

# FOTENN

**339-341  
GLOUCESTER**



July 30, 2019

Planning Rationale and  
Design Brief

Zoning By-law  
Amendment and Site  
Plan Control



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Fotenn Consultants Inc., acting as agents for Upscale Homes Inc., is pleased to submit the enclosed Minor Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 339-341 Gloucester Street (“the subject property”). The owner of the subject property is proposed to demolish the existing a two-and-a-half (2 ½) storey townhouse building and redevelop it with a 21-storey high-rise apartment building.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 1.1 Supporting Studies

Please find enclosed the following plans and studies in support of the applications:

- / Two (2) copies of a Servicing and Stormwater Management Report prepared by David Schaeffer Engineering Limited, dated July 2019;
- / Five (5) copies of a Site Servicing Plan prepared by David Schaeffer Engineering Limited, dated July 16, 2019;
- / Five (5) copies of an Existing Conditions Plan prepared by David Schaeffer Engineering Limited, dated July 16, 2019;
- / Three (3) copies of an Erosion Control Plan prepared by David Schaeffer Engineering Limited, dated July 16, 2019;
- / Five (5) copies of a Stormwater Management Plan prepared by David Schaeffer Engineering Limited, dated July 16, 2019.
- / Five (5) copies of a Grading Plan prepared by David Schaeffer Engineering Limited, dated July 16, 2019;
- / Three (3) copies of a TIA Strategy Report prepared by Parsons, dated July 2019;
- / Five (5) copies of a Site Plan prepared by Roderick Lahey Architects Inc., dated July 16, 2019;
- / Two (2) copies of Lower Level Plan drawings prepared by Roderick Lahey Architects Inc., dated July 16, 2019;
- / Five (5) copies of a Landscape Plan prepared by James B. Lennox & Associates Inc., dated July 16, 2019;
- / Two (2) copies of a Survey Plan prepared by Annis O’Sullivan Vollebakk Ltd.;
- / Three (3) copies of Architectural Building Elevation Drawings prepared by Roderick Lahey Architects Inc., dated June 28, 2019;
- / Two (2) copies of a Wind Analysis prepared by Gradient Wind Engineering Inc., dated June 18, 2019;
- / Two (2) copies of a Noise Study prepared by Gradient Wind Engineering Inc., dated June 18, 2019;
- / Two (2) copies of a Sunshade Study prepared by Roderick Lahey Architects Inc., dated May 29, 2019;
- / Two (2) copies of a Geotechnical Study prepared by Paterson Group, dated August 15, 2018;

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- / Two (2) copies of a Phase 1 Environmental Site Assessment prepared by Paterson Group, dated July 23, 2018; and
  - / Three (3) copies of this Planning Rationale and Design Brief prepared by Fotenn Planning + Design, dated July 30, 2019.

## 2.0 SURROUNDING AREA AND SITE CONTEXT

### 2.1 Site Description

The subject property is located in the Central Area of Ottawa and is known municipally as 339-341 Gloucester Street. The subject property has a frontage of approximately 20.14 metres, a depth of approximately 30.9 metres, and a lot area of 623.8 square metres.

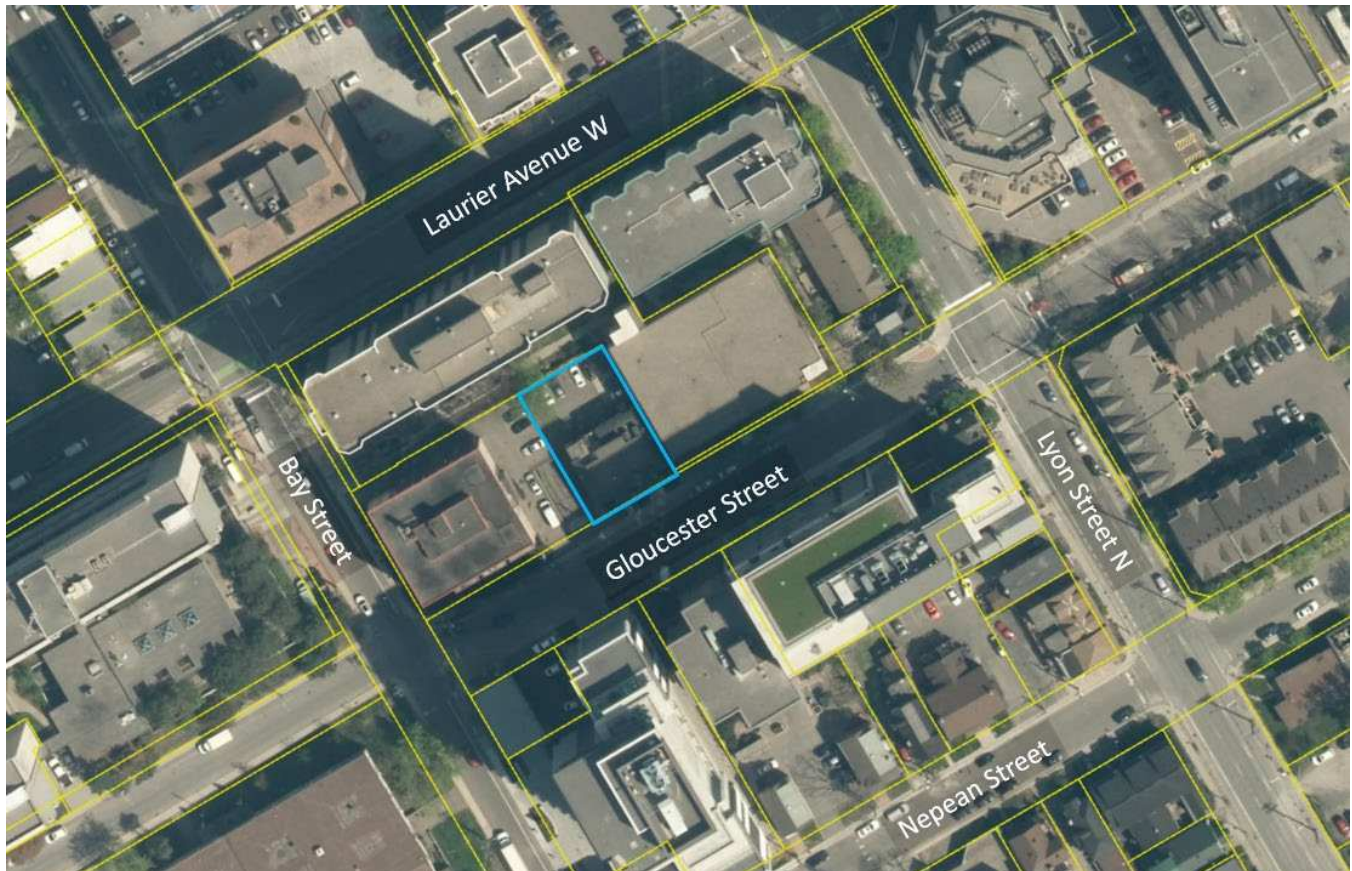


Figure 1: Overhead view of the subject property, outlined in blue

The site is currently occupied by a two-and-a-half (2 ½) storey townhouse building containing three (3) dwelling units, and a small parking lot at the rear of the building.



Figure 2: Photo showing the subject property's existing conditions, looking north from Gloucester Street

## 2.2 Surrounding Context

The subject property is located on the north side of Gloucester Street, between Bay Street to the west and Lyon Street North to the east, in Ottawa's Central Area, just to the north of the Centretown neighbourhood. Gloucester Street is a local street, while Lyon Street North is a busy arterial corridor running between downtown Ottawa to the north and Highway 417 to the south.

The broader area surrounding the subject property can be described as follows:

### North:

North of the site is a 22-storey high rise apartment dwelling. Further north is Laurier Avenue West, a busy east-west arterial road with protected bicycle lanes, beyond which is the continuation of downtown Ottawa, which is characterized by a broad mix of uses including residential, office, institutional, and commercial uses. Diverse building forms ranging from heritage two (2) storey dwellings to tall, modern office and residential towers make up the built landscape of downtown Ottawa.

### South:

The site fronts onto Gloucester Street, on the south side of which are three (3) high rise apartment dwellings ranging from 13 to 18 storeys. Further south is a predominantly low-rise residential neighbourhood which forms part of the Centretown community.

### East:

Immediately east of the subject property, on the same block, are a five (5) storey parking garage and low-rise residential buildings. Further east, beyond Lyon Street North, are a broad mix of uses including residential,



office, institutional, and commercial uses. Building heights range from two (2) storey buildings to high-rise buildings.

**West:**

Immediately west of the subject property is an eight (8) storey mid-rise apartment building. Further west is Bay Street, beyond which lies a predominantly residential neighbourhood with several high-rise apartment buildings, a public elementary school, and a dog park.



Figure 3: View to the north of the subject property



Figure 4: View to the south of the subject property

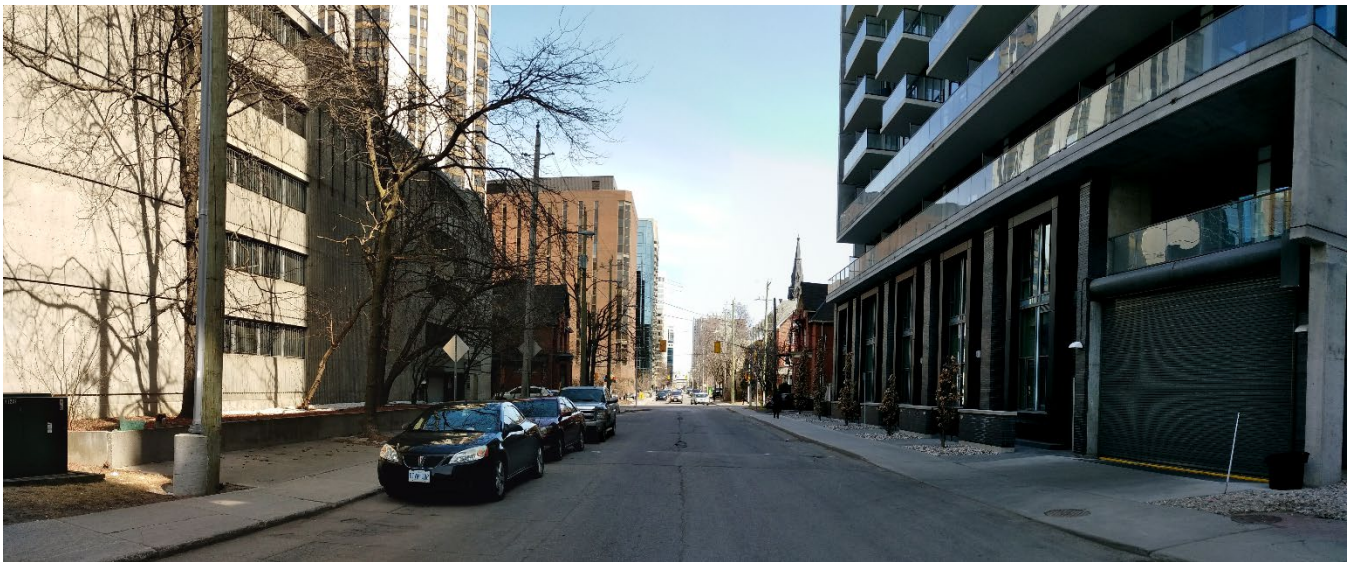


Figure 5: View to the east of the subject property, looking down Gloucester Street



Figure 6: View to the west of the subject property, looking down Gloucester Street

### 2.3 Community Amenities

Given its location in the Central Area, the subject property is in close proximity to several amenities. Some of these amenities include:

- / Centennial Public School;
- / St. Patrick's Basilica;
- / Tech Wall Dog Park and Nanny Goat Hill Community Garden; and
- / St. Patrick's Adult High School.

The locations of the amenities listed above relative to the subject property are shown in Figure 7 below.

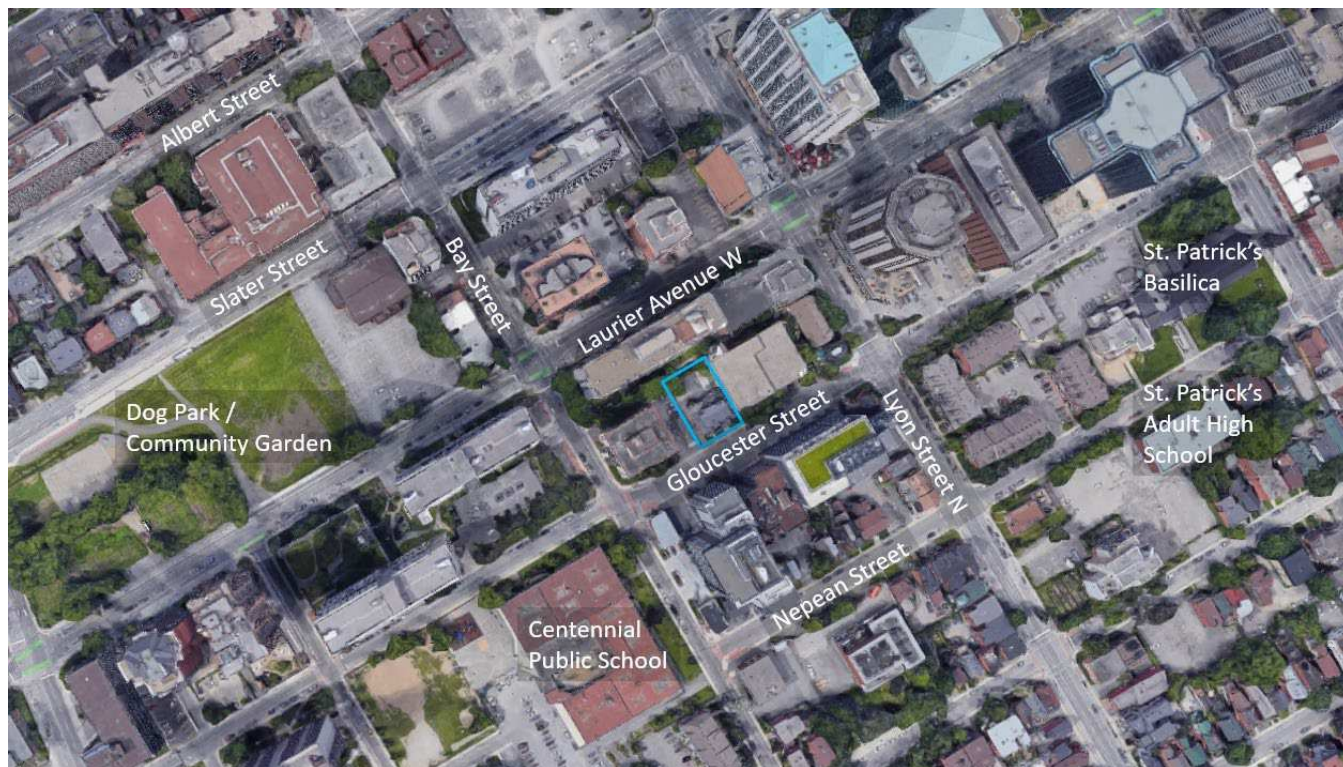


Figure 7: Aerial view of the surrounding context and nearby amenities; the subject property is outlined in blue

## 2.4 Transportation Network

### 2.4.1 Road Network

The subject property is located near several arterial roads in Schedule F – Central Area/Inner City Road Network of the City of Ottawa Official Plan. In particular, two (2) arterial roads are located within 100 metres of the subject property: Lyon Street North (north-south) and Laurier Avenue West (east-west). Other arterial roads in close proximity of the subject property include Slater Street (east-west), Albert Street (east-west), Kent Street (north-south), and Bronson Avenue (north-south).

The subject property is located just over one (1) kilometre away from the 417 Highway to the south.



Figure 8: Excerpt from Schedule F – Central Area/Inner City Road Network of the City of Ottawa Official Plan

## 2.5 Public Transit

The subject property is located less than 250 metres away from the City's bus rapid transit corridor, which currently runs along Slater Street and Albert Street, and through which most of the City's major bus routes travel. Further, the subject property is located just over 300 metres from the future Lyon Light Rail Transit (LRT) Station.



Figure 9: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

## 2.6 Active Transportation

The subject property is located in a neighbourhood that is in general highly accessible for pedestrians, featuring sidewalks on both sides of streets in the surrounding area. The subject property is also located in very close proximity to protected cycling lanes, which run along Laurier Avenue West through downtown Ottawa.

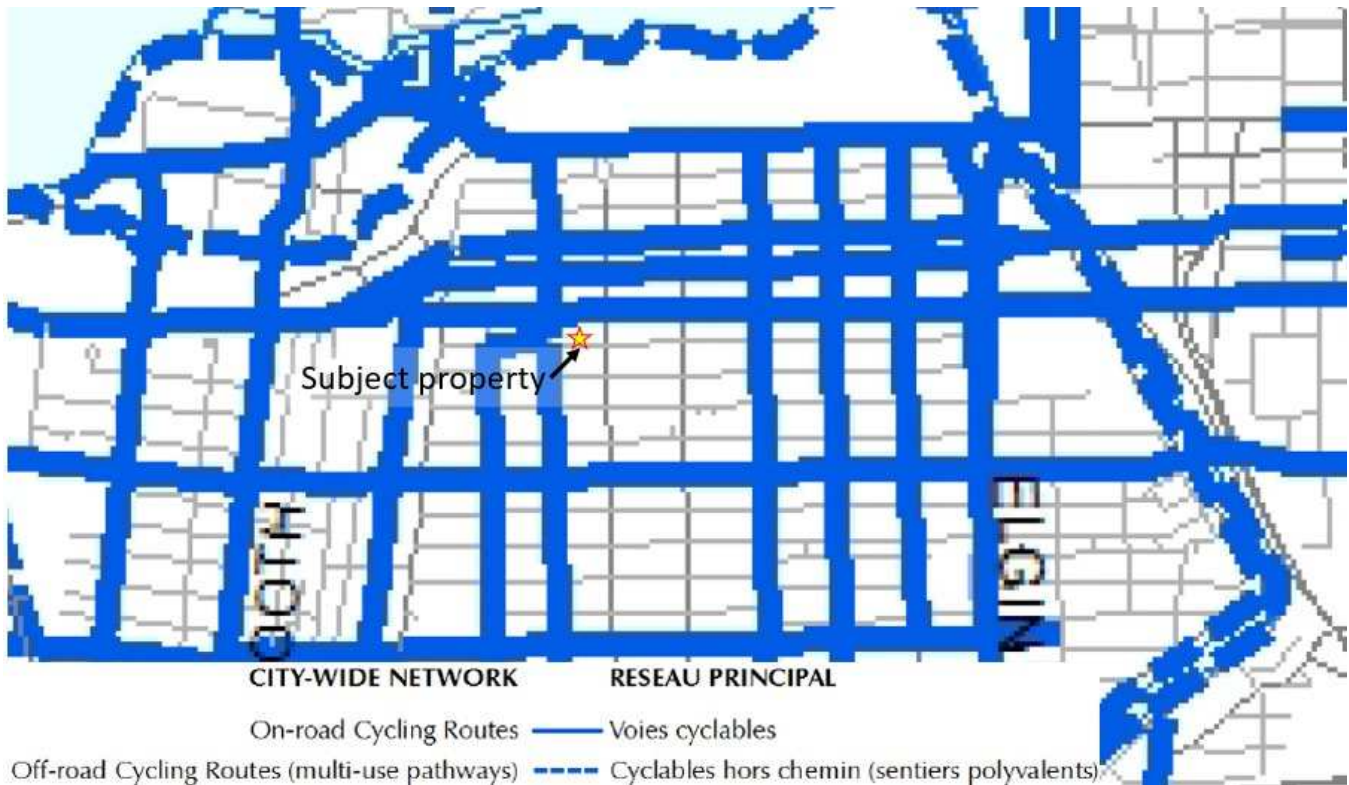


Figure 10: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

# 3.0 PROPOSED DEVELOPMENT

The owner of the subject property is proposing to demolish the existing building and redevelop the subject property with a 21-storey high-rise apartment building. The proposed building will be 64 metres in height.

The apartment building will contain a total of 116 dwelling units. The proposed mix of unit types consists of 97 one-bedroom units, and 19 two-bedroom units.

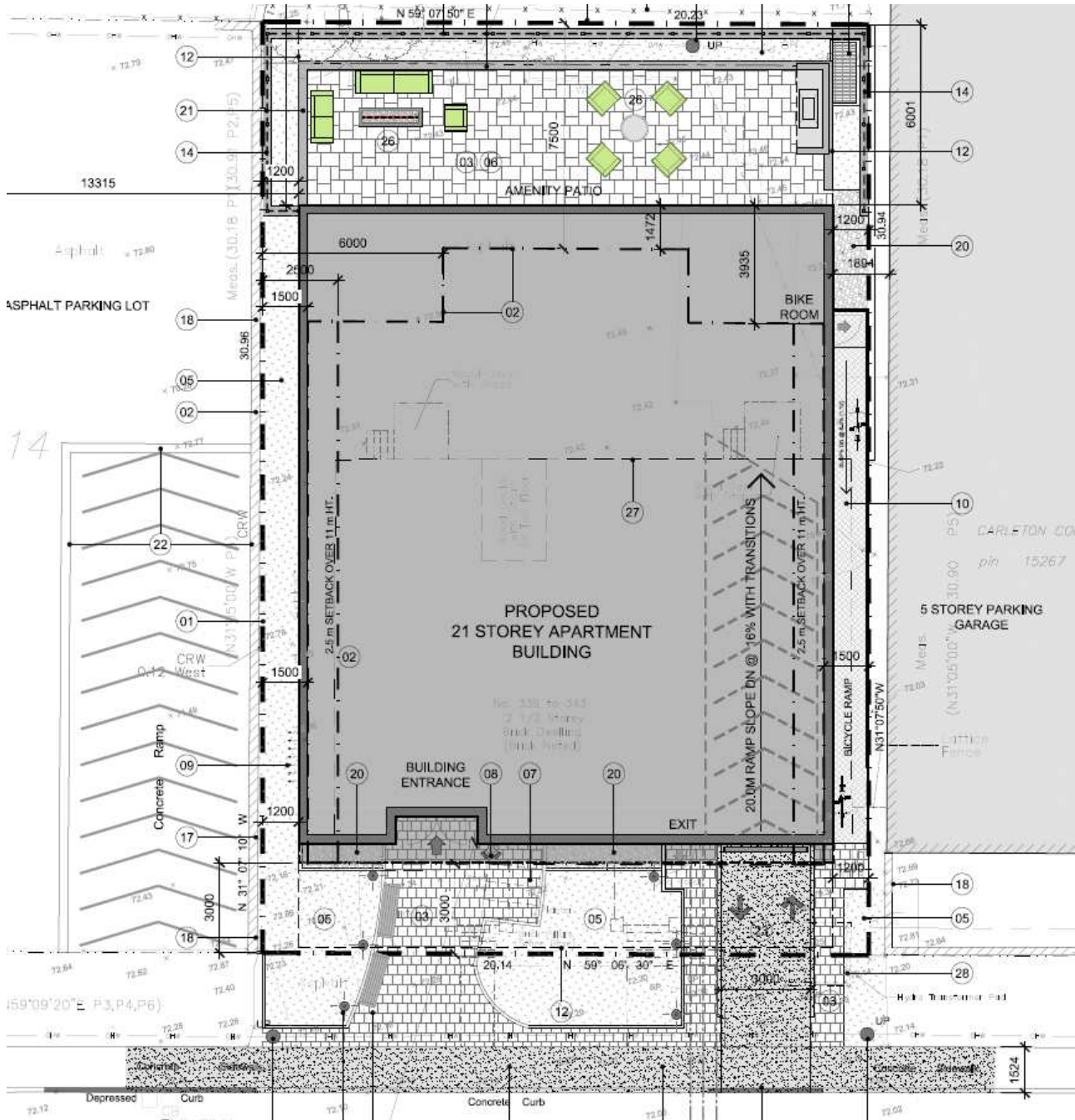


Figure 11: Excerpt from the Site Plan of the proposed development



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### Massing and Design

The proposed development incorporates varied materials and colours into its design in order to break up the building's massing. In particular, the sixth floor, which consists solely of indoor and outdoor amenity space, has been designed to provide a break in the articulation between the base and the tower of the building. The five-storey base created by the sixth-floor break in articulation will help contribute to a sense of human scale along Gloucester Street and provide a transition to the mid-rise buildings on adjacent properties to the east (five storeys) and west (eight storeys).

The proposed building will be set back three (3) metres from the front lot line to the south, 1.2 metres from the interior side lot lines to the east and west, and six (6) metres from the rear lot line to the north. Despite the reduced setbacks, the building's relatively limited floorplate of roughly 390 square metres will help ease massing concerns, such as shadowing and privacy impacts, and helps the subject property more than meet the requirement under the Zoning By-law that at least thirty percent of the lot area be provided as landscaped area.

### Consideration of Context

The area surrounding the subject property is characterized by several examples of high-rise buildings with minimal setbacks from lot lines and/or separation distances from other high-rise buildings. In particular, the south side of Gloucester Street is largely characterized by three (3) high-rise buildings with little to no separation distance between them. The recently constructed high-rise buildings at 324 Gloucester Street and 346 Gloucester Street also feature zero-metre setbacks from Gloucester Street and their respective rear lot lines.

Further north, on the same block as the subject property, there is minimal separation between the high-rise buildings on the properties known as 470 Laurier Avenue West (which abuts the subject property to the north and east) and 450 Laurier Avenue West.

The trend of reduced side and/or rear yard setbacks and/or separation distances between tall buildings is also reflected in several other properties zoned R5 in proximity to the subject property, including:

- / 200 Bay Street, where a high-rise building does not appear to provide a setback from the interior side lot line to the west;
- / 467 Laurier Avenue West, where a high-rise building has zero-metre interior side yard setbacks to the east and west (though a generous rear yard setback is provided); and
- / 186 Lyon Street North/445 Laurier Avenue West, where a high-rise building does not appear to provide an setback from the interior side lot line;
- / 415 and 473 Albert Street, abutting properties on the north side of Albert Street which each feature a high-rise building with no separation distance (as well as short setbacks from other side and rear lot lines); and
- / 424 and 434 Queen Street and 85 Bronson Avenue, abutting properties on the north side of Queen Street with little to no separation distance and/or side yard setbacks between the buildings.

It should be noted that the proposed development's floorplate of 390 square metres appears to be smaller than nearly all other examples noted above.

The proposed 1.2-metre-wide interior side yard setbacks from the east and west lot lines will not have any undue adverse impacts on the subject property or the abutting properties. A parking ramp, driveway and parking lot are located in the eastern portion of the abutting property to the west, such that the proposed setback reduction will result in a separation distance of 13.3 metres between the buildings. Meanwhile, the five (5) storey parking garage on the abutting property to the east is not a sensitive use that will be negatively affected by the proposed interior side yard setback reduction. Floor plans of the proposed development demonstrate that dwelling units facing onto the interior side yard setback also face onto either the front or rear of the building; as such, these dwelling units will still have access to windows with comfortable views.

The proposed six (6) metre rear yard setback, though non-compliant, nonetheless offers an improvement over the abutting property to the west, which provides a shorter setback from the lot line abutting the property to the north. Shadowing impacts onto the rear yard amenity area on the abutting property to the north will be largely limited to the morning and early afternoon. The provision of a rear yard amenity area also represents an improvement over several nearby properties with high-rise buildings that offer little in the way of landscaping and instead provide surface parking.

The above-noted surrounding conditions are unlikely to change in the near future. In particular, the parking garage on the abutting property to the north and east appears to belong to the high-rise condominium building at 470 Laurier Avenue West, and as such will likely remain in place for the foreseeable future. The property to the west also represents a relatively modern construction in the form of an apartment building dating to the late 1950s or early 1960s.

In considering the above, it is Fotenn's opinion that the proposed development is appropriate for the subject property and surrounding area and represents an improvement over several nearby existing conditions.

### **Entrance and Ground Floor**

The main entrance to the proposed development is located along Gloucester Street, providing convenient access to the right-of-way. The ground floor of the proposed development includes a reception area, an office, a mail room, and an amenity room. The ground floor wall facing Gloucester Street is heavily glazed, providing a safe and interesting frontage along the public right-of-way. A secondary entrance near the northeast corner of the building will provide access to an indoor bicycle parking room; the secondary entrance may be accessed by way of a ramp connecting to the subject property's front yard.

The ground level in front of the main entrance includes soft landscaping, hard landscaping, and visitor bicycle parking spaces. Overall, landscaping makes up for 37.7% of the subject property's area at-grade.

### **Parking**

The proposed development includes an underground garage providing access to 12 parking spaces. Access to and from the parking garage will be provided via a ramp connecting to Gloucester Street to the south. The proposed ramps leading to and inside the parking garage will be limited to one-way circulation as they are quite narrow; accordingly, the design of the garage will incorporate measures to ensure safe vehicle circulation.

The proposed development will provide a total of 142 bicycle parking spaces, which are largely located indoors on the ground floor of the building and in the parking garage.

### **Amenities**

The proposed development provides several communal amenity areas including the following:

- / A ground floor amenity room;
- / A rear yard, at-grade outdoor patio area;
- / A communal, indoor amenity room on the sixth floor of the building;
- / An outdoor terrace on the sixth floor;
- / An outdoor terrace on the 22<sup>nd</sup> floor, which is a mechanical floor located above the 21<sup>st</sup> floor; and,
- / An outdoor rooftop terrace.

The proposed amenities, which total 714.6 square metres, meet the amenity area requirements under the City of Ottawa Zoning By-law.

### **Refuse and Utilities**

The proposed utilities and refuse collection area are located away from public view, in the underground garage and on the 22<sup>nd</sup> and 23<sup>rd</sup> floors of the building.



Figure 12: Street elevation drawing of the proposed development, showing the north side of Gloucester Street

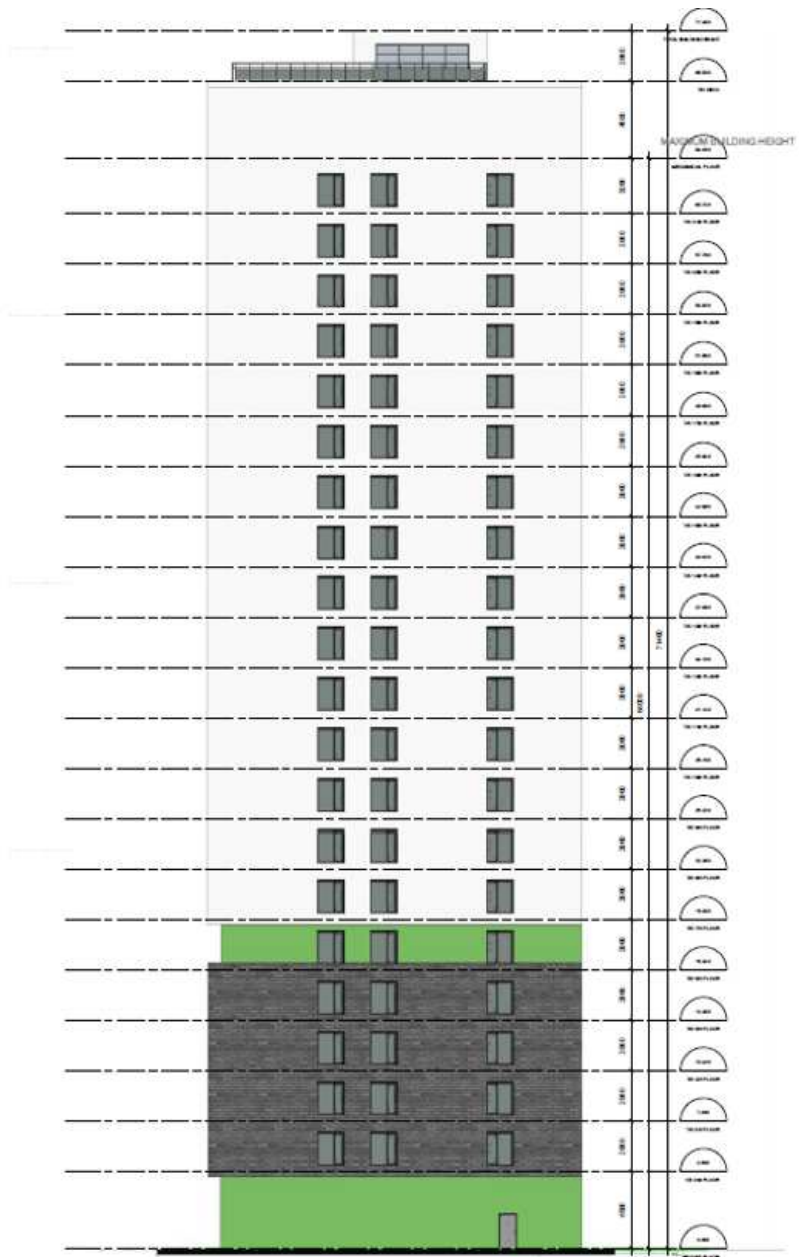


Figure 13: East elevation drawing of the proposed development

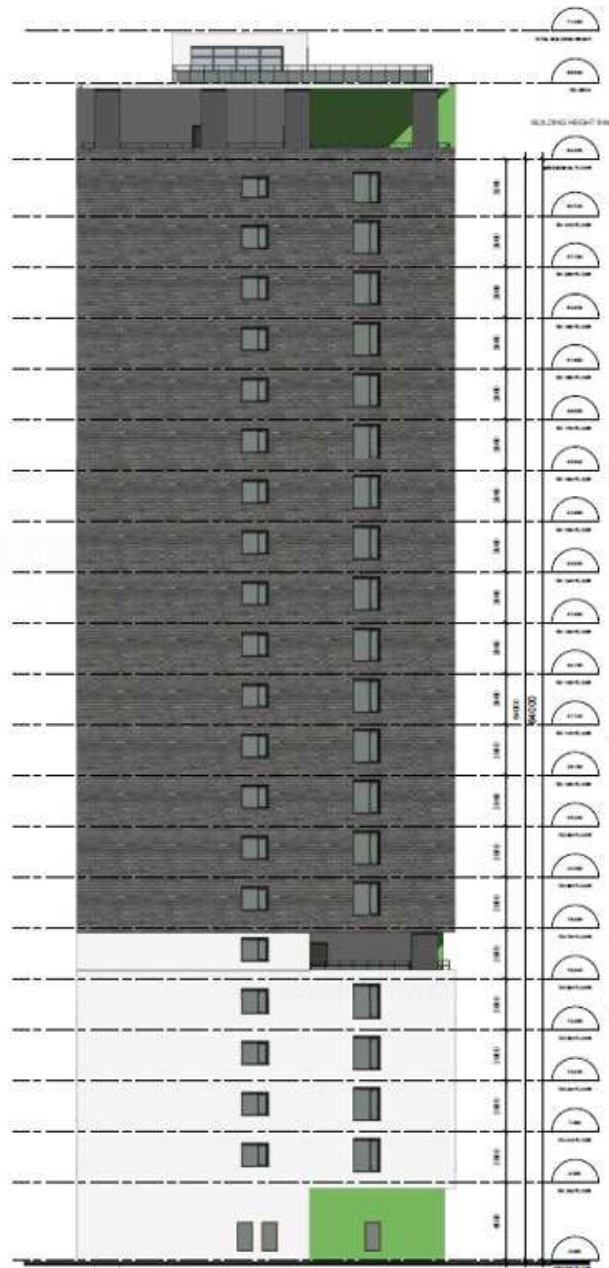


Figure 14: West elevation drawing of the proposed development

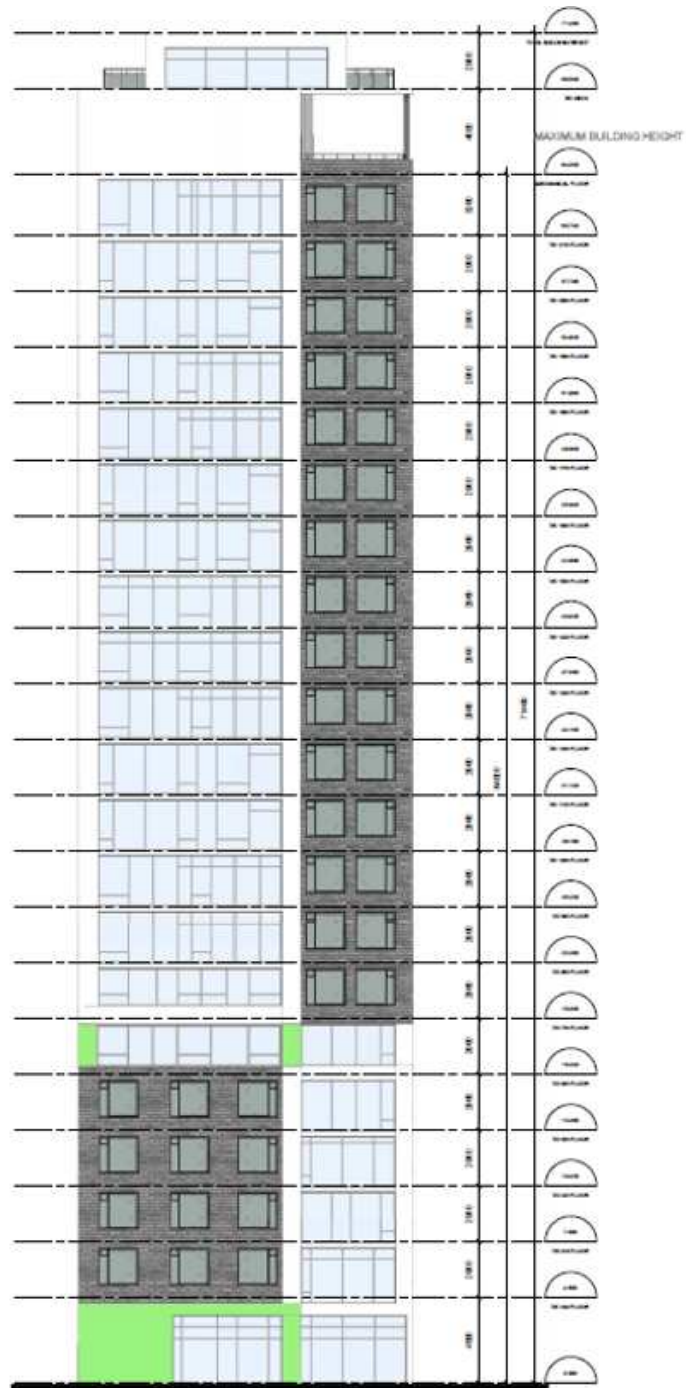


Figure 15: North elevation drawing of the proposed development

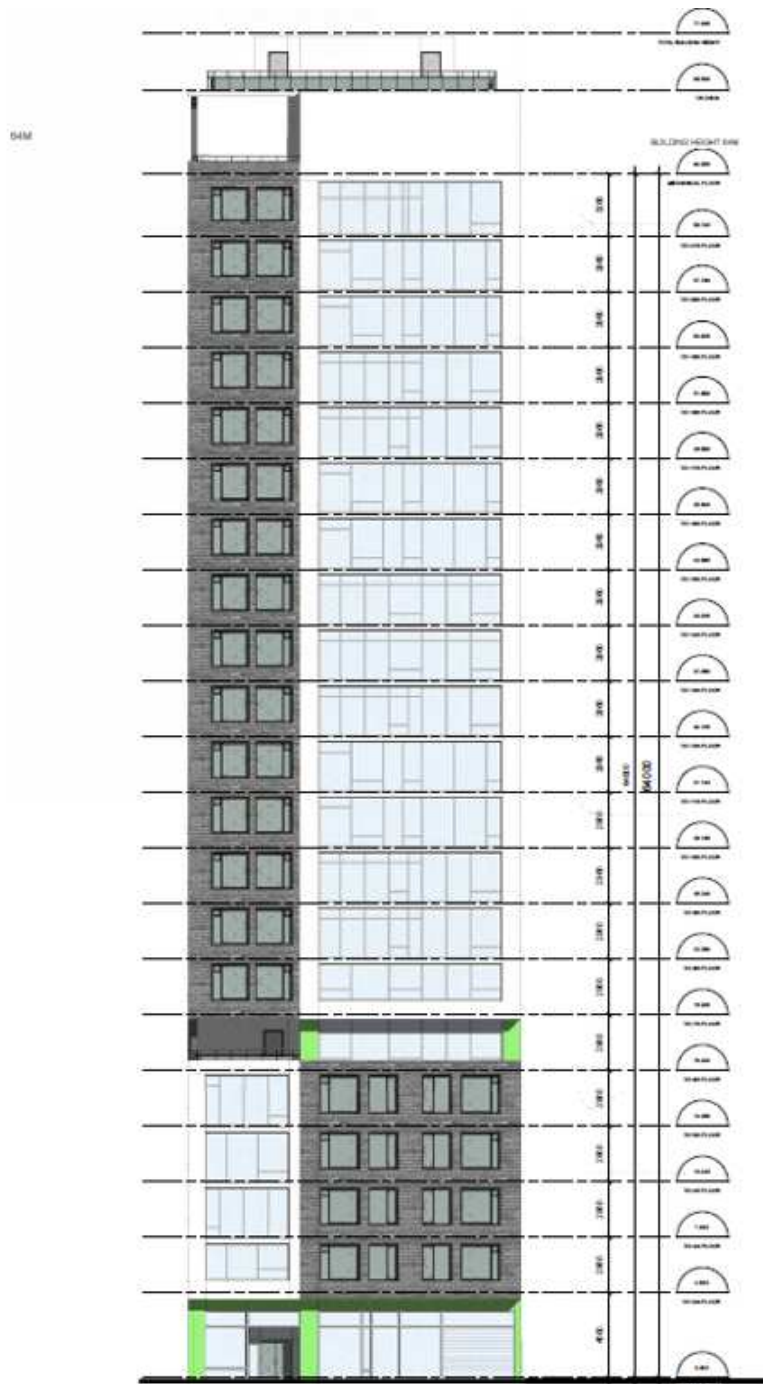


Figure 16: South elevation drawing of the proposed development



Figure 17: 3D views of the proposed development





Figure 18: View looking north of the existing streetscape along Gloucester Street



Figure 19: View looking north of the streetscape along Gloucester after the construction of the proposed development

## POLICY & REGULATORY FRAMEWORK

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### 4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It 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.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities and to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed development meets the following policies, among others:

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

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

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

#### 1.1.3 Settlement Areas

Policy 1.1.3 of the PPS states that the vitality of settlement areas is critical to the long-term economic prosperity of our communities, and that it is interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures. According to Policy 1.1.3.1 of the PPS, settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
  1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
  4. support active transportation;
  5. are transit-supportive, where transit is planned, exists or may be developed; and
  6. are freight-supportive; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to Policy 1.1.3.4 of the PPS, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

**The proposed development is consistent with Policy 1.1.3 (Settlement Areas) of the PPS, as the subject property is in a built-up settlement area with adequate servicing and infrastructure. The proposed development will intensify the subject property with a compact, high-rise building form. The subject property is in an ideal location with convenient access to alternative transportation modes and a variety of nearby amenities, thus helping to promote air quality, energy efficiency, and public health.**

#### 1.4 Housing

According to Policy 1.4.3 of the PPS, planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. Some of the listed strategies include:

- a) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- c) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available.**

#### 1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 of the PPS states that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.6.1 of the PPS states that planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
  1. municipal sewage services and municipal water services; and
  2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;

- b) ensure that these systems are provided in a manner that:
  1. can be sustained by the water resources upon which such services rely;
  2. is feasible, financially viable and complies with all regulatory requirements; and
  3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

Policy 1.6.6.2 of the PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas, and that intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

According to Policy 1.6.7.2 of the PPS, efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Further, Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

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

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

Policy 1.7.1 of the PPS outlines a variety of strategies that should support long-term economic prosperity. Relevant strategies for the purposes of the above-noted application include the following:

- / optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- / maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

**The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as it will result in an intensification of a property in a built-up area with existing services and promote active transportation and public transit use. The proposed residential development will help enhance the vitality and viability of downtown Ottawa by increasing housing stock in the area.**

### **1.8 Energy Conservation, Air Quality and Climate Change**

Policy 1.8.1 of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
  1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
  2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- g) maximize vegetation within settlement areas, where feasible.

The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as the application promotes the intensification of a property in a compact built form. Further, the location of the subject property near rapid transit and cycling infrastructure will encourage active transportation and public transit opportunities.

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

The subject property is designated **Central Area** in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (as shown in Figure 20).

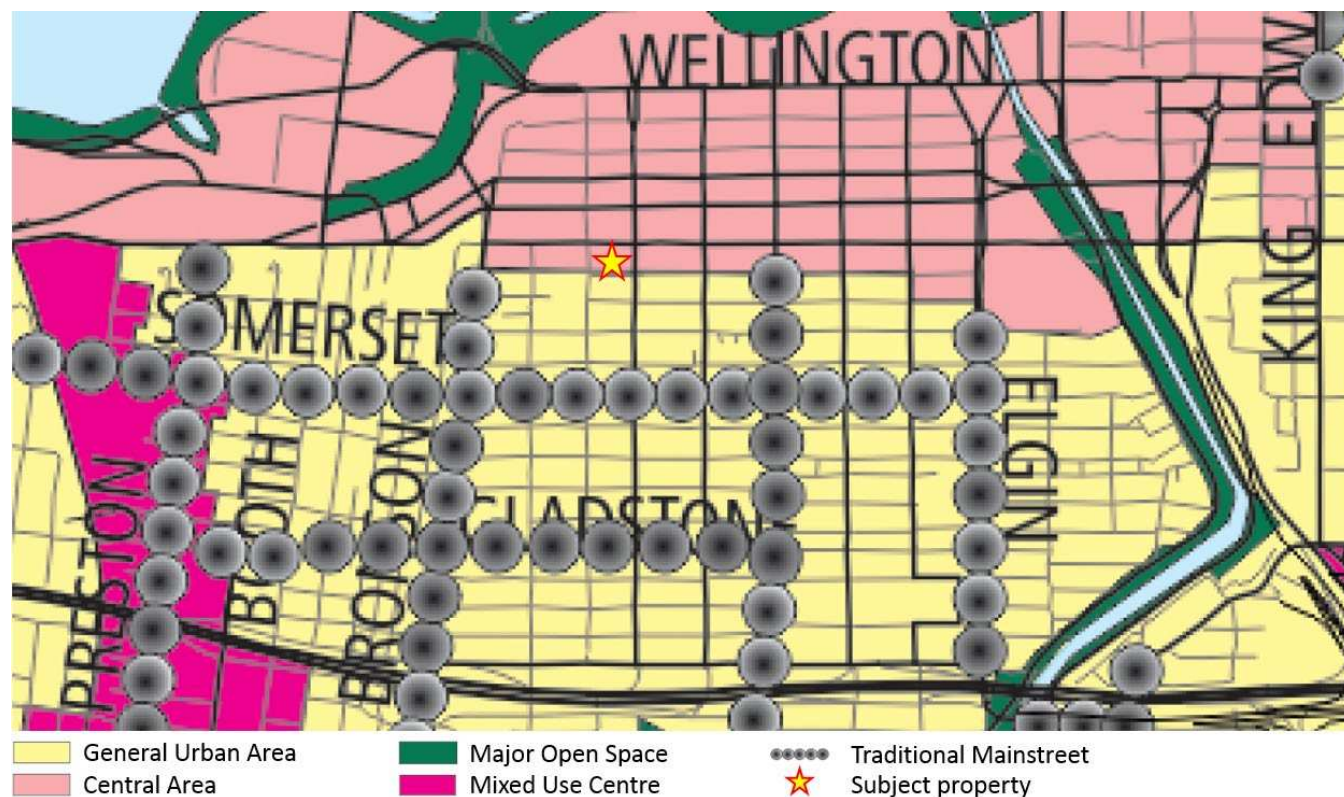


Figure 20: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan; the subject property is located in the Central Area

The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also

the main tourist destination in the National Capital Region, with 5.5 million visitors yearly. These policies promote the Central Area's vital role in the city, its distinct identity and heritage character, as well as the primacy of the Parliament Buildings and other national symbols. The Plan also aims to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities. This aim will be supported by the protection of residential neighbourhoods in and near the Central Area and an increasing number of dwelling units in the downtown area, including a vibrant urban community on LeBreton Flats.

Policy 4 of Section 2.2.2 – Managing Growth Within the Urban Area of the City of Ottawa Official Plan identifies the Central Area as a target intensification area.

**Intensification in the form of the proposed high-rise building, which will increase housing supply in the downtown area, is supported in the Central Area designation of the City of Ottawa Official Plan.**

Policy 2(e) of the Section 3.6.6 – Central Area of the City of Ottawa Official Plan states that the City will support the Central Area's role as the economic and cultural heart of the city and the symbolic heart of the nation by protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area. In realizing this aim, the City will ensure that:

- i. Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings, and do not visually dominate the Parliament Buildings and other national symbols;
- ii. Buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Annex 8A,
- iii. No building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 8B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 8B,
- iv. For blocks that do not have angular height planes established on Annex 8B, maximum permitted building heights do not violate the intent and aim of this policy, permitted heights are consistent and compatible with building heights generally in the area where no height planes apply, and permitted heights are in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Policy Plan contained in Volume 2, Annex 8C – LeBreton Flats Foreground View Control Planes and as indicated on Annex 8B – Central Area Maximum Building Heights;

As per Figure 21, the subject property is in an area of background height control, though it is not in a block where building heights are limited to angular planes.

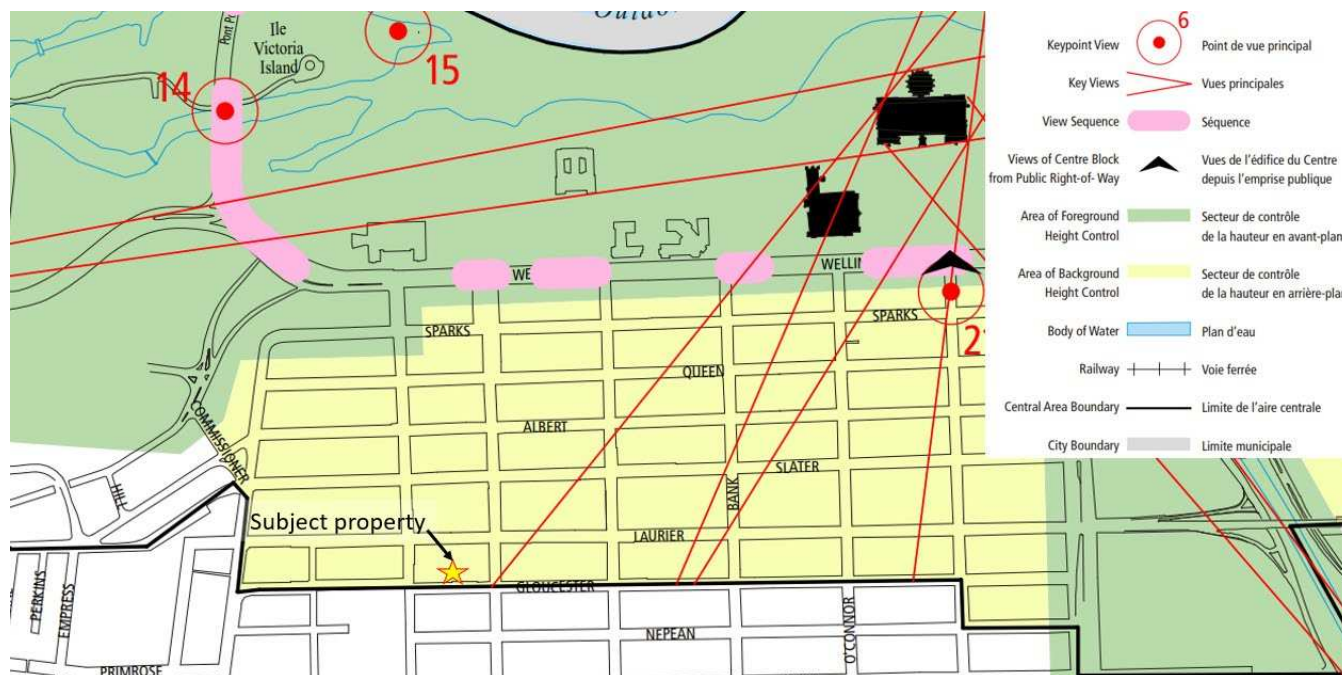


Figure 21: Excerpt from Annex 8A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols of the City of Ottawa Official Plan

**The proposed development's building height of 64 metres is in conformity with the Official Plan policies for building heights in the Central Area and will not have adverse impacts on background views to the Parliament buildings.**

#### 4.2.1 Urban Design and Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments.

/ **To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The proposed high-rise development appreciates the local context of the surrounding area, which is characterized by several high-rise buildings. The proposed building height complies with the existing zoning for the subject property and will not result in an undue adverse impact on Central Area key viewpoints of the Parliament Buildings as identified in the City's Official Plan.

/ **To define quality public and private spaces through development**

The proposed development will provide several quality private, communal amenity areas, including an outdoor, at-grade amenity space in the rear yard. The rear yard patio will be enclosed so as to provide a clear demarcation between the private and public realms. The proposed articulation of the building creates a five-storey base with a three (3) metre front yard setback that will contribute to a sense of human scale along Gloucester Street. The proposed development's building height of 64 metres complies with the City of Ottawa Zoning By-law and will not negatively impact important viewpoints of the Parliament Buildings. A noise study has been included as part of this submission under separate cover in order to ensure that the building's inhabitants' exposure to noise will be minimized.

- / **To create places that are safe, accessible and are easy to get to, and move through.**  
The proposed development will help provide a more active and continuous frontage along the public right-of-way than the existing condition. The improved street frontage will contribute to a sense of safety and security and provide more “eyes on the street”.
  
- / **To ensure that new development respects the character of existing areas.**  
The proposed high-rise development will complement and enliven the surroundings, which are characterized by several other high-rise buildings.
  
- / **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**  
The proposed development is a compact intensification of the subject property and contributes to the residential supply in the City’s downtown core.
  
- / **To understand and respect natural processes and features in development design.**  
The proposed development will not affect any natural heritage systems, none of which are located on or near the subject property.
  
- / **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**  
The proposed development intensifies a property near an LRT station and several amenities, which will encourage alternative transportation methods including rapid transit, walking, and cycling. The proposed development will provide 132 bicycle parking spaces, which represents more than one (1) bicycle parking space per dwelling unit.

#### 4.2.2 Urban Design and Compatibility (Section 4.11)

Policy 2 of Section 4.11 of the City of Ottawa Official Plan contains criteria for evaluating the compatibility of development applications. The proposed development meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
<b>Traffic</b>	As the proposed development will only incorporate 12 parking spaces into its design, its impact on traffic is expected to be relatively limited.  A transportation study prepared by Parsons has been included under separate cover.
<b>Vehicular Access</b>	Vehicular access to the proposed development will be provided via a driveway connecting to Gloucester Street to the south. The three-metre wide driveway will lead directly to the proposed underground parking garage.
<b>Parking Requirements</b>	The proposed development’s underground parking garage will provide 12 parking spaces (2 resident spaces and 10 visitor spaces). The proposed provisions of vehicle and bicycle parking comply with the requirements of the Zoning By-law.



Compatibility Criteria	Proposed Development
<b>Outdoor Amenity Areas</b>	The proposed development will be set back six (6) metres from the rear lot line to the north, on the other side of which is a rear yard outdoor amenity space belonging to the abutting property to the north (470 Laurier Avenue West). The proposed setback will help maintain mitigate impacts of the abutting property's amenity space.
<b>Loading Areas, Service Areas and Outdoor Storage</b>	Parking and refuse collection are proposed to be located in the underground garage, away from public view.
<b>Lighting</b>	Site lighting will be designed to meet minimum City Standards and to mitigate any negative impacts on adjacent properties.
<b>Noise and Air Quality</b>	<p>A noise study has been prepared by Gradient and included under separate cover to assess potential noise impacts from nearby roadways. The noise study provides mitigation recommendations including air heating and air condition, and the inclusion of a warning clause.</p> <p>The proposed development is not anticipated to have any impacts on noise or air quality in the surrounding area.</p>
<b>Sunlight</b>	<p>A shadow study has been prepared and included under separate cover as part of this application.</p> <p>Shadowing impacts on abutting and nearby properties to the north and west are limited to the morning; while afternoon shadowing impacts will be largely limited to the abutting parking garage to the east.</p>
<b>Microclimate</b>	A wind study has been prepared by Gradient and included under separate cover as part of this application. The study concludes that within the context of typical weather patterns, no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe.
<b>Supporting Neighbourhood Services</b>	The subject property is in the Central Area, in close proximity to a wide range of services and amenities.

### 4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs (MMAH) in

April 2014. Several appeals of OPA 150 are currently before the Ontario Municipal Board (OMB) with portions having been approved.

OPA 150 does not propose any changes that have any impact on the proposed development. The subject property retains its Central Area designation and the proposed development continues to be permitted.

Policies under Section 2.5.1 have been revised in a manner to allow development proponents to respond in creative ways to the Design Objectives. The responses provided in the previous Official Plan section continue to apply.

Section 4.11 has been revised to address a variety of new policy objectives. Applicable new objectives are listed and discussed in the following table:

<b>Compatibility Criteria</b>	<b>Proposed Development</b>
<b>Views</b>	The proposed high-rise development complies with the maximum building height for the subject property identified in the Zoning By-law and will not impact any protected views identified in the City's Official Plan.
<b>Building Design</b>	<p>The proposed development fits with the existing character and planned function of the surrounding area, which is already characterized by several high-rise buildings.</p> <p>The building design will incorporate a variety of materials and colours and features significant glazing. The proposed articulation, in particular along the sixth floor, helps create a five-storey base that will contribute to creating a sense of human scale along Gloucester Street.</p> <p>Mechanical equipment has been integrated into the building's design and does not affect the pedestrian environment.</p>
<b>Massing and Scale</b>	<p>The proposed development's limited floorplate of 390 square metres will help mitigate concerns related to massing such as shadowing.</p> <p>The proposed development is appropriate for the Central Area as its scale is smaller than that of the typical high-rise building in the area, and its height is similar to that of nearby existing buildings.</p>
<b>High-Rise Buildings</b>	<p>The proposed high-rise development includes a five-storey base that is achieved through changes in articulation and a slight recession of the sixth floor. The proposed five-storey base will help establish a human-scale and pedestrian street environment.</p> <p>The proposed development features a relatively small floorplate, which will help mitigate impacts to the surrounding area. A wind study prepared for the proposed development determined that no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe. Shadowing as a result of the proposed development is typical in an urban, Central Area context.</p> <p>The proposed development meets the current zoning requirements for minimum lot area and width. The proposed development does not meet the Urban Design Guidelines regarding tower separation distance directives; however, the proposed</p>

	development is deemed to be appropriate given its context in a downtown area characterized by several instances of minimal separation distances between high-rise buildings.
<b>Outdoor Amenity Areas</b>	The proposed development is set back six (6) metres from the abutting lot line to the north. This rear yard setback will help mitigate concerns related to shadowing and privacy for the rear yard amenity area of the abutting property to the north.
<b>Design Priority Areas</b>	As the subject property is located in a Design Priority Area and the Site Plan Control application would result in a building which is greater than four (4) storeys, the proposed development is subject to review by the City's Urban Design Review Panel (UDRP).  An informal pre-consultation with the UDRP was held on July 4, 2018. A formal UDRP review will follow.

#### 4.4 Central Area Secondary Plan

The Central Area Secondary Policy Plan contains, in addition to objectives and policies, a vision and a conceptual image for each Character Area or Theme Street. The vision describes the desired future of the area and reflects the general intent of the objectives and policies. Each conceptual image serves as a "mental map" which is provided solely to assist in the understanding of the respective vision. Neither the visions nor the conceptual images should be interpreted as policy statements or land use schedules.

The subject property is located within the Upper Town Character Area of the Secondary Plan (Figure 22).

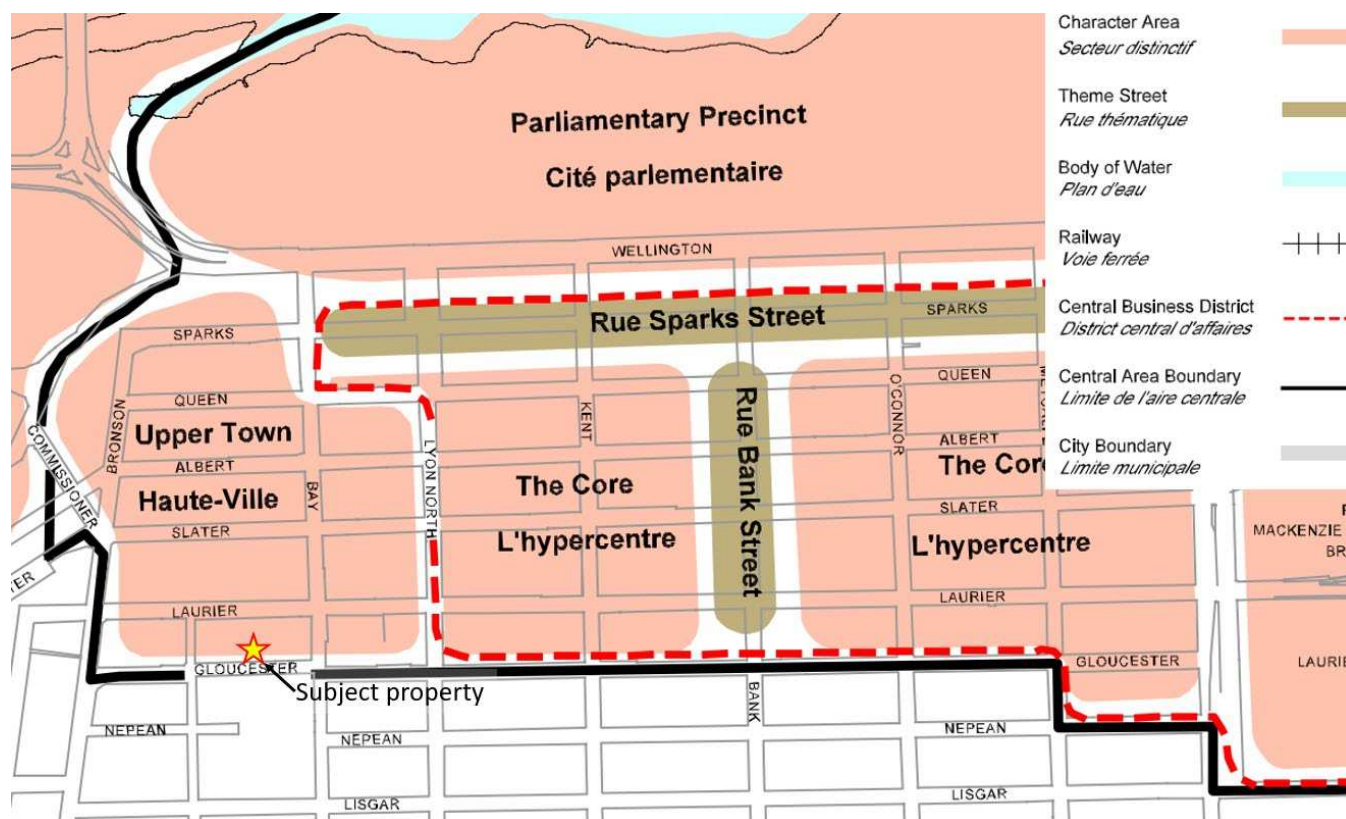


Figure 22: Excerpt from Schedule B – Central Area Character Areas and Theme Streets of the Central Area Secondary Policy Plan

#### 4.4.1 Vision

The following elements of the Central Area Secondary Plan's vision for the Upper Town Character Area apply to the proposed development:

##### Residential Predominance

In the future, Upper Town will contribute significantly to the vitality of the Central Area and especially the Core, as an attractive, liveable urban residential neighbourhood which focuses on a unique heritage district and enjoyable pedestrian environment. Housing will be the predominant use, including ground-oriented housing at the base of high-rise buildings, while a limited number of pedestrian-oriented uses will co-exist at-grade.

##### Building Height

Predominantly medium and high-rise development which creates a human scale and respects occasional heritage buildings will be featured in the Upper Town area south of the Cathedral Hill heritage conservation district. New residential buildings will be sensitively designed to contribute to an enjoyable pedestrian streetscape and a liveable environment, through design features which avoid overpowering effects, minimize shadowing and wind, enhance the urban forest and provide usable indoor and outdoor amenity areas.

##### Pedestrian Movement

An identifiable pedestrian pathway system in the area will link the Garden of the Provinces, the Cathedral Hill district, Sparks Street, LeBreton Flats, the Core, and open spaces in Upper Town. Attractive streetscape elements with abundant landscaping will be sensitive to the architectural character of the area, and will create opportunities for socializing. The block containing the former Ottawa Technical High School and playing fields

will contain public and significant infill residential uses, as well as enhanced open space which will serve as the focus of the southern part of Upper Town, and will be used for a variety of shared-use leisure activities.

### **Transportation**

Transitway improvements and the introduction of rapid transit will contribute to improved residential liveability in Upper Town, providing an enhanced street environment, reduced noise and improved air quality, while continuing to provide a high level of transit service.

A multi-use pathway route through the new central community park will link the Laurier Avenue segregated bicycle lanes with the existing multi-use pathway routes to the west as part of the City's East-West Cycling Facility.

Through a combination of public and private measures, the Upper Town of the future will be an attractive liveable urban neighbourhood whose convenient location next to the Core will attract not only residents, but visitors who will enjoy its special historic ambience and its enjoyable pedestrian environment.

**The proposed development is in conformity with the Secondary Plan's vision for the Upper Town Character Area as it is a high-rise building that contributes to the area's residential predominance, is sensitively designed to establish a human scale at street level, and provides several indoor and outdoor amenities.**

#### **4.4.2 Objectives**

The Central Area Secondary Plan outlines the following objectives for the Upper Town Character Area:

- a. To strengthen and protect Upper Town as designated on Schedule B - Character Areas and Theme Streets as a predominantly residential neighbourhood which contributes to the vitality of the Central Area.
- b. To improve the residential livability of Upper Town, and preserve and enhance its heritage resources.
- c. To create a new central park, as a focus of community activity, on the western portion of the block bounded by Bronson Avenue, Slater Street, Bay Street and Laurier Avenue.

**The proposed development meets the intent and purpose of the Secondary Plan's vision for Upper Town by strengthening its residential character and contributing to the establishment of a human scale along Gloucester Street.**

#### **4.4.3 Policies**

The following Upper Town Character Area policies apply to the proposed development:

##### **Predominantly Residential Neighbourhood**

- a. City Council shall permit predominantly residential uses, including bed and breakfast establishments, within Upper Town in order to contribute to the vitality of the Central Area, and especially the adjacent Core. City Council may also permit:
  - i. limited commercial uses at grade within the area, such as confectioneries, restaurants, personal services, provided that such uses primarily serve the needs of local residents and that they do not:
    - o attract large volumes of automobile traffic,
    - o generate excessive noise and/or fumes,
    - o require large areas for on-site outdoor storage of goods or vehicles;
  - ii. a limited number of other uses within the area which are complementary to, and compatible with the residential character of the area consistent with the criteria in I) above, such as leisure and public uses, and limited offices, provided that residential uses remain dominant in the area.

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**The proposed residential development will contribute to the predominantly residential character of the Upper Town Character Area.**

#### **Heritage Conservation**

- b. City Council shall ensure the protection, conservation and enhancement of the heritage resources and features of Upper Town. In realizing this aim, City Council shall have regard for the design criteria in Official Plan Sections 2.5.1 and 3.6.6 to ensure that new infill development, alterations to existing heritage buildings, and/or public improvements within this area are sensitive to, and complement its special heritage character.

**Although the proposed development involves the demolition of a building that possesses some aspects of heritage value, the existing building is isolated in its existing context. The proposed development will better integrate the subject property with the overall character of the immediate surrounding area along Gloucester Street.**

#### **Height of Development**

- c. City Council shall permit predominantly medium and high-rise development within Upper Town provided that development:
  - i. creates a transition to the existing residential neighbourhoods to the south.
  - ii. where appropriate, creates an effective transition between lower and higher profile forms; and
  - iii. regardless of height, contributes to a sense of human scale;
  - iv. achieves a transition from the historic limestone cliff and the Cathedral Hill heritage conservation district to the predominantly medium and high-rise forms in the remainder of Upper Town. This transition shall create a unique transitional entrance to the Central Area which respects the heritage character of the Cathedral Hill area and the prominence of the historic limestone cliff;
  - v. within the Cathedral Hill heritage conservation district retains the prominence of the historic limestone cliff as provided below and is sensitive to the heritage character of the district;

**The proposed high-rise development's articulation creates a five-storey base, which contributes to a sense of human scale. The small building floorplate will also help ease massing concerns. The subject property is surrounded by mid- to high-rise developments; as such, the proposed development will have no undue impact on nearby low-rise residential areas.**

#### **Residential Liveability**

- f. City Council shall undertake to ensure and improve the livability of Upper Town and shall accordingly take into account the design criteria in Ottawa Official Plan, Section 2.5.1 and 3.6.6 when reviewing proposals for residential development within the area, in particular:
  - i. the provision of a tree planting corridor/area;
  - ii. the provision of adequate privacy and sunlight for residential units;
  - iii. the provision of usable private and common outdoor landscaped amenity areas;
  - iv. minimizing sun shadowing and undesirable wind conditions at-grade;
  - v. the creation of an identifiable entrance and a strong transition from the public right-of-way;
  - vi. where appropriate, providing a transition from low-rise to high-rise buildings, and vice versa;
  - vii. setting back the upper storeys of high to medium rise buildings, including the use of podiums, to create a human scale and minimize overpowering and overshadowing effects; and
  - viii. treatment of the lower floors of high-to-medium rise buildings to create visual interest.

**The proposed development includes a common outdoor amenity area in the rear yard of the subject property; creates an identifiable entrance and a strong transition from the public right-of-way; and includes treatments that will create visual interest.**

### **Pedestrian Environment and Open Spaces**

- g. City Council shall ensure the improvement and enhancement of the pedestrian and open space environment in Upper Town through such measures as:
- i. **Streetscape Improvements** - the provision of streetscape and pedestrian/cyclist crossing improvements at key intersections, as well as street tree planting as per the Escarpment Area District Plan.
  - ii. **North-South Mid-Block Mews** - the creation of a mid-block pedestrian mews running north-south from Albert Street to Laurier Avenue to facilitate pedestrian and cycling movement through the district, provide a front-door address for the western edge of the new residential infill development and to provide a link to the transit stops on Albert and Slater Streets. Between Slater Street and Laurier Avenue, the Mews will define the eastern edge of the central park and provide access, as well as a transition to, the new residential development. Once completed, the mews shall be dedicated to the City as a public right-of-way.
  - iii. **New Central Park** - the creation of a new central community park of 0.8 hectares and with dimensions as shown in Figure 1, as a focus of community recreational activity on the western portion of the block bounded by Bronson Avenue, Slater Street, Bay Street and Laurier Avenue. City Council will undertake a community design process to determine the specific design and range of recreational uses of the park. The existing community gardens and Tech Wall will be retained as part of the future park. In addition, the inclusion of the uses proposed in the Escarpment Area District Plan CDP should be considered in the design of the park.
  - iv. **Open Space Enhancement** - in conjunction with the National Capital Commission, the investigation of the potential enhancement of the open space overlooking LeBreton Flats, atop the historic limestone cliff at the western end of Sparks Street, known as Bronson Park, and the creation of a destination park, through such measures as the provision of suitable soft and hard landscape elements which are sensitive to the character of the Cathedral Hill heritage conservation district, the preservation of panoramic views from this site, provision of a staircase or other movement system from the top of the cliff to the base of the escarpment and the lower levels of an escarpment park and the provision of suitable interpretive elements relating to Ottawa's geologic and architectural history, together with other levels of government.
  - v. **Existing Open Spaces** - promotion of the protection of existing open space areas such as the Garden of the Provinces;
  - vi. the designation and enhancement of pedestrian corridors, and in particular, the provision of an identifiable, enjoyable pedestrian network within the area which provides abundant landscape elements and links with local and nearby open spaces, Theme Streets and Character Areas, in particular, the Cathedral Hill heritage conservation district, Sparks Street, the Core, LeBreton Flats, the Parliamentary Precinct and the Ottawa River, and Centretown;

**The proposed development will contribute to the enhancement of the pedestrian realm along Gloucester Street by providing an attractive street frontage with “eyes on the street” and a base that helps establish a sense of human scale.**

### **Views**

- h. City Council shall ensure the protection and enhancement of significant views from public open spaces and along public rights-of-way in Upper Town. In particular, the panoramic views of LeBreton Flats, the Ottawa River and the Islands from the Sparks Street right-of-way in accordance with Policy g) above, as well as significant views to adjacent Character Areas, such as Sparks Street, the Core, and the Parliamentary Precinct, shall be protected and enhanced. City council shall protect the views of the Parliament Buildings from two locations at Beechwood Cemetery, as identified in Annex 12 in Volume 1 of this plan.

The proposed development's building height of 64 metres does not exceed the Zoning By-law's maximum permitted building height for the subject property. Combined with a limited floorplate, the proposed development will not have an undue adverse impact on significant views.

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

Approved by City Council on May 23, 2018, the Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed. While these guidelines are aimed at residential development, they are a useful reference when considering high-rise commercial development as well as mid-rise development that appears tall in relation to its context.

The proposed development meets the intent and purpose of several of the guidelines including the following:

##### Context

- / A background building should:
  - a. respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
  - b. respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same. (Guideline 1.9)
- / When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations. (Guideline 1.11)

##### Built Form

- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
  - a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
  - b. creates a new urban fabric, defines and animates new public spaces, and establishes new views. (Guideline 2.1)
- / Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
  - a. protects and/or creates views and landmarks; and
  - b. respects and/or enriches urban fabric and skylines. (Guideline 2.2)
- / Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:
  - a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
  - b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment. (Guideline 2.3)
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
  - a. where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades. (Guideline 2.13)
- / The minimum height of the base should be 2 storeys. (Guideline 2.17)
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:



- a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context. (Guideline 2.20)
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. (Guideline 2.23)
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
  - a. the maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>. (Guideline 2.24)
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:
  - c. where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts. (Guideline 2.29)
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces. (Guideline 2.31)
- / The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower. (Guideline 2.35)
- / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors. (Guideline 2.36)

### **Pedestrian Realm**

- / Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:
  - a. the pedestrian clearway must be within the ROW; and
  - c. on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public-private transition. (Guideline 3.1)
- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk. (Guideline 3.10)
- / Animate the streets, pathways, parks, open spaces, and POPS by:
  - c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time; and
  - d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm. (Guideline 3.12)
- / Locate parking underground or at the rear of the building. (Guideline 3.14)
- / Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
  - a. how the building is placed and built form is designed to minimize the potential impacts; and
  - b. how measures have been introduced to mitigate any potential wind impacts. (Guideline 3.26)
- / Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. (Guideline 3.27)

**Given the above, the proposed development meets the intent and purpose of several of the City of Ottawa's Urban Design Guidelines for High-rise Buildings.**

It should be noted that the proposed development does not meet all of the Urban Design Guidelines for High-rise Buildings. In particular, the proposed development falls short policies relating to tower separation and setbacks, including:

- / When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: 1,800 square metres for an interior lot or through lot. (Guideline 1.16b)
- / Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:
  - a. the minimum separation between towers should be 23m;
  - b. a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building. (Guideline 2.25)
- / In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades. (Guideline 2.26)

The above considerations are also the subject of a review of the zoning provisions for zoning classifications and provisions that permit high-rise buildings. In parts of the City inside the Greenbelt, but outside the Mixed-Use Downtown zone, the City is proposing more restrictive minimum lot areas, minimum side and rear yard setbacks (above a certain height), and minimum tower separation distances for high-rise developments. The draft zoning provisions that would apply to the subject property include a minimum lot area of 1,350 square metres for an interior lot and 10-metre minimum interior side and rear yard setbacks. It should be noted that these draft zoning provisions have not been approved as of the date of submission of the applications for the proposed development.

The proposed development does not meet the above guidelines or the draft zoning provisions relating to minimum lot area and side and rear yard setbacks.

Although the proposed development does not meet these considerations, the area surrounding the subject property is characterized by several examples of high-rise buildings with minimal setbacks from lot lines and/or separation distances from other high-rise buildings, including the block on which the subject property is located and the south side of Gloucester Street. The subject property also abuts non-sensitive uses including a parking lot and ramp in the east portion of the abutting property to the west and a parking garage on the abutting property to the east. These conditions currently provide some separation between the subject property and lots on which other high-rise buildings are or may be built. The proposed development also achieves a separation distance of approximately 18 metres with the building on the abutting property to the north (470 Laurier Avenue West); this separation distance is an improvement over many other nearby conditions.

**In considering the surrounding area, the small building floorplate, and studies that demonstrate that the proposed high-rise building will have no undue adverse impacts (such as shadowing and wind) on nearby properties, the proposed development is appropriate for its context and represents an improvement over existing conditions in the surrounding area.**

#### 4.6 Transit-Oriented Development Guidelines

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

These guidelines are to be applied throughout the City for all development within a 600-metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500-metre

cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the intent and purpose of several of the guidelines including the following:

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. (Guideline 1)
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. (Guideline 7)
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline. (Guideline 12)
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians. (Guideline 14)
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing. (Guideline 15)
- / Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping. (Guideline 39)
- / Plant shade trees and shrubs and use permeable surfaces and light-coloured hard surfaces where possible to help reduce urban heat and to create a more comfortable microclimate. When using special pavers, be mindful of maintenance issues such as frost heaves and plowing issues with paving stones. Reference the City's Hard Surface Tree Planting Guidelines for more information. (Guideline 52)
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view. (Guideline 54)

**Given the above, the proposed development meets the intent and purpose of the City of Ottawa's Transit-Oriented Development Guidelines.**

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

The subject property is zoned Residential Fifth Density, Subzone Q, with a Height limit of 64 metres (R5Q H(64)) in the City of Ottawa Zoning By-law (as shown in Figure 22 below). The purpose of the R5 zone is to:

- / allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.



Figure 23: Zoning map of the subject property (outlined in blue) and surrounding properties

The proposed **high-rise apartment dwelling** use is permitted in the R5Q H(64) zone.

The following table summarizes the proposal's compliance with the current zoning:

Provision	Required	Proposed	Compliance
<b>Minimum Lot Area</b>	540 m <sup>2</sup>	623.8 m <sup>2</sup>	✓
<b>Minimum Lot Width</b>	18 m	20.14 m	✓
<b>Maximum Building Height</b>	64 m	64 m	✓
<b>Minimum Front Yard Setback</b>	3 m	3 m	✓
<b>Minimum Interior Side Yard Setback</b>	Within 21 m of the front lot line: 1.5 m Further than 21 m from the front lot line: 6 m	1.2 m	✗
<b>Minimum Rear Yard Setback</b>	25 % of the lot depth, but need not exceed 7.5 m: 7.5 m	6 m	✗
<b>Minimum Required Resident Parking Spaces</b>	0	2	✓
<b>Minimum Required Visitor Parking Spaces</b>	0.1 per dwelling unit, minus first 12 dwelling units: 10	10	✓
<b>Minimum Driveway Width</b>	Double traffic lane: 6.0 m	3 m	✗

Provision	Required	Proposed	Compliance
<b>Aisle provisions</b>	Minimum width of aisle providing access to parking spaces angled at between 56 and 90 degrees: 6.0 m	3.15 m	✗
<b>Minimum Required Bicycle Parking Spaces</b>	0.5 per dwelling unit: 58	142	✓
<b>Minimum Landscaped Area</b>	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, mid-high rise	37.7% of the lot area is landscaped	✓
<b>Amenity Area</b>	<b>Total:</b> 6 m <sup>2</sup> per dwelling unit: 696 m <sup>2</sup>	714.6 m <sup>2</sup>	✓
	<b>Total communal area:</b> A minimum of 50% of the required total amenity area: 348 m <sup>2</sup>	714.6 m <sup>2</sup>	✓

#### 4.7.1 Requested Amendments

Based on the above table, the proposed development meets the majority of the applicable zoning provisions. However, relief is requested from the following provisions of the Zoning By-law:

##### / **Minimum Interior Side Yard Setback**

The proposed development will be set back 1.2 metres from the east and west interior lot lines, whereas Table 164A of the Zoning By-law requires a minimum interior side yard setback within 21 metres of the front lot line, and 6 metres if located further than 21 metres from the front lot line.

The proposed development's 1.2 metre interior side yard setbacks extend to approximately 25 metres from the front lot line. The reduced interior side yard setbacks will not result in any adverse impacts on the abutting properties to the east and west: a parking garage is located immediately to the east of the subject property; and a ramp leading to an underground parking garage is located immediately to the east of the subject property. A shorter setback from these non-sensitive uses will therefore not result in concerns such as privacy and sunlight for neighbouring residents.

As noted above, the proposed development is appropriate for its context in the Central Area and represents an improvement over several other nearby existing conditions relating to the lack of tower separation distances.

##### / **Minimum Rear Yard Setback**

The proposed development will be set back 6.0 metres from the rear lot line, whereas Table 164A of the Zoning By-law requires a minimum rear yard setback that is equal to 25% of the lot depth but need not exceed 7.5 metres. Given the subject property's lot depth of approximately 31 metres, the minimum rear yard setback is 7.5 metres.

The proposed rear yard setback reduction does not preclude the proposed development from providing quality rear yard amenity space. The separation distance between the proposed development and the high-rise building on the adjacent property to the north (470 Laurier Avenue West) will also be an improvement compared to the building on the abutting property to the west and the parking garage on the abutting property to the east.

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/ **Minimum Driveway Width**

The driveway providing vehicular access between Gloucester Street and the proposed development's underground garage will be 3.0 metres wide; whereas Section 107(1)(a)(iii) of the Zoning By-law states that a driveway providing access to a parking garage must have a minimum width of 6.0 metres for a double traffic lane. The driveway ramps between floors of the parking garage also fall short of the zoning requirement, as they are 3.15 to 3.39 metres wide.

The proposed driveway width reductions will not preclude the proposed development's parking garage from functioning properly. Only 24 parking spaces will be located in the garage; given the expected lack of traffic circulation, the proposed reduced driveway width is appropriate. Specific design measures will be included in the design of the parking garage to ensure safe, orderly vehicular circulation to, from, and within the garage.

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

- / The proposed development is consistent with the policies of the PPS. More specifically, the proposed development represents an intensification of the subject property, which is located in a built-up area of the City where services, infrastructure, and amenities (including rapid transit) are readily available.
- / The proposed development is in conformity with the Central Area designation of the City of Ottawa Official Plan, as its proposed high-rise residential apartment use is permitted, and its height is in conformity with the Central Area policies for background height control.
- / The proposed development meets the intent and purpose of the Urban Design and Compatibility criteria outlined in Sections 2.5.1 and 4.11 of the City of Ottawa Official Plan.
- / The proposed development conforms with the revised policies of OPA 150.
- / The proposed development meets the intent and purpose of the Central Area Secondary Plan's vision, objectives, and policies for the Upper Town Character Area.
- / The proposed development meets the intent and purpose of several of the City of Ottawa Guidelines for High-Rise Buildings. Although it does not meet some of the guidelines, it represents an improvement over several nearby existing conditions with respect to separation distances between high-rise buildings.
- / The proposed development meets the intent and purpose of several of the City of Ottawa Transit-Oriented Development Guidelines.
- / The proposed development meets the intent and purpose of the City of Ottawa Zoning By-law and the majority of the provisions applicable to the subject property.
- / The proposed development and requested amendments are supported by a range of technical studies.

Sincerely,



Nico Church, M.Pl.  
Planner



Brian Casagrande, MCIP RPP  
Partner