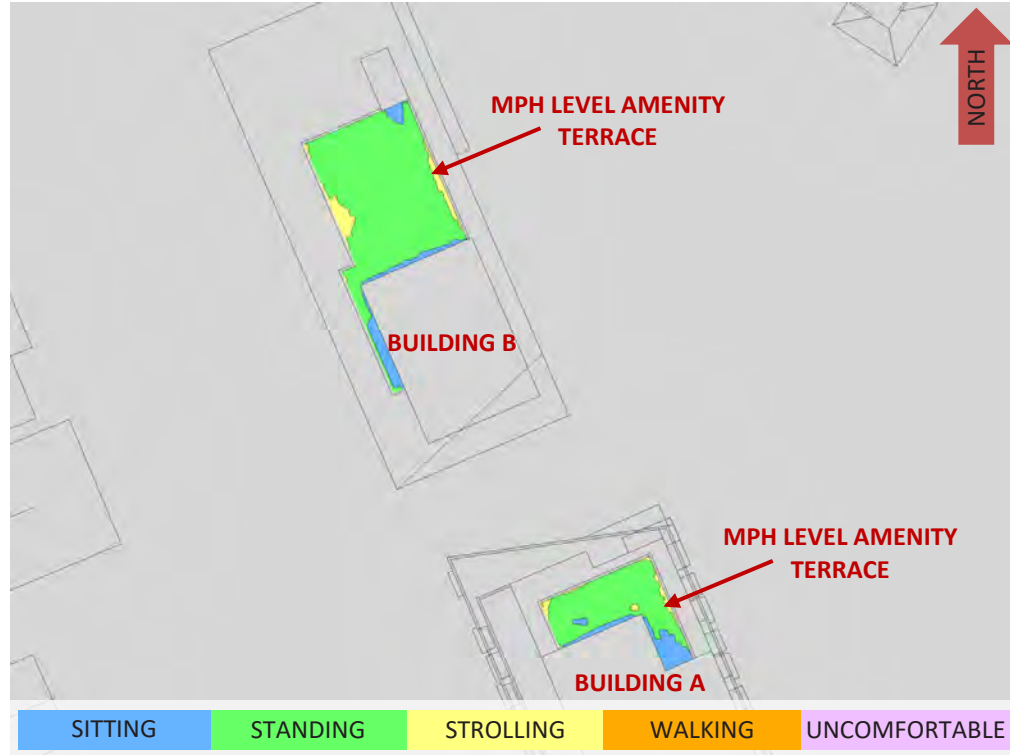


FIGURE 8A: SPRING – WIND COMFORT, MPH LEVEL AMENITY TERRACES

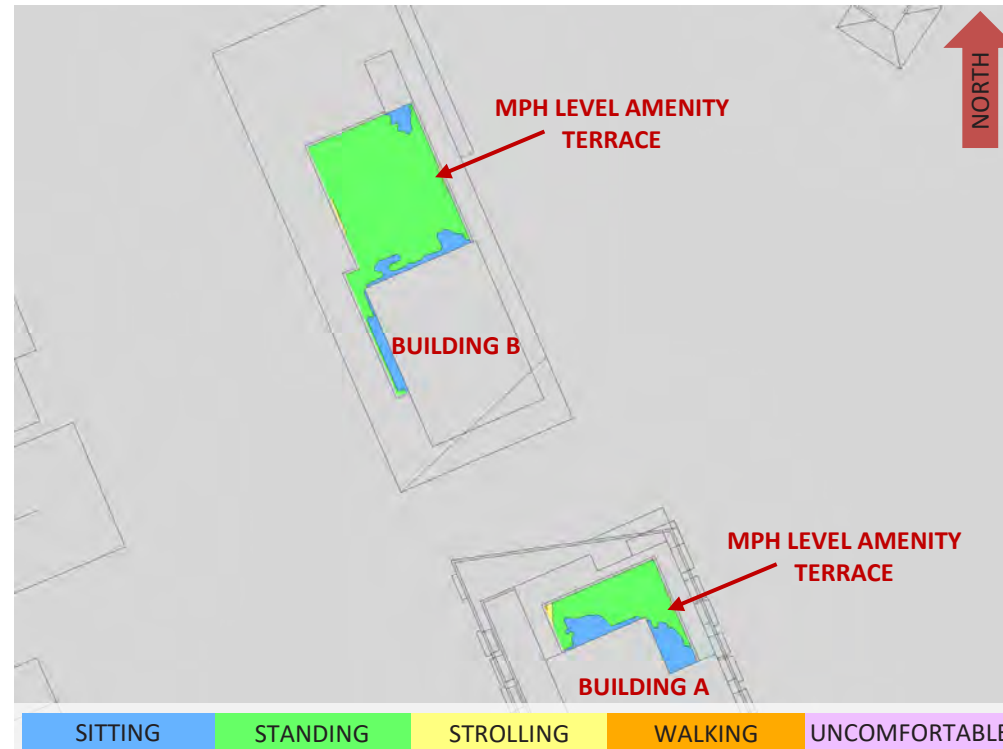


FIGURE 8C: AUTUMN – WIND COMFORT, MPH LEVEL AMENITY TERRACES

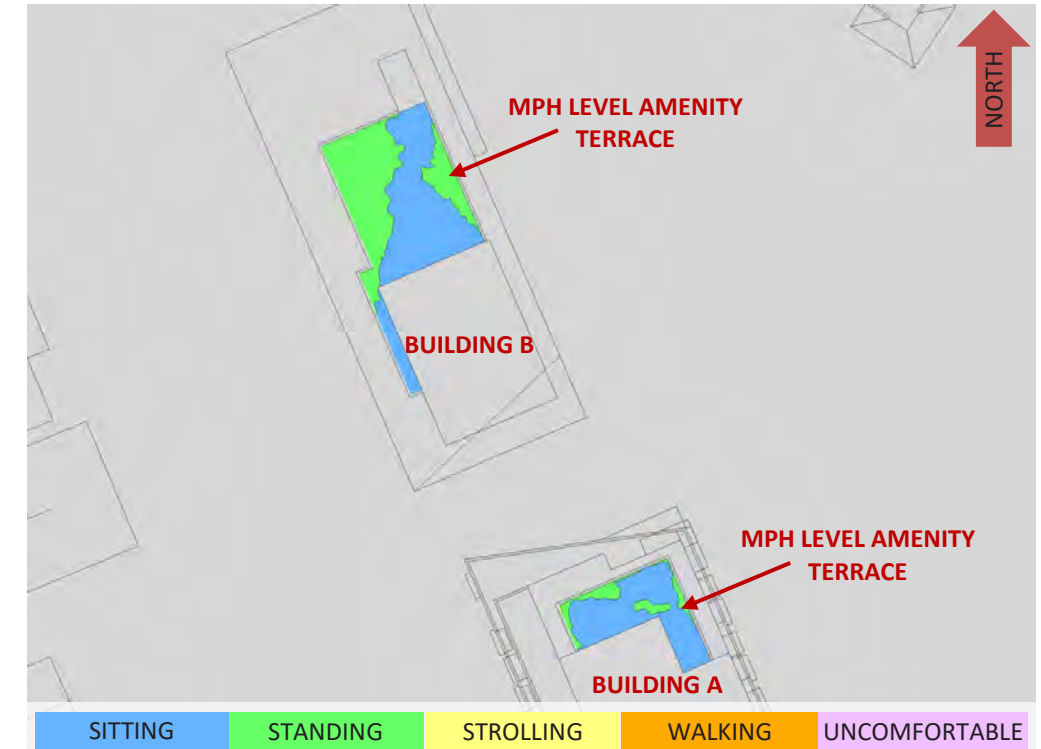


FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, MPH LEVEL AMENITY TERRACES

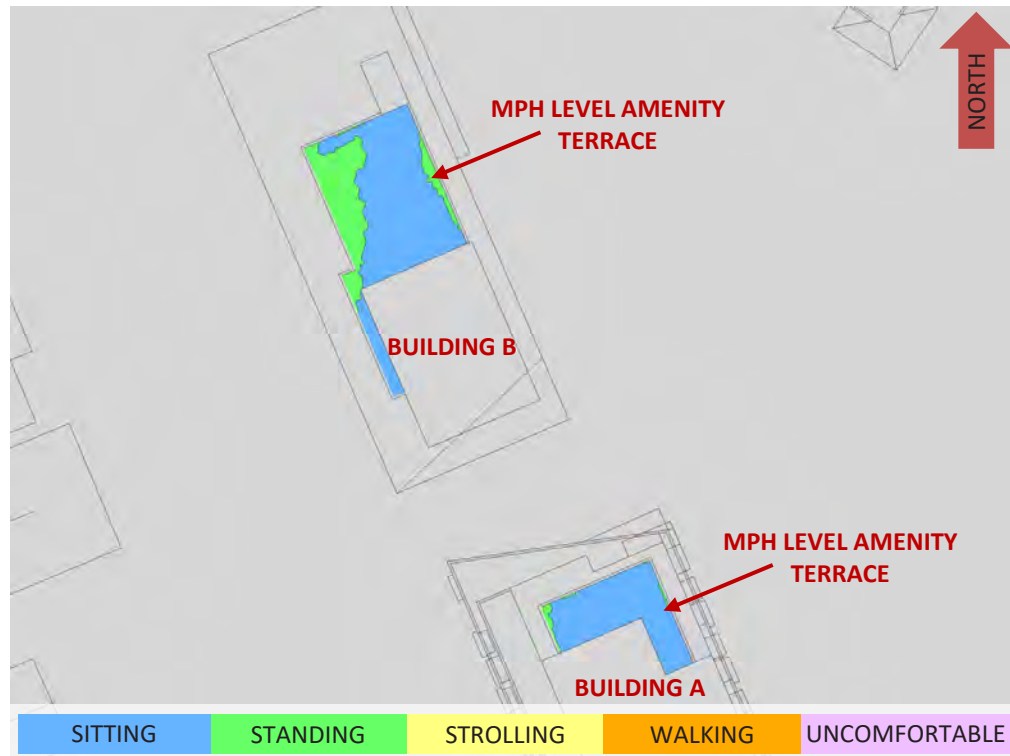


FIGURE 8B: SUMMER – WIND COMFORT, MPH LEVEL AMENITY TERRACES

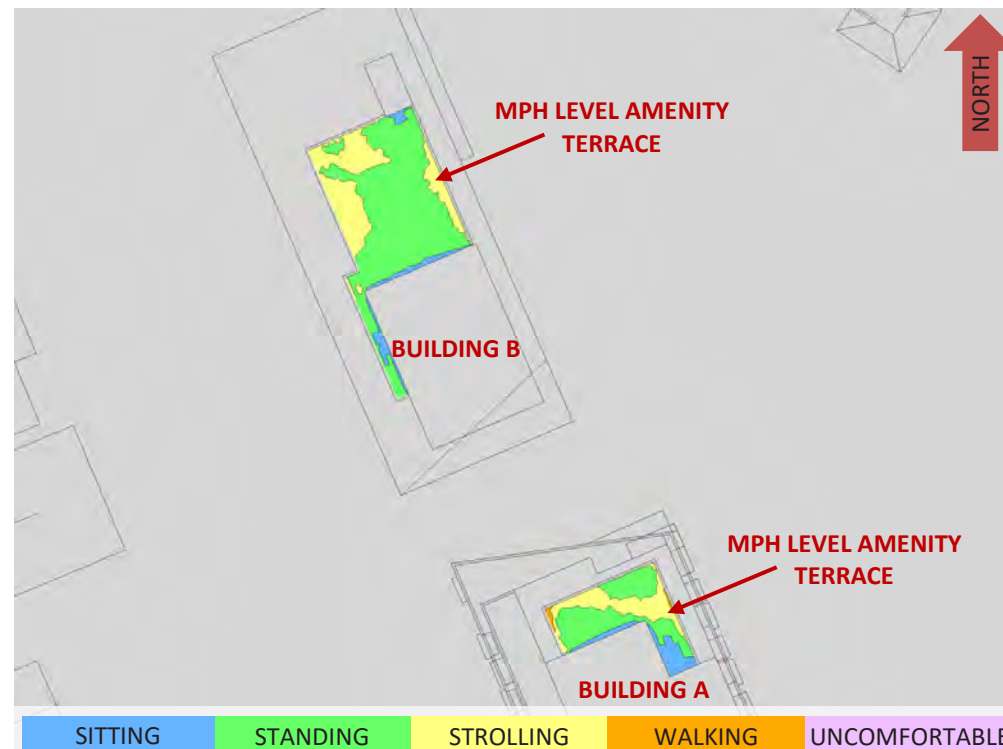
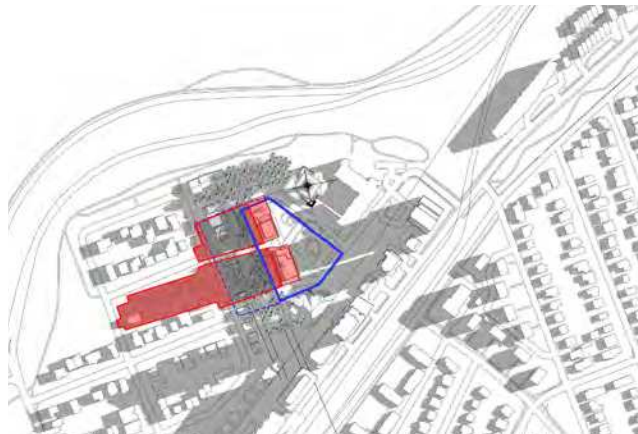


FIGURE 8D: WINTER – WIND COMFORT, MPH LEVEL AMENITY TERRACES



5:15am



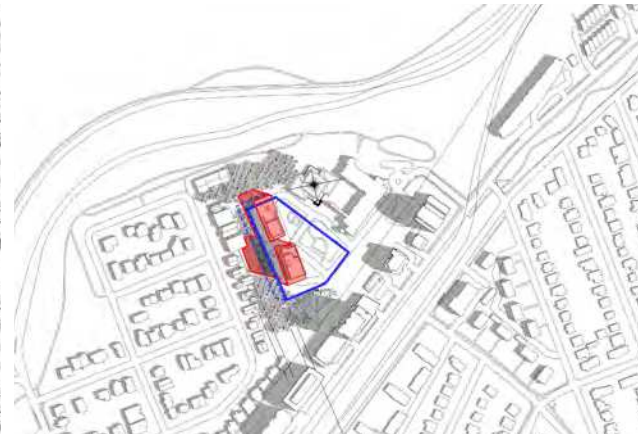
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7:00am



8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



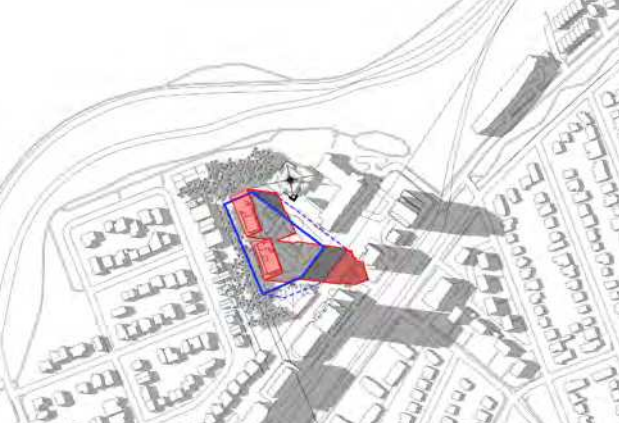
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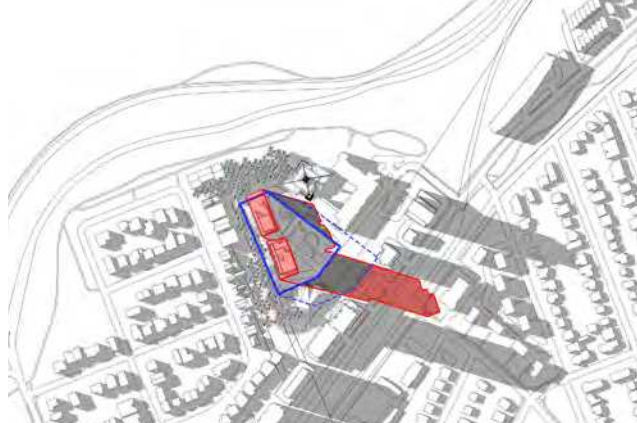
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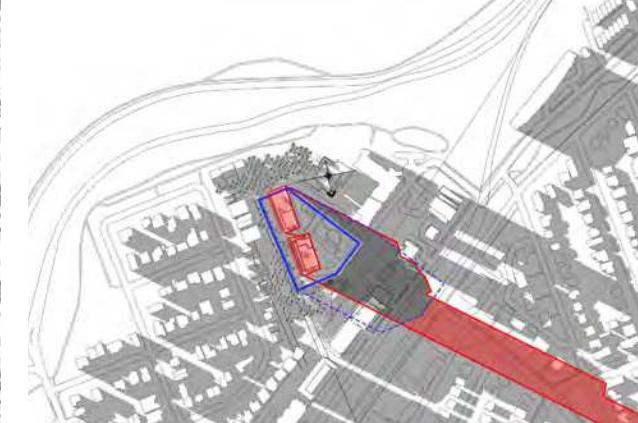
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5:00pm



6:00pm



7:00pm



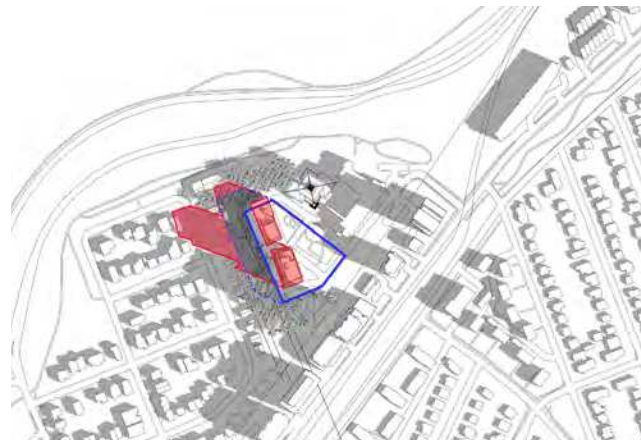
8:00pm

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



6:49am



8:00am



9:00am



10:00am



11:00am



12:00pm



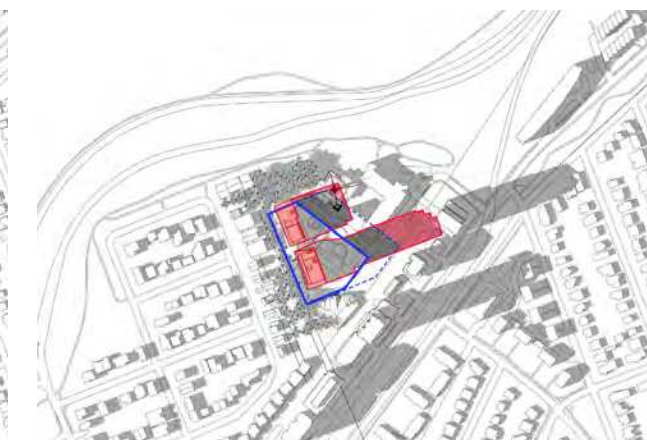
1:00pm



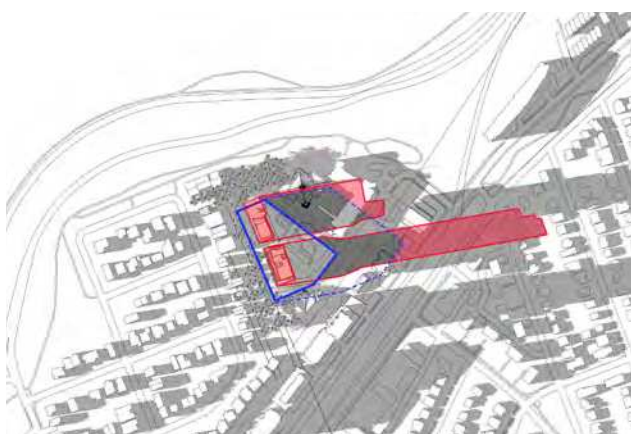
2:00pm



3:00pm



4:00pm








5:00pm



6:00pm

LEGEND

-  PROPOSED DEVELOPMENT
-  AS OF RIGHT OUTLINE
-  NEW NET SHADOW
-  PROPOSED SHADOW OUTLINE
-  AS OF RIGHT SHADOW OUTLINE



7:39am



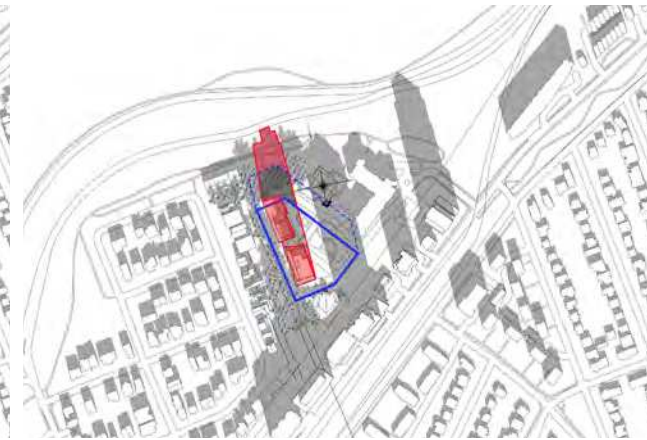
8:00am



9:00am



10:00am



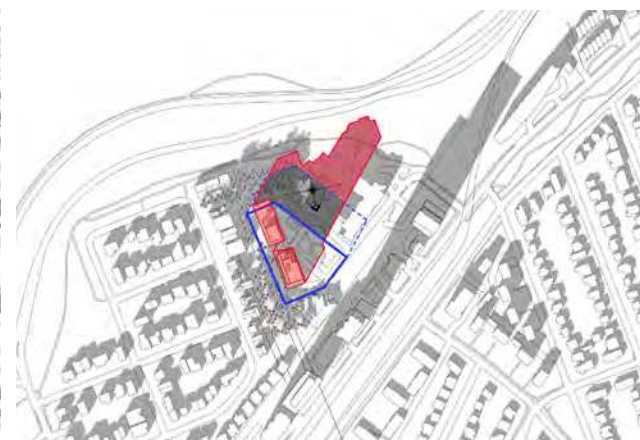
11:00am



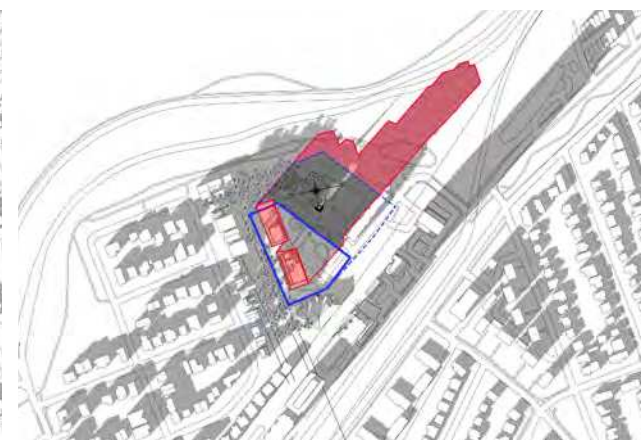
12:00pm



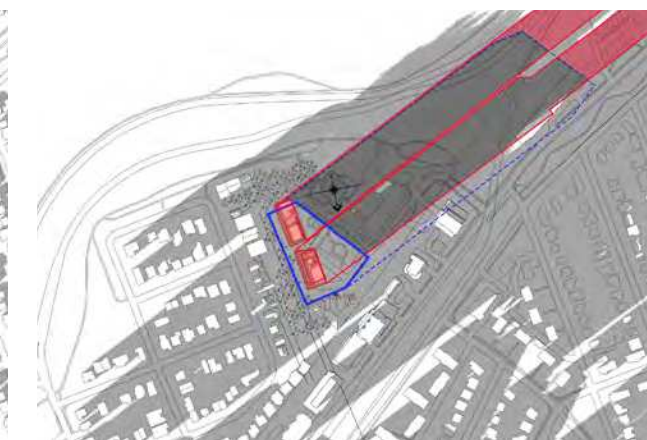
1:00pm



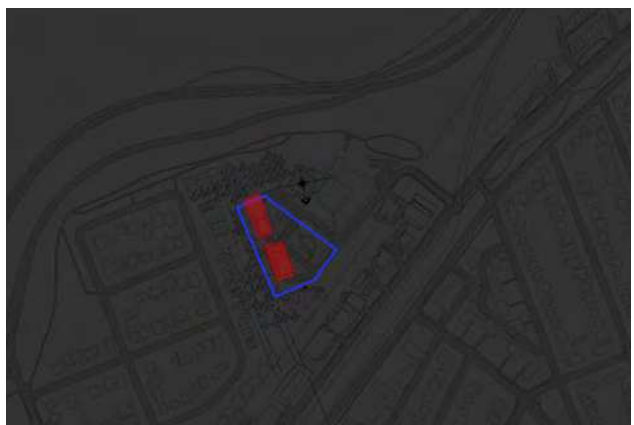
2:00pm



3:00pm



4:00pm



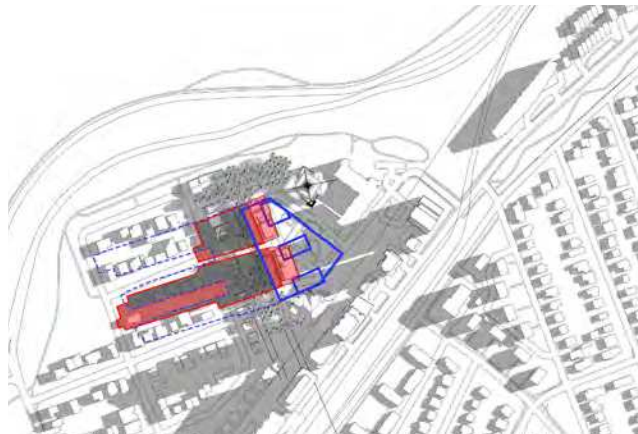
4:22pm

LEGEND

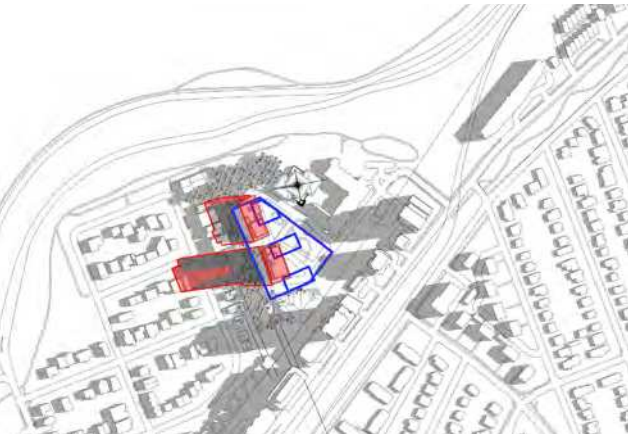
- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



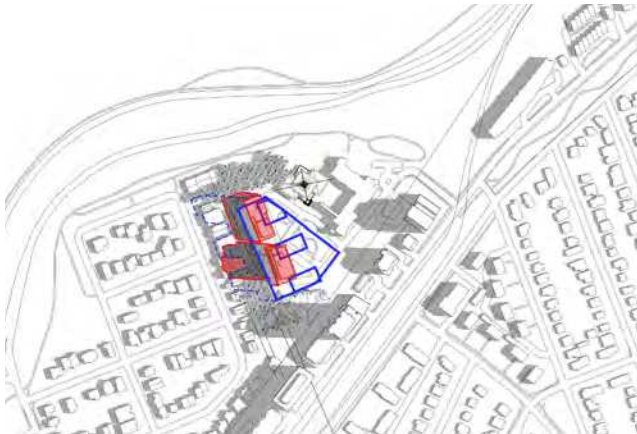
5:15am



6:00am



7:00am



8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



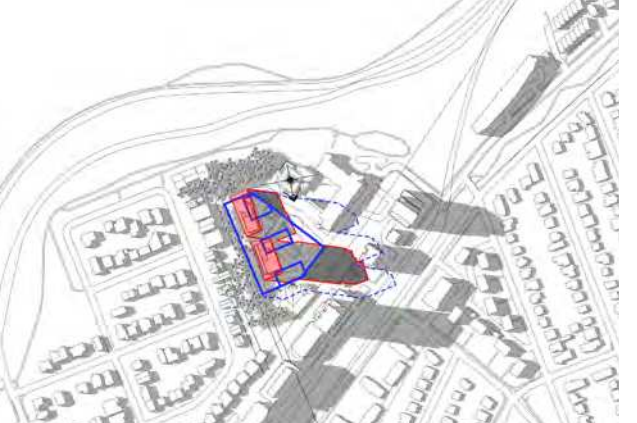
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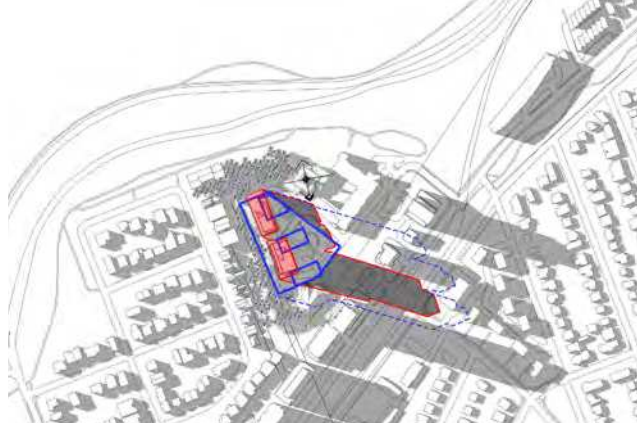
3:00pm



4:00pm



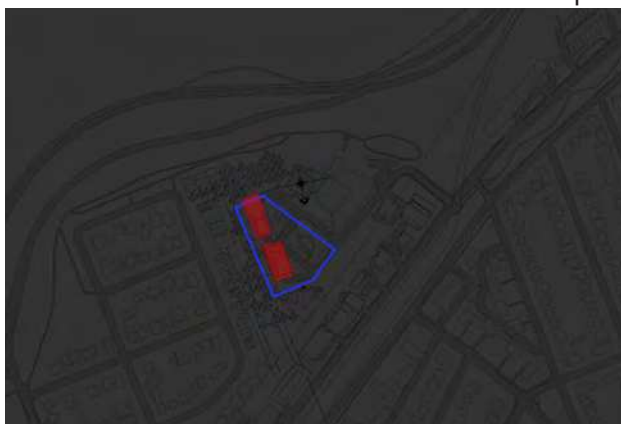
5:00pm



6:00pm



7:00pm



8:00pm

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



6:49am



8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



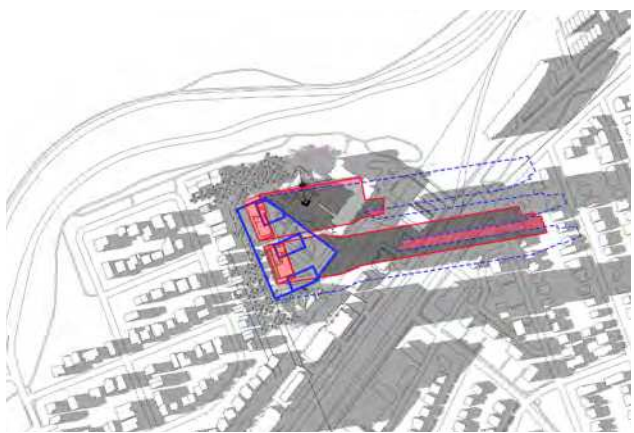
2:00pm



3:00pm



4:00pm



5:00pm



6:00pm

7:01pm

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



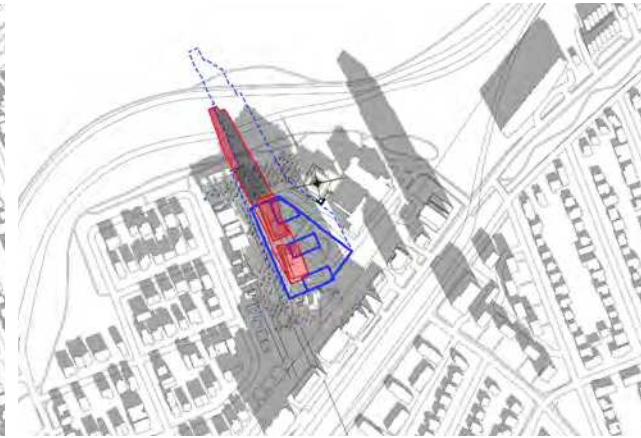
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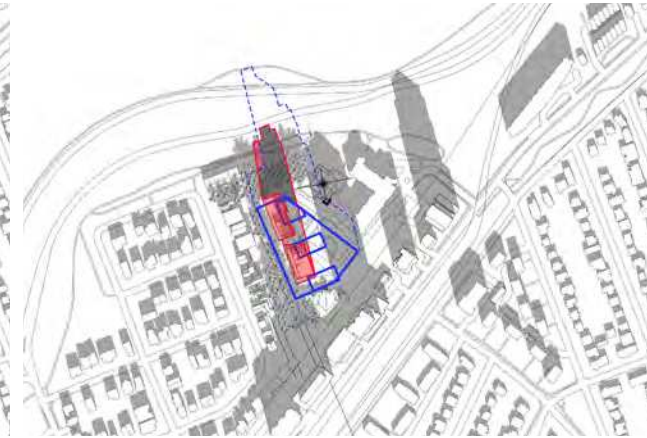
8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



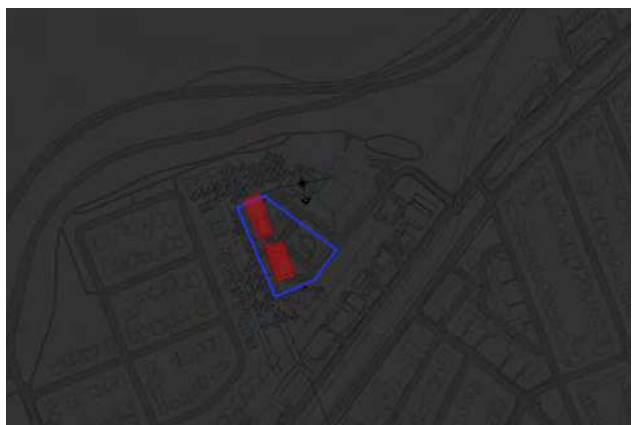
2:00pm



3:00pm



4:00pm



4:22pm

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE