



18 Louisa Street

Planning Rationale + Design Brief
Zoning By-law Amendment + Site Plan Control
June 24, 2021



Prepared for Ironwood Fund Limited Partnership

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1.0	Introduction	2
2.0	Site Context and Surrounding Area	3
2.1	Surrounding Area	4
2.2	Transportation	6
2.3	Neighbourhood Amenities	9
3.0	Proposed Development and Design Brief	10
3.1	Proposed Development	10
3.2	Building Design	11
3.2.1	Building Massing and Transition	11
3.2.2	Views	12
3.3	Streetscape and Public Realm	16
4.0	Policy and Regulatory Framework	19
4.1	Provincial Policy Statement, 2020	19
4.2	City of Ottawa Official Plan	19
4.2.1	Managing Growth	19
4.2.2	Building Liveable Communities	21
4.2.3	Land Use Designation	23
4.2.4	Urban Design and Compatibility	27
4.3	City of Ottawa Draft Official Plan (November 2020)	30
4.4	Urban Design Guidelines for High-Rise Buildings	30
4.5	Zoning By-law 2008-250	31
4.5.1	Zone Provisions and Analysis	32
4.5.2	Proposed Zoning	36
5.0	Supporting Studies	39
5.1	Site Servicing Report and Erosion and Control Plan	39
5.2	Transportation Impact Assessment	39
5.3	Pedestrian Level Wind Study	40
5.4	Geotechnical Study	40
5.5	Phase I Environmental Site Assessment	40
5.6	Tree Conservation Report	41
6.0	Public Consultation Strategy	42
7.0	Conclusions	43

Introduction

This Planning Rationale and Design Brief has been prepared by Fotenn Consultants Inc. ('Fotenn') on behalf of Ironwood Fund Limited Partnership, in support of Zoning By-law Amendment and Site Plan Control applications for a high-rise, mixed-use development at 18 Louisa Street ('the subject property') in the Centretown West neighbourhood of the City of Ottawa. The purpose of the Zoning By-law Amendment application is to request greater height as well as a site-specific exception addressing the proposed uses and building envelope.

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 development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in an area characterised by taller buildings.

2.0 Site Context and Surrounding Area

The subject property is located on the west side of Bell Street between Arlington Avenue to the south and Louisa Street to the north in the Somerset Ward (Ward 14). The subject property has frontage of approximately 58.8 metres along Louisa Street, 58.8 metres along Arlington Avenue, 55.9 metres along Bell Street North (formerly Bell Street) and a total site area of approximately 3,259.8 square metres (Figure 1).

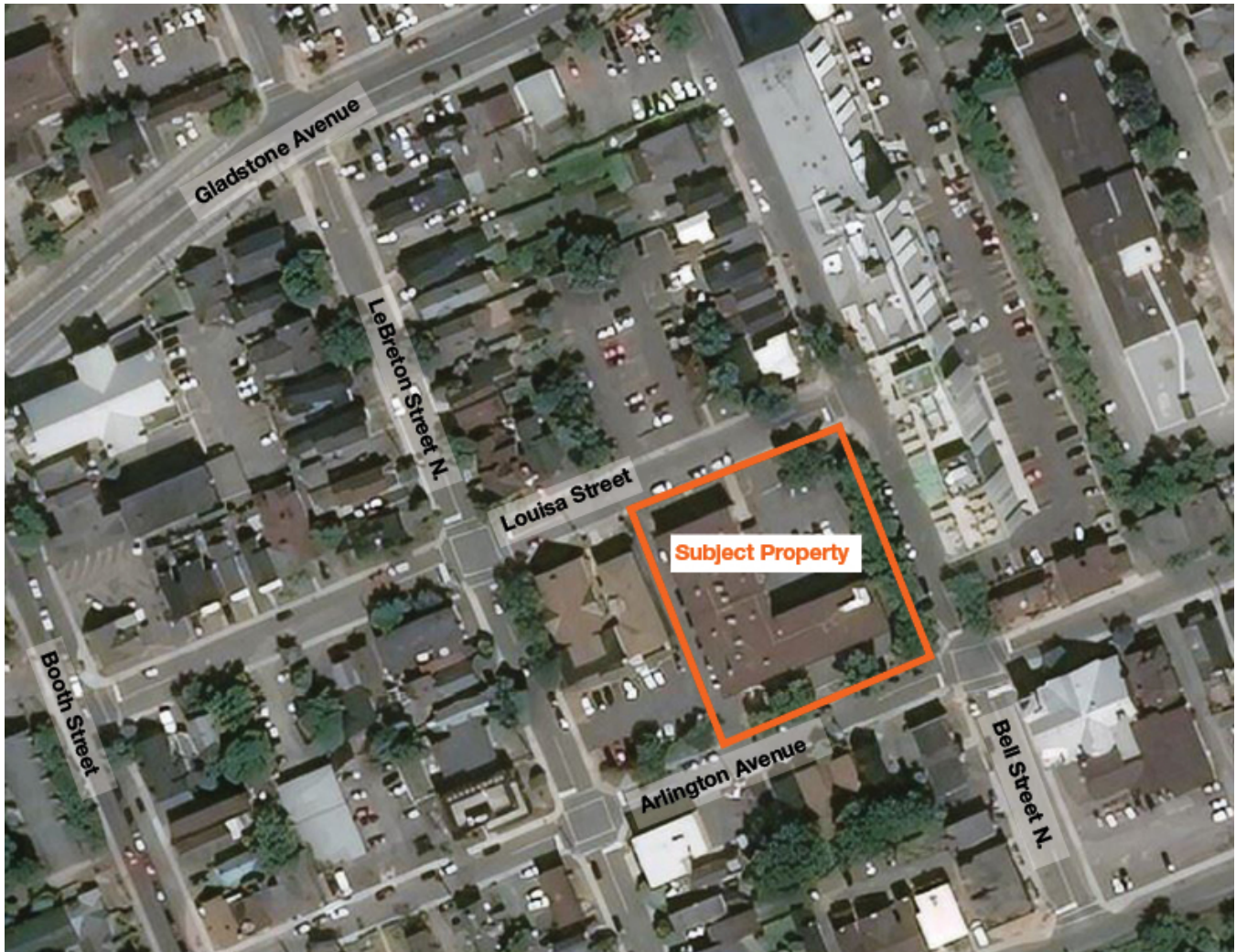


Figure 1: Location Map

The subject property is currently developed with one 3-storey mid-century building. It is L-shaped with a cantilevered portion containing surface parking below. The property is otherwise occupied by surface parking. The subject property is currently used as a sport and health centre, but previously operated as a school. The north-south portion of the L-shaped building is largely occupied by medical facilities, instructional facilities and office spaces, while the east-west portion of the building is occupied by a gym. Vehicular entrance to the parking lot is located along Louisa Street, while egress is onto Arlington Avenue. A private one-way right-of way also runs along the western periphery of the property and provides a total of six (6) vehicular parking spaces. Access to the private laneway is located along Louisa Street, while egress is onto Arlington Avenue.

Sidewalks are provided along all frontages of the property. Elevated hydro distribution lines are present in the public right-of way along the Bell Street North and Louisa Street frontages. The wooden poles also feature light standards. An above-ground hydro transformer pad is also located on the northeast corner of the subject property adjacent to the intersection of Louisa Street and Bell Street North.

Although the majority of the property is hardscaped, medium-sized trees are present along all frontages. As demonstrated in the completed Tree Conservation Report by the project landscape architects (Ruhland and Associates Ltd.), many of the trees on the property are generally in fair to poor condition.



Figure 2: Existing three-storey mixed use building on the subject property

2.1 Surrounding Area

As a through lot, the property has frontage on Louisa Street, Bell Street N., and Arlington Avenue, in the heart of Centretown West. Gladstone Avenue, a major east-west mainstreet, is located approximately 120 metres north of the subject property. The area surrounding the property is characterized by a broad mix of uses and building typologies including low, mid and high-rise residential and mixed-use buildings, office buildings, commercial buildings and institutional uses, such as churches. Gradual infilling has occurred over the last decade. Gladstone Avenue is designated a Traditional Mainstreet, with a range of daily goods and services

while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The site also benefits from close access (approximately 780 metres) to the planned Gladstone LRT Station.

The surrounding uses vary and can be described as follows:

North: Immediately north of the subject property are several low-rise residential buildings with frontage along Louisa Street as well as a privately-owned surface parking lot with approximately 65 parking spaces. Further north, along Gladstone Avenue are several low- and mid-rise mixed-use buildings. Gladstone Avenue features a wide range of mainstreet uses including retail, restaurants, personal services and other uses.

East: To the east of the property across Bell Street N. is the LIV Apartment, a high-rise 13-storey residential building. Further east, along Cambridge Street are several low- and mid-rise residential buildings. Moreover, Bronson Avenue is found further east of the site. Bronson Avenue is also designated as a Traditional Mainstreet and features a wide range of uses and heights including retail, restaurants, residential, personal services and other uses.

South: To the south of the subject property across Arlington Avenue are several low-rise detached and apartment buildings as well as the Ottawa Korean Community Church. Further south, approximately 100 metres from the property is the 417 Provincial Highway providing vehicular connections throughout the City.

West: Abutting the subject property to the west is the Saint Hyacinth Roman Catholic Polish Church and an associated surface parking lot which provides approximately 25 vehicular parking spaces. Further west across Lebreton Street North are several low-rise buildings containing primarily residential uses, featuring at-grade retail uses. Further west are several low-to-mid rise residential and institutional buildings along Booth Street as well as the Piazza Dante neighbourhood park. The recently submitted 'Rochesterville' Ottawa Community Housing redevelopment which proposes several high-, mid- and low-rise residential use buildings is also located approximately 150 metres west of the site. This redevelopment spans the entirety of one block and has frontage along Gladstone Avenue, Booth Street, Raymond Street and Rochester Street. Moreover, the planned Gladstone Rapid Transit Station is located approximately 780 metres west of the property and will provide efficient transit connections throughout the City to users.

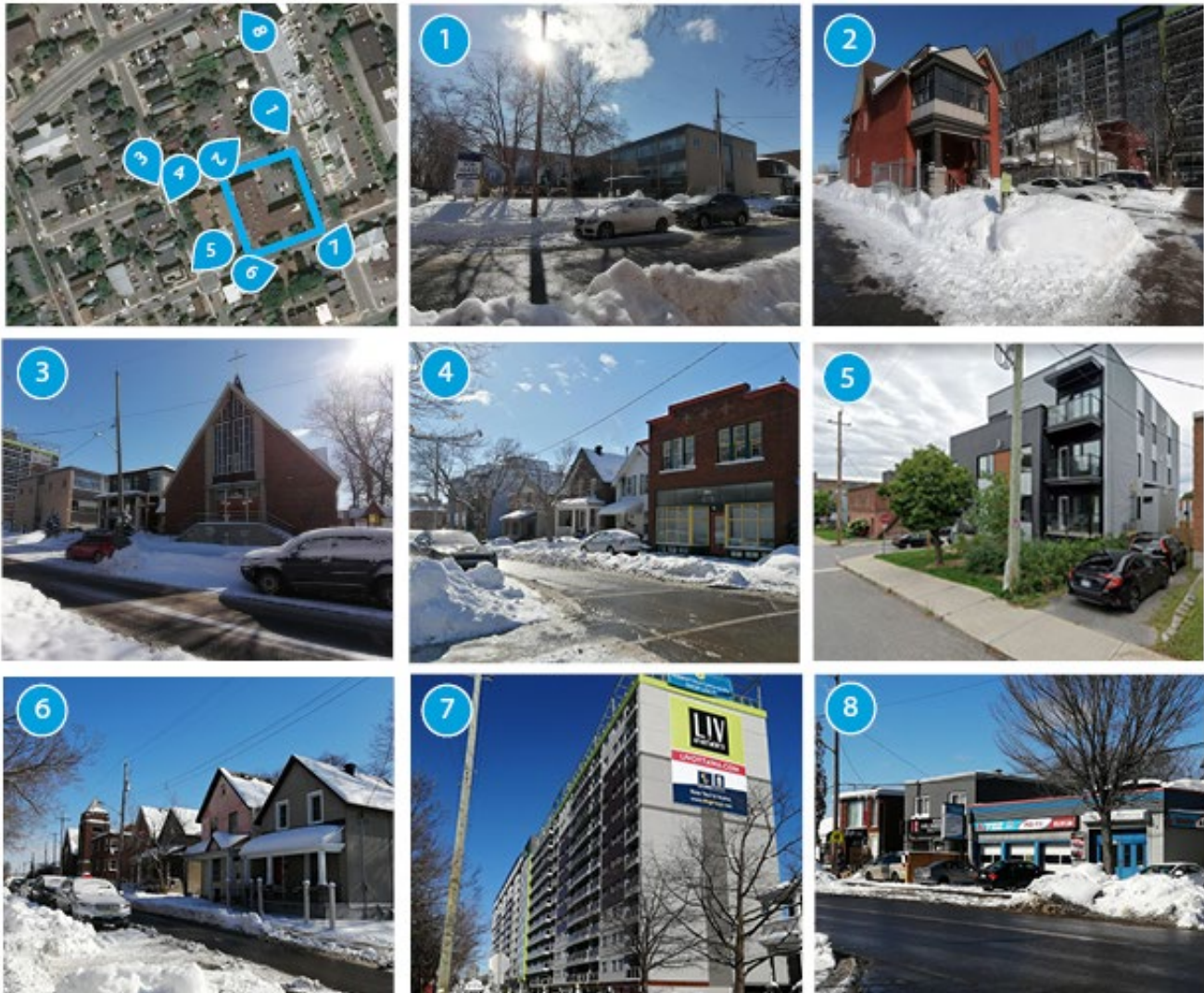


Figure 3: Surrounding Area

2.2 Transportation

The property is approximately 120 metres south of Gladstone Avenue and 150 metres east of Booth Street, which are both designated as Major Collector roads pursuant to Schedule F (Central Area/Inner City Road Network) in the City of Ottawa's Official Plan (Figure 4). Major Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than arterial roads. The design and construction of collector roads ensure that safe and efficient transit services are accommodated. As Major Collector roads, Gladstone Avenue and Booth Street provide efficient vehicular and pedestrian connections to the Downtown core and to surrounding Arterial Roads. The site is also located approximately 200 metres west of Bronson Avenue, which is designated as an Arterial road pursuant to Schedule F in the City of Ottawa's Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As an Arterial Road, Bronson Avenue provides efficient vehicular connections to the Downtown Core, the Provincial Highway and to surrounding neighbourhoods.

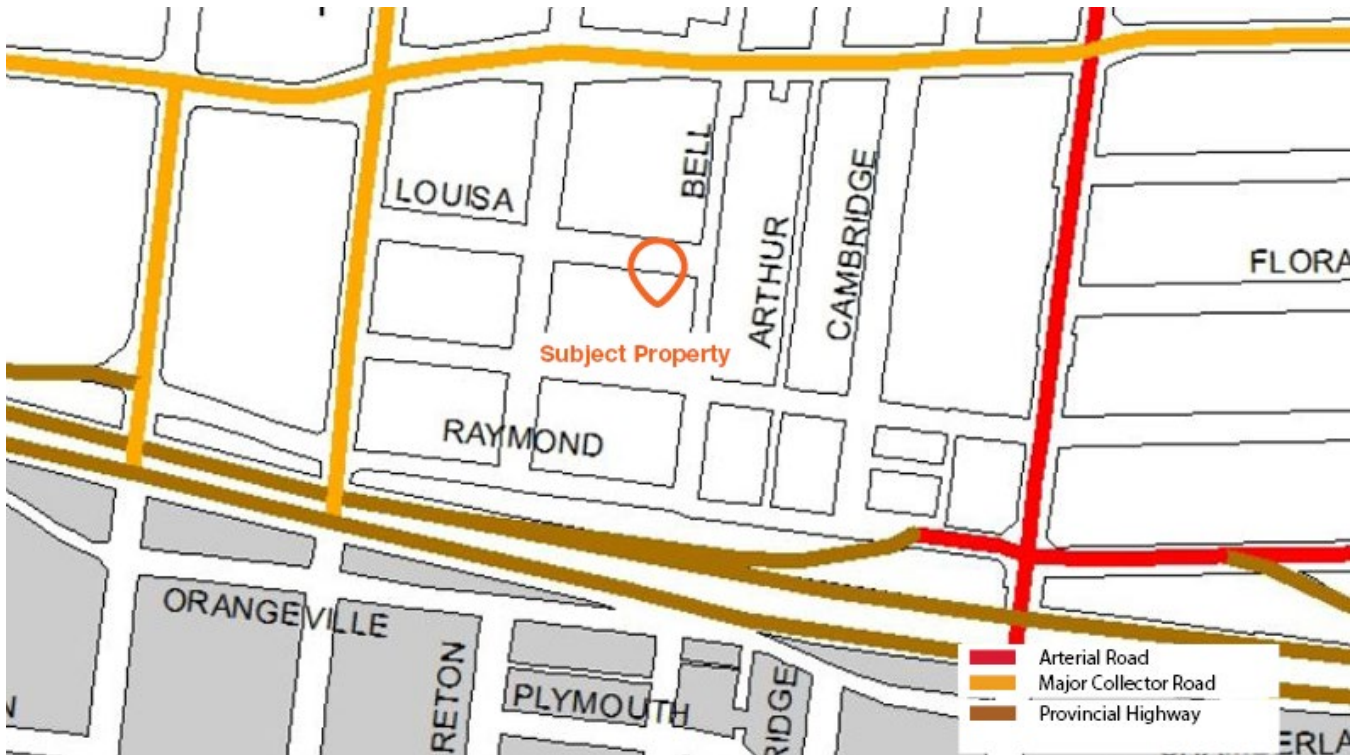


Figure 4: Schedule F – Central Area/ Inner City Road Network, Official Plan.

Pursuant to Schedule D (see below) of the Official Plan, the property is located in close proximity to planned transit. The entirety of the property is within an 800 metre (approx. 780 metres walking distance) radius of the planned Gladstone Light Rail Rapid Transit Station. The planned Gladstone Transit Station is part of the Phase 2 Trillium Line which will provide efficient connections between Riverside South at its south and Bayview at its north. Further, Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan also identifies the portion of Gladstone Avenue which is approximately 120 metres north of the subject property as well as Booth Street which is approximately 200 metres east of the subject property as Transit Priority Corridors with isolated measures (Figure 5).

The nearest bus station is located approximately 180 metres walking distance north of the property at the intersection of Bell Street North and Gladstone Avenue servicing OTranspo Bus Routes #114 and #14. Stations are located on both the north and south side of Gladstone Avenue. Bus Route #14 generally runs in an east-west direction providing a connection between the St. Laurent Mall at its east end and Tunney's Pasture at its terminus to the west, while Bus Route #114 provides a connection between the Rideau Centre at its east end and the Carlington neighbourhood at its terminus to the west. Further, another bus station is located approximately 220 metres walking distance southwest of the property at the intersection of Raymond Street and Lebreton Street North servicing OTranspo Bus Route #55. Bus Route #55 generally runs in an east-west direction providing a connection between the Park & Ride Allumetières station in Gatineau at its west end and the Rideau Centre at its terminus to the east.



Figure 5: Rapid Transit and Transit Priority Network – Official Plan Schedule D

The subject property is well-served by the greater cycling network (Figure 6). Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, the portions of Arlington Avenue, Booth Street and Gladstone Avenue in close proximity to the subject property are identified as cycling spine routes providing increased access to the greater cycling network. This allows cyclists to connect to various other routes throughout the city and rapid transit, promoting multi-modal transportation.



Figure 6: Schedule C - Primary Urban Cycling Network

The site is also well serviced by a scenic-entry route along Bronson Avenue, as identified on Schedule I of the City of Ottawa Official Plan (Figure 7).



Figure 7: Schedule I - Scenic Entry Routes

2.3 Neighbourhood Amenities

As a site located directly west of the established Downtown core, the subject property enjoys close proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to several gourmet grocery stores along Somerset Avenue approximately 650 metres north of the site and one (1) large grocery store within a 20-minute walk – Independent Grocer at 296 Bank Street. The site is well-served with respect to parks and community facilities being within walking distance of Piazza Dante Park to the west, the McNabb Park and Recreation Centre to the northeast and several institutional uses including the neighbouring Saint Hyacinth Roman Catholic Polish Church to the west, the Ottawa Korean Community Church to the east and St. Anthony School and St. Anthony Church of Padua to the north.

3.0 Proposed Development and Design Brief

3.1 Proposed Development

Ironwood Fund Limited Partnership has retained Hobin Architecture to prepare development concepts which propose to demolish the cantilevered east-west portion of the existing mixed-use building and construct a high-rise, mixed-use development that rises from west to east from three (3) to ten (10) storeys to a maximum building height of 31 metres (Figure 8). The tenth storey is significantly recessed and limited exclusively to amenity space and mechanical services.

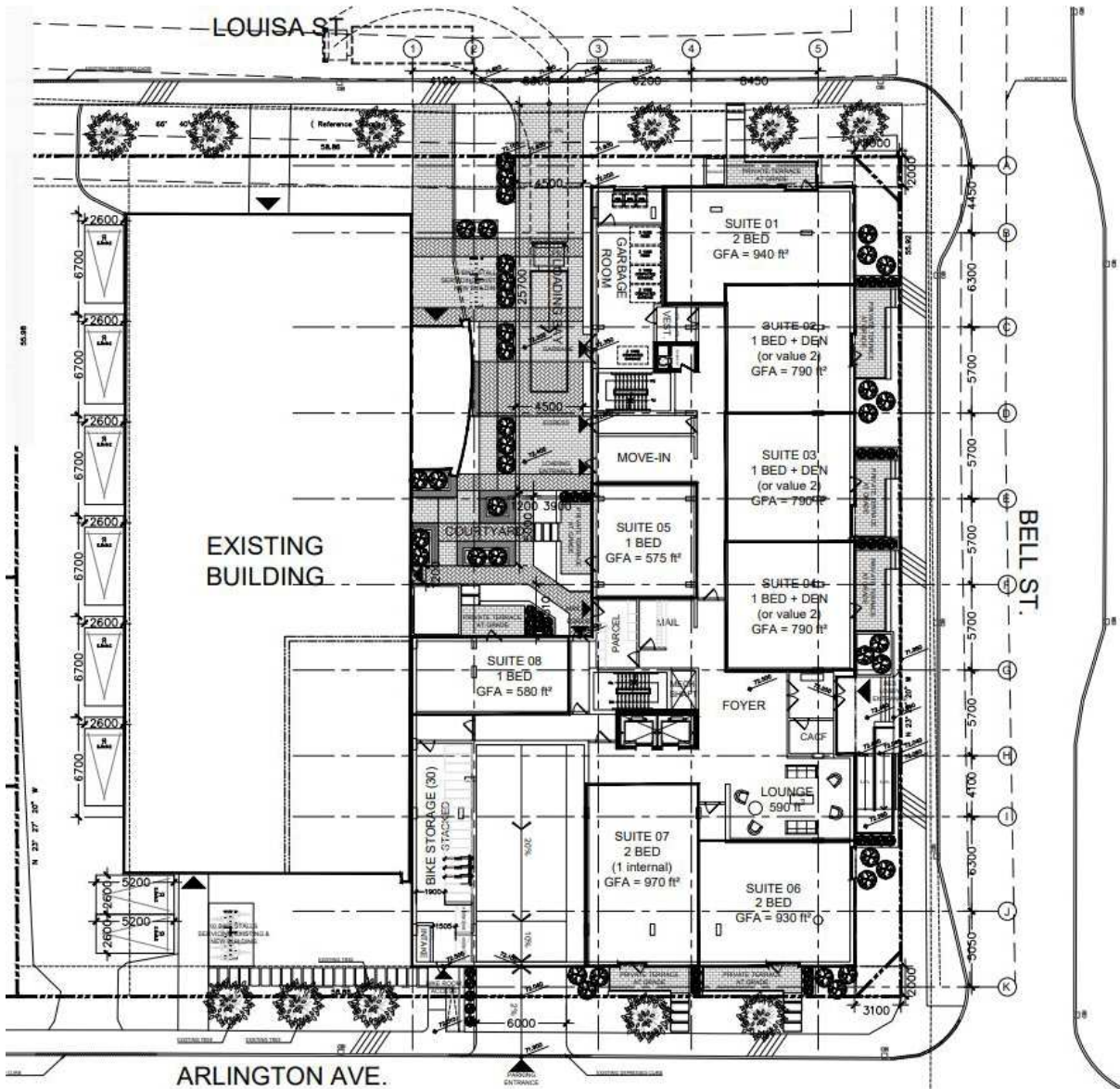


Figure 8: Site Plan

The development proposes to maintain the height and general massing of the north-south portion of the existing three (3) storey mixed-use building and construct a ten (10) storey residential-use building addition. A building connection is proposed along the south east corner of the existing three (3) storey building. The existing mixed-use building contains a total of 1,782 square metres of health-related uses and small office uses in three (3) storeys on a floorplate of 872 square metres, while the residential use building contains a total of 139 units in ten (10) storeys over a total GFA of 8,039 square meters on a floorplate of 1,165 square metres for a total building GFA of 9,821 square meters. Vehicular parking is proposed to be located along the existing private laneway as well as a two (2) level underground parking garage, for a total of 88 vehicular parking spaces. A total of 79 bicycle parking spaces are also proposed. Bicycle parking is proposed to be located within the landscaped area outdoors, in an indoor segregated storage space on the ground floor as well as within the underground parking garage.

Entrances to the mixed-use units are proposed from Arlington Avenue, Louisa Street and the internal courtyard, while residential access will be from a lobby via Bell Street North. An entrance to the segregated bicycle storage room located on the ground floor is also proposed via Arlington Avenue. Regular vehicular access to the underground parking garage is through a proposed two-way ramp that is located off Arlington Avenue. In addition, the development proposes to maintain the one-way private laneway at the western periphery of the property and vehicle access continues to be provided via Louisa Street. One loading bay is provided from Louisa Street between the existing mixed-use building and the proposed residential-use building and is significantly setback from the street thereby reducing any potential negative noise and visual impacts on the surrounding residential uses. The proposal also includes the relocation of the hydro transformer pad currently located at the northeast corner of the property below ground within the proposed parking garage. Storage, including waste removal storage for the proposed development, will be contained within the building to minimize any disruption to adjacent properties.

A combination of common indoor and outdoor amenity areas and private balconies are proposed for building residents, while an outdoor internal courtyard space on the ground floor which can be accessed from Louisa Street provides the opportunity for more intimate outdoor space for all users. A total of 1,001 square metres of amenity space is provided.

3.2 Building Design

3.2.1 Building Massing and Transition

In response to neighbourhood context the proposed development transitions from ten (10) storeys along Bell Street to three (3) storeys along the western boundary of the property. The built form of the proposed development softens the stark transition between the existing 13-storey LIV apartment building to the east to the low-rise neighbourhood to the west (Figure 9).

In addition to the use of various strategically placed stepbacks, the mass of the building is further broken up through the use of differing materiality, fenestration and balconies. The ground floor residential units have been designed with private at-grade outdoor terraces typical to what is found within a residential neighbourhood. This is further enhanced through a three-storey podium that is proposed along the Louisa Street (Figure 10), Arlington Avenue (Figure 10), and Bell Street (Figure 11) frontages and is reinforced through the high-quality materials (red brick and stone) that compliment the existing streetscape. A stepback above the eighth floor along the Louisa Street, Arlington Avenue and Bell Street frontages also ensures that the ninth floor is recessed from the neighbouring residential properties. An additional and significant stepback above the ninth floor ensures that the tenth floor (and only high-rise portion of the building), is further recessed from the neighbouring residential properties. The proposed three storey podium, stepback above the eighth floor as well as the stepback above the ninth floor reduce the overall massing of the building while ensuring an appropriate transition to the neighbouring low-rise residential neighbourhood to the north and south. These elements also ensure that the 10th floor is architecturally integrated into the building while addressing any 'canyon effect' that may be experienced along Bell Street between the high-rise residential development to the east and the proposed development.

Maintenance of the three (3)-storey mixed use building also ensures a softer transition to the low-rise neighbourhood to the west.



Figure 9: Aerial view looking northeast

A 45-degree angular plane is achieved through stepdowns to three storeys heading west along Louisa Street, which creates a transition between the proposed residential-use building and the low-rise residential neighbourhood (Figure 10).



Figure 10: Angular Plane to the north and south of proposed building

3.2.2 Views

Views along Louisa Street, Arlington Avenue and Bell Street demonstrate how the building stepbacks and materiality complement the existing context and provide transition. As shown in Figures 12, 13 & 14, the facades of the first three storeys showcase a darker materiality thereby complementing the existing character of the neighbouring buildings. An outdoor rooftop terrace is recessed and is strictly proposed on the south west corner of the property (Figure 13). This significantly mitigates any overlook impacts, while also animating a

portion of the exterior façade. The outdoor terrace is located to take advantage of sunlight exposure for users, while also reducing massing impacts for neighbouring residents. The residential component of the building also includes balconies on all sides, creating visual interest and architectural articulation, while providing private amenity space. The tenth floor and associated rooftop indoor and outdoor amenity areas have been significantly pulled back thereby mitigating any overlook impacts and ensuring visual interest of the proposed building.



Figure 11: View looking east along Louisa Street



Figure 12: Aerial view looking north



Figure 13: View looking east along Arlington Avenue



Figure 14: View looking east along Bell Street N.



Figure 15: Aerial view from southeast corner (ghosted)

The building design includes a range of materials, including stone and brick, and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade, delineating the podium (Figure 15). A setback above the third storey is provided along all frontages and is reinforced through the high-quality materials that compliment the existing streetscape. Ground level façades are fenestrated to create a positive relationship and interface between the building and the public realm.



Figure 16: View from the northeast corner

3.3 Streetscape and Public Realm

The proposed development includes improvements along the public right-of-way, including Louisa Street, Arlington Avenue and Bell Street North. The inclusion of new street trees and private at-grade outdoor terraces advance the animation and pedestrian friendliness along all frontages. As described in the Tree Conservation Report, existing trees along Bell Street North were in fair or poor condition. The introduction of new street trees along Bell Street North was challenging due to the location of the underground parking garage. However, generous shrubs, hardscape elements and greenery are proposed along this frontage. The treatment of the first three storeys, with generous fenestration provides visual transparency and improved safety for pedestrians in the area. The design of the access/egress to the parking garage has been located away from Arlington Avenue, avoiding any interruptions in the active frontage along the street while reducing conflicts between vehicles, pedestrians and cyclists (Figure 16). The design of the access/egress to the loading bay has also been located away from Louisa Street, avoiding any interruptions in the active frontage along the street while reducing conflicts between vehicles, pedestrians and cyclists.

The front or east-facing façade of the building along Bell Street features the entrance to the residential building. Landscaping is being proposed along all frontages to reconstitute the public realm and create a more pleasant environment for pedestrians. In addition to landscaping each ground floor residential unit include a private outdoor terrace space to improve sociability and safety through passive interaction and surveillance along all frontages of the site. The pedestrian wind study completed by Gradient Wind Engineering confirmed that wind

conditions over surrounding sidewalks, within the proposed courtyard and in the immediate vicinity of the building are predicted to be largely suitable for the intended pedestrian uses throughout the year.



Figure 17: Pedestrian experience along Arlington Avenue demonstrating parking garage entrance

The u-shaped design of the building allows for natural light and balcony space to be maximized for all units, while allowing for an internal courtyard in the base of the building located at the interface between the residential and mixed uses. This intentional location offers an intimate outdoor setting accessible to both customers and/or residents. Hardscape materials such as raised curbs, and directional pavers will ensure that pedestrians, vehicles and cyclists alike can safely share this proposed amenity space. Softscape materials such as trees, shrubs and raised planter beds provide elements that will further animate the space and create an environment that is similar to a courtyard (Figure 18).



Figure 18: View of the proposed courtyard from Louisa Street

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act. It provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns...”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies for achieving the vision of the PPS address efficient development and land use patterns; accommodating an appropriate range and mix of residential types to meet long-term needs; promoting cost-effective development patterns; and supporting transit and active transportation. Furthermore, the policies direct development to locations that have been identified for intensification and redevelopment by the municipality.

The proposed development is consistent with the Provincial Policy Statement, 2020. As a site located within proximity to a Traditional Mainstreet, and within proximity of forthcoming Light Rail Transit Station, the redevelopment of an underutilized property advances the provincial goals of healthy, livable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. This site possesses significant development potential in an area where infrastructure and public service facilities are available and abundant.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city to the year 2036. The City plans to meet Ottawa’s growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of ‘complete’ communities where residents can live, work and play.

Ottawa’s population is projected to grow by up to thirty (30) percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

4.2.1 Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as “the development of a property, building or area that results in a net increase in residential units or accommodation”. It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can

be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions.

The scale of intensification in the **General Urban Area** will depend on factors such as existing built context and proximity to major roads and transit, although much of the major intensification will happen along Mainstreets, and within Mixed-Use Centres and Town Centres. To achieve compatibility between existing and planned built form, emphasis will be placed on good urban design and architecture.

Policy 10 of Section 2.2.2 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- / The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

The subject property is located within a community characterized by a wide variety of land uses and building heights in the General Urban Area.

The proposed development comprises of residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below. Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property can support taller building heights due to the unique context, configuration and size of the property. The site is located within 800 metres of the planned Gladstone LRT station and is located one (1) block south of Gladstone Avenue which is identified as a Transit Priority Corridor, per Schedule D, providing an opportunity for higher-density, transit-oriented development directly west of Ottawa's urban core. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein. The area is characterized by a high-rise apartment dwelling located directly east of the property, and the proposed development acts as a transitional building to the low-rise neighbourhood west of the subject lands. As a through-lot, the property provides a relatively large lot size and faces the front yards of properties to the north and south. This presents a unique opportunity to successfully integrate a transitional building, while minimizing impacts on neighbouring properties. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

Section 2.5.6 discusses policies related to Secondary Plan processes. Although there is no existing Secondary Plan applicable to the site, policies 13 through 15 set out specifics for high-rise, and high-rise 31+ storey buildings and were therefore considered for the purposes of the proposed development. Specifically, policy 13 states that the highest density of development should be located where rapid transit is being provided, generally resulting in the tallest buildings being located closest to the rapid transit station. High-rise buildings also require detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transition, such as those identified in Section 4.11 (discussed below), should be provided to reduce impacts on existing developed areas.

Policy 14 speaks to high-rise 31+ storey buildings and is therefore not applicable to the proposed development.

Policy 15 provides several items for consideration, including:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;
- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.
- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
- g. Mechanisms to encourage architectural excellence and sustainable design.
- h. Any specific requirements identified during the secondary planning process.

The impacts to the surrounding community have been comprehensively evaluated through the studies and reports prepared in support of the current applications. As noted above, the direction of policy 10 has also been carefully considered in the design of the development.

With regards to Section 2.5.6, the proposed development is located within 780 metres walking distance of a planned rapid transit station (Gladstone) and is in proximity to a Transit Priority Corridor on Gladstone Avenue. The considerations of policy 15 have also been assessed through this report and the supporting studies prepared for the current applications, including transportation, shadow and microclimate impacts, heritage, and design (transition, massing, architectural excellence).

It is also important to mention that although the building presents a tenth storey, which qualifies it as a high-rise building according to Policy 12 of the Official Plan, the 10th storey has been significantly setback from the 9th floor. More precisely, the 10th floor has been setback a total 10.5 metres along the south wall, 6 metres along the east wall, and 12 metres along the north wall. Moreover, the proposed indoor rooftop amenity space presents a minimal area of 88 square meters and is the only portion of the 10th floor which would qualify this as a storey as per the City of Ottawa's Zoning By-law.

4.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate.

The proposed development is of a compatible form and typology. The proposed building is of a lower profile with a reduced scale, a smaller footprint and less units than the high-rise building to the east. Consideration has been taken to design elements of the building to mitigate negative impacts on the adjacent low-rise neighbourhoods as described in greater detail below. Moreover, as mentioned above,

the design includes preservation of a significant portion of the existing mixed-use building thereby ensuring that a maximum building height of three-storeys is appropriately maintained along the western edge of the proposed development and further accentuating the transition to the neighbouring low-rise community.

The design objectives and principles in Section 2.5.1 require that development:

- / Enhances the sense of community by creating and maintaining places with their own distinct identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and easy to get to, and move through;
- / Ensures that new development respects the character of existing areas, and;
- / Considers 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 meets the objectives as follows:

1. It enhances the sense of community and creates a sense of identity:

- / The architectural design of the proposed building exhibits high quality materials and interesting architecture within the established neighbourhood fabric.
- / The proposed development will enhance the sense of community by locating attractive building façades along the Louisa Street, Arlington Street and Bell Street N. frontages.

2. It defines quality public and private spaces through development

- / The development proposal orientates the principal façades and main entrances of the different uses to the street frontages.
- / Along the street frontages, a minimum 2 metre setback at ground level, as well as an additional setback above the third floor have been provided to create an appropriate pedestrian experience at grade. At-grade private outdoor terraces as well as landscaping will further enhance the pedestrian experience across the site.
- / The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features such as trees, and shrubs to accentuate the main entrances.
- / The proposed parking area is concealed underground and within the private laneway along the western periphery of the mixed-use building.
- / The proposed development provides occupants with quality amenity space in the private ground floor terraces, outdoor internal courtyard, private areas on the balconies, and the rooftop indoor and outdoor amenity spaces. A community garden is also being contemplated on the rooftop terrace.
- / In addition to a three-storey podium, the proposed building provides a slight setback above the eighth floor and a significant setback above the ninth floor along the north, south and east frontages, thereby capitalizing on views, and decreasing the massing of the building at the pedestrian level. The setback above the 9th floor also ensures that the mechanical penthouse is recessed.
- / The introduction of hardscape and softscape materials at the base of the building creates a quality public space that can be shared and enjoyed by all users of the proposed development.
- / Undesirable overlook and sun-shadowing impacts on existing properties are minimized by setbacks above the third floor, eighth floor and ninth floor along all frontages. Communal and private balconies have been strategically located such that there are minimal overlook impacts on the adjacent properties.

3. It creates places that are safe, accessible, and are easy to get to, and move through

- / The proposed development has been designed to be universally accessible.
- / The proposed development has been designed with active spaces such as the lobby, at-grade private outdoor terraces, at-grade internal courtyard as well as with significant glazing into the living areas of

units that will maximize overlook into the surrounding public spaces supporting the notion of ‘eyes on the street’.

- / The existing cut through private laneway is maintained within the proposed development and will contribute to reducing the traffic impacts of the development.
- / Directional pavers, various hardscape finishes, and raised curbs will ensure that the proposed two-way drive aisle as well as the proposed loading bay is safe for all users.
- / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal makes efficient use of the forthcoming Gladstone LRT transit station to encourage active transportation and transit use.

4. It respects the character of existing areas

- / The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
- / The base of the building has been intentionally designed with darker materiality to complement the existing character of the surrounding neighbourhood.
- / The proposed development integrates street tree planting, fenestration and defined entrances to create a uniform and improved streetscape.
- / The design, with ten (10) storeys provides an excellent transition from the high-rise building to the east, to the existing low-rise buildings to the west.

5. The proposal considers 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 helps to achieve a more compact urban form.
- / The development accommodates the needs of people within a broad range of income brackets and life stages.
- / The proposal intends to maintain the existing commercial uses within the retained portion of the building thereby representing a development that embodies the notions of evolution and variety within this policy.

6. The proposal understands and respects natural processes and features in development design

- / Proposed landscape features, including soft landscaping on the ground-floor along all the north, south and east frontages, a rooftop community garden allows for natural water percolation while reducing the heat island effect.
- / The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

7. The proposal maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / An active land use in proximity to rapid transit is proposed, creating opportunities to meet daily needs by alternative modes of transportation.
- / Landscape elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
- / The development provides a supply of bicycle parking spaces as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.

4.2.3 Land Use Designation

The property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan as shown in Figure 19. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently

located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.



Figure 19: Schedule B – Urban Policy Area, Official Plan.

The proposed policies of the **General Urban Area** seek to support building heights that are compatible with the existing or planned context. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city. The policies maintain the low-rise limit within the general urban area with permitting multiple housing forms, such as duplexes, triplexes and fourplexes as a means of intensifying within established low-rise residential communities. Heights and uses within this range will be evaluated based on compatibility with the existing context and the planned function of the area.

The policies of the General Urban Area designation permit many types and densities of housing, however, building height is encouraged to be predominantly low-rise within this designation. Policy 3 of Section 3.6.1 states that building heights should continue to be low-rise, however, where Secondary Plans or the Zoning By-law permit greater heights than four storeys, these heights will remain in effect.

Furthermore, Policy 4 outlines that notwithstanding Policy 3, new taller buildings may be considered for sites that:

- / Front an Arterial Road on Schedule E or F of this Plan and which are:
 - Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - On a Transit Priority Corridor on Schedule D of this Plan;
- / Are in an area characterised by taller buildings or sites zoned for taller buildings.

The proposed development at 10-storeys in building height is considered high-rise, which is above what is encouraged in the General Urban Area; however, the proposal meets criteria outlined in Policy 4. Directly east of the subject lands is an area characterized by taller buildings including the 13-storey LIV building. The lands provide an ideal context-sensitive opportunity to soften the stark transition between the high-rise building to the east and the low-rise neighbourhood to the west. The property is also in an area characterized by sites zoned for taller buildings. The lands along Gladstone Avenue (exactly 1 block north and approximately 100 metres from the site) are zoned to permit buildings that are up to 9-storeys in height given their frontage along a designated Traditional Mainstreet that is identified as an Arterial Road and Transit Priority Corridor, while the surrounding neighbourhood is planned to permit residential buildings with maximum heights of 14.5 metres (approximately four (4) residential storeys). As the existing buildings are generally two storeys in height, the planned context represents an increase that is double in height. As per Figure 20, an aerial view demonstrates the proposed development within the planned context. Moreover, while the lands do not have direct frontage on an Arterial Road as per the policy recommendation, they are located approximately 800 metres walking distance from the planned Gladstone LRT Transit Station and metres away from existing transit stations as noted above.



Figure 20: Proposed development within the planned context

Policy 5 of Section 3.6.1 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will, among others:

1. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
2. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;

Intensification in the **General Urban Area** is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

The proposed development conforms to the policies of City of Ottawa Official Plan by encouraging development which takes advantage of existing infrastructure and is situated in an area that promotes a complete community with a good balance of facilities and services. Building upon desirable established patterns and built form, the proposal contributes to the variety of housing options available in the established Centretown West neighbourhood.

As discussed, the proposed development contributes to the existing high-rise built form and provides a transition from the high-rise building located east of the subject lands towards the low-rise neighbourhood located to the west. Located near the edge of a low-rise neighbourhood, the atypically large lot provides a unique opportunity to soften the stark interface that currently exists between the high-rise building to the east and the community. The design is sensitive to the low-rise uses adjacent to the subject lands and features a stepped back envelope above the third, eighth and ninth floor. The proposal recognizes that the property lines on the lots to the north and the south along Louisa Street and Arlington Avenue are significantly setback from the street resulting in a noteworthy separation between the site's property line and the property lines of the abutting low-rise residential dwellings. This existing condition results in a separation of approximately 20 metres from the low-rise dwellings to the north and a separation of approximately 15 metres from the low-rise dwellings to the south. The separation is supplemented by a setback of 2 metres along the 3-storey podium as well as an additional setback above the third and eighth floor further ensuring a transition to the low-rise properties. The proposal also recognizes that as a through-lot, the property faces the front yards of the residential dwellings to the north and south thereby mitigating impacts related to overlook. The building and site design have also been considered to minimize any adverse impacts to the abutting low-rise church, in terms of shadowing and loss of privacy. In addition to the private laneway, the west face of the building maintains the existing maximum building height of three-storeys. Any portion of the building that is above three (3) storeys is therefore setback 26.3 metres from the western property line. It is important to note that approximately 40% of the neighbouring lot to the west is currently occupied by the surface parking lot associated with the church thereby reducing potential impacts.

The proposed mixed-use building provides for additional rental units to the community increasing the range and mix of housing supply to the area. The proposal also continues to provide a range of services by maintaining the existing mixed-uses. Further, due to the property's proximity to the identified Gladstone Avenue Transit Priority Corridor and planned Gladstone LRT station, the proposed development assists in promoting transit uses and has the ability to contribute to a greater supply of transit users. Given its proximity to a Traditional Mainstreet and the Central Area, the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area. 	<p>The proposed development provides a consistent street wall along Louisa Street, Arlington Avenue and Bell Street North. The architectural articulation proposes a three (3) storey podium and stepbacks above the eighth storey and ninth storey to the building façade create visual interest and an appropriate building transition to surrounding development in the neighbourhood. Intentional stepbacks along the east interface of the development ensures sufficient separation from the existing high-rise building while mitigating any potential canyon effect along Bell Street North. Intentional stepbacks along the north-south interface ensure a transition between existing low-rise and planned mid- and high-rise buildings (as permitted in the Zoning By-law) is maintained. Lastly, the preservation of the 3-storey mixed-use building ensures that the maximum building height of 15 metres is maintained along the west-face of the development and an adequate transition is provided to the neighbouring low-rise neighborhood and church.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>Principal entrances are oriented towards the abutting public streets, improving interaction with the public realm. Ground floor facades are intentionally designed with additional fenestration, while ground floor residential unit features at-grade private outdoor terraces. These elements work together to enhance the interface with the street and improve safety through passive surveillance.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these</p>	<p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p>

Policy	Proposed Development
<p>services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>The rooftop mechanical equipment and amenity spaces will generally be incorporated as one penthouse level that steps back from the top storey of the building.</p>
<p>Massing and Scale</p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <p>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</p> <p>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</p> <p>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p>	<p>There is a broad mix of zones on the adjacent properties ranging from Traditional Mainstreet, Institutional and General Mixed-Use to Residential Fourth and Fifth Density zoning. The R5B zoning of 207 Bell Street North permits high-rise apartment dwellings at heights up to 41 metres. For those lots zoned R4-UD to the north and south of the subject lands, the maximum permitted building height is 14.5 metres and the required front yard setback need not be more than 4.5 metres, however, the significant setback of the property lines from the street provides a separation of 20 metres to the north and 15 metres to the south. This creates an effective setback from the front façade of the low-rise residential dwellings to the 3rd floor facade of the proposed building of approximately 22 metres to the north and 16 metres to the south.</p>
<p>11. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding</p>	<p>As discussed above, the proposed development provides an east-west height transition from Bell Street North to the neighbouring existing low-rise community to the west. The additional three-storey podium proposed along all frontages ensures transitions to existing and future developments. Further, the stepback above the eighth floor and recessed penthouse ensures varied massing of the building and further integration of the building into its surrounding context.</p>

Policy	Proposed Development
<p>planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>As the proposed development is located on a generally large lot, the design has taken steps to balance the appropriateness of the envisioned high-rise development and compatibility with the existing neighbourhood.</p>
<p>12. Building height and massing transitions will be accomplished through a variety of means, including:</p> <p>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</p> <p>d. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</p> <p>e. Building setbacks and step-backs.</p>	<p>Transition has been provided via a three-storey podium as well as increased setbacks above the eighth floor and ninth floor. These stepbacks are intended to reduce the impact of overlook and shadowing on those properties to the north and south of the site. Maintenance of the private laneway as well as a portion of the existing 3-storey mixed-use building along the west face of the development ensures a greater transition to the community and a tower setback of approximately 26.3 metres from the west property line.</p> <p>A variety of building materiality, colors and fenestration ensure that the building addresses the street and the existing character of the surrounding neighbourhood. The materiality of the three-storey podium is distinct from the remainder of the building resulting in a visual transition and an effect that serves to reduce the overall mass of the building. The vertical articulation of the windows and balcony spaces further breaks up the massing of the building to reflect a finer grain building form that is appropriate for a transitional building.</p>
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies, terraces, indoor and outdoor rooftop amenity rooms. The outdoor rooftop terrace has been intentionally located on the south east corner of the proposed development and the indoor rooftop amenity space has been significantly recessed thereby mitigating any issues of overlook and privacy.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity</p>	<p>Amenity space is provided via a combination of private balconies, private terraces, and indoor and outdoor rooftop amenity rooms. An internal courtyard space is to be developed in concurrence with the proposed driveway. This space will promote community gathering and interaction. The Wind Study completed by Gradient Wind Engineering confirmed that wind levels on the rooftop would generally be comfortable for sitting.</p>

Policy	Proposed Development
areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established Centretown West urban fabric and the surrounding neighbourhood through streetscape improvements and a high-quality design. The development has been designed in a manner that will minimize impacts to surrounding properties by providing appropriate height transition, intentional stepbacks, internalizing traffic and waste and respecting surrounding residential uses through the u-shaped design.

4.3 City of Ottawa Draft Official Plan (November 2020)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- / Most of the draft Plan was released on November 20th, 2020. It is our understanding that comments on this draft were due by March 12th, 2021.
- / The Staff Report pertaining to the Urban Boundary Expansion evaluation and the Industrial and Logistics Lands Strategy went to a Joint Planning Committee (PC)/Agricultural and Rural Affairs Committee (ARAC) on January 25th, 2021 and was considered at Council February 10th, 2021.
- / A second draft of the OP is expected to be released before it is considered by the Joint Committee in September 2021.
- / The new Official Plan is scheduled to go to Council for endorsement on October 27th, 2021, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by City Council in 2018 and serve to "provide urban design guidance...to promote and achieve appropriate high-rise development". The objectives of the guidelines are:

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

These objectives are achieved by meeting the various guidelines, including the following that are applicable to the proposed development:

- / The proposal creates a softer transition from the high-profile building height directly east of the subject site to the low-rise buildings to the west (Guideline 1.11);
- / Intentional stepbacks above the third floor along all frontages enrich the urban fabric as well as the overall pedestrian experience (Guideline 2.1);
- / The facades of the podium have been articulated to vertically to break up the overall mass (Guideline 2.2);
- / Stepbacks above eight and ninth floor ensure that the proposed tenth floor includes distinctive and integrated parts thereby enriching the urban environment (Guideline 2.3);
- / The building is oriented to the street. Separate pedestrian entrances are provided for each ground floor residential unit (Guideline 2.20);
- / The proposal includes a tower floor plate of 332 square meters (including the mechanical penthouse), which is well below the recommended maximum tower floor plate of 750 square meters as indicated in the guidelines (Guideline 2.24);
- / Balconies have been strategically located to avoid close balcony-to-balcony contact (Guideline 2.29);
- / Walls enclosing the parking garage have been articulated with active spaces, materials, rhythm and high-quality design (Guideline 2.32);
- / The roof-top mechanical space has been integrated into the design and massing of the upper floor.
- / Landscaping has been proposed between the sidewalk and the building face to allow for public- private transition (Guideline 3.3);
- / Street trees have been located adjacent to the sidewalk (Guideline 3.4);
- / The main pedestrian access to the residential building faces Bell Street and is directly accessible from the public sidewalk. The entrance is clear and inviting (Guideline 3.11);
- / The main pedestrian access to the mixed-use building faces Louisa Street and is accessible from the public sidewalk. The proposed outdoor courtyard ensures that this entrance is clear and inviting (Guideline 3.11);
- / Proposed parking spaces are generally enclosed and located underground. Existing parking spaces along the private laneway are setback and do not interrupt the rhythm on the street (Guideline 3.14);
- / Utility equipment is located out of view (Guideline 3.18); and
- / Garbage enclosures are located away from the public street (Guideline 3.19).

The proposed development respects the Urban Design Guidelines for High-rise buildings by providing a building that includes a high level of architectural detail, including glazing, active entrances, and appropriate building massing, siting, and stepbacks. It is important to note that many of these guidelines are more applicable to point towers, whereas the proposal includes the introduction of a slab building. Further, although the building does meet the general intent of the guidelines, the high-rise portion (above the 9th floor) is significantly recessed and is strictly limited to one (1) indoor amenity space which has a total area of 88 square meters.

4.5 Zoning By-law 2008-250

The subject property is currently subject to the 'Minor Institutional, Subzone A (I1A)' zone.

The purpose of the I1A 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.

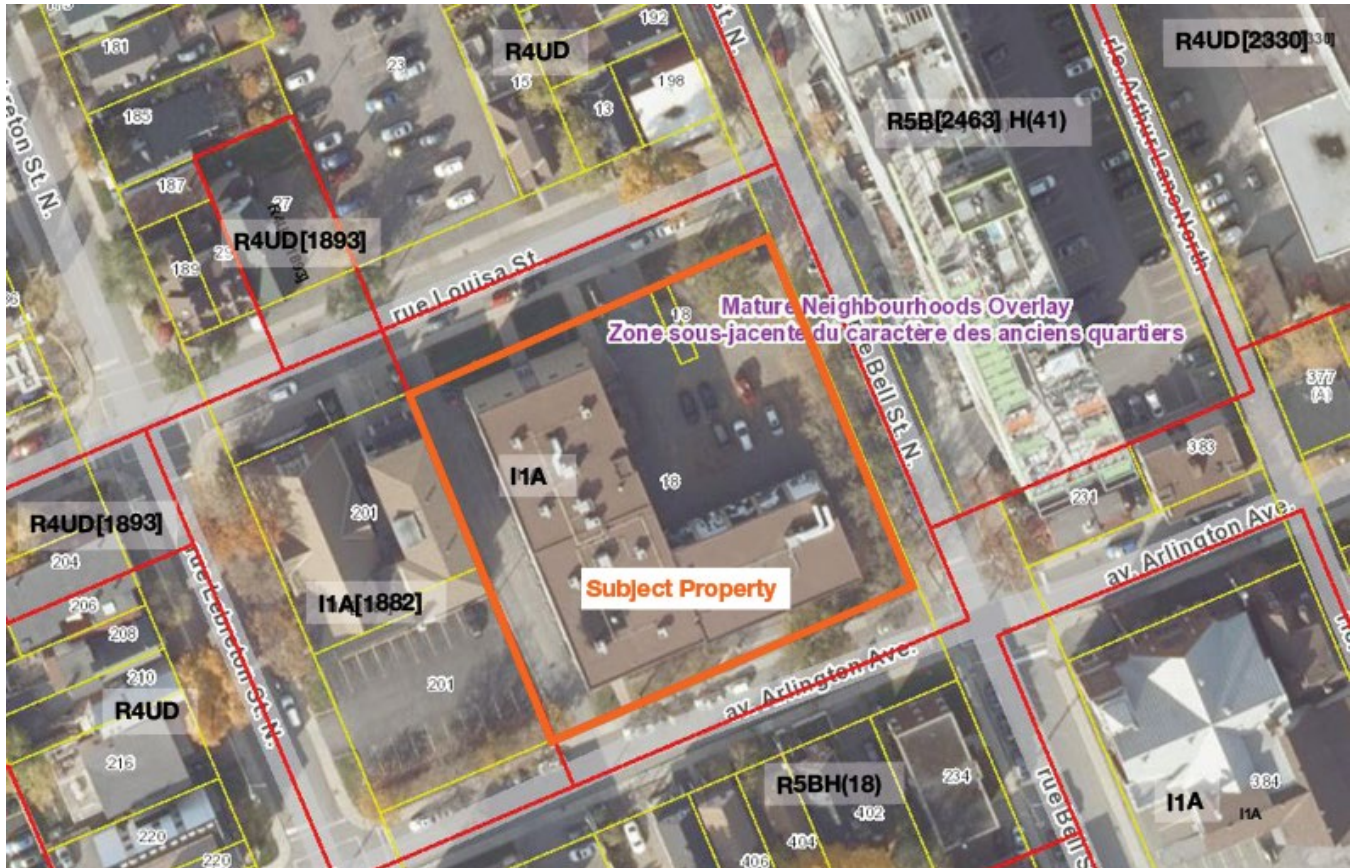


Figure 21: Current Zoning of the subject property

The I1A zone does not permit **high-rise, mixed-use buildings**.

The site is located within the Mature Neighbourhoods Overlay. The intent of the overlay is to regulate the character of low-rise development including front door location, driveway width, and parking. The provisions of the overlay do not generally apply beyond low rise-built form, some of the characters of the overlay, such as walkway width and driveway width, are required to be met.

4.5.1 Zone Provisions and Analysis

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, Subzone B with site-specific provisions to address the proposed development (R5B [X] H(XX)).

Through a site-specific exception, the applicant is also seeking to add the following non-residential uses to the list of permitted uses:

- / medical facility;
- / office;
- / instructional facility;
- / artist studio;
- / recreational and athletic facility;

- / daycare; and
- / place of assembly.

It is important to note that the request to include medical facility, office and instructional facility uses are consistent with the existing uses on the site thereby permitting their continuation. Moreover, additional uses that are similar in nature have been requested to allow for flexibility. Overall, these uses will contribute to the creation of a more complete community and conform to the overall direction of the City's Draft Official Plan which identifies the importance of 15-minute neighbourhoods. To ensure that these uses are not more impactful than what currently exists, it is recommended that they be capped at the existing mixed-use GFA of 1,782 square meters.

Given that the immediate surrounding context is primarily zoned Residential and that foundationally, the uses being proposed are residential in nature, the proposal requests to rezone the subject lands to Residential, Fifth Density. However, it is Fotenn's opinion that rezoning the lands to General Mixed-Use (GM) could also be appropriate. This interpretation is therefore subject to further analysis of the application by the City of Ottawa. Further to this, the amendment includes exempting the site from the Mature Neighbourhoods Overlay.

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.

In addition, the proposed development is subject to the new regulations related to the development of high-rise buildings in the City of Ottawa (By-law 2019-353). The new regulations provide minimum lot areas for corner and interior lots, as well as minimum distance separations to property lines and other towers on the same property. The regulations are currently under appeal and the appeal remains active and unresolved. The subject property is located within Area A, being outside of the MD zone but within the Greenbelt.

The following table provides a summary of the Residential Fifth Density, Subzone B as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions. It is important to note that as per Section 163(6) of the By-law, a mixed-use building that is more than four storeys in height, is subject to the subzone provisions for a high-rise apartment building. The subzone provisions for a high-rise apartment dwelling have been used to assess the proposal's compliance with the current zoning. Areas of non-compliance are noted with an '✘'.

Table 1: Zoning Summary

Zoning Mechanism	Requirement	Proposed	Compliance
Minimum Lot Area (High-Rise Regulations)	1150m ²	3,259m ²	✓
Minimum Lot Width	22.5m	55.8m	✓

Zoning Mechanism	Requirement	Proposed	Compliance
Maximum Building Height	15m (as per existing I1A zoning)	31m	✘
Permitted projections above height limit	Landscaped Areas Mechanical/Service Penthouse (4.5m)	Height of Mechanical Penthouse: 3.6m	Permitted projections above height limit
Minimum Front Yard Setback	3 m	3.1m	✓
Minimum Corner Side Yard Setback	3m	2m – 3.8m	✘
Corner Sight Triangle	3m x 3m along both intersections (Louisa Street and Bell Street N., as well as Arlington Avenue and Bell Street N.)	3m x 3m	✓
Minimum Separation Distance between towers (High-Rise regulations)	20m	30.5m	✓
Minimum Rear Yard Setback	6m	7.3m	✓
Min. Rear Yard Setback for a Tower (High-Rise regulations)	10m	26.36m above the ninth floor	✓
Landscaped Area	30% of the lots area must be provided as landscaped area	38.2%	✓
Min. width of landscaped area	All cases (except for properties abutting a residential zone): No minimum	Along Louisa Street (north): 2m Along Arlington Avenue (south): 2m Along Bell Street North (east): 3.1m	✓ ✓ ✓
Amenity Area	Total min. 6m ² /unit= 139 x 6 = 834m ² , a minimum of 50% of the required total amenity area (417m ²) must be communal	Total: 1,001m ² Communal: 459m ² Balconies: 542 m ²	✓ ✓

Zoning Mechanism	Requirement	Proposed	Compliance
	and aggregated into areas up to 54 m ²		
Aisle and Driveway Provisions	Minimum width of a driveway providing access to a parking lot or parking garage is 6 m for a double traffic lane for a parking garage.	Double traffic lane providing access to parking garage is 6m wide.	✓
	Minimum width of aisles providing access to parking spaces in a parking garage is 6.0 metres for parking oriented at 90°.	Width of aisles is 6.3 metres.	✓
Bicycle Parking Spaces	Resident: 0.5 spaces per unit = 70 Instructional Facility: 1 per 1,500m ² of GFA = .2 Medical Facility: 1 per 1,000m ² of GFA = .2 Office: 1 per 250m ² of GFA = 3.8 TOTAL: 74	79	✓
Maximum Number of Bicycle Parking Spaces within Landscaped Area	50% of required spaces = 37	20	✓
Access Aisle for Bicycle Parking	Minimum width: 1.5m	1.2m	✗
Dimension of Bicycle Parking Spaces	Min: 0.6m wide/1.8m long (horizontal)	0.6m wide/1.8m long (horizontal)	✓
	Min: 0.5m wide/1.5m long (vertical)	0.5m wide/1.5m long (vertical)	
Maximum Number of Vertical Bicycle Parking Spaces	50% of required spaces = 37	30	✓
Private Approach	9m	6.04m	✗
Loading Spaces	0	1	✓
Loading space Dimension	Min. 3.5m wide / 7m long	Min. 3.5m wide / 7m long	✓
Overhead Hydro Wires	Min. 5m radial setback primary hydro wires, Min. 1.5m radial setback from secondary hydro lines	5m radial setback	✓

The property is considered as within **Area X** as shown in Schedule 1A in the City of Ottawa Zoning By-law.

Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
Vehicle Parking Spaces (min)	Resident: 0.5/DU, not including first 12 units = 139 – 12 = (127 x 0.5 = 64 spaces Instructional Facility: 1.25 per 100m ² of GFA = 1.39 Visitor: 0.1/DU, not including first 12 units = 139 – 12 = (127 x 0.1 = 13 spaces Medical Facility: 2 per 100m ² of GFA = 4.32 spaces Office: 1 per 100m ² of GFA = 6.89 spaces Office, Medical and Visitor Parking shared parking requirement (see detailed Table in Site Plan) = 20.74 spaces Total: 86 spaces	66 2 13 7 Total: 88 spaces	✓
Parking Space Dimensions	Min: 2.6m wide / 5.2m long (up to 40% reduced to 2.4m wide and 4.6m long) Min: 2.6m wide / 6.7m long (parallel)	15% (14 spaces)	✓
Number of Accessible Parking Spaces (if total number of parking spaces is between 76-100)	4 spaces (2 that are a min. of 2.4m wide and 2 min. of 3.4m wide) Access aisle of min. 1.5m must be provided adjacent/parallel to parking space	4 spaces	✓

The proposal meets the general intent of the provisions of the Residential Fifth Density zone, however, relief will be required from the zoning provisions as detailed below.

4.5.2 Proposed Zoning

A zoning schedule is proposed for the site to clearly identify and delineate the maximum building heights, additional land use, as well as the required building setbacks and stepbacks. The height schedule will be confirmed as the project moves forward and will follow the building envelope as shown on the Site Plan associated with this application. The Zoning Schedule will address the following site-specific zoning provisions:

- / **Maximum Building Height:** As shown on the site plan and described herein, the maximum proposed height is 31 metres with several height transitions incorporated within the building design to provide appropriate setbacks and stepbacks to the surrounding neighbourhood. While the proposed 31 metre height of the building does not conform to the Zoning By-law, it is important to highlight that the proposed 10-storey height conforms to the Official Plan policies and is an appropriate height for the site. Additionally, efforts have been taken to reduce any possible impacts of the proposed height by providing a setback along the three-storey podium, stepbacks above the eighth and ninth floor, fenestration and change in materiality.
- / **Minimum Corner Side Yard Setback:** The zoning provisions require that a minimum 3 metre corner side yard setback is provided. However, the proposed development requires relief to decrease the setback at the northeast corner as well as the southeast corner of the property to 2 metres. It is important to note that a 3.8 metre setback from the existing mixed-use building is maintained. The requested relief from the required minimum corner side yard setbacks is relatively minor and, efforts have been taken to reduce impacts on adjacent properties by providing stepbacks at the third, eighth and ninth levels. Moreover, as mentioned above, the property lines of the adjacent residential uses to the north and south display a notable setback from the right-of-way and they display a front yard interface with the subject property further reducing any potential impacts.
- / **Bicycle Parking Provision:** To provide flexibility for accommodating bicycle parking on the site, it is requested that the Zoning By-law Amendment include provisions for bicycle parking spaces to be permitted in a stacked fashion or other such provisions that would permit alternative options. We would also request that Table 111B as well as Subsection 111(11) not apply to the subject property. It is important to note that the proposal includes a total of 74 bicycle parking spaces (20 of which are located outdoors), which conforms to the Zoning By-law.
- / **Minimum width of Access Aisle for Bicycle Parking:** The zoning provisions require that an access aisle to bicycle parking spaces have a minimum width of 1.5 metres, whereas 1.2 metres is provided. The requested relief is minor in nature and it is important to note that approximately 30% of bicycle parking spaces have been located outdoors further reducing any potential impacts.
- / **Minimum length of Private Approach:** The zoning provisions require that a private approach have minimum length of 9 metres, whereas 6.4 metres is provided. The requested relief is minor in nature and it is important to note that efforts have been taken to minimize any sightline obstructions along the southern property line. This includes the intentional incorporation of low shrubbery directly adjacent to the private approach.
- / **Additional Permitted Land Uses:** The applicant is also seeking to add the following uses to the list of permitted uses:
- medical facility;
 - office;
 - instructional facility;
 - artist studio;
 - recreational and athletic facility;
 - daycare; and
 - place of assembly.

As mentioned, the “medical facility”, “office” and “instructional facility” uses already exist on the site. In addition to what exists on the site, uses that are similar in nature have also been requested providing flexibility in an evolving market place. By providing flexibility, the proposed development can respond

more appropriately and ensure that convenient services are located within the neighbourhood. Given that the proposed uses are similar in nature to those already existing on the site, the amendment is minor and appropriate. These mixed-uses will contribute to the creation of a more complete community and conform to the “15-minute neighbourhood” policy direction highlighted in the City’s Draft Official Plan.

5.0 Supporting Studies

5.1 Site Servicing Report and Erosion and Control Plan, prepared by Novatech Engineering Consultants, Report 120206, dated May 28th, 2021

Novatech Engineering Consultants prepared the Site Servicing Report and Erosion Control Plan report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property. The report identifies that there are existing combined municipal sewers in Louisa Street as well as existing municipal watermains in Louisa Street and Bell Street N. The municipal infrastructure required to accommodate the proposed development are new laterals which will extend to the existing combined sewer and watermains.

The building will be sprinklered and supplied with a fire department siamese connection. The siamese connection will be located within 45 metres of the municipal fire hydrant located at the north-west corner of the intersection of Louisa Street and Bell Street North.

The report also concluded that total post-development flow for the portion of the site being developed will be approximately 11.7 L/s during the 5-year design event and 15.3 L/s during the 100-year event. The combined flows are less than or equal to the allowable combined release rate of 15.3 L/s. Furthermore, post-development flows will be significantly reduced when compared to current conditions.

Finally, the report recommends that temporary erosion and sediment control measures are to be provided during construction.

It is recommended that the proposed site servicing and stormwater management design be approved for implementation.

5.2 Transportation Impact Assessment, prepared by CGH Transportation Ltd., Report 2021-015, dated May 2021

CGH Transportation Ltd. prepared the Transportation Impact Assessment for the proposed development which found that the proposed development would generate up to 90 two-way people trips during the AM peak hour and 97 two-way people trips during the PM peak hour.

The report also included a list of supportive TDM measures to be included within the proposed development which are as follows:

- / A display local area information with walking/cycling maps and relevant transit schedules and route maps;
- / Provision of a multimodal travel option information package to new residents;
- / Inclusion of a 1-year Presto card for first time new townhome purchase and apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site; and
- / Unbundling of parking cost from purchase or rental costs.

The report included an assessment of neighbourhood traffic management. The report determined that volumes along Arlington Avenue will be lower than the TIA local road thresholds for local roads, and comprise less than 10% of the local road threshold volumes for Bell Street and Louisa Street. Further, site-generated volumes are less than 1% of volumes on Gladstone Avenue, Booth Street, and Raymond Street, and are considered negligible with respect to roadway classification.

Finally, intersections around the subject property were evaluated with the increased traffic volumes (including the proposed development and other planned or approved infill/intensification). The report concluded that

network intersections at the future total horizons will perform similarly to the existing and future background horizons with additional queuing possible along Gladstone Avenue.

It is recommended that, from a transportation perspective, the proposed development applications proceed.

5.3 Pedestrian Level Wind Study, prepared by Gradient Wind Engineering, Report 20-258 PLW, dated March 18th, 2021

Gradient Wind Engineers & Scientists (Gradient) prepared a Pedestrian Level Wind Study to evaluate wind conditions at grade surrounding the proposed development. The study also considered wind conditions on outdoor communal amenity areas provided on the proposed rooftop terrace.

The methodological approach evaluates wind conditions for human comfort using five activities as thresholds. Under “sitting” conditions, wind speeds are less than 10 km/per hour at least 80% of the time. Standing is comfortable in slightly higher wind speeds, followed by strolling and walking. If mean wind speeds are projected to exceed 20 km/hour more than 20% of the time, conditions are considered uncomfortable. Different outdoor areas are expected to meet different standards; for example, transit stops should be comfortable for sitting and standing, whereas public sidewalks are only expected to meet the comfort criteria for strolling.

The study found that wind conditions over surrounding sidewalks, within the proposed courtyard and in the immediate vicinity of the building are predicted to be largely suitable for the intended pedestrian uses throughout the year. With the exception of the southeast corner of the proposed rooftop outdoor amenity space, wind conditions are predicted to be suitable for sitting. The above-noted southeast corner is predicted to be suitable for standing, as well as sitting 75% of the time. All locations are expected to meet the appropriate wind comfort criteria throughout the year.

5.4 Geotechnical Study, prepared by Paterson Group, Report PG5405-1, dated January 19th, 2021

Paterson Group prepared a Geotechnical Study for the proposed development by determining the subsurface soil and groundwater conditions and to provide geotechnical construction considerations which may affect the design of the building. The report makes several recommendations for the construction of any redevelopment on the lands.

5.5 Phase I Environmental Site Assessment, prepared by Paterson Group, Report PE5281-1, dated April 30th, 2021

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns.

Based on a review of available historical information, the subject site was first developed for residential and institutional purposes sometime prior to 1988. The subject site was later redeveloped with the existing commercial office building in the late-1950's. An additional wing was later constructed on the east side of the subject building in the late-1960's. No environmental concerns were identified with respect to the historical use of the subject site.

The neighbouring lands in the vicinity of the subject site have historically been developed for a combination of residential and institutional purposes, with the exception of some commercial properties developed along Gladstone Avenue to the north and Bronson Avenue to the east. Several historical off-site potentially contaminating activities were identified along Gladstone Avenue and Bronson Avenue, however, due to their separation distances, as well as the results of previous subsurface investigations, these properties are not considered to pose an environmental concern to the subject site.

Based on the results of this assessment, it was concluded that a Phase II –Environmental Site Assessment is not required for the subject site.

5.6 Tree Conservation Report, prepared by Ruhland and Associated Ltd., dated April 19th, 2021

Ruhland and Associates Ltd. prepared a Tree Conservation Report for the proposed development by highlighting the condition of any existing trees on site, the impact of the proposed development and measures recommended to preserve and minimize impact. The report makes several recommendations for the construction of any redevelopment on the lands.

The methodological approach evaluates trees of 10 centimetres in diameter or greater. Tree condition was assessed based on visual defects only. The report identified that there was a total of two (2) identified species, that are generally in fair to poor condition.

The report recommends the retention of three (3) trees along Arlington Avenue as they do not appear to have received inoculation against the Emerald Ash Borer. A total of eleven (11) trees are proposed to be removed as a result of the underground parking garage extending to the property line. All removals will require a permit, in accordance with the City of Ottawa tree By-law No. 2020-340.

In accordance with the Tree Protection By-law No. 2020-340, a protection fence is to be erected at vegetation that is to be preserved. The protection fence shall be maintained throughout all phases of the development. No work is to be done within the tree protection fence. Given that only two (2) species are currently present on site, the report recommends that new trees to be planted should be from a genus that is not currently on site. Tree species for this site include: Juniper, small Maples, Gleditsia, Hackberry, Ironwood, Kentucky Coffee Tree, Ginkgo, Crabapple species.

6.0

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.

- / Notification of Ward Councillor, Councillor Catherine McKenney
 - o Ironwood Fund Limited Partnership met with the Ward Councillor in August 2020. In addition, the Development Team intends to send an e-mail which includes final plans to the Ward Councillor in advance of application submission.
- / Notification to residents and local registered Community Associations
 - o Ironwood Fund Limited Partnership has engaged with the Centretown Citizens Community Association (CCCA) regarding the proposed development in 2020.
- / Committee Meeting Advertisement and Report Mail out to Public (City of Ottawa)
- / Statutory Public Meeting - Planning Committee.

7.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and concurrent Site Plan Control Application to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) by providing residential development that will provide increase choices for housing within an existing and established neighbourhood that is close to transit and is walkable.
- / The proposed development confirms to the Official Plan's vision for managing growth in the urban area and meets the policies for taller buildings in the General Urban Area. The proposal responds to its context by proposing a transitional building to ease the compatibility between the existing tall building to the east and established low-rise neighbourhood. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise buildings by enhancing the public environment and streetscape, providing setbacks as well as appropriate tower separation distances.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development will allow the redevelopment of an underutilized site.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Ghada Zaki, RPP, MCIP
Planner



Brian Casagrande, RPP, MCIP
Partner