FOTENN

1815 Montreal Road

Planning Rationale
Zoning By-law Amendment + Site Plan Control Application
December 23, 2024

FOTENN

Prepared for 14193679 Canada Inc.

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by 14193679 Canada Inc. (“the Owner”) to prepare this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control Application for lands municipally known as 1815 Montreal Road, located in the Rothwell Heights-Beacon Hill neighbourhood of the City of Ottawa (“the subject site”). The application seeks to rezone the property to facilitate a future high-rise residential development.

The development proposes to rezone the subject site to permit a 21-storey residential use building with 191 dwelling units, a four (4) storey podium and below-grade parking. The building responds to its site context and surrounding area by using variation in building height and massing to achieve a gradual transition to ultimate 21 storey building heights along Montreal Road.

Per the zoning by-law definition of a “storey” the building is 21 storeys tall. However, this includes both the first parking garage level (P1) and the enclosed rooftop amenity space. P1 is only exposed to the rear of the site and the ground floor accessed from the front of the site is the storey above P1. Functionally, it will be read as a 19-storey building with a mechanical penthouse wrapped in active uses.

1.1 Application Overview

To facilitate the proposal, a Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) application are being submitted to update the current zoning on the property to align it with policies of the Official Plan for sites designated as Mainstreet Corridors within the Outer Urban Transect.

The subject site is currently zoned Residential First Density, Subzone AA (R1AA). The Zoning By-law Amendment proposed to implement an appropriate Arterial Mainstreet (AM) Zone with site specific exceptions ([XXXX]) associated with a site-specific Schedule (S(YYYY)) denoted as “AM [XXXX] S(YYY).”

The new site-specific zoning schedule will establish permitted building heights, required setbacks and step-backs while the site-specific exception will detail the necessary provisions and performance standards to facilitate the proposed building as detailed in Section 4.7 of this report.

Concurrent ZBLA and SPC applications were previously submitted for a nine (9) storey building on this site. As detailed design and costing advanced, it became apparent the nine (9) storey building design was not economically viable. The design was revised from a mid-rise to a high-rise building to support an economically viable project, while ensuring consistency with the policies in the Official Plan.

2.0
Site Context and Surrounding Area

The subject site is municipally addressed as 1815 Montreal Road, legally described as Lot 141, on Registered Plan 652 with the City of Ottawa. The lot is an irregular triangular shape with a gross area of approximately 4,200 square metres, a lot depth of 124.62 metres, and approximately 55 metres of frontage along Montreal Road; an Arterial Road and Transit Priority Corridor.

Figure 1: Subject Site and Surrounding Context, extract from GeoOttawa.

The subject site is currently occupied by a brick-veneered single-family home with an attached carport. A free-standing garage structure was previously located on the site, but was in disrepair and has since been removed. The existing single-storey bungalow is separated from Montreal Road by a swale, and over-head hydro wires, which run along the front property line parallel to the road. The subject site has a deep rear yard with a steep grade change that slopes to the north. The grade differs by 6 metres between the front and rear portions of the site. The rear and side yards are densely treed with tall mature trees providing dense coverage over most of the lot. The rear lot line of the subject lands does not enjoy frontage onto Rothwell Drive to the north.

2.1 Surrounding Area

The subject site is located in the Rothwell Heights-Beacon Hill North neighbourhood. The Rothwell-Heights neighbourhood is a generally well established, outer-urban neighbourhood east of the City's downtown. The neighbourhood is characterized by its traditional suburban built form, consisting of low-rise single detached homes situated on large, densely landscaped lots with deep front and rear yard setbacks. The subject site transitions between this low-rise residential context and the transit-oriented context along Montreal Road.

Figure 2: Surrounding Context, with locations of photos shown

NORTH: Immediately to the north, the subject site abuts yards of three (3) single-detached homes that have frontage on Rothwell Drive and Cedar Road. The area to the north is low-rise residential and is part of the previously noted Rothwell Heights neighbourhood. The community is defined by its suburban pattern of development of single-detached homes on large lots. The community is serviced by many neighbourhood amenities which include municipal parks and schools that are all within walking distance. These include:

Parks:

- Ski Hill Park
- Quarry Park
- Combermere Park Rink
- La Vérendrye Park
- Birdland Park

Schools:

- Le Phare Elementary School
- Thomas D'Arcy McGee Catholic School
- Robert Hopkins Public School
- Le Verendrye Catholic Elementary School

Further north is Sir George Étienne Cartier Parkway, which is a federally owned road, beyond which lies the Ottawa River.

EAST: To the east are the side yards of single-detached properties with frontage on Rothwell Circle, which is also part of the Rothwell Heights-Beaconwood North neighbourhood.

The general area further east is relatively denser as compared to the area to the north. The area consists of more compact single-detached homes that transition towards traditional townhomes towards the edge of the neighbourhood. The area is also served the following parks and schools:

Schools:

- Colonel By Secondary School
- Beacon Learning Centre
- Henry Munro Middle School

Parks:

- Marquis Park
- Naskapi Ridge Park
- Eastvale Park
- Richcraft Sensplex

Commercial:

- Beacon Hill Shopping Centre
- Ogilvie Square Mall
- Gas Stations
- Red Swan Plaza

1.3 kilometres east of the site is Ogilvie Square Plaza which houses a pharmacy, bank, restaurants, and a major full-service franchise grocery store. Further east along Montreal Road is a range of other commercial plazas that include restaurants, retail, and office uses as well as a gas a station.

SOUTH: Immediately to the south of the subject site is Montreal Road and a number of trees and shrubs, a light pole, and overhead hydro wires. On the other side of Montreal Road is the mature neighbourhood of Beacon Hill South-Cardinal Heights which is characterized by its general low-rise suburban built form. The neighbourhood is denser than the area to the north, and consists of a mix of traditional suburban homes on compact lots, townhomes, low-rise apartments, and some mid- and high-rise apartments. The neighbourhood here is served of the following schools and parks:

Schools:

- St. Brother Andre School
- Lester B. Pearson High School

Parks

- Elmridge Park Tennis Club
- Elmridge Splash Pad
- Kinsman Park
- Ridge Park
- Appleford Park
- Ogilvie South Park
- Jasmine Park

Further south is Ogilvie Road, which provides connections to the City's Downtown and Aviation parkway to the west. Ogilvie Road is served by a range of large commercial-retail uses including institutional uses, full-service grocery stores, and other businesses.

WEST: The subject site abuts 1795 Montreal Road to the immediate west, which has recently been approved for a commercial-warehouse development. The property is currently vacant and no construction activities have been observed. Beyond the neighbouring property, Montreal Road consists of a range of low-rise residential and commercial uses; however, the area is subject to numerous recent development applications, which will result in a change of character of the road to mixed-use mid- and high-rise developments.

Commercial uses in the area currently include the Cardinal H. Plaza and other commercial use buildings with independent business occupancies; dental clinics, institutional uses such as childcare services, animal hospitals, as well as other health, and restaurant uses, motel and financial institutions.

Further west is Blair Road, beyond which is the National Research Council (NRC) Campus, a major employment hub in the City of Ottawa's eastern area. The campus occupies a large portion of the north-west and south-west blocks of Montreal Road and Blair Road. The portion of the campus abutting Blair Road is currently underdeveloped and consists of soft landscaping and trees.

2.2 Road Network

The subject site has frontage on Montreal Road, which is identified as an Arterial Road on Schedule C4-Urban Road Network of the City of Ottawa Official Plan, shown below in Figure 3.

Other nearby arterial roads include Ogilvie Road and Blair Road south of Montreal Road. North of Montreal Road, they are both identified as Major Collectors. Regional Road 174 is identified as a City Freeway east of the interchange at Aviation Parkway; west and south of it, it is Highway 417, a provincial Highway.

Arterial roads are major roads in the City's Road network that carry higher volumes of traffic to collector and local roads with limited direct access from major parcels of adjacent lands. Due to their nature as primary corridors, arterial roads function as major public and infrastructure corridors that accommodate public utilities and multi-modal transportation including vehicles, bicycles, pedestrians, public transit. To support this function, arterial roads are generally large enough to be well suited to handle increased activity stimulated by residential and commercial intensification.

Collector streets (which include major collectors and collectors) are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling.

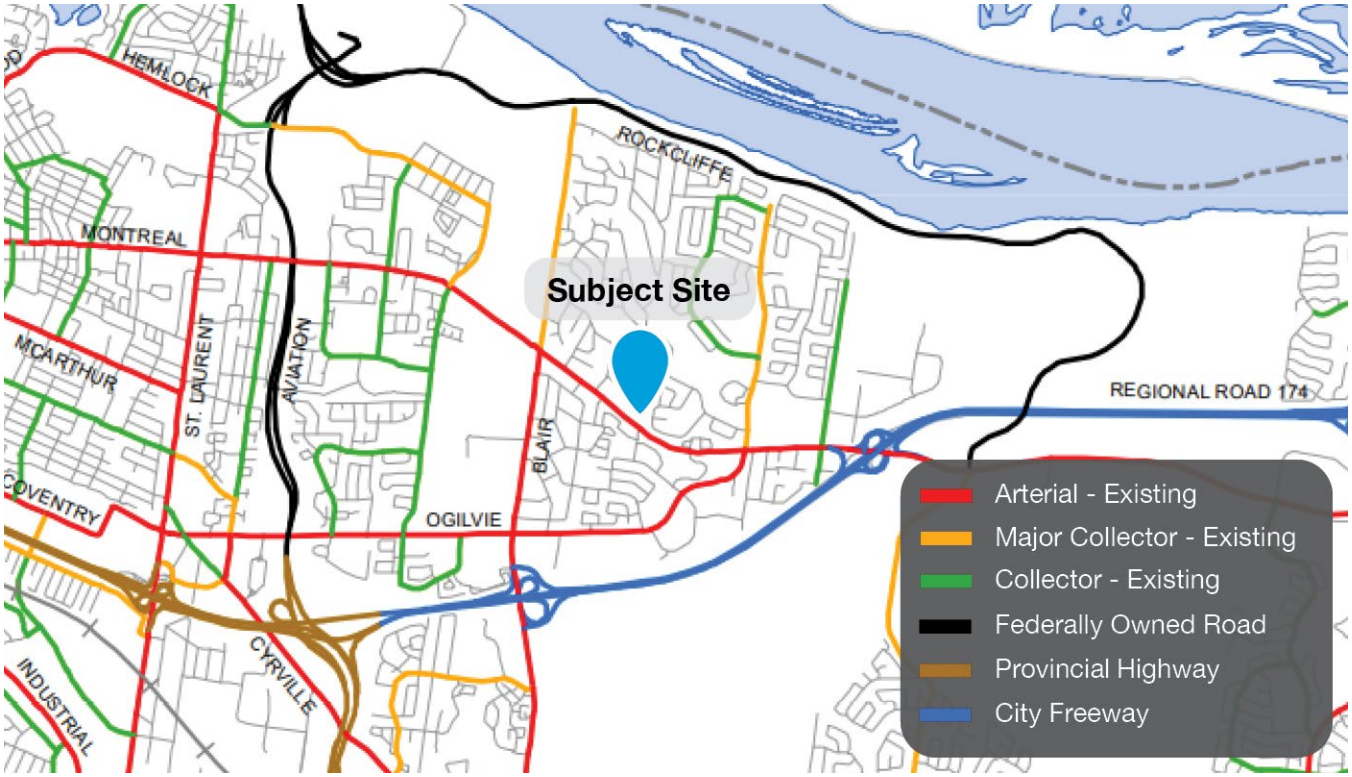


Figure 3: Schedule C4 – Urban Road Network, City of Ottawa Official Plan

2.3 Transit Network

Montreal Road is identified as a Transit Priority Corridor on Schedule C2-Transit Network Ultimate of the City of Ottawa Official Plan (Figure 4). Transit Priority Corridor refers to roadways with frequent street transit that is prioritized by the implementation of transit priority measures. The Transit Priority Corridor works with the City's Rapid Transit System to

provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses. The site is served by two bus stops located within 90 metres on Montreal Road. As well, the subject site is within 1.8 kilometres from a future Montreal Road O-Train station.

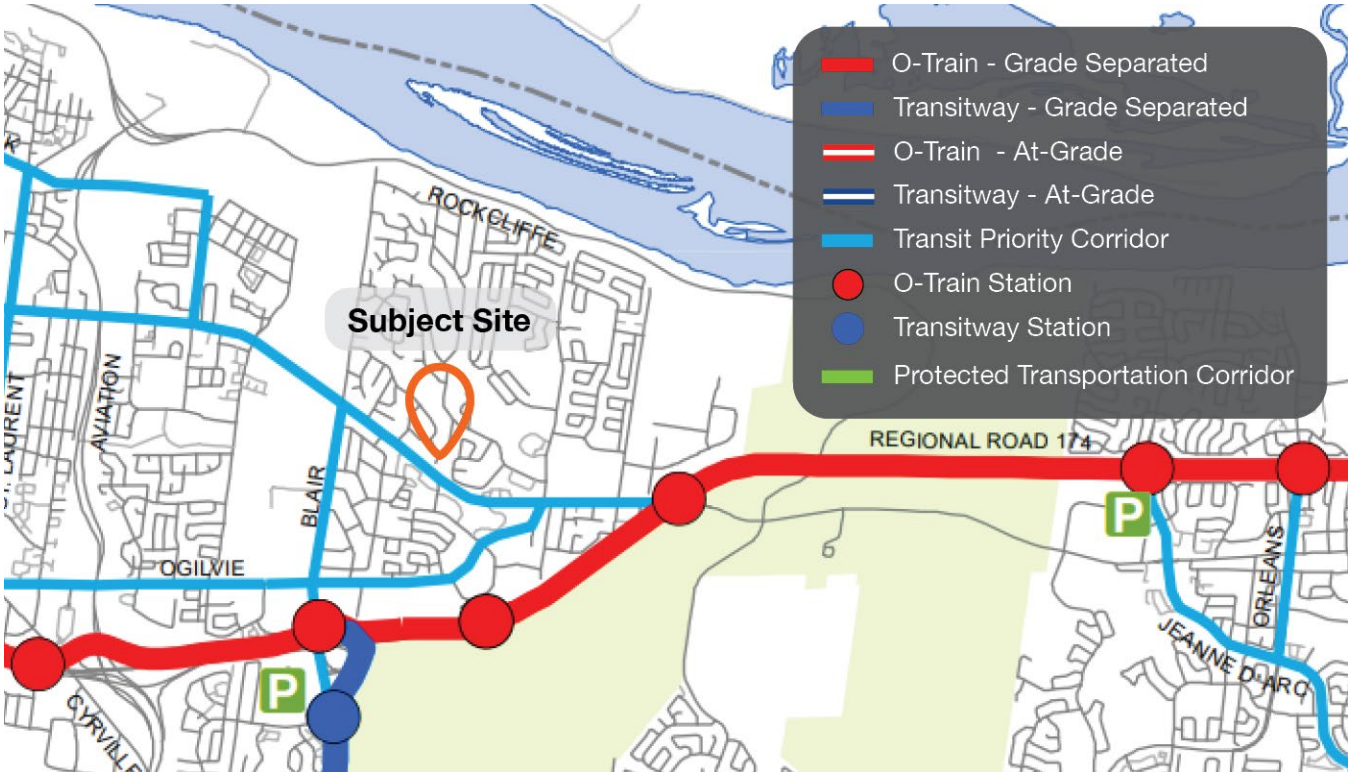


Figure 4: Schedule C2-Transit Network Ultimate, City of Ottawa Official Plan

According to the New Ways to Bus Network Map dated August 19, 2024, the proposed development will be served by Route 12, a Frequent Route providing connections to Rideau LRT Station via Montreal Road and Rideau Street to the west and Blair LRT Station to the east. Frequent Routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM, and operate seven (7) days a week in all time periods. Connections can also be made to Local Bus Routes 24 and 23 to the east and west respectively. Local Routes provide custom routing to local destinations.

The New Ways to Bus Network Map is shown below in Figure 5. OC Transpo anticipates that service will be shifted to the New Ways to Bus Network in Spring 2025.

Figure 5: New Ways to Bus Network Map (OC Transpo, August 19, 2024)

2.4 Active Transportation

Off-street pathways are identified on Schedule C3- Urban Major Pathways, shown below in Figure 6. The City's Official Plan indicates that all arterial and collector roads in the urban area as cycling routes that will, over time, be upgraded with appropriate cycling facilities. According to the Transportation Master Plan (TMP) approved in April 2023 Montreal Road is identified as a Crosstown Major Bike Network route (shown in Figure 7, below). Infrastructure upgrades as demonstrated in the Montreal-Blair Road Transit Priority Corridor EA (see section 4.3) show that Montreal Road will be upgraded to widen the public right of way (ROW) to include wider sidewalks and cycle tracks.

Figure 6: Schedule C3 - Urban Major Pathways, City of Ottawa Official Plan.

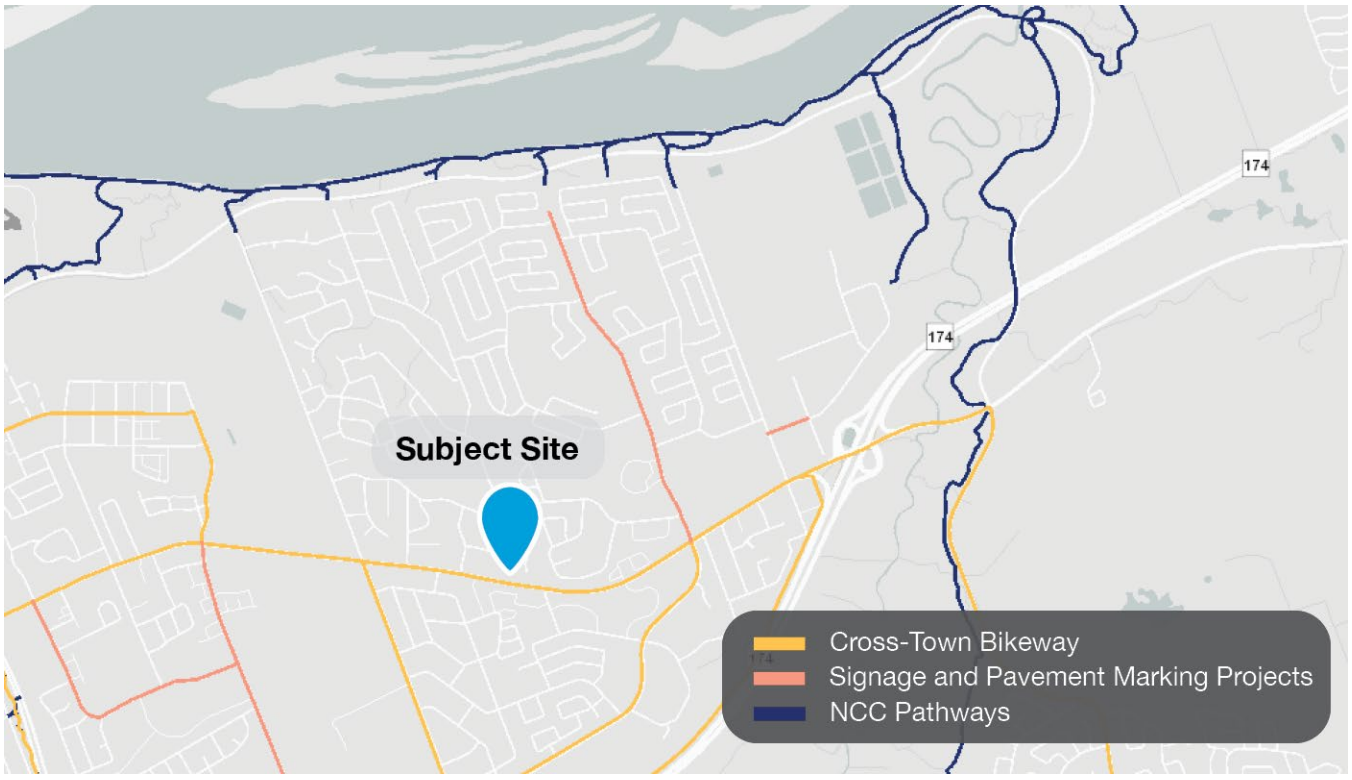


Figure 7: Transportation Master Plan cycling and active transportation projects (GeoOttawa).

3.0
Proposed Development

The proposed development is for a 21-storey residential use building consisting of 191 dwelling units and two and a half (2 ½) levels of below-grade parking. The building responds to its site context and surrounding area by using variation in building height and massing to achieve a gradual transition to ultimate 21-storey building heights along Montreal Road. The proposed height of the building is 68 metres.

Figure 8: South elevation facing Montreal Road (prepared by RLA)

Due to the zoning by-law definition of a “storey”, the first parking garage level (P1) is counted as a “storey”. As well, since the rooftop amenity space introduces useable gross floor area (GFA) and is not reserved solely for the mechanical penthouse, it is not considered a permitted projection under section 64, and it too counts as a storey. The building is counted as 21 storeys, but functionally, 19 of these are for residential uses. P1 is not visible from the front yard and is only exposed to the rear, thereby mitigating impacts of an exposed parking garage level.

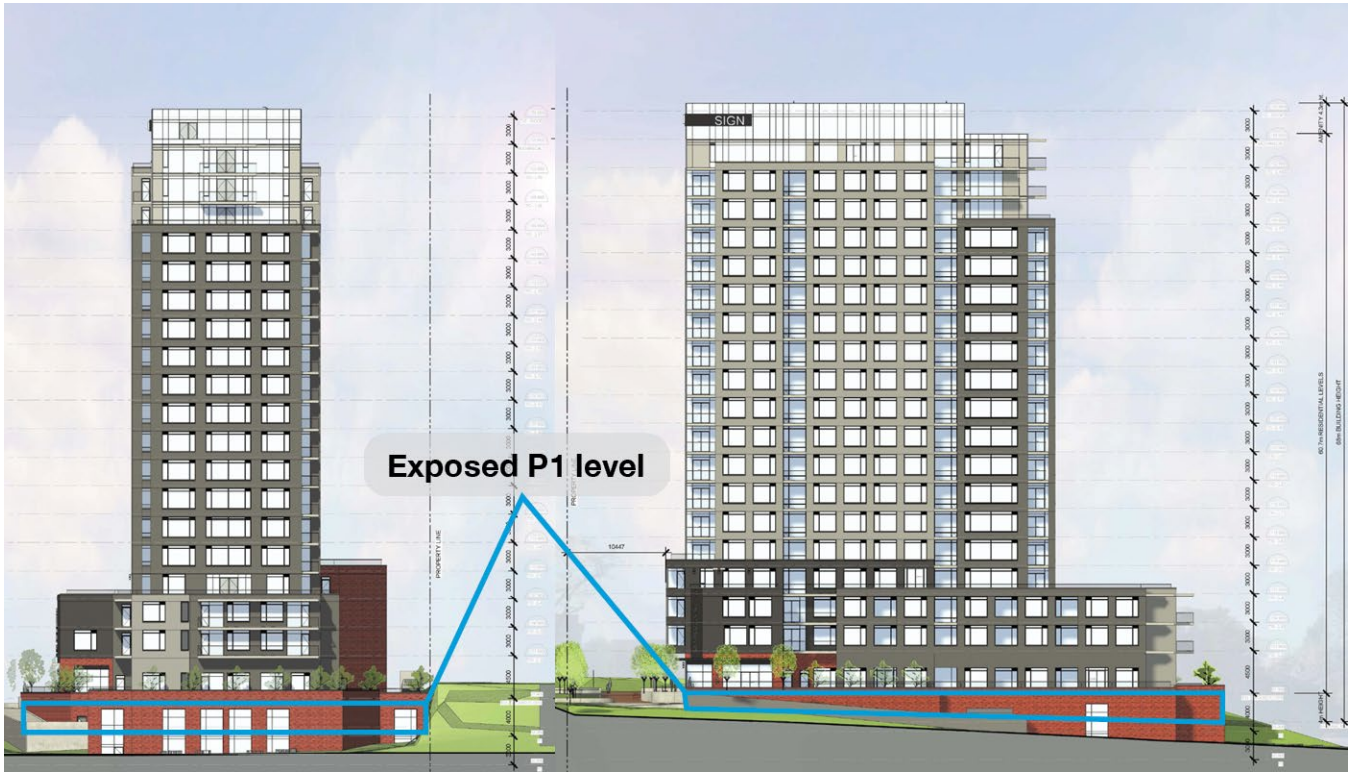


Figure 9: Diagram showing the approximate exposed portions of the P1 level of the parking garage, with the north elevation on the left and the east elevation on the right

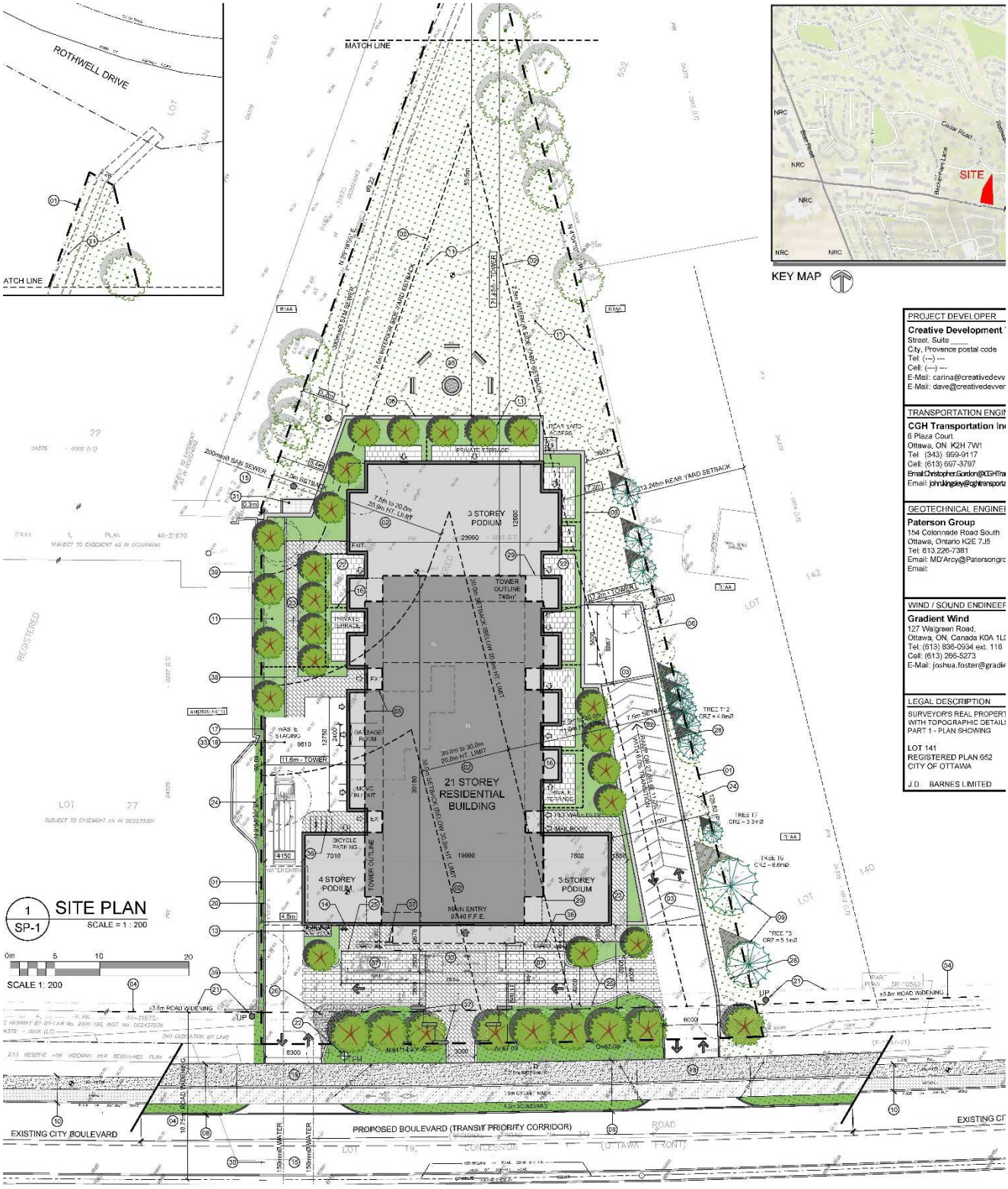


Figure 10: Site Plan - Proposed Development, prepared by RLA

The proposed development provides a mix of unit types, outlined in Table 1, below. 23 of the units are considered large bedroom dwellings, representing 12% of the total units.

Table 1: Proposed unit breakdown*

AUnit Type	#	%	% (Consolidated)
Studio	3	1.6%	1.6%
1 bed	28	15%	55%
1+den	77	40%	
2 bed	60	31%	36%
2+den	8	4%	
3 bed	15	8%	8%
Total	**191**		

* Exact unit mix may be subject to change due to market demand and costing analysis.

Vehicle parking is located indoors in a two and a half (2 ½) level underground parking garage with 157 vehicle parking spaces. Three (3) at-grade visitor parking spaces are proposed as parallel parking spaces to the north of the layby for short-term pick-ups and drop-offs. 150 indoor and six (6) outdoor bicycle parking spaces are proposed.

The tower is oriented to be as close to Montreal Road as possible to locate the building massing as far away from the existing low-rise residential neighbourhood to the north as possible. The building podium has been designed in a 'T' shape to improve the interaction with the street, per city staff's request. The first three (3) storeys and a portion of the fourth storey are associated with the 'T' shaped podium.

The building has a front yard setback of 11 metres, an interior side yard setback of 4.6 metres to the west and 7.2 metres to the east and a rear yard setback of 53.5 metres. The enhanced front yard setback is required to provide a setback from the overhead hydro wires, the requirements for which are detailed further in section 6.1. Since no structures are permitted within the five (5) metre hydro setback, this land has been designed to accommodate a short-term pick-up and drop-off area with enhanced landscaping that is intended to animate Montreal Road and screen the vehicular area. Parking is prohibited on Montreal Road, so the pick-up and drop-off area makes use of land that cannot otherwise be developed while also providing space for Paratranspo vehicles, couriers, taxis and rideshare vehicles, and other vehicles that may not need to access the parking garage, but need to pull over for a short time.

The site's deep rear yard provides a generous setback to the adjacent low-rise residential neighbourhood. The tower's orientation also places it 71.45 metres from the rear property line. Since Montreal Road is anticipated to densify and evolve, the building's proposed height is consistent with the direction of an urbanizing Mainstreet Corridor.

Stepbacks occur at the 4th, 5th, and 18th storeys. The mechanical level also steps back. For the 6th through 16th storeys, the gross floor area (GFA) is 593.56 square metres, well below the recommended maximum tower floorplate of 750 square metres, which is intended for the 10th storey and above. The 17th and 18th storeys have a GFA of 528 square metres and the 19th storey has a GFA of 455 square metres. These stepbacks ensure that the building is slender and mitigate adverse impacts, such as shadowing and wind.

The tower has been located to provide sufficient setback from the adjacent properties, both to mitigate concerns related to privacy and overlook, and to ensure that if adjacent lands to both the east and west were assembled that such land assemblies could support a tower while providing a 23-metre setback between the sites. The proposed development has tower setbacks of 11.6 metres to the west and 12.2 metres to the east,

exceeding the required minimum outlined in Section 77 – Provisions for High-Rise Buildings in the City of Ottawa Zoning By-law.

The podium of the building contains a mix of materials, including red and dark grey brick in the podium and beige and gray panels in the tower. The red brick provides a connection to the existing residential neighbourhood character, while the beige and gray materials create a bridge to the anticipated evolving context of Montreal Road.

Figure 11: 3D View looking toward entrance (prepared by RLA)

Figure 12: 3D rendering looking northwest toward the site from Montreal Road.

4.0
Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides 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" policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following comments from Section 1 – Vision is applicable to the subject site, among others:

Para 2 Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come

Para 4 Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.

Para 5 Ontario's vibrant agricultural sector and sensitive areas will continue to form part of the province's economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of rural areas, local food production, and the agri-food network.

The proposed development increases the supply and mix of housing options, offering high-rise housing typologies in an area predominantly characterised by low-rise, grade-oriented housing. The proposed development responds to market needs and local demand by providing housing options. The proposed development is an example of compact, transit-supportive design, as it is proposed on a transit priority corridor and within walking distance (90 metres) of bus stops. It is located within an urban area.

The following PPS policies are applicable to the subject site, among others:

2.1.6 Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

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

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate […]

2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas

2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;

b) as focal areas for education, commercial, recreational, and cultural uses;

c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit […]

2.4.1.3 Planning authorities should:

c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

The proposed development supports the development of complete communities by diversifying the housing stock in the neighbourhood, which is predominantly characterised by low-rise residential housing. The proposed development introduces new housing options and contributes to the mix of housing types and sizes to accommodate a variety of family and tenant compositions. The proposed development is located in an area proximate to existing amenities.

The proposed development contributes to meeting the city's minimum housing targets for the Outer Urban Transect and Mainstreet Corridors. The proposed development efficiently uses land, resources, infrastructure, and public transit by proposing a development on a serviced lot within the urban boundary and on a site that is identified as a transit priority corridor and subject to a forthcoming EA to reconstruct the road to support active transportation.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed development advances transportation demand management (TDM) strategies, including:

- **Providing indoor, secure bicycle parking at a rate of 1 parking space per dwelling unit;**
- **Providing exterior parking spaces for visitors;**
- **Providing a bike repair station in the bike room; and**
- **Providing convenient access to bicycle parking at-grade, rather than requiring residents to cycle through a parking garage.**

Montreal Road's intended reconstruction with enhanced cycling, walking, and bus service, and Montreal Road's identification as a transit priority corridor supports both active and public transportation.

The proposed development is therefore consistent with PPS.

4.2 City of Ottawa Official Plan

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

4.2.1 Strategic Directions

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

1. **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.** The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
3. **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.** A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
4. **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.** The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
5. **Embed economic development into the framework of our planning policies.** In the Official Plan, an economic development lens is taken to policies throughout. 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.

The proposed development will implement several Big Policy Moves objectives, specifically those of intensification, sustainable transportation, urban, and community design and climate mitigation and resiliency.

4.2.2 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046. Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. 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.

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 percent of that growth is to occur within the existing urban area as it existed on July 1, 2018 and 46 percent of that growth is within the greenfield portion of the urban area. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located.

Policy 2 of Section 3.2 indicates that intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise buildings provided density requirements are met. Policy 3 continues this idea stating Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

The proposed development meets the definition of intensification. The development proposes to intensify an underdeveloped property on a Transit Priority Corridor within the built-up area. The development proposes to redevelop Montreal Road from its current low-rise residential context to establish a high-rise residential use that supports its transformation as a Corridor part of a 15-minute neighbourhood.

4.2.3 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 4.6.1 discusses how to promote design excellence in Design Priority Areas (DPA). As shown in Figure 12, below, the subject site is not located within a DPA or along a section of the Montreal Road corridor where the DPA designation applies. Attendance at the Urban Design Review Panel is therefore not required.

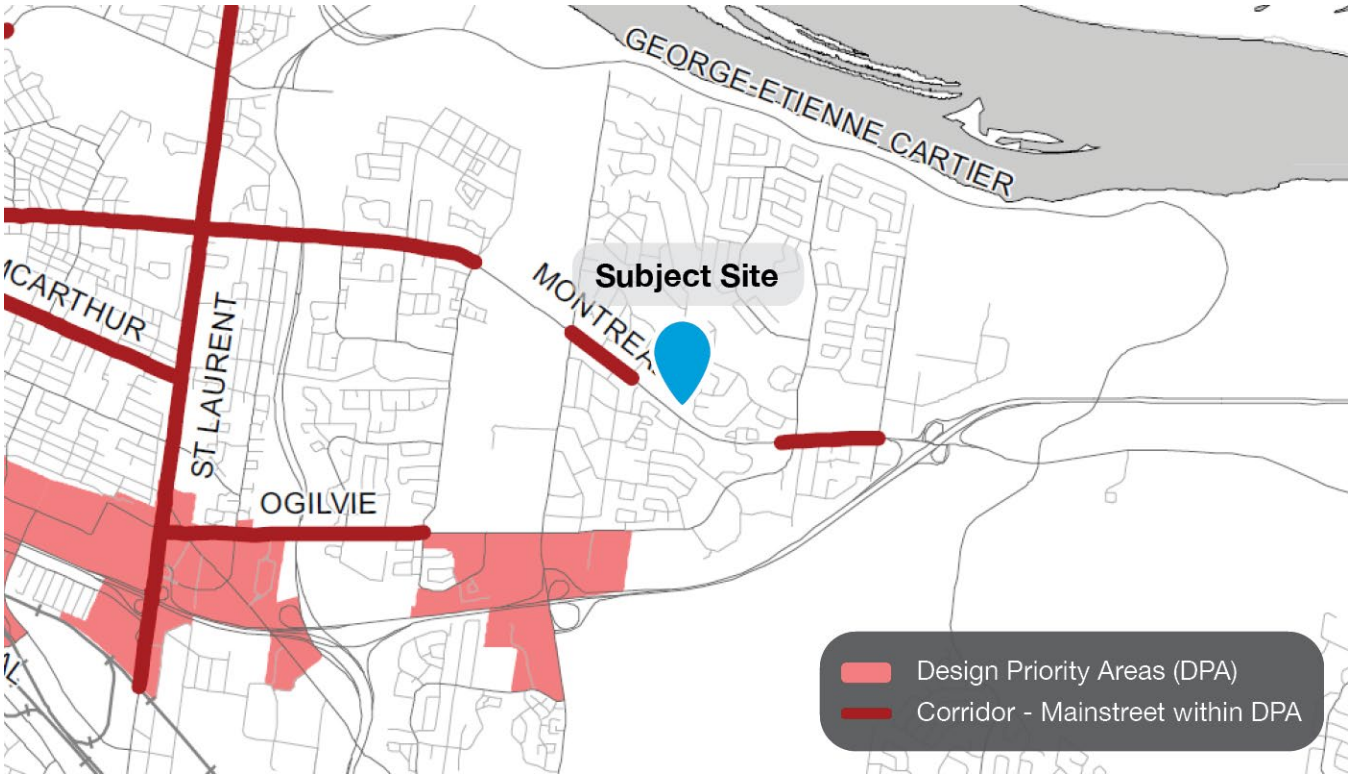


Figure 13: Schedule C7-A - Design Priority Areas – Urban (City of Ottawa Official Plan)

Section 4.6.5. seeks to ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes. Policy 2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the

adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

The layby and drive aisles were carefully coordinated to minimize conflicts between people walking, cycling, and driving. A central path connects the sidewalk to the entrance of the building and is intended for pedestrian use, while the driveways are intended for people driving and cycling. Loading, waste pickup, and bicycle parking is accessed via the western driveway. A central one-way woonerf-style loop is proposed for short-term pick-ups and drop-offs. Additionally, mechanical equipment is proposed to be located on the roof in a mechanical penthouse. The parking garage is proposed to be setback a minimum of 1.4 metres from the eastern property line to ensure that existing trees will survive construction.

Section 4.6.6. discusses how to 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 livability for all. Policy 1 indicates that in order to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood 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 By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides transition through a gradual change in height and massing, through the stepping down of buildings and setbacks from adjacent low-rise properties. As the policy states, it shall be *generally* guided by the application of an angular plane; this is therefore one method of many for determining whether a building responds to the contextual fabric of an existing neighbourhood.

Drawings have been prepared, which show that the building projects into the 45-degree angular plane when measured from the east and west property lines. When measured from the rear, a portion of the top four (4) storeys briefly project into the angular plane.

The proposed development utilises multiple stepbacks at various points, by providing a slim tower with a GFA that is well below the recommended maximum of 750 square metres, a podium with heights of three (3) and four (4) storeys, and by preserving existing mature trees, to soften the perceived impacts resulting from the building's height. As has been previously demonstrated on other projects throughout the city, adherence to a 45-degree angular plane is not the only method of measuring and subsequently mitigating impacts resulting from high rise buildings proposed adjacent to low-rise residential areas. Indeed, a building that fits fully within a 45-degree angular plane can have greater impacts to nearby communities, as it can result in the creation of a pyramidal ziggurat with a blocky base that casts significant shadows across adjacent properties. The intent of the recommended 750-square metre tower floorplate is to encourage the design of slim towers so that shadows cast pass by quickly as the sun moves through the sky over the course of a day.

Policy 4 indicates that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

a) Provide protection from heat, wind, extreme weather, noise and air pollution;

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.

Indoor and outdoor private and communal amenity spaces are proposed. The Wind Study provides direction on how to design the outdoor amenity spaces to mitigate impacts resulting from wind. Private amenity spaces include terraces and patios, while communal amenity areas include:

- **The ground floor communal garden on the west side of the property and the rear yard of the property,**
- **Indoor and outdoor communal amenity space on the fourth storey, and**
- **A party room and outdoor communal amenity space on the rooftop.**

The variety of spaces offers a range of amenity options for residents.

Per Policy 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 features a well-defined base, middle and top. The proposed floorplate size ranges from 593.6 square metres on 6th through 16th storeys, 528 square metres for the 17th and 18th storeys, and 455 square metres for the 19th storey, all of which are well below the 750 square metre tower floorplate guideline for residential buildings.

Policy 9 notes that high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where high-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

Although there are no high-rise buildings adjacent to the subject site at this time, the proposed development has tower setbacks of 11.6 metres to the west and 12.2 metres to the east, which would permit a tower to be constructed on the adjacent properties and provide the requisite 23-metre tower setbacks.

4.2.4 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural). Schedule B3 of the Official Plan further informs the City's land use planning and growth management objectives through assigning land-use designations.

The subject site is designated **Mainstreet Corridor** on Schedule B3, shown below in Figure 13, within the **Outer Urban Transect** Policy Area on Schedule A. Lands to the north of the subject site are subject to an Evolving Neighbourhood Overlay.

Figure 14: Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

4.2.4.1 Outer Urban Transect

Section 5.3 of the Official Plan provides policy direction to lands located in the Outer Urban Transect. The Transect is defined as the part of the city located within the Greenbelt and built within the last third of the twentieth century. It consists of a traditional suburban pattern of development which is characterized by an auto-dependant development pattern and includes separation of land uses, large lots with generous setbacks and low-rise residential built form with small footprints. Policies of the Official Plan seek to introduce a more urban environment that considers a diversity of compatible uses and transit-supportive densities to establish 15-minute communities.

Section 5.3.1 seeks to recognize a suburban pattern of built form and site design. Per policy 1, the Outer Urban Transects established pattern of built form and site design is suburban above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model. The Official Plan allows for this evolution to happen gradually.

Policy 2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- Low-rise within Neighbourhoods and along Minor Corridors;
- Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- Mid- or High-rise in Hubs.

The proposed development represents an example of the intended evolution of Corridors supporting Mid- to High-rise buildings. Per Policy 2, due the site's size, it can support a high-rise development, which the Official Plan defines as buildings with heights of 10 to 40 storeys, whereas sites with shallower lot depth may be limited to mid-rise

development. The proposed development, at 21 storeys, is appropriately sized for the context: the wide protected ROW of Montreal Road, the site's large size, and the ability to provide a generous setback and transition to the rear property line and existing low-rise residential neighbourhood to the north.

According to policy 4, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- Multi-unit dwellings in Hubs and on Corridors;
- Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; and
- Hubs, a range of housing types to accommodate individuals not forming part of a household.

The proposed development is a multi-unit development on a Corridor offering a range of unit types, which will support a variety of household types.

Section 5.3.2 indicates that the city shall enhance mobility options and street connectivity in the Outer Urban Transect. Policy 2 states that when reconstructing arterials, the City shall set the stage for their future evolution to include, immediately upon reconstruction, a recognition of these streets' broader function as multimodal corridorsand as public space that unites and connects neighbourhoods instead of dividing them, and shall implement designs that maintain the arterial function but also provide, within the right of way, for an edge that is calmer, designed for slower vehicular traffic, better integrated into the residential fabric of the adjacent neighbourhoods and fully supportive of the development of street-fronting buildings with active frontages.

As discussed in section 4.3, the Blair-Montreal Road Transit Priority Corridor Study will transform Montreal Road from a two (2) lane road with sidewalks predominantly intended for vehicular traffic to a complete street with two (2) lanes of vehicle traffic plus cycle tracks and wider sidewalks. This supports the goal of creating a calmer edge and better integrates Montreal Road into the residential fabric of the adjacent neighbourhoods. The redevelopment of Montreal Road will also support active, public, and multimodal transportation in the neighbourhood by expanding safe and efficient commuting options.

Section 5.3.3 provides direction to the Hubs and Corridors located within the Outer Urban Transect. Policy 3 states that along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

- On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and
- On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.

According to Schedule C16, Montreal Road has a protected right of way (ROW) of 37.5 metres and greater. This protected ROW varies and is subject to unequal widening, per the Montreal-Blair Road Transit Priority Corridor Environmental Study Report, which is discussed further in section 4.3, below. Since the subject site fronts onto a street with a protected ROW greater than 30 metres, and since the parcel is of a sufficient size to allow for a transition in built form massing, a High-rise building is permitted.

4.2.4.2 Mainstreet Corridor

Section 6.2 of the Official Plan provides direction for Corridors, a designation that applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and

a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

Section 6.2.1 seeks to define the Corridors and set the stage for their function and change over the life of the Official Plan. Policy 1 states that Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

a) Generally, a maximum depth of:
    i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
    ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
    iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
    iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.

The Mainstreet Corridor designation applies to the entirety of the site.

Policy 2 indicates that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

- Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- For sites generally of greater than one hectare in area or 100 metres in depth:
    - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
    - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
    - Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.
- Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
    - Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
    - Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
    - Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development has been designed to locate the tower height as close to the Corridor as possible, with stepbacks applied to the north, east, and west portions of the tower. The height transitions mitigate against potential privacy, overlook, wind, and shadow impacts.

Although the subject site's depth exceeds 100 metres, the site is not a through lot, so enhanced pedestrian connections to Rothwell Drive to the rear cannot be provided. Nonetheless, opportunities for landscaping the rear yard for future residents will be explored. The proposed development is not anticipated to generate any nuisances including noise, odour, dust, fumes, vibration, radiation, glare, or high levels of truck traffic in and of itself.

The proposed development is wholly residential and will integrate into the long-term vision of Montreal Road becoming a mixed-use Corridor. A co-working area has been proposed to animate the ground floor so as to achieve some of the benefits of at-grade commercial uses. Retail or commercial uses have not been contemplated on the site.

According to Policy 4, unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- Vehicular access shall generally be provided from the parallel street or side street.

The building has been designed to address the Corridor with a 'T' shaped podium that maximizes the amount of streetwall facing Montreal Road. This improves the interaction with the street while also providing space for the drive aisle to access the parking garage to the east and the drive aisle for garbage pickup and move-in/move-out, as well as ensuring there is sufficient soil volume along the eastern property line to retain as many existing trees as possible.

In conclusion, the proposed development conforms to Official Plan policies. The proposed development provides gradual transition in heights, massing, and architectural design to achieve compatibility with the varied site and surrounding context as it transitions into the established low-rise community to the north and east.

The built form is complemented by appropriate setbacks within all yards and high-quality landscape treatment that buffer the subject site from its neighbouring uses.

4.2.5 Evolving Neighbourhood Overlay

Due to the site's Mainstreet Corridor designation, properties to the north are subject to an Evolving Neighbourhood Overlay. 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.

4.2.6 Road Classification and Rights-of-Way Protection

The section of Montreal Road in which the subject site abuts has a right-of-way protection of 37.5 metres as identified in schedule C16 of the Official Plan. The Montreal-Blair Road Transit Priority Corridor EA Study Report, discussed further in section 4.3, below, requires a 3.6-metre conveyance along the front property line.

A 3.6-metre conveyance has been accounted for in the design of the proposed development, thereby respecting the required ROW protection for Montreal Road

4.3 Montreal-Blair Road Transit Priority Corridor Study

The City of Ottawa has completed a Phase One (1) Montreal-Blair Road Transit Priority Corridor Design Study and associated Environmental Assessment (EA) Study for the road segment abutting the subject site. The EA developed a recommended plan for transit priority measures and active transportation improvements on Montreal Road which include segments of bus-only lanes, separated cycle tracks, wider sidewalks, protected intersections, and a multiuse pathway, shown below in Figure 14.

As a result of the roadway improvements, a 3.6-metre conveyance along the front property line has been incorporated into the proposed development.

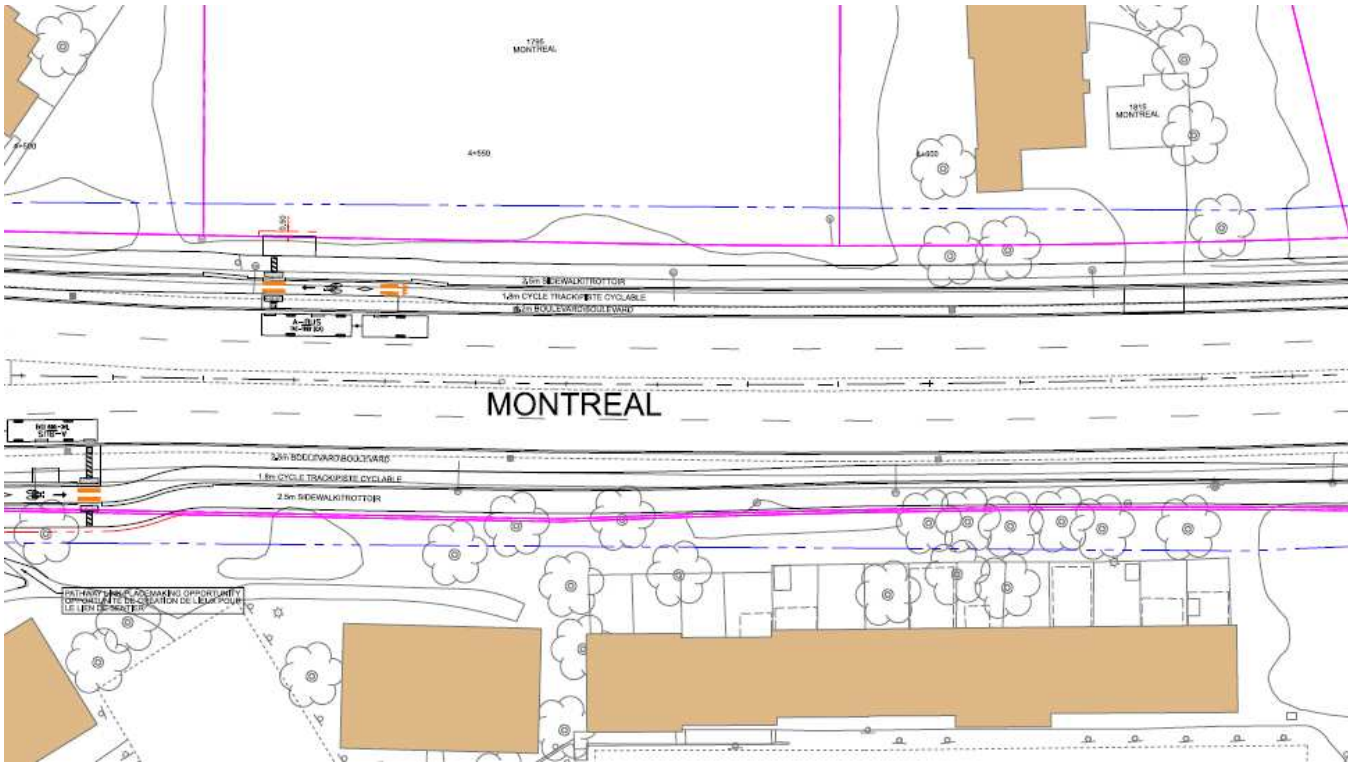


Figure 15: Environmental Assessment, Montreal-Blair Transit Priority Corridor.

The EA recommends the following transit priority features on Montreal and Blair Road:

- Provide transit priority measures on Montreal Road and Blair Road;
- Implement sections of bus-only lanes and queue jump lanes.
- Support new bus routes and services.

- Improve bus stop locations and amenities.
- Improve multi-modal connectivity to Blair and Montreal stations, as well as to adjacent communities, employment centres and commercial uses;
- Implement the Complete Streets design and improve active transportation facilities by providing new segregated cycle tracks, improved sidewalks and a new multi-use pathway;
- Implement the protected intersection design;
- Provide barrier-free access for all users and implement accessibility design standards;
- Improve road safety for all users;
- Maintain existing roadway capacity;
- Expand public realm and placemaking opportunities that include tree planting and landscaping;
- Consider and incorporate climate change mitigation and adaptation strategies; and,
- Encourage transit-oriented development and regeneration.

The recommended plan for Montreal Road will result in new transit priority measures that will add segments of continuous curb-side bus lanes, as well as shorter "queue jump" bus lanes at key locations. Combined with transit signal priority at intersections, this plan identifies measures where they are most needed to meet the future 2046 travel demand projections.

Active transportation improvements include:

- Continuous 1.8-metre cycle track and 2.5metre-wide sidewalk on both sides;
- Protected intersections;
- Additional accessibility design features, such as improved passenger loading areas, tactile walking surface indicators, unobstructed sidewalks and smooth ground and floor surfaces, and resting areas;
- Improved connectivity to north-south cycling spine routes and pathways;
- Advanced pedestrian and cycling phase and protected left turn phase at intersections;
- Removal of right turn channels and right turn lanes where they are not required; and,
- Improved geometry of some driveway access (reducing lengths of depressed curbs, tightening the radius to driveway access and ensuring they are perpendicular to the roadway).

The proposed development includes the anticipated roadway improvements in the Site Plan, as shown in Figure 15, below. The proposed ROW widening includes the 1.2-metre boulevard, 1.8-metre cycle track, and 2.5-metre sidewalk. As demonstrated in the Site Plan, the proposed development does not preclude the city from implementing the recommendations in the EA Study and supports the long-term transformation of Montreal Road as a complete street.

Figure 16: Zoomed in snip of the Site Plan (prepared by RLA)

4.4 Bird-Safe Design Guidelines (2020)

The purpose of the Bird Safe Design Guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions. These guidelines apply to buildings and other structures that incorporate glass and glass-like panels (e.g., transit shelters, railings). There are seven (7) guidelines, with Guidelines 1-4 being related to building design, guideline 5 being related to landscaping, and guidelines 6 and 7 being related to lighting design.

The proposed development meets the following guidelines:

Guideline 1	The proposed development is not located adjacent to forests, parks, waterfront areas and wetlands, where there is a higher probability of bird collisions
Guideline 2	Large expanses of transparent or reflective glass are avoided in the design. Monolithic, undistinguished expanses of glazing are not proposed. Visual interest and differentiation of materials, textures, and colours are proposed, with red and dark grey brick proposed for the podium, and beige and dark grey panelling proposed for the tower, fragmenting reflections. Balconies provide shadowing on the windows and balconies located below, thereby reducing the reflectivity of some glass in the building
Guideline 3	Design traps are mitigated in the design; no glass corners are proposed.
Guideline 4	Structural features have been considered. Exterior antennae and other tall structures are not proposed. All pipes, flues, and vents are capped or screened.
Guideline 6	Up-lighting and floodlighting will not be proposed.

The proposed development incorporates the above mitigation methods in response to the Bird-Safe Design Guidelines.

4.5 Urban Design Guidelines for Development Along Arterial Mainstreets (2006)

The Urban Design Guidelines for Development Along Arterial Mainstreets were created to fulfill design strategies of the City's Official Plan. They provide a general framework to guide the physical layout, massing, function and relationship of development along Arterial Mainstreets. Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

Mainstreets offer some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.

The proposed development meets the following guidelines:

Guideline 1	Locates the new buildings along the public street edge.
Guideline 2	Exceeds the recommended two (2)-metre wide unobstructed sidewalk; provides a 2.5-metre sidewalk. Provides a 1.2-metre boulevard, within the recommended range of one (1) to three (3) metre landscaped area in the right-of-way.
Guideline 4	Uses buildings and landscaping to create a continuous streetscape.
Guideline 5	Provides streetscape elements, such as trees, decorative paving, benches, and bicycle parking between the building and the curb.
Guideline 7	New development is designed to be compatible with the general physical character of adjacent neighbourhood: existing trees along the eastern property line are proposed to be retained.
Guideline 9	The street section has been designed with a 1:2 ratio of building height (68 metres) to road corridor width (37.5 metres).
Guideline 13	The buildings is designed to occupy the majority of the lot frontage.
Guideline 14	A transition in the scale and density of the built form is provided due to the site's location next to lower density neighbourhoods to mitigate any potential impact.
Guideline 15	The area in front of the building wall uses an overhang for the 2nd through 4th storeys to create an arcade and uses colour and texture to reduce the visual size of unglazed walls.
Guideline 16	The building has designed to be detailed so as to create visual interest, a sense of identity, and a human scale with a three (3) and four (4) storey podium along the public street
Guideline 17	The front façade is oriented to face the public street and front doors are located to be visible and directly accessible from the public street.
Guideline 18	The proposed development uses clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. A co-working area and lobby are proposed at-grade to provide an active use.
Guideline 20	Direct, safe, continuous, and clearly defined pedestrian access from public sidewalks to building entrances is provided.
Guideline 21	An unobstructed pedestrian walkway is provided at a width of three (3) metres, exceeding the recommended width of two (2) metres.
Guideline 23	An unobstructed 2.5-metre wide sidewalk in the public right-of-way, across private access driveways, is provided, exceeding the recommended two (2) metres.

Guideline 24 Site furnishings including benches and bike racks at building entrances and landscaped area in the front yard are provided. Benches and bike rack locations do not conflict with pedestrian circulation.

Guideline 30 A consistent width of landscape and pedestrian area across the front of the site is provided.

Guideline 31 Continuous landscaping reinforces pedestrian walkways in the layby area in the front yard.

Guideline 32 Trees, shrubs and other vegetation with tolerance to urban conditions, such as road salt or heat, will be selected. Preference is given to native species.

Guideline 37 Trees, shrubs, and ground cover is planted on any unbuilt portions of the site that are not required to meet minimum parking requirements.

Guideline 39 Existing mature trees are proposed to be protected.

Guideline 40 Areas between the building and the sidewalk are landscaped with planting, trees, street furniture, and walkways to the public sidewalk. Due to the overhead hydro wires, only small trees can be planted so that they do not grow into the hydro wires.

Guideline 50 Utility equipment will be located on the rooftop of the building and garbage and recycling container storage is located indoors, thereby screening them from the arterial mainstreet and private properties to the rear.

Guideline 51 Lighting will be designed so that there is no glare or light spilling onto surrounding uses.

Guideline 52 Lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas will be provided

The proposed development is highly articulated to respond to the design guidelines and provides an interesting façade that offers a human scale podium with gradual physical and visual step back of the building to define the frontage along Montreal Road. The architectural design reduces visual mass with stepbacks, colour, and materiality; stepbacks also provide transition to the neighbouring low-rise neighbourhood. Internal pathways prioritize pedestrian movement through the site. Landscaping defines residential amenity areas that are designed to be comfortable and enjoyable.

4.6 Urban Design Guidelines for High-rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site". As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the relevant guidelines as follows:

Guideline 1.12 The proposed development includes a base that relates directly to the height and typology of the existing or planned streetwall context;

Guideline 1.16 The lot is of a sufficient size to achieve tower separation, setback, and step backs: the subject site has an area of 4,215 square metres, exceeding the guideline minimum of 1,800 square metres.

Guideline 1.17 The subject site is adjacent to lands where a high-rise development could be supported (to the west) and lands where only low-rise residential buildings are permitted (to the east). In both cases, the tower is set back from the property lines to provide approximately 23 metres of tower separation should the adjacent properties be assembled and redeveloped.

Guideline 2.1 The proposed development enhances and creates the overall pedestrian experience in the immediate surrounding public spaces by proposing a pedestrian oriented frontage that animates the existing public space.

Guideline 2.3a The proposed development is designed with a base, middle, and top.

Guideline 2.13b The proposed development establishes a new streetwall condition.

Guideline 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. Montreal Road has a protected ROW of 37.5 metres and the height of the four (4) storey podium is 13.5 metres. This allows the podium to interact with the street without overwhelming it.

Guideline 2.16 Additional height is mitigated with the provision of step backs and architectural articulation, given the site's location on a wide street and given the site's lot depth.

Guideline 2.17 The minimum height of the base should be two (2) storeys; the podium is proposed to be three (3) and four (4) storeys.

Guideline 2.19 The adjacent context to the east and north is lower-scale and not anticipated to change. The building is recommended to provide a transition in height on the base through setbacks and architectural articulation. Setbacks, stepbacks, and articulation are all provided to transition to the north and the east.

Guideline 2.23 The ground floor of the base is animated is highly transparent. Blank walls are avoided.

Guideline 2.24 Small tower floor plates are encouraged to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces. A maximum tower floorplate of 750 square metres is recommended for high-rise residential buildings. Tower floorplates for the proposed development are proposed to be: 593.6 (6^{th} to 16^{th} storeys), 528 (17^{th} and 18^{th} storeys), and 455 (19^{th} storey) square metres.

Guideline 2.25 A minimum tower separation distance of 23 metres between a potential tower to the west is proposed to minimize shadow, wind impacts, and loss of skyviews. A tower setback of 11.6 metres is provided to the west property line.

Guideline 2.29 The tower is stepped back, 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.

Guideline 2.31 The tower is oriented and shaped to minimize shadows.

Guideline 2.32 The tower is articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.

Guideline 2.35 A glass top is designed to 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.

Guideline 2.36 Roof-top mechanical and telecommunications equipment, signage, and amenity spaces is integrated into the design and massing of the upper floors.

Guideline 3.1 A minimum of 6 metres of space is recommended 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 and the building setback area. The building has an 11-metre front yard setback, with landscaping between the public ROW and the building face.

Guideline 3.11 Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk. A three (3)-metre pedestrian walkway is provided between the sidewalk and the front door of the building.

Guideline 3.12 Animating the street by and open spaces by:

- Introducing commercial and retail uses at grade on streets with commercial character
- Providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time

Efforts have been made to animate the ground floor with a co-working area and lobby. As well, the floor to ceiling height for the ground floor is proposed to be 4.5 metres.

Guideline 3.14 Locate parking underground.

Guideline 3.15 Locate drop-off and pick up areas on private lands. A layby is proposed in the front yard.

Guideline 3.16 Internalize and integrate servicing, loading and other required utilities into the design of the base of the building. Loading, servicing, and utilities are proposed to be accessed from the public laneway to the west side of the site, generally screened from the view of the public streets, due to the 'T' shaped podium design. The parking garage for the proposed development will be located underground and accessed from the side of the building via the eastern driveway.

Guideline 3.21 Ventilation shaft, grades and other above grade site servicing equipment will be located away from public sidewalk and these elements will be integrated into the building and landscape design.

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise

Figure 17: Zoning Map, City of Ottawa Zoning By-law (2008-250), with subject site outlined

The subject site is currently zoned Residential 1st Density Subzone AA ("R1AA"). The purpose of the Residential First Density (R1) zone is to restrict building form to detached dwellings and provide other residential uses that provide additional housing choices within detached dwellings in areas designated General Urban Area in the old Official Plan (and neighbourhood within the current Official Plan). The R1 Zone is intended to maintain and enhance the single detached dwelling residential character of a neighbourhood.

The following uses are permitted within an R1 Zone:

- Bed and Breakfast (maximum 3 guest bedrooms)
- Group Home (maximum 10 residents)
- Retirement Home, Converted (maximum 10 residents)
- Detached Dwelling
- Diplomatic Mission
- Home-Based Business
- Home-Based Daycare
- Park
- Secondary Dwelling Unit
- Urban Agriculture

In addition to the above listed uses, the R1 Zone also permits six (6) rooming units in a home containing a secondary dwelling unit situated on a lot fronting on and having direct vehicular access to an Arterial or Major Collector Road; and seven (7) rooming units for properties without a secondary unit.

In order to develop the site into a high-rise apartment, a Zoning By-law Amendment is proposed to change the affective "R1AA" zone on the subject site to the Arterial Mainstreet ("AM") Zone. The intent of the AM Zone is to accommodate a broad range of uses that include retail, office and residential uses in mixed-use buildings or side by side in separate buildings in areas that are designated as Arterial Mainstreet in the former Official Plan (Mainstreet Corridors in the Current Official Plan).

The Arterial Mainstreet (AM) Zone permits a range of residential and non-residential uses as follows:

- Apartment Dwelling, Low-Rise
- Apartment Dwelling, Mid-Rise
- Bed and Breakfast
- Dwelling Unit
- Group Home
- Home-Based Business
- Home-Based Daycare
- Planned Unit Development
- Retirement Home (Converted)
- Rooming House
- Stacked Dwelling
- Townhouse Dwelling

Although “Apartment dwelling, high-rise” is not permitted as-of-right, per section 185(6)(a), “Despite the list of permitted residential uses, where the zoning on a lot is accompanied by a H suffix, schedule or exception that permits a height of 30m or greater on part of the lot, the use Apartment Dwelling, High Rise is a permitted use on that lot.”

Table 2, below, provides a summary of the Arterial Mainstreet (AM) zone as detailed in Zoning By-law 2008-250. The proposed development would rezone the entirety of the site to AM with revised exceptions. The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red ‘x’ (✘).

Table 2: Zoning Evaluation of proposed AM zone

AM Performance Standard	Requirement		Provided	Compliance
Permitted Land Uses s. 185(2)	Apartment dwelling, mid-rise		Apartment dwelling, high rise	✘
Min. Lot Area s. 185(a)	No minimum		4,215 m^2 (after ROW widening)	✓
Min. Lot Width s. 185(b)	No minimum		54.9m	✓
Min. Front Yard Setback s. 185(10)(c)	Residential use building	3m	11m	✓
Min. Interior Side Yard Setback s. 185(d)	Abutting a Residential Zone	7.5m	Abutting “R” zone to the east (203 Rothwell Cir): Building: 7.2 m Parking garage: 1.4 m	✘
			Abutting “R” zone to the northwest (41 Cedar Rd): Building: 8.4 m Parking garage: 4.6 m	✘
	All other cases	No minimum	Abutting “AM” zone to the west (1795 Montreal Rd): Building: 4.6 m Parking garage: 0.3 m	✓
Min. Rear Yard Setback s. 185(e)	Abutting a residential zone	7.5m	53.5 m	✓

AM Performance Standard	Requirement		Provided	Compliance
Max. Building Height (m) s. 185(f) (height is from average grade)	Up to 20 meters from a R1, R2, R3 Zone	11m	68 m	✗
	20m to 30m from R1-R4 Zone	20 m		
	30m from property line abutting R1-R4 Zone	30 m, max. 9 storeys.		
	In all other cases			
Amenity Space Requirements s. 137, Table 137(4)	6m^2 per dwelling unit: **6m^2 * 191 = 1,146 m^2**		2,385 m^2	✓
	Min 50% communal: **50% * 1,146 m^2 = 573 m^2**		1,275 m^2	✓
	Aggregated into areas of 54m^2 and where more than one aggregated area is provided, at least one must be minimum 54m^2		Provided, ranges from 100 m^2 to 600 m^2	✓
Provisions for High-Rise Buildings				
Required Lot Area Area A of Schedule 402 s. 77(3)(b)	1,350 m^2		4,215 m^2 (after ROW widening)	✓
Min. Interior Side Yard and Rear Yard Setback for a tower s. 77(3)(c)	10 m		ISY west: 11.6 m ISY east: 12.2 m RY: 71.45 m	✓
Parking Provisions				
Min. Resident Parking Rate Area C in Schedule 1A s. 101(1), Table 101	1.2 spaces per dwelling unit 1.2 * 191 units = **229 spaces**		141 parking spaces 0.7 parking spaces per dwelling unit	✗
Min. Visitors Parking Rate s. 102, Table 102	0.2 spaces per dwelling unit 0.2 * 191 units = **38 spaces**		15 visitor parking spaces + 3 short-term pick-up and drop-off spaces = 19 visitor parking spaces 0.1 parking spaces per dwelling unit	✗
Parking Space Dimensions s. 106(1),(2)	Width: 2.6m to max. 3.1m Length: 5.2m, or 6.7m for parallel parking		Regular: 121 spaces (2.6m x 6m) Accessible, Type A: 2 spaces (3.4m x 5.2m)	✓

AM Performance Standard	Requirement	Provided	Compliance
Compact Parking Spaces s. 106(3)	50% (52 spaces) can be **compact sized** 4.6m x 2.4m wide provided that:	33 compact resident parking spaces 2.4m x 6.0m	✓
	/ They are visibly identified for being a compact car	Will be identified	✓
	/ Is not a required visitor parking space	5 compact parking spaces intended for visitor parking	×
	/ The parking space is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 m	No compact parking spaces are located adjacent to a wall or column that obstructs the opening of doors of a parked vehicle	✓
Motorcycle and Small Vehicle Parking s. 106(4)	Up to 5% of parking spaces may be minimum 1.3m x 3m for smaller vehicles such as motorcycle, cargo bicycle, and similar, and is not a required parking or visitor parking space	None proposed	✓
Parking Garage Driveway, Width s. 107(1)(a)	Min: 6.0m Max: 6.7m	6m	✓
Parking Garage, Drive Aisle Width s. 107(1)(c)(ii)	Min: 6m	6m	✓
Location of Parking s. 109(2)(a)	In the LC, GM, AM and MC Zones, no person may park a motor vehicle: in a required front yard	Parking is proposed in the front yard	×
Min. Bicycle Parking Rate **s. 111, Table 111A**	0.5 bicycle parking spaces per dwelling unit 0.5 *191 units = **96 bicycle parking spaces**	156 bicycle parking spaces	✓
Bicycle Parking Dimensions s. 111(8B), Table 111B	Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m Stacked: 0.37m	Horizontal: 0.6m x 1.8m Stacked: 0.37m	✓
Bicycle Parking Aisle Dimensions s. 111(9)	Min. 1.5m wide	1.5	✓
Minimum Horizontal Bicycle Parking Spaces s. 111(11)	Minimum 50% must be horizontal spaces at ground level 50% * 95 = **48 horizontal bicycle parking spaces**	81 horizontal bicycle parking spaces, including: 75 lower level of stacked spaces	✓

AM Performance Standard	Requirement	Provided	Compliance
		6 horizontal bicycle parking spaces at grade	
Bicycle Parking Location s. 111(12)	Minimum 25% must be located indoors or in secure bicycle lockers.	150 bicycle parking spaces located indoors: 130 in ground floor bike room 20 in parking garage	✓

As demonstrated in the table above, the proposed development adheres to the general intent and meets majority of the provisions of the AM zone. The proposed Zoning By-law Amendment seeks to address building height, and parking reductions through site specific schedule. The proposed amendments are outlined in Section 5.0.

5.0
Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to amend the current zoning of the subject site and implement the Arterial Mainstreet (AM) zone because it aligns the subject site with the Official Plan Designation of a Mainstreet Corridor. The AM zone is consistent with nearby properties, such as 1795 Montreal Road directly to the west. The AM zone was selected because it aligned more closely with the proposed development design compared to other AM subzones.

A site-specific exception will establish new maximum permitted heights (in metres) from residential zones, and minimum parking rates for the specific site. The subject site is proposed to be rezoned to AM[XXXX] SYYYY. A new site-specific schedule will establish permitted building heights, required setbacks and required stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 4.7, above.

The following is proposed to be added to “Section V. Provisions” in Urban Exception XXXX:

- **Permit Apartment Dwelling, High-Rise**: Despite section 185(2), permit “Apartment Dwelling, High-Rise”, since wholly residential high-rise buildings are a permitted use in the AM zone. This will enable the site’s zone to contemplate a future conversion to mixed use, for example by converting a portion of the ground floor, sometime in the future, while also respecting the long-term vision of establishing Montreal Road as a mixed-use Corridor.

- **Reduced Minimum Interior Side Yard Setback**: Despite section 185(d), a minimum interior side yard setback of 7.2 metres for the building and 1.4 metres for the parking garage is proposed for the interior side yard setback abutting a residential zone to the east, despite a minimum of 7.5 metres being required.

  Abutting the “R” zone to the west, an interior side yard setback of 5.2 metres for the parking garage is provided for the parking garage. An interior side yard setback of 8.4 metres is provided for the building.

- **Increased Maximum Building Height**: Despite section 185(f), a maximum building height of 68 metres is proposed, whereas the maximum building height is as follows:
  - Up to 20 meters from a R1, R2, R3 Zone: 11 metres
  - 20m to 30m from R1-R4 Zone: 20 metres
  - 30m from property line abutting R1-R4 Zone: 30 metres, maximum 9 storeys
  - In all other cases: 30 metres, maximum 9 storeys

- **Reduced Minimum Resident Parking Rate**: Despite section 101(1) Table 101, a rate of 1.2 resident parking spaces (227 parking spaces) are required, whereas a rate of 0.56 parking spaces (130 parking spaces) is proposed. 139 parking spaces are presently shown in the development, however, a slightly lower rate is sought to provide flexibility and account for possible changes as the design is refined through the Site Plan Control application process. Throughout the detailed design phase, it is possible that some parking spaces may need to be adjusted to accommodate servicing requirements. The development currently proposes139 resident parking spaces at a rate of 0.72 per unit.

  The requested reduction to required resident parking is consistent with parking rate reductions sought across the city; further, secure, indoor bicycle parking is provided at a rate of 1.0 per dwelling unit, plus exterior visitor parking spaces. Montreal Road is anticipated to be reconstructed in alignment with the Blair/ Montreal Road Environmental Assessment (EA) details, which will add cycle tracks and improve public transit. As Montreal Road is a transit priority corridor, this will offer additional choices to residents and visitors, who will be able to access the site using active and public transportation.

- **Reduced Visitor Parking Rate**: Despite section 102 Table 102, a rate of 0.2 visitor parking spaces (38 parking spaces) are required, whereas a rate of 0.1 parking spaces (19 parking spaces) are provided. Visitor parking

spaces are sought to be reduced slightly, recognizing that visitor parking is not possible off-site, as on-street parking is not permitted on Montreal Road.

/ **Compact Visitor Parking Spaces**: Despite section 106(3)(b), five (5) visitor parking spaces are proposed to be provided using the compact parking space dimensions. This is to ensure that all visitor parking spaces in the parking garage can be provided at the first parking level rather than requiring visitors to descend multiple levels, since visitors will likely be unfamiliar with the parking garage and may not realize that additional visitor parking spaces are located on lower levels, leaving them underutilized.

/ **Permit Front Yard Parking**: Despite section 109(2)(a), permit parking in the front yard.

6.0
Other Applicable Requirements

6.1 Hydro Ottawa Separation Distance Requirements

Hydro Ottawa has established required separation distances from its infrastructure to ensure public and worker safety, prevent a power outage and allow space for operating, maintaining, and replacing their infrastructure. Hydro Ottawa regulations state that permanent structures within the "restricted zone" surrounding overhead lines are prohibited.

The applicant team consulted with Hydro Ottawa to discuss the potential for burying the overhead hydro wires. After reviewing preliminary designs, Hydro expressed no interest in moving the lines closer to Montreal Road and has no plans or interest in burying the lines in front of the subject site.

The zone is defined by Hydro Ottawa's OLS0002 standard (Figure 4 below) which states:

- No permanent structure shall be within 5 metres measured radially from any primary voltage conductor or equipment. Measured from the closest primary conductor (at rest) to the closest point of the structure.
- A minimum horizontal separation of 1.5 metres from the building or structure to secondary conductor
- No permanent structure shall be placed or constructed within 2 metres horizontal separation from the outermost overhead primary conductor (at rest).

Zero voltage support wires (ie. Span guys) may cross over the customer's structure and shall maintain at least 2.5 metres vertical clearance to the closest part over the building or structure.

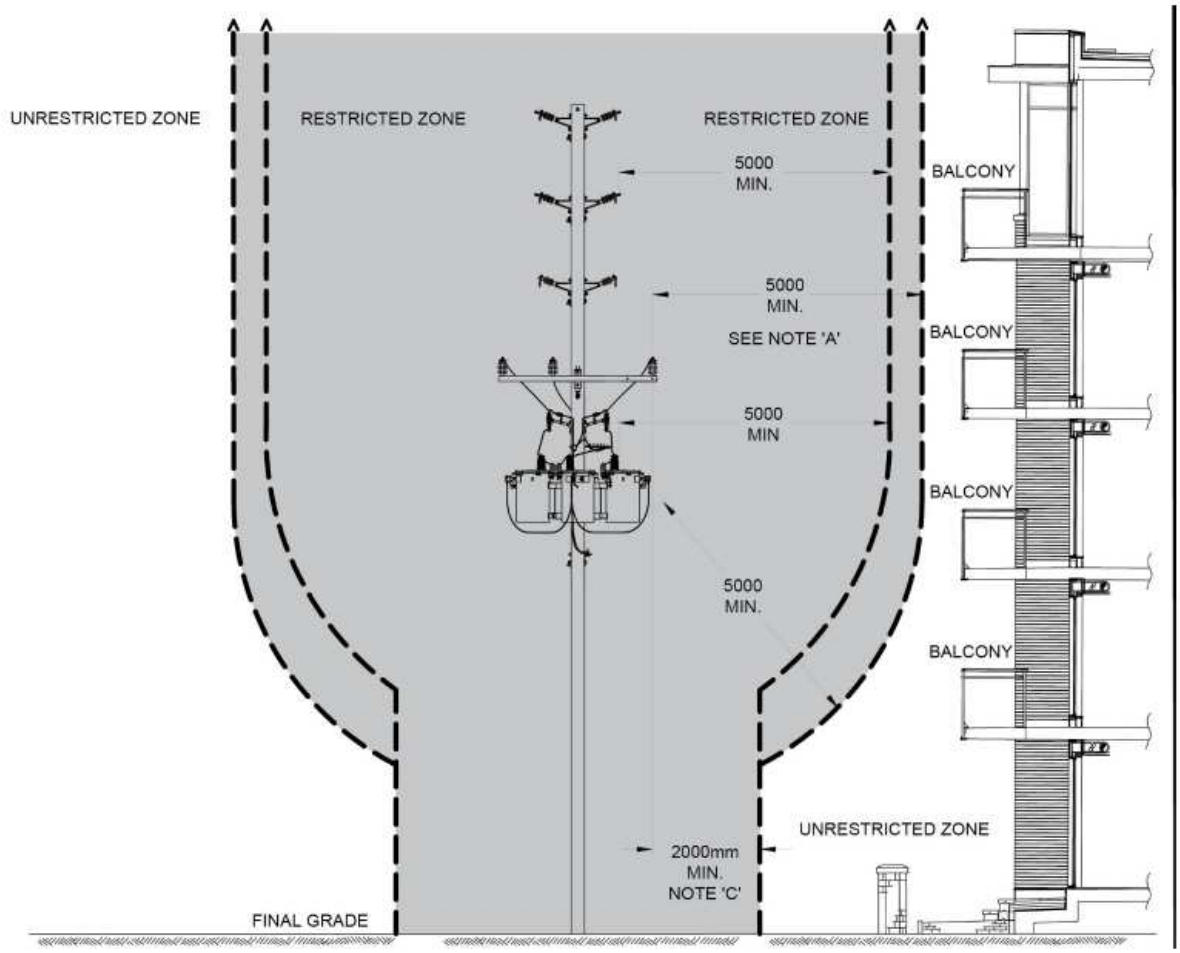


Figure 18: Hydro Ottawa - OLS0002 standard

7.0
Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on August 29, 2024.
- Notification of Ward Councillor, Councillor Tim Tierney
  - The Ward Councillor has been notified of the application in early July 2024;
- Notification of the Community Association, Rothwell Heights Property Owners' Association
- Community Information Session
  - A community information session will be held to discuss the proposed development.
  - It is anticipated that the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff.
- Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for Zoning By-law Amendment – Planning & Housing Committee
  - The statutory public meeting will take place at the City of Ottawa Planning & Housing Committee

8.0
Supporting Plans and Studies

8.1 Architectural Materials

RLA prepared the following materials, available under respective separate covers, dated December 13, 2024:

- 3D Perspectives;
- Angular Plane Diagram;
- Elevations;
- Parking Garage and Floor Plans,
- Shadow Analysis;
- Site Plan; and
- Urban Design Brief.

8.2 Environmental Site Assessment

Paterson Group prepared a Phase I - Environmental Site Assessment (ESA) Update dated October 31, 2024. No on-site or off-site potentially contaminating activities (PCAs) that were considered to represent areas of potential environmental concern (APECs) were identified within the Phase I ESA Study Area. Based on the findings of the previous assessment, a Phase II Environmental Site Assessment was not required for the subject property.

Based on the suspected age of the residential dwelling, asbestos-containing materials (ACMs) and lead-based paints were considered to be present. It was recommended that prior to any disturbance of potentially hazardous building materials, a designated substance survey (DSS) be conducted on the residential structure, in accordance with Ontario Regulation 490/09 under the Occupational Health and Safety Act.

Based on the results of this Phase I ESA Update, it was concluded that a Phase II Environmental Site Assessment was not required.

8.3 Geotechnical Study

Paterson Group prepared a Geotechnical Investigation dated November 29, 2024. The objectives of the geotechnical investigation were to:

- Determine the subsoil and groundwater conditions at this site by means of boreholes.
- Provide geotechnical recommendations pertaining to the design of the proposed development, including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is considered suitable for the proposed development. It is recommended that foundation support for the proposed building consist of the following:

- Within the southern portion of the site, where bedrock is anticipated at or near the founding elevation, the foundation should consist of conventional spread footings bearing on clean, surface sounded bedrock, or on lean concrete trenches extending to the clean, surface sounded bedrock.

- Within the northern portion of the site, where bedrock was encountered well below the foundation elevation, it is recommended that the foundation consist of lean concrete trenches extending to the undisturbed, compact to dense glacial till, or drilled deep foundations extending to the bedrock.

It is expected that bedrock removal will be required within the southern portion of the development to complete the underground parking levels. Due to the presence of a silty clay deposit throughout the northern portion of the subject site, a permissible grade raise restriction has been provided.

8.4 Civil Engineering

Servicing & Stormwater Report, prepared by Egis Canada, dated December 9, 2024. The report found that:

- Water servicing will be provided by a dual 150 mm diameter connection to the municipal 305 mm diameter watermain within Montreal Road
- Fire protection will be provided by existing municipal hydrants.
- Sanitary servicing will be provided by a new service connection to the existing private sanitary sewer located west of the site within the 41 Cedar Road servicing easement.
- Storage for the 5- through 100-year storm events will be provided by an internal cistern located within the P2 parking level. Runoff will discharge to the municipal ditch along Rothwell Drive.
- It is requested that the City review the quality control requirement given the nature of the development and the distance to the outlet.

Based on the information presented in the report, it is recommended that City of Ottawa approve this Servicing and Stormwater Management Report in support of the proposed development at 1815 Montreal Road.

8.5 Transportation Impact Assessment

CGH Transportation prepared a Transportation Impact Assessment (TIA) dated December 2024. The report concludes that, from a transportation perspective, the proposed development application proceed.

8.6 Landscape Plan

GJA Inc. prepared a Landscape Plan dated December 16, 2024.

8.7 Tree Conservation Report (TCR)

IFS Associates prepared a Tree Conservation Report (TCR) dated December 6, 2024.

8.8 Plan of Survey

J.D. Barnes prepared a Topographic Survey dated November 13, 2024.

8.9 Wind Analysis

A Pedestrian Level Wind Study has been prepared by GradientWind Engineering, dated December 18, 2024. The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian

wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are summarized as follows:

- All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, transit stops, lay by, walkways, and in the vicinity of building access points, are considered acceptable
- During the typical use period (May to October, inclusive), conditions within the Level 4 common amenity terrace are predicted to be suitable for standing, or better, with an isolated region suitable for strolling at the northwest corner of the terrace, while conditions within the MPH Level common amenity terrace are predicted to be suitable for a mix of sitting and standing.
  - It is recommended to implement 1.8-m-tall wind screens along the perimeters of the amenity terraces. Canopies extending from the tower façade and that wrap around the northwest and northeast corners of the tower above the Level 4 terrace are recommended to diffuse downwashing winds incident on the Level 4 terrace. Mitigation inboard of the perimeter for the Level 4 terrace could take the form of wind screens and/or other landscaping features, such as raised planters and high-back bench seating.
  - The extent of the mitigation measures is dependent on the programming of the noted spaces. An appropriate mitigation strategy may be developed in collaboration with the building and landscape architects as the design of the proposed development progresses.
- The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4 of the report, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

8.10 Planning

In addition to this Planning Rationale, a Zoning Confirmation Report, dated December 20, 2024, has also been prepared and is available under a separate cover.

9.0
Conclusion

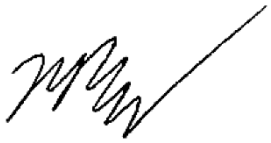
It is our professional planning opinion that the proposed Zoning By-law Amendment and Site Plan Control Application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the Provincial Planning Statement, which promotes efficient land use development by intensification to provide diverse housing supply within established neighbourhoods in close proximity to existing services and transit. The development facilitates intensification of under-utilized lands with a high-rise building on a transit priority corridor, thereby increasing housing options and making efficient use of land and municipal infrastructure.
- The proposed development conforms to the policies of City of Ottawa Official Plan as it implements several objectives of the Big Policy Moves and the City's Growth Management Framework as it proposed to intensify land within the urban boundary to provide sustainable, transit supportive densities that include larger-bedroom units.
- The development conforms to the Official Plan policies for development on Mainstreet Corridors located within the Outer Urban Transect as it intensifies a site with frontage along a Mainstreet Corridor that is well served by transit, and effectively accommodates high-rise heights while respectfully transitioning to neighbouring low-rise residential neighbourhoods. The development will not generate undue adverse impacts on the neighbouring properties and fulfils the compatibility objectives and design principles of Section 4.6 including policies related to building height and massing.
- The proposed development meets the applicable Urban Design Guidelines for High-Rise Buildings, Urban Design Guidelines for Development along Arterial Mainstreets, and Bird Safe Design Guidelines. The proposed development infills an underutilized site situated at transitionary point between low-rise residential uses and the Arterial Mainstreet Context. The development achieves a compatible built form massing and design while respecting its surrounding existing and future context and further proposes a design that minimises impacts to birds.
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.
- The proposed development is supported by technical plans and studies submitted as part of this application.

Sincerely,

Brian Casagrande, MCIP RPP
Partner

Tamara Nahal, MPl
Planner



Mark Ouseley, MES
Planner