FOTENN

2829 Dumaurier Avenue

Planning Rationale + Design Brief Addendum
Zoning By-law Amendment + Site Plan Control
July 12, 2024

FOTENN

Prepared for Brigil

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1.0 Introduction

Fotenn Planning + Design ("Fotenn"), acting as agents for Brigil, is pleased to submit this Planning Rationale and Design Brief Addendum in support of Major Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 2829 Dumaurier Avenue ("the subject property") in the City of Ottawa.

A Planning Rationale and Design Brief, dated July 28, 2021, was originally prepared by Fotenn in support of concurrent Zoning By-law Amendment (D02-02-21-0069) and Site Plan Control (D07-12-21-0110) applications, with technical circulation comments provided by the City on September 24, 2021. The Zoning By-law Amendment application was submitted to permit the proposed development of a 30-storey, high-rise mixed-use building. The application was submitted at a time when the City was undergoing its comprehensive review of the Official Plan (OP).

Since application submission, the City of Ottawa adopted a new Official Plan, which was subsequently approved with some modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The new Official Plan designates the subject property as Hub within the Inner Urban Transect. The subject property is also located within a Protected Major Transit Station Area (PMTSA) identified in the new OP for the lands around Pinecrest and Queensview stations.

Further, since application submission, the City's Pinecrest and Queensview Station Secondary Plan Study has progressed. It is expected that the new Secondary Plan will put in place policies and directions for development that are supportive of the proposed development. A final Open House for the Secondary Plan Study was held on December 7, 2023, with final adoption estimated in Fall 2024.

A second submission was made on May 3, 2023, incorporating a 40-storey design which conforms with the policies of the new OP and the direction of the Pinecrest and Queensview Station Secondary Plan Study.

Since the previous submission, a formal review by the Urban Design Review Panel (UDRP) has taken place. This submission responds to comments received by the Urban Design Review Panel following the UDRP meeting held on September 8, 2023.

This Addendum has been prepared in support of a resubmission of the above noted Zoning By-law Amendment and Site Plan Control applications. The resubmission incorporates the revised development approach, addresses technical circulation comments, and aims to be aligned with and to inform the City's ongoing Pinecrest and Queensview Station Secondary Plan Study process.

The intent of this Planning Rationale and Design Brief Addendum is to assess the latest version of the proposed development with respect to the policy and regulatory framework of the new OP and determine if the proposed development is appropriate for the subject property and compatible with the surrounding community. The Addendum also draws on the results of other technical studies and plans that have been prepared in support of the rezoning and Site Plan Control applications; many of the supporting materials have been updated to reflect the modified development concept and rezoning application.

This Planning Rationale and Design Brief Addendum is meant to be read in conjunction with the Planning Rationale and Design Brief prepared by Fotenn and dated July 28, 2021, in addition to the Planning Rationale and Design Brief Addendum prepared by Fotenn and dated May 1, 2023.

2.0
Site Context and Surrounding Area

The subject property, known municipally as 2829 Dumaurier Avenue, is located in the Foster Farm neighbourhood in the City of Ottawa, to the west of the downtown. The subject property fronts onto Dumaurier Avenue to the east for 70.35 metres and has a lot area of 4,195.2 square metres. The subject property is currently occupied by a portion of a commercial shopping centre, which extends further south of the subject property.

The existing Pinecrest BRT Station is located less than 150 metres to the east of the subject property. The future Pinecrest LRT Station will be located further to the south, approximately 220 metres to the southeast of the subject property.

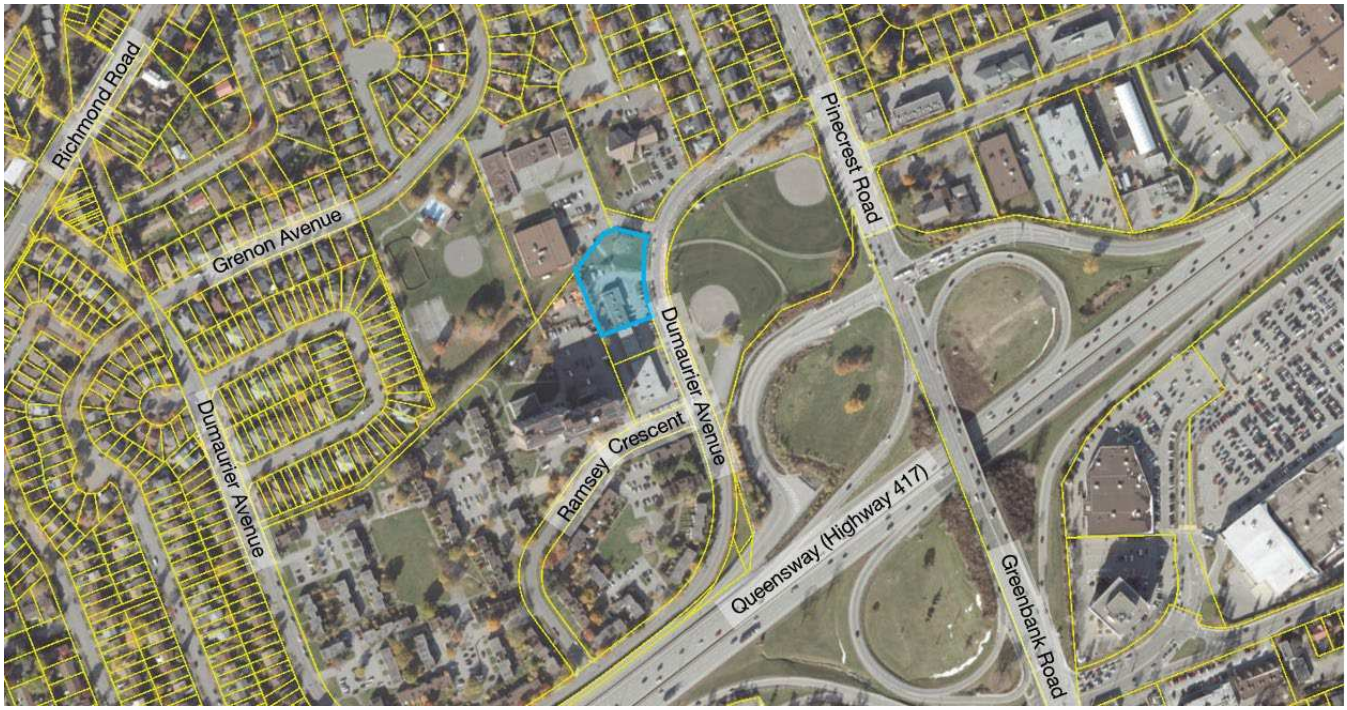


Figure 1: Aerial View of the Subject Property (Outlined in Blue) and Surrounding Area

There are existing circulation easements on the subject property in favour of the abutting properties to the south at 2829 Dumaurier Avenue. These easements are intended to provide circulation areas for large delivery truck movements for the abutting Giant Tiger store. The configuration and terms of the easements must be addressed to the satisfaction of both affected property owners prior to final Site Plan approval.

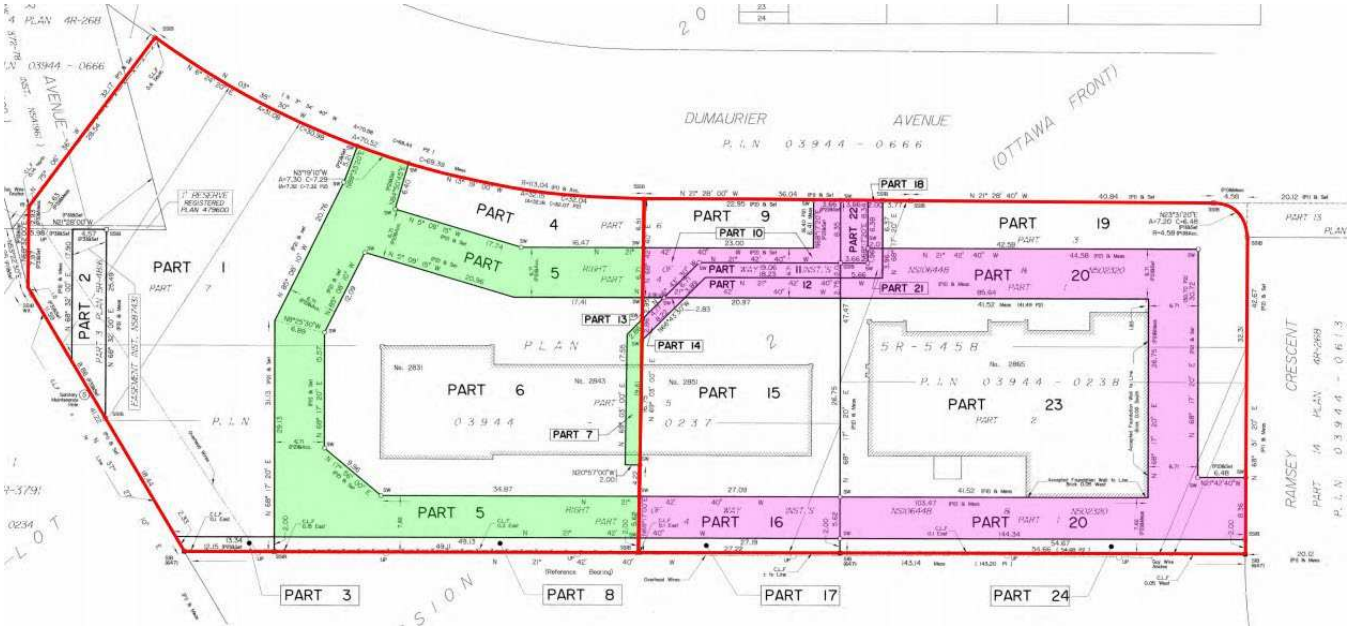


Figure 2: Survey Plan of the Subject Property and Abutting Properties to the South, Showing Existing Circulation Easements (Shaded in Green and Purple)

Figure 3: Photographs of the Subject Property

2.1 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property:

North: Immediately to the north of the subject property is a two (2) storey building housing office space and the Boys & Girls Clubs of Ottawa. Further north are the Abraar Secondary School, Saint-Rémi Catholic Parish, and a predominantly residential neighbourhood consisting primarily of detached dwellings and a high-rise apartment building. Several high-rise apartment buildings are located adjacent to Richmond Road.

South: Immediately to the south of the subject property is the continuation of the one (1) storey commercial shopping centre and related surface parking. Further south is a low-rise Planned Unit Development consisting of townhouses, beyond which are Dumaurier Avenue, the Transitway corridor providing access between the Pinecrest and Bayshore stations (which is in the process of being converted for Light Rail Transit (LRT) use), and the Queensway.

East: To the east of the subject property is Dumaurier Avenue, east of which is a park consisting of (2) baseball diamonds known as Dumaurier Park. The existing Pinecrest Bus Rapid Transit (BRT) Transitway Station is located less than 150 metres to the east of the subject property and is easily accessible by foot. The future Pinecrest LRT Station will be located further to the south, approximately 220 metres to the southeast of the subject property.

West: To the west of the subject property is a 14-storey high-rise apartment building and associated surface parking. The high-rise apartment building, which also houses the Foster Farm Community Centre, is part of a large Planned Unit Development that continues westward. Aside from the high-rise apartment building, the Planned Unit Development also consists of townhouses, walkways, communal and private amenity spaces, and common surface parking areas. Ruth Wildgren Park, a public park providing a variety of amenities including a playground, tennis and basketball courts, a baseball diamond, and a pool, is located slightly to the northwest of the subject property. Further west is a low-rise residential neighbourhood consisting of a mix of detached and semi-detached dwellings.

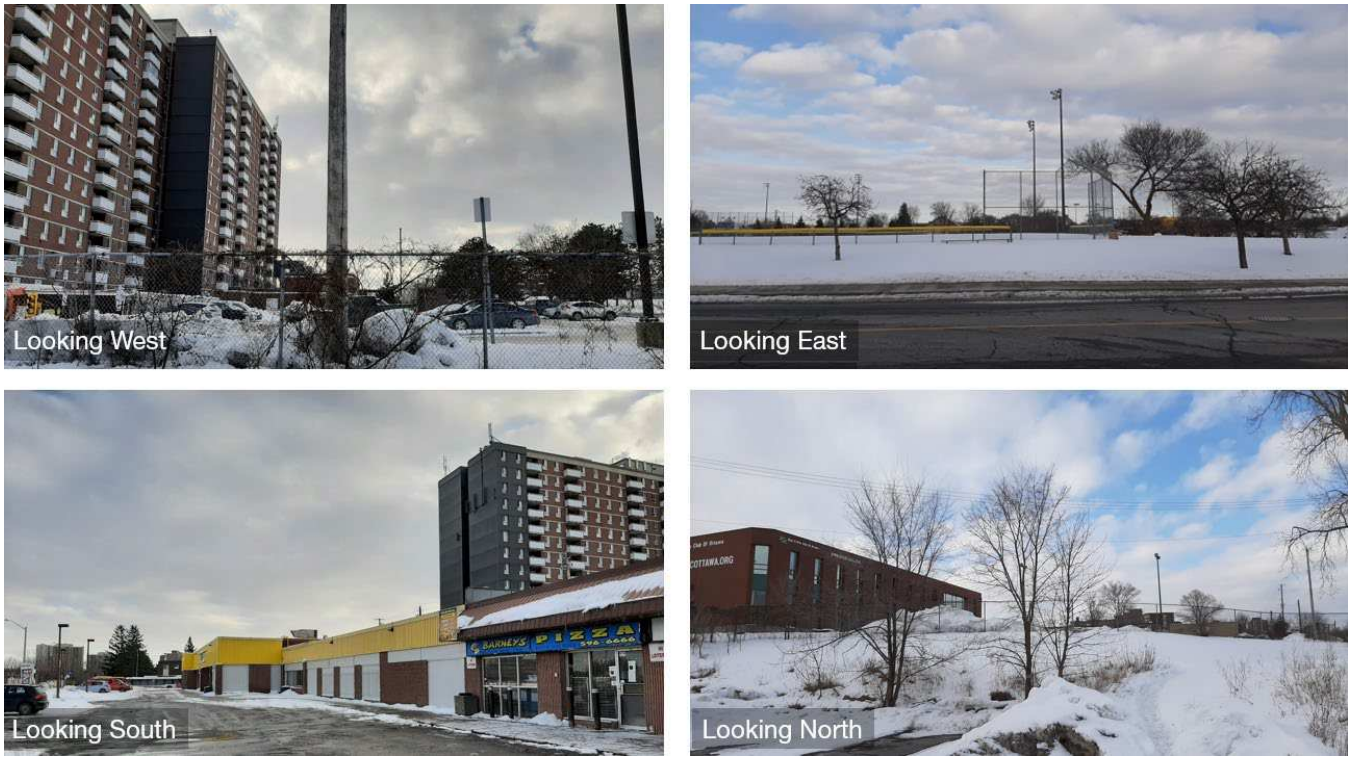


Figure 4: Photographs of the Surrounding Area

2.2 Transportation Network

2.2.1 Road Network

The subject property is located less than 250 metres from the Queensway, and is also located in proximity to several Arterial Roads including Pinecrest Road, Greenbank Road, Baseline Road, Richmond Road, and Carling Avenue. Arterial roads serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands.

Dumaurier Avenue is identified as a collector road. Collectors connect communities and provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Direct access to collectors from adjacent properties is permitted except where access will cause traffic safety or functional concerns. Collectors are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school busses, and people walking and cycling. The reduced speed and volumes of traffic on these roads, compared with arterials, make them more accommodating for cyclists and pedestrians.

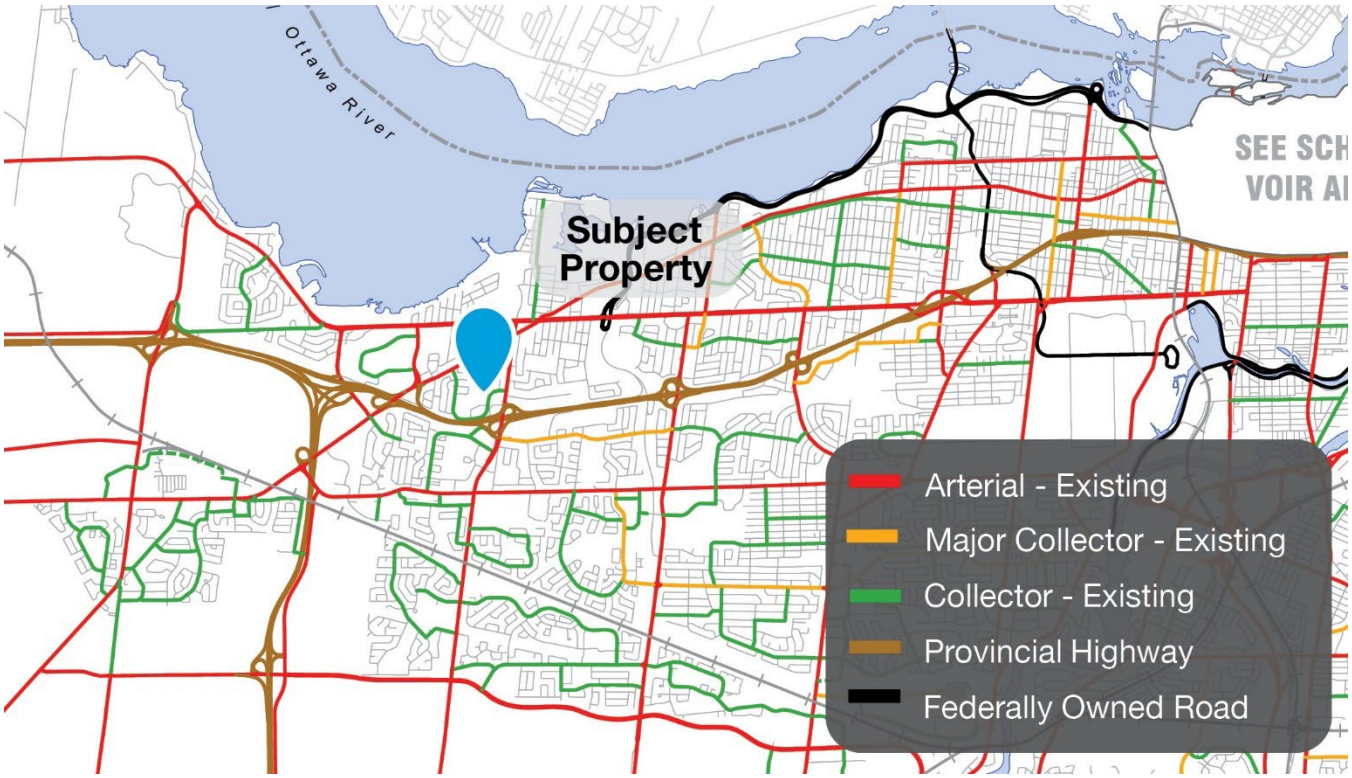


Figure 5: Schedule C4 - Urban Road Network

2.2.2 Rapid Transit

As per Schedule C2 – Rapid Transit Network (Ultimate) of the City of Ottawa Official Plan (Figure 6), the subject property is located in close proximity to the Transitway, a BRT corridor that is in the process of being converted to Light Rail Transit as part of the Stage 2 LRT project, which includes the Confederation Line West Extension.

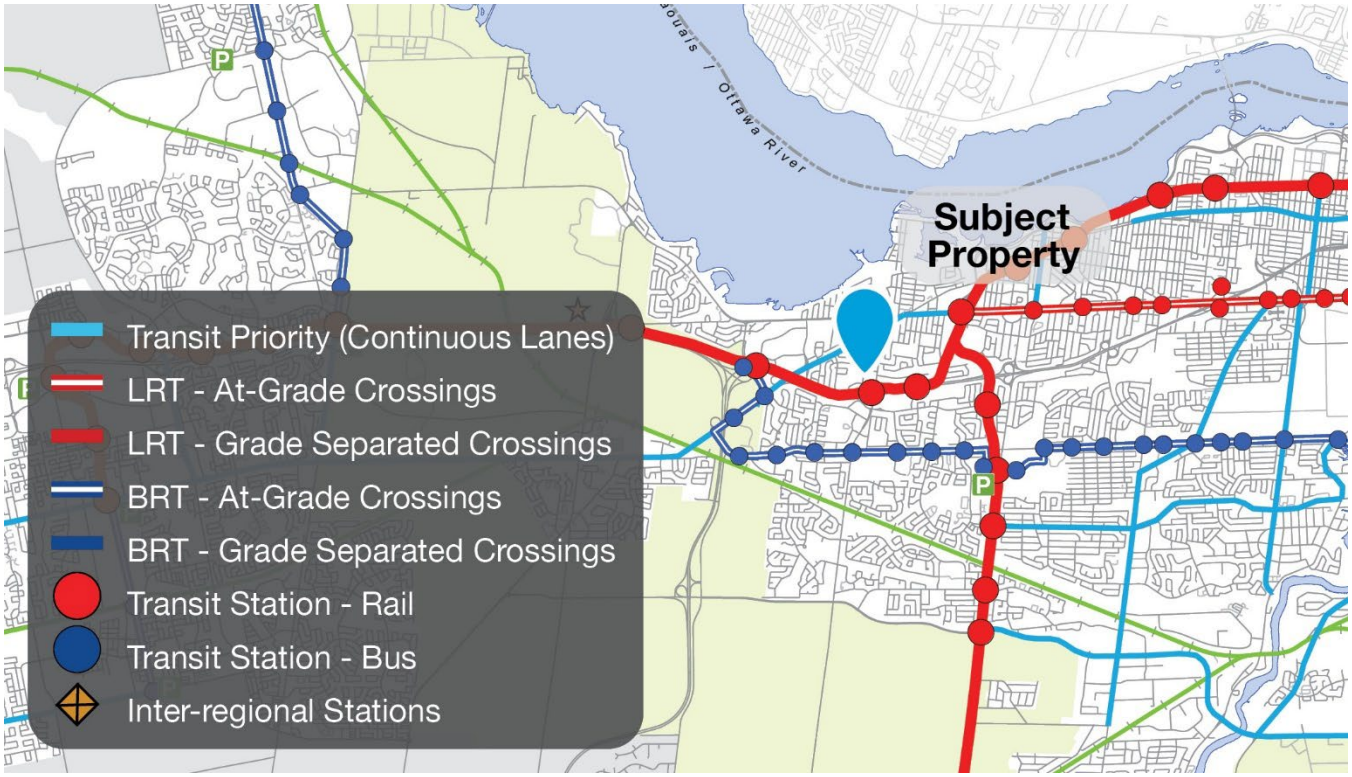


Figure 6: Schedule C2 – Rapid Transit Network (Ultimate)

The Confederation Line West extension project will add 15 kilometres of rail and 11 new or converted rapid transit stations to the City's overall LRT network. The Stage 2 Confederation line was originally expected to open in 2025 but is now expected to be operational in late 2026.

The existing Pinecrest BRT Station is located less than 150 metres to the east of the subject property. The future Pinecrest LRT Station will be located further to the south, approximately 220 metres to the southeast of the subject property.

Figure 7: Photo of Pinecrest Station (November 4, 2023) currently under construction

Stage 2 LRT Station Connectivity Enhancement Study
Ensuring that key local pedestrian and cyclist networks are integrated with Stage 2 LRT stations is a critical element of the project. Building on the Stage 2 LRT Connectivity Study completed in 2017, the City of Ottawa and Alta Planning and Design are leading a review of Stage 2 station connectivity. This team will be proposing additional measures to enhance connectivity for all modes of transportation.

Off-street bus facilities will be constructed to support the transfer of customers from bus stops located adjacent to Pinecrest station. There will be a bi-directional route from Pinecrest Road to the station's bus stop location and a bus turnaround after the bus stop to return buses to Pinecrest Road. The station will be connected to Pinecrest Road and Dumaurier Avenue by multi-use pathways, with passenger pick up and drop off spaces located on Dumaurier Avenue with convenient access to the station plaza and bicycle parking in the station plaza area.

The following connectivity improvements are proposed (and as shown on Figure 8 below):

Planned (currently included in scope of the Stage 2 LRT project):

A. Pedestrian crossover at Woodridge Crescent at the station entrance
B. Station plaza with three (3) passenger pick up and drop off spaces and bike parking for 40 bikes with space allocated to double in future when required

C. Multi-use pathway from Woodridge Crescent to Holly Acres Road on the north side of the station

Proposed Enhancements (proposed to be added to the scope of the Stage2 LRT project):

D. Multi-use pathway from Bayshore Station to Richmond Road and Bayshore Drive on the north side of the alignment

E. Add multi-use pathway from Pinecrest bridge directly to station

Feasibility Assessment (to be further considered for inclusion in the City's Active Transportation Plan):

F. Bi-directional cycle track along west side of Pinecrest Highway 417 Bridge from station to Morrison Drive subject to MTO Approval

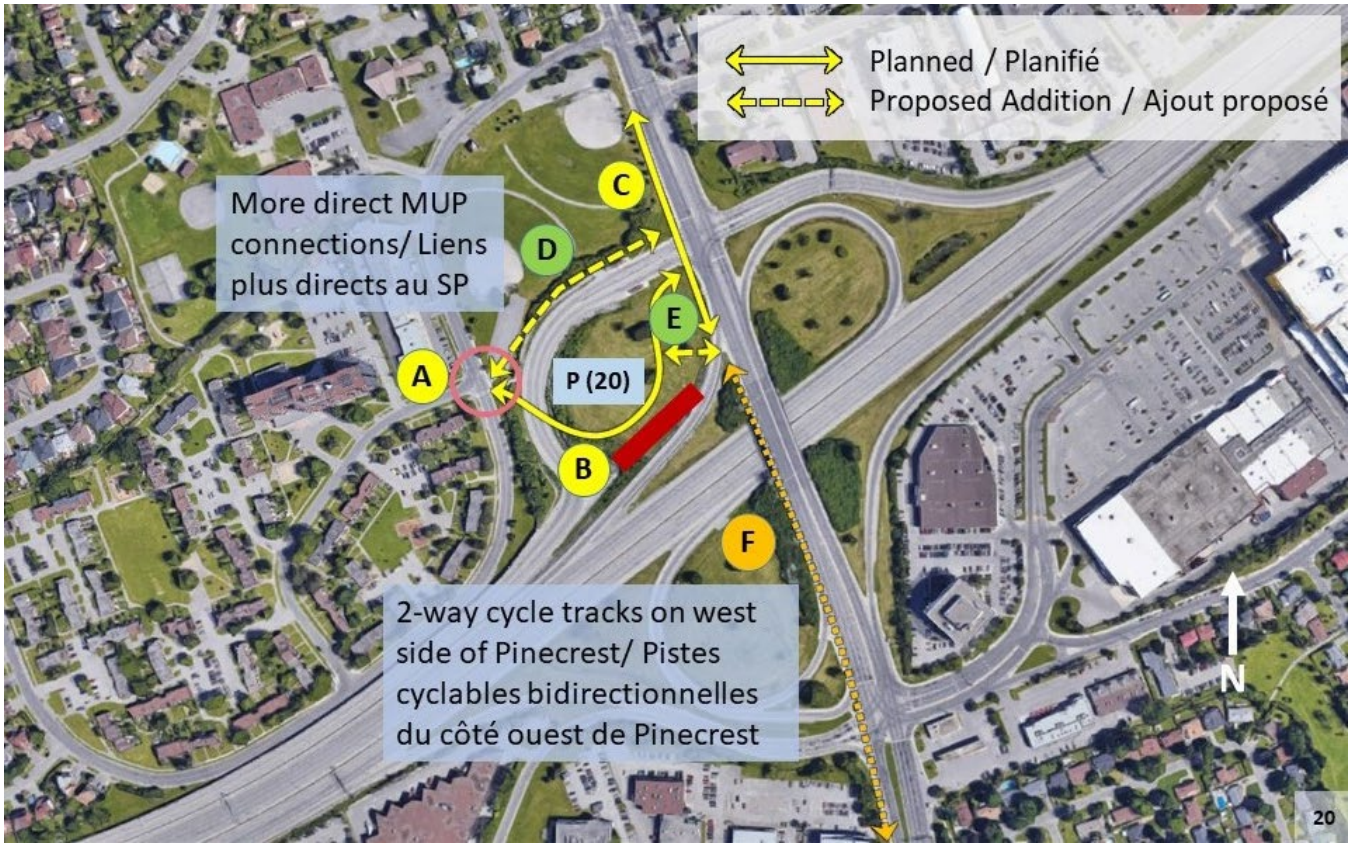


Figure 8: City of Ottawa Graphic Showing Planned Connectivity Improvements

3.0
Proposed Development and Design Brief

Brigil is proposing to demolish the portion of the existing one (1) storey commercial building on the subject property and redevelop the lands with a 40-storey high-rise, residential and mixed use building consisting of apartment dwelling units and ground floor commercial space. The proposed development will contain a total of 407 dwelling units, 240 of which will be one (1) bedroom units, 161 of which will be two (2) bedroom units, and six (6) of which will be three (3) bedroom units. Approximately 200 square metres of ground floor commercial space will contribute to a mix of uses on the subject property, and help meet the daily needs of the new residents. Parking for the proposed development is proposed to be located almost exclusively in an underground garage, with the exception of six (6) surface parking spaces for convenient visitors and commercial users to the site, located in the rear of the building.

3.1 Design Changes

The original design was for a 30-storey building including a well-defined 6-storey podium. Following the approval of the new Official Plan and new direction related to building heights in proximity to transit stations and in strategic areas, the building height was increased to 40-storeys. As per Schedule B2 – Inner Urban Transect of the new Official Plan, the Brigil property is located within the Inner Urban Transect policy classification and designated as a Hub. The subject property is also located with a Protected Major Transit Station Area (PMTSA), per Schedule C1 of the Official Plan.

Since the original application submission, and taking into consideration the comments received by City Staff and the Urban Design Review Panel recommendations, the following major design changes have been made:

- Increase in tower height from 30 to 40-storeys;
- Reduction in height of the podium from six (6) storeys to four (4) storeys;

The proposed tower floorplate (excluding balconies) has remained the same from the first resubmission at 826 square metres, however, balconies have been introduced to the North and South elevations which has increased the total tower floorplate (including balconies) to 983 square metres. To be clear and in our opinion (as discussed further in he subsequent section), balconies are not intended to be included in floorplate area calculations. The materials, configuration and architectural treatment of the balconies distinguish the balconies from the massing of the building, often lightened visually using a combination of concrete slabs, railings and glass.

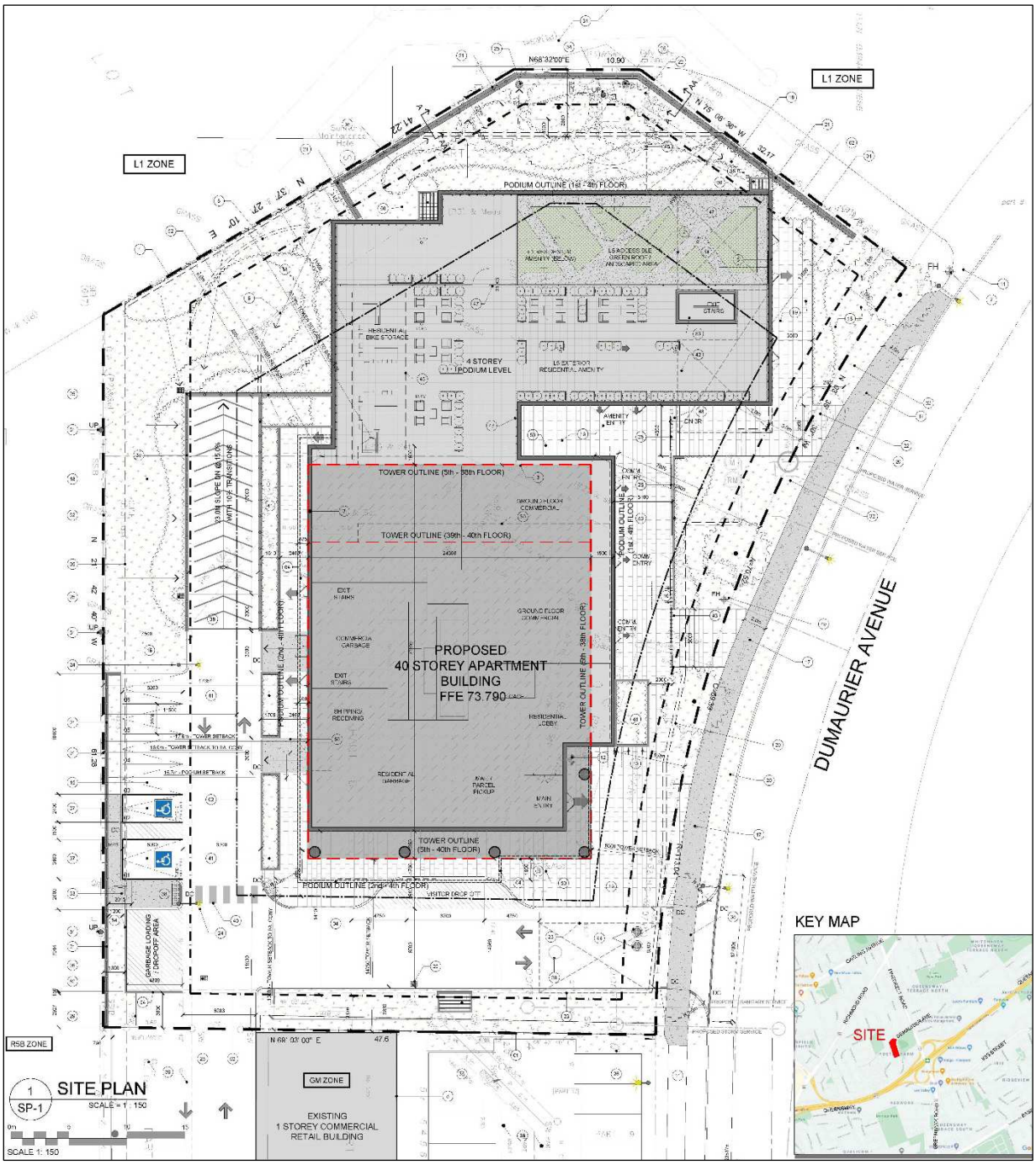


Figure 9: Proposed Site Plan

Figure 10: Rendering of the proposed development (looking west from Dumaurier Avenue)

3.2 Design and Massing

The proposed development will be designed with a podium, tower and top, as directed by the City's urban design guidelines. The design will incorporate a four (4) storey, low-rise podium as its base, which will serve as the primary interface at the street level. The podium's materiality (which consists of a mix of brick and glazing) and larger floorplate, which extends north and south of the tower, will help establish it as a strong visual base and distinguish it from the rest of the building.

Figure 11: North and East Elevations

The middle portion of the tower, which will extend from the 5th storey to the 38th storey, will be oriented in a north-south manner. The north-south orientation of the tower will minimize shadow impacts on adjacent properties. The tower's floorplate and materiality, which consists of aluminum, lightly coloured metal panels, and especially glass, will also make for a less imposing presence on the skyline.

The top portion of the tower, which consists of the 39th and 40th storeys, will be stepped back from the tower's north side. The top portion has a recessed tower floorplate of 663 square metres, an important distinction from the middle portion of the tower. A mechanical penthouse on top of the 40th storey will also contribute to the top's tapering design.

The middle (5th-38th storeys) portion of the tower has a typical floorplate area of 983 square metres (including balconies), while the penthouse (39th and 40th) portion of the tower's typical floorplate is 807 square metres.

Table 1: Tower Floor Areas

Floors	Tower Floorplate	Balcony Floorplate	Total Floorplate
Podium (L2-4)	1,688 m^2	27 m^2	1,715 m^2
Main Tower (L5 - L38)	826 m^2	157 m^2	983 m^2
Penthouse (L39 - L40)	663 m^2	144 m^2	807 m^2

3.2.1 Tower Separation

The site is uniquely configured in a manner that allows for ample tower separation both to future towers on adjacent properties and to the adjacent low-rise neighbourhood to the north. The proposed tower separation to the adjacent property to the south is 11.4 metres from the balconies to the interior lot line. This exceeds the minimum required setback of 10 metres in Section 77 of the Zoning By-law and is generally consistent with the High-Rise Design Guidelines which recommend a separation of 11.5 metres (0.1 metres more than the proposed). The tower separation to the west is 16 metres from the balconies, far exceeding the guidelines and the zoning minimum. To the north, the tower setback is 30 metres, where the guidelines recommend a minimum 20 metre setback for towers abutting low-rise residential properties. It is therefore Fotenn's opinion that concerns relating to tower separation have been resolved.

3.2.2 Tower Floorplates

As discussed above, the tower separation proposed throughout the development plan is adequate and, in some cases, can be considered extensive. The separation, with consideration for the adjacent uses and planned context, will allow for tower development to comfortably take place to the south and west of the subject property. Therefore, the tower floorplates, which exceed the guideline of 750 square metres and instead propose a floorplate of 983 square metres can be comfortably accommodated within the context of future adjacent developments.

The purpose and intent of the floorplate sizes provided in the Official Plan and the High-Rise Guidelines is to promote design outcomes that mitigate shadow and wind impacts, maintain sky views, and allow access to natural light. The tower remains proportionally slender, and the provided sun-shadow study demonstrates that the shadowing from the towers is reasonable and will move quickly throughout the day. The UDRP noted in their recommendations for this site that "*the building seemingly does not affect the sunlight of the adjacent park areas during the bulk of the day*." It has also been further demonstrated that the wind impacts are considered acceptable. The proposed setbacks, tower separation, podium and transition all support larger floorplates, without undue adverse impacts.

While the tower floorplates themselves have not increased since the last submission, the balcony space has been increased with balconies provided on the north and south elevations in addition to those provided on the east and west elevations. The suggestion that tower floorplates should include balcony projections is antithetical as it penalizes builders for providing usable private amenity area and rewards the removal of these features which serve to benefit the daily life of tenants while also providing visual interest to the façade.

Accordingly, the conservation of these elements and the provided separation, the floor plates are appropriate within the context of the proposal.

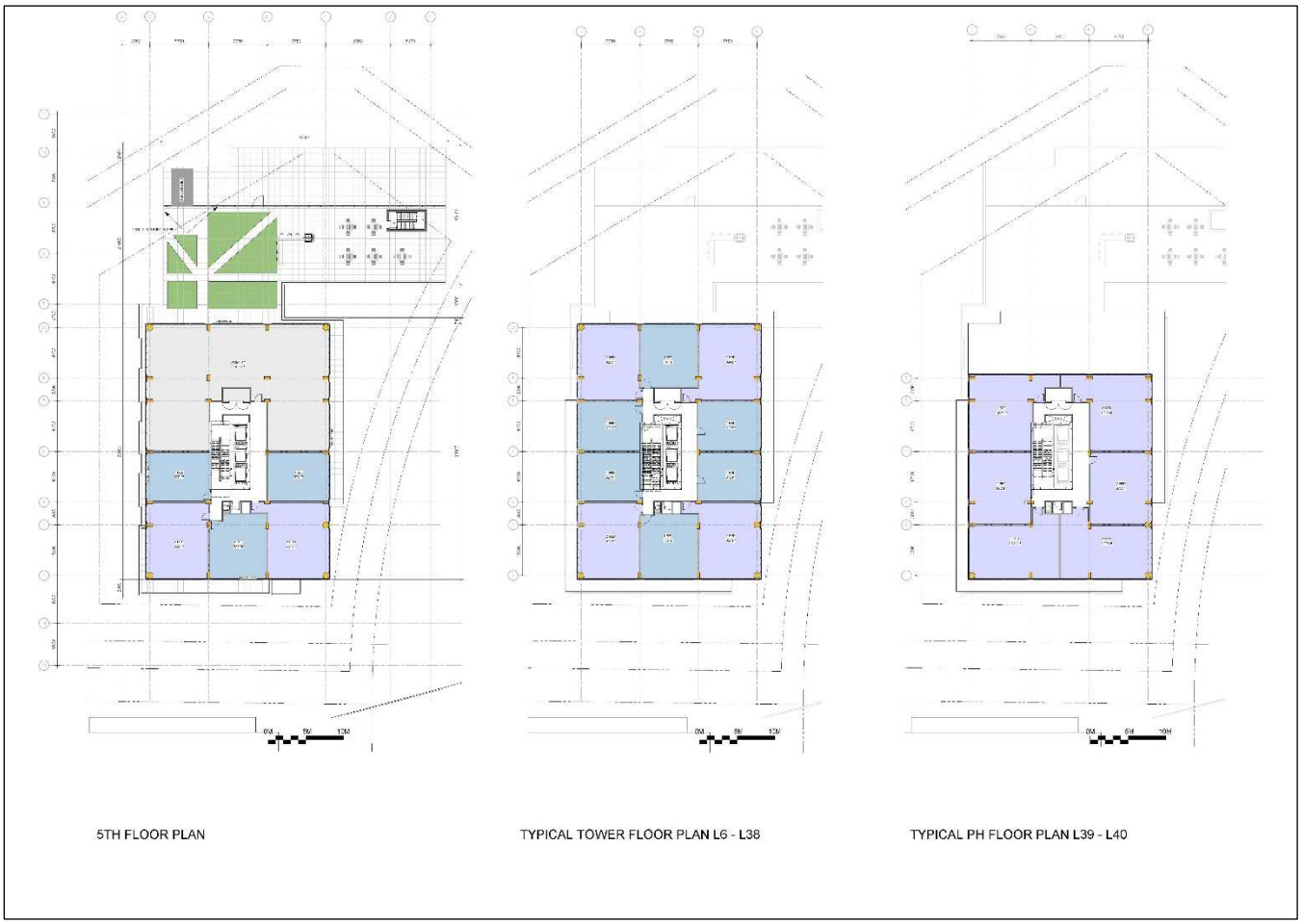


Figure 12: Tower Floorplates

3.2.3 Angular Plane

A study of the angular plane has been requested as part of the resubmission. The need to consider the angular plane derives from Section 4.6.6 of the Official Plan, and in particular Policy 2), which states:

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

The proposal responds to this policy in applying the general guidance of the angular plane in the consideration of building height and transition, as was done for this area through the Secondary Plan Study. The site represents a unique context within proximity to the adjacent Pinecrest LRT station. The nearest low-rise residential properties, on Watson Street, are approximately 100 metres from the base on the proposed tower. The tower has been strategically located away from the residential low-rise properties to the north, with a 31 metre tower setback provided to the north property line. The subject property is also separated from nearby low-rise residential areas by other uses, including institutional uses to the north.

An effective transition in height and tower separation has been provided through the proposed 4-storey podium, tower-to-podium setbacks and tower setbacks. The approach has therefore considered in relation to the planned context, the unique characteristics of the site, and other methods of transition, including 4-storey podium, tower placement, and materiality in establishing a site design that offers strong urban design qualities which respond to policy direction and guidelines more broadly than the angular plane on its own.

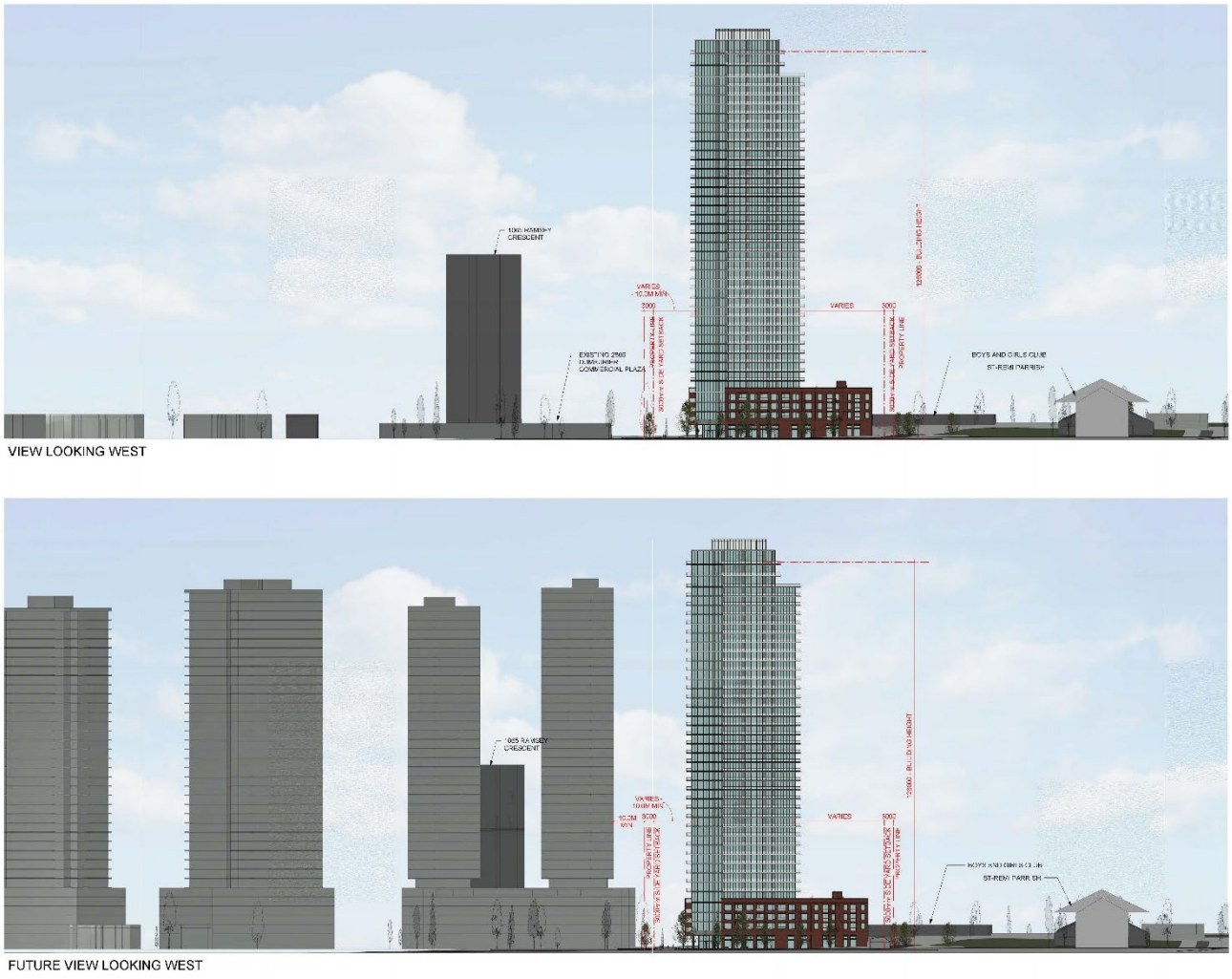


Figure 13: Overall site elevations showing adjacent planned context

3.2.4 Relationship to Surrounding Planned Context

The subject property is in an area that is anticipated to evolve over the near future, particularly as a result of the planned Pinecrest LRT Station. This is reflected in the City's ongoing Pinecrest and Queensview Stations Secondary Plan Study, which undertakes a review of the lands surrounding the future Pinecrest and Queensview LRT stations to guide future development that supports transit and integrates with the surrounding residential neighbourhoods. The subject property is one of the closest developable lots to the future Pinecrest LRT Station and as such has a high redevelopment potential.

Figure 14: Perspective view showing the future planned context of the subject property

Given the subject property's immediate surrounding context, the proposed high-rise tower will not have any undue adverse impacts on adjacent properties, including their development potential. The Brigil building, and abutting future towers are strategically located to support existing and future transit facilities, are in proximity to community facilities and sufficiently separated from older, low-rise neighbourhoods.

3.3 Ground Floor

The proposed development's ground floor will serve several purposes, with space allocated for a lobby, a mail and parcel room, residential and commercial garbage rooms, bicycle parking, residential storage lockers, communal amenity space, and commercial space facing Dumaurier Avenue.

The proposed development's ground floor will feature significant glazing and will be taller in height in order to enhance the at-grade experience along the subject property's Dumaurier Avenue frontage to the east. The ground floor commercial space, occupying a total Gross Floor Area of 200-square metres, will also help provide additional street-level animation along Dumaurier Avenue.

Figure 15: Ground Floor Plan

Figure 16: View looking north-west of the streetscape along Dumaurier Avenue

In response to the UDRP's recommendation the podium has been extended towards Dumaurier Avenue to better respond and frame or interact more closely with the curvature of the street.

The subject property's yard facing Dumaurier Avenue will incorporate landscaping including sod, trees along the right-of-way, sidewalks accessing entrances, and hardscaped areas to soften the appearance of the podium.

3.4 Access and Parking

Vehicular access to, and egress from, the proposed development will be provided in the form of a driveway at the subject property's south lot line, located off Dumaurier Avenue to the east. The driveway will loop through the building's south side (with the second to fourth storeys of the podium extending above the driveway) and around its west side to connect to an entrance to an underground parking garage at the rear of the subject property.

Six (6) surface parking spaces for visitors and commercial space users will be provided to the west of the driveway, along with a garbage pickup pad and a soft landscaped buffer between the parking and the subject property's west lot line.

The proposed development's three (3) storey underground parking garage will provide access to 199 vehicle parking spaces, 174 of which will be for residents, and the remaining 24 of which will be for visitors or commercial space users.

The underground parking garage will also accommodate approximately 304 bicycle parking spaces (most of which will be provided via a stacked bicycle parking system), storage lockers, and mechanical and electrical equipment.

3.5 Amenities

The proposed development will provide a variety of communal and private amenities for the building's residents. Communal amenity spaces will include the following:

- An amenity room on the building's ground floor;
- An amenity room on the building's fifth floor; and,
- An outdoor amenity terrace on the fifth floor (on the roof of the north portion of the podium).

Private amenity spaces are proposed to be provided in the form of balconies serving the majority of dwelling units.

4.0
Policy and Regulatory Context

4.1 City of Ottawa Official Plan (2022)

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

4.1.1 Strategic Directions

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

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) **Embed economic development into the framework of our planning policies.**
In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

4.1.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

4.1.3 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban to Rural.

As per Schedule B2 – Inner Urban Transect (Figure 17 below), the subject property is within the Inner Urban Transect and designated Hub. The subject property is also located with a Protected Major Transit Station Area (PMTSA), per Schedule C1 of the Official Plan.

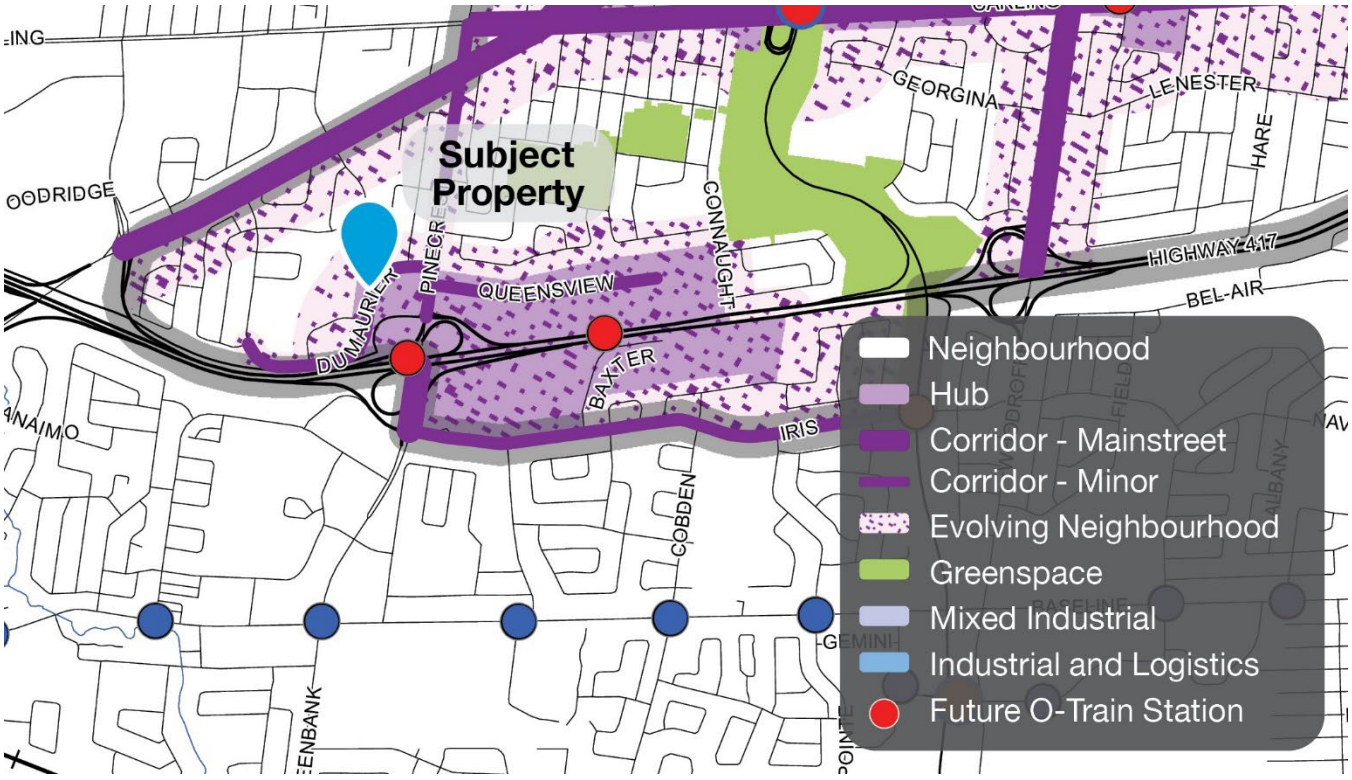


Figure 17: Schedule B2 – Inner Urban Transect

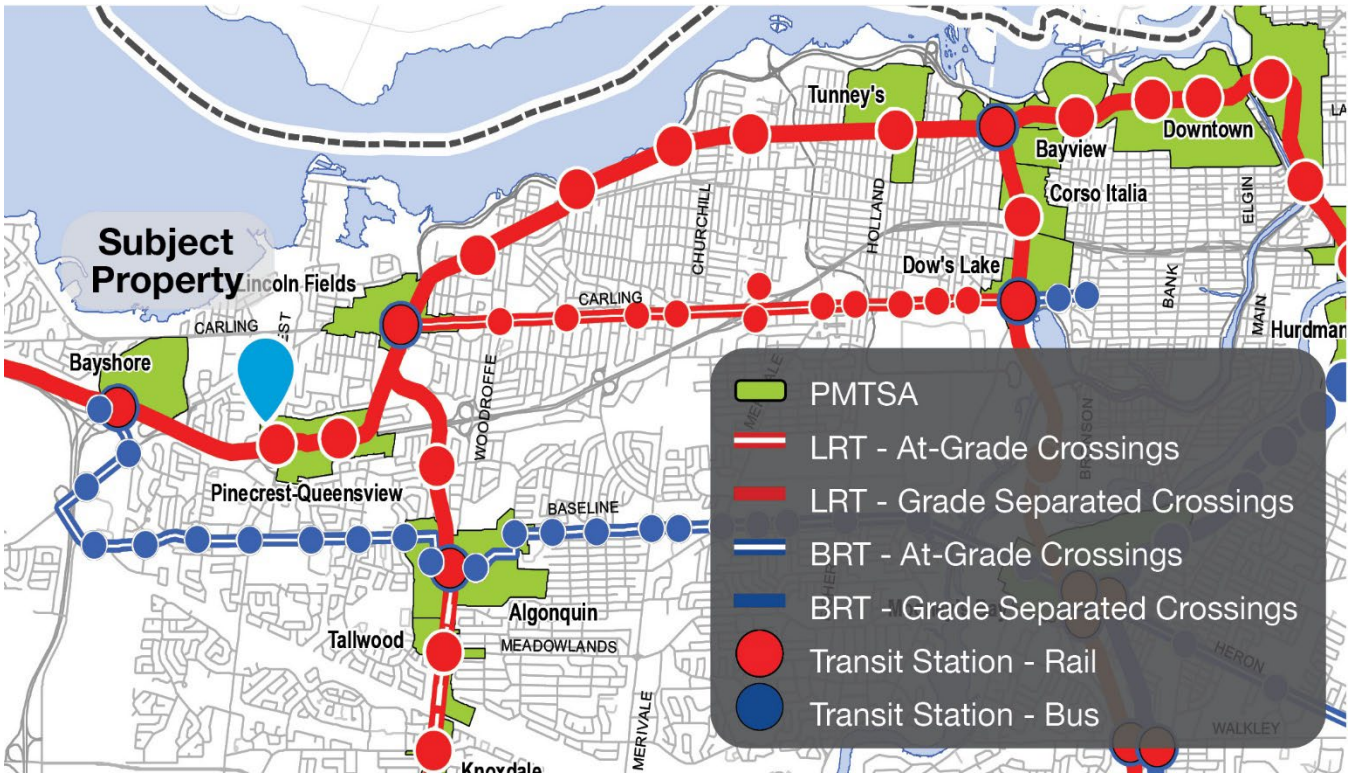


Figure 18: Schedule C1 - Protected Major Transit Station Areas (PMTSAs)

The following polices apply to the subject property:

Policy 5.2.1.2 states that in the Inner Urban Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres, including:

a) Intensification or redevelopment of old shopping centres;

b) Encouraging mid-20th century tower-in-the-park sites to infill underused lands on their sites so as to connect with and frame the surrounding streets, increase housing choice and integrate existing towers with the physical and social fabric of abutting neighbourhoods; and

c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.

The proposed development consists of the redevelopment of an older shopping plaza with increased housing choice and a tower that integrates with the existing context and road network.

Policy 5.2.1.3 states that the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

a) Proximity and access to frequent street transit or rapid transit;

b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and

c) Resolution of any constraints in water, sewer and stormwater capacity.

The proposed development is within proximity to frequent rapid transit and meets the minimum tower setbacks of the High-Rise building provisions. The proposed development also respects the maximum building heights of the draft Pinecrest and Queensview Stations Secondary Plan.

Policy 4 of Section 5.2.1 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

b) Small, locally oriented services may be appropriately located within Neighbourhoods;

c) Existing and new cultural assets are supported, including those that support music and nightlife;

d) Larger employment uses are directed to Hubs and Corridors; and

e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

The proposed development provides for a dense, compact mixed-use environment that supports the growth of 15-minute neighbourhood by providing dense residential development with ground floor commercial space.

Policy 5.2.1.5 states that the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The majority of parking for the proposed development is proposed to be located in an underground parking garage accessed by a common driveway.

Policy 5.2.2.3 states that motor vehicle parking in the Inner Urban Transect shall be managed as follows:

a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;

b) No parking shall be required as a condition of development within Hubs;

c) Surface parking within 300 metre radius or 400 metre walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located in the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and

d) Where new development is proposed to include parking as an accessory use, such parking:

    i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;

    ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and

    iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of the Official Plan.

The proposed development includes reduced parking rates and a small surface parking lot that provides for short term visitor and commercial parking. The majority of parking is located in a below grade parking garage, accessed at the rear of the site.

Policy 5.2.3.1 states that within Hubs, permitted building heights, are as follows:

a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;

b) High-rise 41+ where permitted by a secondary plan;

c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and

d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The proposed development conforms with the applicable Official Plan policies for the Inner Urban Transect by providing a dense built form that supports the City's Rapid Transit Network and contributing to a mix of uses.

The proposed development conforms with the permitted heights for Hubs within the Inner Urban Transect. The subject site is within a 300 mere radius of a planned rapid transit station and therefore is in keeping with the maximum permitted height of 40 storeys.

Policy 6.1.1.2 states that the strategic purpose of Hubs is to:

a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;

b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;

c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The proposed development includes densities consistent with the Hub designation and proposes a mix of residential and retail uses to achieve the goals of 15-minute neighbourhoods.

Policy 6.1.1.3 states that development within a Hub:

a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;

b) Shall encourage large employment, commercial or institutional uses locate close to the transit station;

c) May be required, through the Zoning By-law, to include mixed uses on sites and within buildings located within 300 metre radius or 400 metres walking distance, whichever is greatest of an existing or planned transit station, through measures including but not limited to:

   i. Requiring commercial and service uses on the ground floor of otherwise residential, office and institutional buildings;

   ii. Requiring residential and/or office uses on the upper floors of otherwise commercial buildings; and

   iii. May require minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building;

d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;

e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;

f) Shall establish buildings that:

   i. Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;

   ii. Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and

   iii. Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

g) Shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:

   i. Reduction or elimination of on-site minimum parking requirements;

   ii. Maximum limits on parking supply;

   iii. Prohibition of surface parking lots as a main or accessory use, other than publicly-operated park-and-ride facilities;

   iv. Regulation, pricing, metering and enforcement of public on- and off-street parking to balance supply and demand;

   v. Establishment of residential on-street parking permit zones; and

   vi. Despite the above, visitor parking shall continue to be required for high-density residential uses, in order to prevent visitor demand for parking from creating undue demand on public parking facilities; and

h) Prohibit uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development includes ground floor retail uses that enhance the public realm along Dumaurier Avenue. Principal entrances front the public street while loading and parking is located to the rear of the site.

Policy 6.1.1.4 states that Hubs will generally permit residential uses, and will permit such non-residential uses as are consistent with Subsection 6.1.1, Policy 3(h) above.

The proposed residential use and ground floor commercial space are permitted in the Hub designation.

Policy 6.1.3 states that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding certain uses outlined in **Policy 6.1.2** (low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses gas stations, service centres and drive-through establishments).

The proposed high-density housing and ground floor commercial use are permitted within a PMTSA.

Per **Policy 6.1.2.4(a)** the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan are not less than four (4) storeys with a minimum lot coverage of 70 per cent where within a 300 metres radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station.

The proposed development's high-rise built form is in conformity with the minimum four (4) storey height requirement. The proposed building footprint represents less than 70 per cent of the lot coverage; however, it should be noted that the subject property's irregular shape and required setbacks present difficulties in achieving a greater lot coverage. The proposed development also includes minimal space for surface parking and provides an improved at-grade experience through extensive front yard landscaping and a low-rise podium that relates well to the public realm.

It is Fotenn's understanding that the City is currently working on an Omnibus Official Plan Amendment that will amend Policy 6.1.2.4(a) to remove the 70 percent minimum lot coverage requirement.

4.1.4 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- Low-rise: up to and including 4 storeys;
- Mid-rise: between 5 and 9 full storeys;
- High-rise: between 10 and 40 full storeys; and,
- High-rise 41+: 41 full storeys or taller.

The proposed development represents a high-rise intensification project that will help the City meets its overall intensification target.

4.1.5 Urban Design

Urban Design is the process of giving form and context to a city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. Section 4.6 of the Official Plan provides a framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

Policy 4.6.2.3 states that development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and

b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed development responds to the context by building upon the high-rise building context on the abutting property to the west, at 1065 Ramsey Crescent. The proposed design incorporates a four-storey podium that acts to frame Dumaurier Avenue with a clearly visible main entrance and street-fronting commercial space.

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and access should be used to limit interruptions along sidewalks.

The proposed development will internalize, where possible, mechanical equipment in its underground parking garage and in a rooftop mechanical penthouse.

Garbage pickup, limited surface parking, and vehicular access to the parking garage are all located at the rear of the proposed building, thus minimizing impacts on the pedestrian experience along Dumaurier Avenue.

The proposed development contributes to a cohesive silhouette comprised of differing existing and planned building heights along Dumaurier Avenue.

Policy 4.6.6.1 states that transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

a) Between existing buildings of different heights;

b) Where the planned context anticipates the adjacency of buildings of different heights;

c) Within a designation that is the target for intensification, specifically:

    i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub.

Transition has been carefully considered in the design of the proposed building. The building is proposed to be located at the edge of the site, therefore providing large setbacks that help provide adequate transition to the existing established communities to the west. The subject property is also buffered from existing low-rise residential dwellings by abutting non-sensitive uses, including a park, institutional uses, a shopping centre, and surface parking.

The Foster Farm district is anticipated to evolve into a dense, mixed-use area in proximity to the Pinecrest LRT Station. Building heights will generally transition from High-rise to mid-rise and low-rise as the distance increases from the transit station.

Policy 4.6.6.3 states that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development provides for a variation in building height from the adjacent 14-storey high-rise apartment building on the abutting property to the west. Building heights surrounding Pinecrest Station are generally expected to transition down from 40 storeys on sites closest to Dumaurier Avenue to progressively shorter buildings moving westward.

Policy 4.6.6.4 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

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

b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development's provision of amenity space will be in compliance with the Zoning By-law requirements. A variety of indoor and outdoor private and communal amenity spaces are proposed. Indoor amenity areas will be adjacent to outside walls and glazing so as to take advantage of natural sunlight. Wind and noise studies have been prepared and submitted as part of the original application submission (with a noise study addendum enclosed as part of this resubmission) in part to ensure conditions would be suitable for the proposed outdoor communal amenity spaces.

Policy 4.6.6.5 states that where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on transect location;

b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;

c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and

d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

The proposed development incorporates active at-grade frontages that connect directly to the street, within walking distance to the future rapid transit station. Vehicular parking is directed to the rear and underground, contributing to a continuous sidewalk edge along Dumaurier Avenue. The proposed development supports the future intensification of immediately adjacent lots and allows for future pedestrian connections.

Policy 4.6.6.8 states that high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed development includes a well-defined base, middle and top. The proposed base consists of a 6-storey podium that frames the street and provides for transition to the north. The middle portion of the tower (5th – 38th floor) has a tower floorplate of 983 square metres. The tower then narrows to typical floorplates of 807.5 square metres at the 39th and 40th floors to provide a termination from the continuous middle portion of the tower. The increased floorplate can be achieved given the increased tower setbacks (beyond the minimum requirements in Section 77 of the Zoning By-law).

Policy 4.6.6.9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development will incorporate generous setbacks from the abutting residential property to the west, as well as from the abutting commercial property to the south (which will permit the potential redevelopment of the abutting property to the south with appropriate separation distances). Proposed tower setbacks from the west and south property lines are 16 metres and 11.4 metres, respectively.

Overall, the proposed development conforms with the Urban Design policies of the Official Plan.

4.1.6 Heritage

The City uses the power and tools provided by Ontario Heritage Act to achieve its goal to protect cultural heritage resources. Section 4.5 of the Official Plan outlines policies for the conversation of cultural heritage in the City of Ottawa. As the subject property is located across the street from the Saint-Remi Catholic Parish, a building on the City's Heritage Register, the following policy applies:

Policy 4.5.2.1 states that when reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.

The subject property is located across the street from the Saint-Rémi Catholic Parish, a building on the City's Heritage Register at the property municipally known as 2821 Dumaurier Avenue. The church building is located over 50 metres to the northeast of the subject property. Although the church is listed on the City's Heritage Register, it does not currently enjoy any formal designation.

The subject property's location relative to the church is such that its proposed redevelopment will have little to no impact on views of the church, particularly from nearby public rights-of-way including Dumaurier Avenue to the south and east, Pinecrest Road to the east, and the Queensway to the south. Views of the building are also already limited due to the church's low-rise profile.

The proposed development will locate its tower in the south portion of the subject property, further away from the church and closer to the transit station. The low-rise podium will thus provide a transition between the low-rise church to the north and the high-rise tower to the south.

The church is set well back from its frontage along Dumaurier Avenue, with parking located at the front of the building, which will contrast with the proposed development's relatively short setback from Dumaurier Avenue and the street to the north separating it from the church property, as well as its podium design, which will contribute to a more active frontage. However, the proposed development's design will provide for an animated, pedestrian-friendly streetscape that is in keeping with municipal urban design and transit-oriented development objectives as expressed in the Official Plan and in Council-approved Urban Design Guidelines for High-Rise Buildings and Transit-Oriented developments.

And lastly, given the low-intensity use of the church property with a relatively small building and large surface parking area and the property's proximity to a future fully-functional LRT station, the church property should be considered a redevelopment site in the future.

4.2 Pinecrest and Queensview Secondary Plan Study

City staff are currently undertaking the Pinecrest and Queensview Secondary Plan Study, which will help ensure future development results in livable, resilient, desirable neighbourhoods that support transit and provide the highest quality of life possible. The purpose of this study is to undertake a review of the lands surrounding the future Pinecrest and Queensview O-Train stations to guide future development that supports transit and improves connectivity with the surrounding neighbourhoods. The complete study will include plans for the development of lands surrounding the new LRT stations and provide recommended improvements to pedestrian, cycling and transit connections.

The final Open House was held on December 7, 2023. At the Open House the Preliminary Draft Recommendations Schedule was shared with the public. As shown in Figure 18 below, the Preliminary Draft Recommendations Schedule contemplates high-rise buildings of up to 40 storeys on the subject property. At this time, the proposed draft policies for the secondary plan have not yet been shared with the public for comment and review. The secondary plan is anticipated to be brought forward to Planning and Housing Committee in Spring 2024.

The proposed development of a 40-storey building on the subject property meets the intent of the Preliminary Draft Recommendations Schedule by providing a dense mixed-use development in proximity to Pinecrest Station, where 40 storeys are proposed to be permitted.

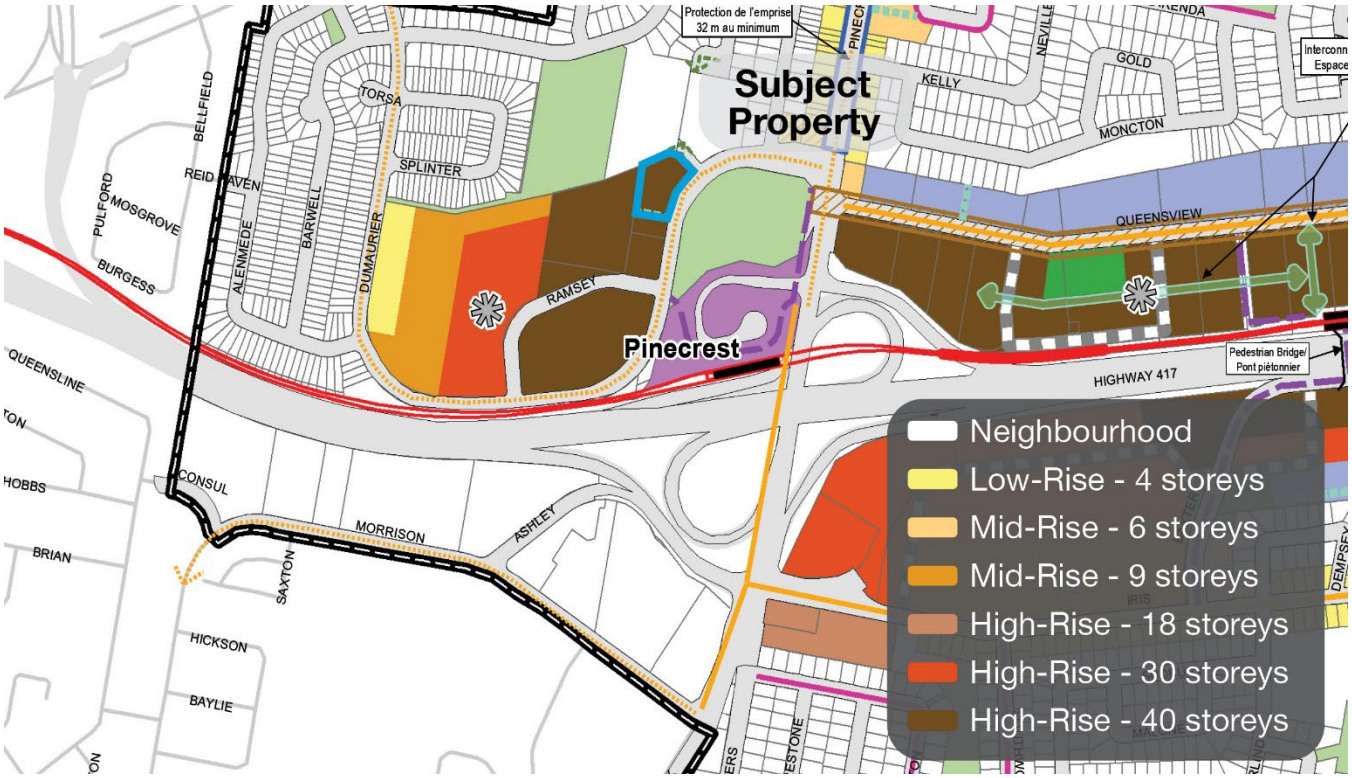


Figure 19: Pinecrest and Queensview Secondary Plan Preliminary Draft Recommendations

4.3 Urban Design Guidelines for High-Rise Buildings (2018)

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed.

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

4.3.1 Context

- When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back. (1.16)
- Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building. (1.23)

4.3.2 Built Form

- Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views. (2.1)
- Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that (b) respects and/or enriches urban fabric and skylines. (2.2)
- Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: – a high-rise building that includes three distinctive and integrated part
  - base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
  - a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment. (2.3)
- Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS): – in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution. (2.13)
- Additional setbacks beyond the zoning requirements and existing prevalent patterns may be necessary and appropriate at street corners, transit stops, building entrances, and other locations to accommodate heavy pedestrian traffic and public and private amenities. (2.14)
- The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street. (2.15)
- The minimum height of the base should be 2 storeys. (2.17)
- Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context. (2.20)
- The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. (2.23)
- Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
  - the maximum tower floor plate for a high-rise residential building should be 750m^2.
  - Larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights. (2.24)
- Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces:–a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building. (2.25)
- Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews.(2.29)
- Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.(2.31)/The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower. (2.35)

- Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors. (2.36)

4.3.3 Pedestrian Realm

- Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area. (3.1)
- Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk. (3.10)
- Animate the streets, pathways, parks, open spaces, and POPS by (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time. (3.12)
- Locate parking underground or the rear of the building. (3.14)
- Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. (3.16)
- When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible. (3.17)
- Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm. (3.18)
- Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces. (3.19)
- Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:–how the building is placed and built form is designed to minimize the potential impacts; and–how measures have been introduced to mitigate any potential wind impacts. (3.26)
- Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. (3.27)

4.4 Transit-Oriented Development Guidelines (2007)

Approved by City Council in 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to access, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. The guidelines address six (6) components including: Land use; Layout; Built Form; Pedestrians and Cyclists; Vehicles and Parking; and, Streetscape and Environmental.

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

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

- Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station (Guideline 1).
- Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning

By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another. (Guideline 3)

- Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping. (Guideline 13)
- Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians. (Guideline 14)
- Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing. (Guideline 15)
- Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences. (Guideline 28)
- Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side. (Guideline 35)
- Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles. (Guideline 36)
- Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping. (Guideline 39)
- Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view. (Guideline 54)

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

The subject property is largely zoned “General Mixed Use, Urban Exception 62, Floor Space Index of 0.25” (GM[62] F(0.25)), with a small portion in its northeast corner zoned “Community Leisure Facility” (L1) (Figure 19).

Figure 20: Zoning Map of the Subject Property (Outlined and Shaded in Blue) and Surrounding Area

The purpose of the GM Zone is to:

- allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and,
- impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM zone permits the following residential uses:

- bed and breakfast (with a maximum of ten (10) guest bedrooms);
- apartment dwelling, low-rise
- apartment dwelling, mid-rise;
- dwelling unit;
- group home;
- planned unit development;
- retirement home;
- retirement home, converted;
- rooming house;
- stacked dwelling; and,

- townhouse dwelling.

The GM zone also permits the following non-residential uses:

- animal care establishment;
- animal hospital;
- artist studio;
- bank;
- bank machine;
- catering establishment;
- click and collect facility;
- community centre;
- community health and resource centre;
- convenience store;
- day care;
- diplomatic mission;
- drive-through facility;
- emergency service;
- funeral home;
- home-based business;
- home-based day care;
- instructional facility;
- library;
- medical facility;
- municipal service centre;
- office;
- payday loan establishment;
- personal brewing facility;
- personal service business;
- place of assembly;
- place of worship;
- post office;
- recreational and athletic facility;
- research and development centre;
- residential care facility;
- restaurant;
- retail food store;
- retail store;
- service and repair shop;
- shelter;
- storefront industry;
- technology industry;
- training centre; and,
- urban agriculture.

Urban Exception 62 permits a maximum Gross Floor Area of 325 square metres for each retail store.

The proposed dwelling unit use is permitted, while the GM zone permits a wide range of non-residential uses for the proposed development's ground floor commercial uses, which have not yet been confirmed. Although a high-rise apartment building is not currently permitted, the proposed zoning amendment intends to modify the height provisions to permit a high-rise building.

As part of the proposed Major Zoning By-law Amendment, the portion of the subject property currently zoned L1 will be rezoned to the site-specific zone that applies to the rest of the subject property.

The following table summarizes the proposed development's compliance with the GM[62] F(0.25) zoning. Areas of non-compliance are noted with an "**X**".

Zoning Mechanism	**Required**	**Provided**	**Compliance**
Minimum Lot Area	No minimum	4,195.2 m^2	**Yes**

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Width	No minimum	Approximately 70 m	**Yes**
Minimum Front Yard Setback	3 m	3.5 m	**Yes**
Minimum Rear Yard Setback	Abutting a residential zone: 7.5 m	15.7 m	**Yes**
Minimum Interior Side Yard Setback	For a mixed-use building not abutting a residential zone: no minimum	North: 3 m South: 14.75 m	**Yes**
Maximum Building Height	18 m	126 m	**X**
Maximum Floor Space Index	0.25	> 0.25	**X**
Maximum Gross Floor Area for Each Retail Store (Urban Exception 62)	Maximum of 325 m^2 for each retail store	Commercial unit GFA: 200 m^2	**Yes**
Minimum Width of Landscaped Area	Abutting a street: 3 m	3 m	**Yes**
	Abutting a residential or institutional zone: 3 m	0.6 m	**X**
Amenity Area Provisions	**Total Area** (6 m^2 per dwelling unit): 2,532 m^2	8,588 m^2	**Yes**
	Communal Area (half of the required total): 1,266 m^2	3,338m^2	**Yes**
	Layout of Communal Area: Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	At least one communal amenity area is a minimum of 54 m^2	**Yes**
Outdoor Commercial Patio Separation Distance	Where an outdoor commercial patio is not physically separated by a building from another lot in a residential zone, it must be located at least 75 m from a lot in a residential zone	Outdoor commercial patios are separated by the proposed building from the residential lot to the west Outdoor commercial patios are located more than 75 m from residentially zoned lots to the south and northeast.	**Yes**

The following table summarizes the proposed development's compliance with zoning relating to parking requirements. Areas of non-compliance are noted with an "X".

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Vehicle Parking Spaces (Area C, but with mixed-use building active entrance less than 300m from Pinecrest LRT Station = Area X for resident, visitor and commercial parking)	Residential (0.5 per unit , minus first 12 units): 198	Residential: 174 Spaces	X
	Commercial (for commercial units greater than 200 m^2) (highest possible rate: 5 per 100m^2 of GFA for a restaurant): 10	0 spaces	X
	Visitor (0.1 per dwelling unit, minus first 12 units; no more than 30 required): 30	30 spaces	Yes
	Total: 250	204 Spaces	Yes
Maximum Permitted Vehicle Parking Spaces	Residential (1.75 per unit): 712	Total spaces: 204	Yes
Minimum Driveway Width	6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	Yes
Minimum Aisle Width	Parking Lot: 6.7 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6.0 m	Yes
Minimum Parking Space Dimensions	Length: 5.2 m Width: 2.6 m Up to 40% of required parking spaces may be 4.6 m by 2.4 m	Length: 5.2 m Width: 2.6 m Less than 40% of required parking spaces are 4.6 m by 2.4 m	Yes
Minimum Required Bicycle Parking Spaces	Residential (0.5 per dwelling unit): 204 Commercial (1 per 250 m2 of GFA): 2 Total: 206	Exterior: 10 Interior: 304 Total: 314	Yes
Minimum Bicycle Parking Space Dimensions	/ Horizontal: 1.8 m by 0.6 m / Vertical: 1.5 m by 0.5 m	/ Horizontal: 1.8 m by 0.49 m / Vertical: 1.5 m by 0.49 m	X
Minimum Bicycle Parking Space Aisle Width	1.5 m	1.5 m	Yes
Maximum Provision of Vertical Bicycle Parking Spaces	A maximum of 50% of the required bicycle parking spaces may be vertical spaces	Less than 50%	Yes
Minimum Width of Landscape Area around a Parking Lot	For a parking lot containing 10 or fewer spaces:	/ Abutting a street: 3 m	Yes

Zoning Mechanism	Required	Provided	Compliance
	/ Abutting a street: 3 m / Not abutting a street: none	/ Not abutting a street: 0 m	
Setback of refuse collection from a lot line not abutting a public street	3 m	1.89 m	X
Loading Space Rates	No loading spaces required for commercial uses with a GFA under 1,000 m2 No loading spaces required for residential uses	No loading spaces are proposed	Yes

Provisions for High-rise Buildings (Section 77)
The subject property is within Area A on Schedule 402. Therefore, the following zoning provisions apply:

Provision	Required	Provided	Compliance
Minimum lot on an interior lot area for a tower	1,350 m^2	4,195.2 m^2	Yes
Minimum interior side and rear yard setback for a tower.	10 m	Interior side south: 11.4 m Interior side north: 31 m Rear: 17.6 m	Yes
Minimum separation distance between towers on the same lot	20 m	N/A (only one (1) tower on the subject property)	Yes

4.5.1 Proposed Zoning By-law Amendment

The subject property is proposed to be rezoned to "General Mixed Use Zone with a Site-Specific Exception and a Height Limit of 126 metres" (GM[XXXX] H(126)). The following amendments are required:

- **Rezone Northeast Portion of Subject Property from L1 to GM[XXXX] H(126).** The subject property's current split zone situation is proposed to be rectified with the rezoning of the northeast portion of the subject property from L1 to the site-specific General Mixed Use (GM[XXXX] H(126)) zone that will apply to the subject property as a result of the proposed development.

  The portion of the subject property currently zoned L1 appears to have been zoned as such given the abutting L1 zone that applies to the park and Boys and Girls Club property to the north. will reflect the subject property's use moving forward. The proposed rezoning of this portion of the subject property will allow it to accurately reflect the proposed uses.

- **Increase Height Limit from 18 Metres to 126 Metres**. Whereas the subject property's maximum permitted building height is currently 18 metres, the proposed amendment would increase the maximum building height to 126 metres in order to permit the proposed 40-storey high-rise building.

  The proposed height increase is appropriate for the subject property, given its proximity to rapid transit and to an existing high-rise development to the west; the building's design, which will minimize shadowing and privacy impacts on neighbouring areas; and its separation from low-lying residential areas.

Section 187(6)(c) states that despite the list of permitted residential uses, where the zoning on a lot is accompanied by an H suffix, schedule or exception that permits a building height of 10 or more storeys or greater than 30 metres, the use “apartment dwelling, high rise” is a permitted use on that lot. As such, the proposed rezoning would also permit the high-rise apartment building use on the subject property.

/ **Elimination of Floor Space Index Requirement.** Whereas the subject property’s current zoning includes a maximum Floor Space Index (FSI) of 0.25, the proposed development will be in excess of this figure. The elimination of the FSI requirement will permit the proposed redevelopment of the subject property with a level of intensification that is appropriate for its location and circumstances.

/ **Reduction of Minimum Horizontal and Vertical Bicycle Parking Space Width to 0.4 metres.** The proposed development will include a stacked bicycle parking system, which will help provide a total of 310 bicycle parking spaces, which is well in excess of the requirement of 211 spaces**.**

Despite the above, the specific system that is proposed to be used incorporates a slightly narrower space width of 0.49 metres. As such, an amendment is required to reduce the required horizontal space width of 0.6 metres and the vertical space width of 0.5 metres. The slight bicycle parking space width reduction will permit the use of an innovative system that will help provide an overabundance of bicycle parking spaces for the proposed development, while maintaining functionality.

/ **Reduction of Minimum Width of Landscaped Area Abutting a Residential Zone to 0.6 metres.** Whereas the GM zone requires a three (3) metre landscaped buffer where the subject property abuts a residential zone, the proposed development will incorporate a reduced landscaped buffer (of a minimum of 0.6 metres at its narrowest point) from the abutting property to the west, which is a residentially zoned lot. The reduced landscaped buffer largely maintains or improves upon the existing condition, which includes vehicular loading access to the rear of the existing shopping centre’s businesses. The reduced landscape buffer will thus ensure continued onsite vehicle circulation.

/ **Reduction of Minimum Required Residential Parking Spaces.** The subject property is located in Area C – Suburban on Schedule 1A – Areas for Minimum Parking Space Requirements of the Zoning By-law. However, the subject property may benefit from Area X: Inner Urban parking rates given its proximity to a planned rapid transit station.

The minimum required residential parking for the proposed development is 205 spaces (0.5 spaces per unit minus the first 12 units), whereas 174 spaces (0.41 spaces per unit) are proposed to be provided. Considering the subject property’s proximity to future rapid transit, this amendment is considered appropriate. The reduction in required parking will facilitate the development of a high-density, mixed-use building that supports and encourages public transit use.

/ **Reduction of Minimum Required Visitor and Commercial Parking Spaces.** The combined required commercial and visitor parking for the proposed development is 45 per Area X rates (15 commercial use parking spaces (based on the most intensive possible non-residential use) and 30 visitor parking spaces), whereas 30 parking spaces are proposed to be provided for visitor and commercial uses combined. The proposed provision of visitor and commercial parking spaces is similar to that of similar developments in closer proximity to the urban core and in similar proximity to rapid transit stations. The commercial unit also has a relatively small Gross Floor Areas and as such is not expected to cause significant vehicle traffic. Further, it is expected that commercial and visitor parking space use will peak at different times of day, thus allowing for some overlap between the two.

/ **Elimination of Maximum Gross Floor Area for Each Retail Store (Urban Exception 62).** Urban Exception 62 limits the maximum Gross Floor Area for each retail store at 325 square metres. Although the current proposal does not exceed this maximum, it is requested that this provision be removed to allow for future flexibility in the proposed development’s provision of commercial uses.

/ **Reduced Setback for a refuse collection area from a lot line from 3.0 metres to 1.89 metres.** Section 110 (3) requires that all outdoor refuse collection and refuse loading areas contained within or accessed via a parking

lot must be located at least 3.0 metres from any lot line. The refuse collection area proposed may more appropriately be referred to as a ‘staging area’. The garbage containers are to be stored within the underground parking garage and only brought out to the staging area for limited periods of time on days when garbage is to be picked up. The garbage bins are therefore only a temporary condition in the yard, and the area will otherwise resemble a similar condition to that of a parking stall. Additionally, screening has been provided so as to present a more aesthetic interface with the adjacent property to the west.

5.0
Supporting Studies

5.1 Traffic Impact Assessment – Technical Memorandum, prepared by Parsons, Project No. 477580-01000, dated March 8, 2024

A Transportation Impact Assessment (TIA) was prepared by Parsons on behalf of Brigil for a site located at 2829 Dumaurier Ave. The study was in support of a Zoning By-Law Amendment (ZBLA) and Site Plan Application (SPA), which was submitted on April 14th, 2023, and was subsequently deemed adequate by city staff. Brigil has since updated their Site Plan, with the latest plan received on February 29th, 2024.

The revised Site Plan by Brigil is proposing very minor changes which would fundamentally yield the same recommendations and conclusions to the approved TIA (April 2023). For this reason, a revised TIA is not recommended, which city staff agreed to. No further analysis from a transportation perspective is required.

5.2 Roadway Traffic Noise Assessment Addendum Letter, prepared by Gradient Wind Engineers, dated May 14, 2024

This report describes a detailed roadway traffic noise assessment performed in support of a Zoning By-Law Amendment (ZBA) and Site Plan Control (SPA) applications for the proposed mixed-use development located at 2829 Dumaurier Avenue in Ottawa, Ontario. The building is located to the west of Dumaurier Avenue at the northwest corner of Dumaurier Avenue and Ramsey Crescent intersection. The proposed development comprises a 40-storey rectangular tower rising on a 4-storey L-shaped podium. The building steps back from all elevations at Level 5 creating a residential amenity terrace to the north. The tower steps back from the north elevation at Level 38 creating a terrace and is topped by a mechanical penthouse (MPH). This study is based on drawings prepared by RLA Architecture, provided in March 2024.

The major source of roadway traffic noise is Highway 417 which is located to the south of the study site. Future LRT was not included in the assessment as it is located more than 100 metres away from the study site. The site is surrounded by low to high-rise residential and commercial buildings from south to north clockwise. Dumaurier Park is located to the west of the study site just across Dumaurier Avenue. Figure 1 illustrates the site plan with the surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) drawings prepared by RLA Architecture, provided in March 2024.

The results of the current analysis indicate that noise levels will range between 52 and 67 dBA at Plane of Window (POW) receptors during the daytime period (07:00-23:00) and 44 and 59 dBA during the nighttime period (23:00-07:00). The highest noise levels occur along the south façade, which is most exposed to Highway 417.

The results of the calculations indicate that the south and east facades of the building will require upgraded building components. Building components compliant with the Ontario Building Code (OBC 2020) will be sufficient for north and west facades.

The noise levels at the Level 5 residential amenity terrace and Level 38 terrace do not exceed the 60 dBA

criterion. Therefore, the standard height (1.1 m) railings surrounding the area will be sufficient. The results of the calculations also indicate that the building will require central air conditioning, or a similar ventilation system for the residential units, which will allow occupants to keep windows closed and maintain a comfortable working environment. A Type D warning clause will also be required to be placed on all Lease, Purchase and Sale Agreements, as summarized in Section 6.

With regard to stationary noise impacts, a stationary noise study is required to be performed once mechanical plans for the proposed building become available. This study should assess the stationary noise impacts from rooftop mechanical units serving the proposed building on surrounding noise-sensitive areas. This study would include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits. As the proposed building is much taller than the surroundings, locating larger pieces of outdoor mechanical equipment, such as cooling towers, and emergency generators on the roof will help attenuate noise emissions from these and similar pieces of equipment.

5.3 Pedestrian Level Wind Study, prepared by Gradient Wind Engineers, dated April 2, 2024

This report describes a pedestrian level wind (PLW) study undertaken to satisfy a Site Plan Control application resubmission for the proposed development located at 2829 Dumaurier Avenue in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report (Section 5), illustrated in Figures 3A-9, and summarized as follows:

1. While the introduction of the proposed development is predicted to produce generally windy conditions at grade, most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, most nearby surface parking and driveways, the proposed drop-off area, in the vicinity of building access points, and over most of the proposed surface parking, drive aisle, and walkways, are considered acceptable.
2. The proposed development is exposed to prevailing winds from multiple directions, owing to the mostly suburban environs of the proposed development and the windier conditions are expected following the introduction of the proposed development in its surroundings
    a. Prevailing winds from multiple directions are predicted to downwash over the façades of the podium and tower towards grade and accelerate around the principal corners of the building, and between the proposed development and the Boys and Girls Club (BGC) of Ottawa building to the north and the low-rise commercial building to the south.
    b. Regions of conditions that may occasionally be considered uncomfortable for walking are situated to the northeast and northwest of the 4-storey podium during the spring and winter months, and to the southwest and south of the tower throughout the year.
    c. The noted conditions are predicted to impact isolated sections of the existing surface parking to the northwest and southeast of the subject site, the driveway from Dumaurier Avenue to the BGC, and the proposed drive aisle, surface parking, and walkways at the south and southwest elevations of the subject site.

d. Notably, the windiest conditions beyond the extent of the subject site are located over the driveway to the BGC, where pedestrian access is expected to be limited. As pedestrian usage of the driveway is expected to be limited, and the exceedance of the walking threshold over the surface parking serving the BGC may be considered marginal during the colder months when pedestrians are not expected to linger, wind conditions with the proposed development over the noted driveway, sidewalk, and surface parking serving the BGC may be considered satisfactory.

3. The common amenity terrace at Level 5 serving the proposed development was modelled with 1.8-metre-tall wind screens along its full perimeter. During the typical use period (May to October, inclusive), conditions within the terrace are predicted to be suitable for a mix of mostly standing and strolling, with areas of conditions suitable for sitting along to the tower façade.

    a. In addition to tall wind screens around the full perimeter of the terrace, mitigation inboard of the perimeter will be required. The extent of the mitigation measures is dependent on the programming of the terrace. An appropriate mitigation strategy will continue to be developed in collaboration with the building and landscape architects as the design of the proposed development progresses.

5.4 Servicing and Stormwater Management Report, prepared by Stantec, Project No. 160401596, dated July 5, 2024

Stantec Consulting Ltd. has been commissioned by Brigil to prepare a site servicing and stormwater management (SWM) report in support of rezoning and Site Plan Control approval applications for the proposed development of the subject property.

This Site Servicing and Stormwater Management Brief has been prepared to present a servicing scheme that is free of conflicts and presents the most suitable servicing approach that complies with the relevant City design guidelines. The use of the existing infrastructure as obtained from available as-built drawings has been determined in consultation with RLA Architecture, Brigil Homes, City of Ottawa staff, and the adjoining property owners. Infrastructure requirements for water supply, sanitary sewer, and storm sewer services are presented in this report.

Conclusions

Potable Water Servicing
The proposed 40-storey residential high-rise building will be serviced by the existing 300 mm diameter watermain on Dumaurier Avenue. To create a suitable water service connection for the property a section of the existing 300 mm dia. watermain was modified to include: replacement of about 9 m pipe length with new deflected 9 m 300 mm dia. pipe length, new valves, tees, bends and two 150 mm watermain stubs to provide potable water and fire flow water supply to the development. Water demand calculation was based on a demand rate of 280 L/cap/day for residential units and 28,000 L/ha/day for commercial and amenity space.

The building contains 407 residential units with and estimated population of 693 persons. The commercial and amenity areas account for a total area of 3,538 m_2. The calculated average day flow, maximum day flow and peak hour demand are 2.36 L/s, 5.79 L/s and 12.66 L/s. The fire flow requirement was calculated in accordance with Fire Underwriters Survey (FUS) and determined to be approximately 5,000 L/min (83.3L/s), it is anticipated that the building will be sprinklered, with final sprinkler design to conform to the NFPA 13 standard.

Based on the boundary conditions available, the 300 mm diameter watermain on Dumaurier Avenue provides adequate fire flow capacity as per the requirements of the Fire Underwriters Survey while respecting City of Ottawa design guidelines. Two 150 mm diameter service laterals connected to the 300 mm diameter watermain on Dumaurier Avenue will be capable of providing the anticipated water demands to the lower storeys. A booster pump, to be designed by the building's mechanical engineer, will be required to maintain minimum required pressures for the upper storeys.

The existing 150 mm private watermain running through the north end of the site, currently servicing Ottawa Boys & Girls club (1085 Grenon Avenue) as well as Ruth Wildgen Park (1099 Grenon Avenue) will be relocated outside the boundary of the site to allow for the development of structures and services within the subject site and to ensure an adequate level of service is provided to the adjoining properties.

Wastewater Servicing

The proposed 40-storey residential high-rise building is to contain 407 units in total consisting of 240 one-bedroom units, 161 two-bedroom units, 6 three-bedroom units, 200 m^2 commercial area and 3,338 m^2 communal amenity areas with a total estimated population of 693 people using the City of Ottawa's recommended population densities.

The calculated peak flow for the site is 7.6 L/s. The sanitary servicing for the proposed development will be provided through a single proposed 200 mm diameter service lateral connecting to a new 250mm sanitary sewer flowing into an extension of the existing 250 mm diameter concrete sanitary sewer flowing southwards on Dumaurier Avenue. An extension of the sanitary sewer network northwards towards the site was required to conveniently collect wastewater from the site. Consultation with the MECP Ottawa District Office confirmed that this sanitary sewer extension within the Dumaurier Avenue right-of-way is eligible for the standard Transfer of Review program with the City of Ottawa.

The proposed sanitary service lateral is sufficiently sized to provide gravity drainage for the site. The floor drains in the underground parking will be connected to the building plumbing system and discharged to the sanitary service lateral through a sump pump. A backflow preventer will be required for the proposed building in accordance with the Ottawa sewer design guide and will be coordinated with the building's mechanical engineer.

The existing 225mm sanitary sewer running through the north end of the site, currently servicing Ottawa Boys & Girls Club, (1085 Grenon Ave) as well as Ruth Wildgen Park, (1099 Grenon Ave) will be relocated outside of the site to allow for the development of new building structures. Sanitary services will ensure an adequate level-of-service is provided for the adjoining properties.

Stormwater Management and Servicing

The proposed 0.42 ha redevelopment area will be serviced by the existing 375mm diameter concrete storm sewer running north to south on Dumaurier Avenue. This storm sewer ultimately outlets to Graham Creek downstream, as was confirmed using the City's GeoOttawa GIS data. A proposed stormwater cistern within the underground parking facility will attenuate peak flows from the building's roof, outdoor amenity areas, surface parking lot, and landscaped areas west of the building. In order to meet the 100yr target release rate for storm runoff of 60.8 L/s, a pump will be designed to limit peak outflow, while storage is provided within the underground cistern. The storm servicing within the site will be directed to the cistern via a combination of traditional catchbasin and leads and the internal plumbing of the building.

The available volume of 120 m3 within the stormwater cistern exceeds the required storage for 100yr runoff. Outflow will be controlled via pump system, and will be designed by the building mechanical engineers at a controlled rate of no more than 38.1 L/s.

A proposed oil/grit separator unit will treat storm runoff from the site to achieve 80% TSS removal. A Stormceptor 300 or approved equivalent is recommended for this purpose.

Site Grading and Drainage

Grading for the site is designed as per City of Ottawa requirements and provides for outlet of emergency overland flow under extreme flood conditions. Erosion and sediment control measures will be implemented during construction to reduce the impact on existing facilities.

A concrete retaining wall is proposed on the north end of the site to allow for a grade change of about 1.50m between the adjoining site (Boys & Girls Club of Ottawa) and the proposed development. The structural design of the retaining

wall will be provided in a subsequent submission from the building's structural engineers, as the retaining walls will be integrated with the building structure and foundation.

Utilities

Hydro Ottawa, Bell, Rogers, and Enbridge all have existing utility plants in the area, which will be used to service the site. The exact size, location, and routing of utilities will be finalized after design circulation.

Existing overhead wires and utility plants may need to be moved/reconfigured to allow sufficient clearance to the proposed building. The relocation of existing utilities will be coordinated with the individual utility providers as part of the site plan approval process by the civil engineer.

Approvals/Permits

A Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (ECA) will be required for the extension of the sanitary sewer on Dumaurier Avenue needed to service the proposed development. Consultation with the Ottawa District Office of the MECP confirmed that the extension of this sanitary sewer is eligible for the Transfer of Review Program for standard works with the City of Ottawa. An ECA is not expected to be required for the remainder of the subject site as the site is under singular, private ownership, is not within industrial lands, and does not discharge to a combined sewer.

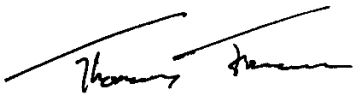
A Permit to Take Water (PTTW) may be required if the dewatering during the construction of the underground parking level is expected to exceed 400,000 L/day. No other approval requirements from other regulatory agencies are anticipated. For dewatering activities between 50,000 and 400,000 L/day, registration on the Environmental Activity and Sector Registry (EASR) will be required. If blasting is used to remove the bedrock as part of the excavation for the building foundation, prior approval is required from the owners/operators of any water storage reservoir, pumping station, and water works transformer station within 200 m of the site.

6.0 Conclusion

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

- The proposed development is consistent with the Provincial Policy Statement (2020). More specifically, the proposed development consists of a compact, mixed-use development in a built-up area of the city in proximity to rapid transit.
- The proposed high-rise, mixed-use development conforms with the Hub and Inner Urban Transect policies of the City of Ottawa Official Plan. More specifically, the proposed uses are permitted, and the proposed building height is appropriate given the subject property is within 300 metres of a future Light Rapid Transit Station.
- The proposed high-rise, mixed-use development is consistent with the Preliminary Draft Recommendations for the Pinecrest and Queensview Stations Secondary Plan which contemplates building heights of up to 40 storey on the subject property.
- The proposed development meets the intent and purpose of several of the City's Urban Design Guidelines for High-rise Buildings.
- The proposed development meets the intent and purpose of several of the City's Transit-Oriented Development Guidelines (2007).
- The proposed development complies with most of the provisions of the City of Ottawa Zoning By-law, and the requested amendments are reasonable and maintain the intent and purpose of the Zoning By-law.
- The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Thomas Freeman, B.URPL
Planner

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