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Greystone Village – Phase 3

375 Deschâtelets Avenue

Planning Rationale and Design Brief

Greystone Village – Phase 3
375 Deschâtelets Avenue
Ottawa, Ontario

Planning Rationale and Design Brief in support of
Site Plan Control Application

Prepared By:

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July / 22 / 2021

Novatech File: 114025
Ref: R-2021-103

July 22, 2021

City of Ottawa
Planning Infrastructure and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Jean-Charles Renaud, Planner II, Development Review (Central)

Dear Mr. Renaud:

**Reference: Site Plan Control Application
Greystone Village – Phase 3, 375 Deschâtelets Avenue
Our File No.: 114025**

The following Planning Rationale has been prepared in support of a Site Plan Control application for the lands located at Greystone Village – Phase 3, municipally known as 375 Deschâtelets Avenue (the “Subject Property”). The Subject Property forms part of the Greystone Village subdivision and is legally described as PART BLOCK 32, PLAN 4M1596, PARTS 1,3 TO 10 4R33420 CITY OF OTTAWA (042031120).

The Subject Property is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Mixed Use Medium-rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Property is zoned General Mixed Use, Subzone 10, Urban Exception 2310, Schedule 420 (GM10 [2310] S420) in the City of Ottawa’s Zoning By-law 2008-250.

It is proposed to develop two seven-storey residential buildings in separate phases on the Subject Property with a total of 260 units. The proposed development fully conforms to the GM10 [2310] S420 subzone. An underground parking garage is proposed with access via a ramp off Scholastic Drive. The proposed underground parking layout fully conforms with parking requirements of the Zoning By-law. Lay-by spaces are proposed along the frontages of Scholastic Drive and Deschâtelets Avenue.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the proposed Site Plan Control application to develop two seven-storey residential buildings on the Subject Property.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH



Jeffrey Kelly, MCIP RPP
Project Planner

Table of Contents

| | |
|---|-----------|
| 1.0 INTRODUCTION | 1 |
| 1.1 Description of Subject Property..... | 1 |
| 1.2 Site Location and Community Context..... | 3 |
| 1.3 Linkages and Transportation Framework..... | 6 |
| 2.0 PROPOSED DEVELOPMENT | 8 |
| 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK | 9 |
| 3.1 Provincial Policy Statement..... | 9 |
| 3.2 City of Ottawa Official Plan..... | 12 |
| 3.2.1 <i>Land Use Designation</i> | 12 |
| 3.2.2 <i>Managing Growth</i> | 14 |
| 3.2.3 <i>Urban Design and Compatibility</i> | 14 |
| 3.2.4 <i>Designing Ottawa</i> | 15 |
| 3.2.5 <i>Review of Development Applications</i> | 17 |
| 3.3 Old Ottawa East Secondary Plan..... | 19 |
| 4.0 DESIGN BRIEF | 24 |
| 4.1.1 <i>Views</i> | 25 |
| 4.1.2 <i>Building Design</i> | 26 |
| 4.1.3 <i>Massing and Scale</i> | 33 |
| 4.1.4 <i>Outdoor Amenity Areas</i> | 34 |
| 4.2 City of Ottawa Zoning By-law 2008-250..... | 35 |
| 5.0 PUBLIC CONSULTATION STRATEGY | 38 |
| 6.0 CONCLUSION | 38 |

Figures

| | |
|---|----|
| Figure 1. Aerial Photo of Subject Property..... | 2 |
| Figure 2. Surrounding Context..... | 3 |
| Figure 3. Residential Uses north of Subject Property..... | 4 |
| Figure 4. Residential Uses south of Subject Property..... | 4 |
| Figure 5. View looking east of Subject Property..... | 5 |
| Figure 6. View from west of Subject Property looking east..... | 5 |
| Figure 7. Official Plan Schedule E Excerpt..... | 6 |
| Figure 8. Official Plan Schedule D Excerpt..... | 7 |
| Figure 9. Official Plan Schedule C Excerpt..... | 8 |
| Figure 10. Site Plan..... | 9 |
| Figure 11. Official Plan Schedule B Excerpt..... | 12 |
| Figure 12. Old Ottawa East Secondary Plan Schedule A Excerpt..... | 20 |

Figures (continued)

Figure 13. Old Ottawa East Secondary Plan Schedule C Excerpt.....22
 Figure 14. View from Main Street looking east to Deschâtelets building25
 Figure 15. View from west looking east to Deschâtelets building27
 Figure 16. View from Deschatelets Avenue (south facade)28
 Figure 17. View from Scholastic Drive (east façade and mid-block connection).....29
 Figure 18. View from Scholastic Drive (east and north façades)29
 Figure 19. View of north facade30
 Figure 20. View of Courtyard facades31
 Figure 21. View from Scholastic Drive (south and east façades).....32
 Figure 22. Zoning By-law Schedule 420 Excerpt.....36
 Figure 23. Urban Exception 2310 – City of Ottawa Zoning By-law 2008-250 Excerpt..36
 Figure 24. Zoning Provisions37

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application to permit the phased development of two seven-storey residential buildings with a total of 260 units at Greystone Village – Phase 3, municipally known as 375 Deschâtelets Avenue (the “Subject Property”).

An underground parking garage is proposed with access via a ramp off Scholastic Drive. Lay-by parking spaces are provided along the frontages of Scholastic Drive and Deschâtelets Avenue to facilitate short-term parking for deliveries, resident drop-off and pick-up.

The heritage designated Deschâtelets building abuts the Subject Property to the west. The Deschâtelets building is owned by the Conseil des écoles catholiques du Centre-Est (CECCE). An elementary school use has been proposed for a portion of the Deschâtelets building. Full details regarding plans to repurpose the remaining interior areas of the building, including the nature of proposed uses and timing not a part of this application.

The Subject Property is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Mixed Use Medium-rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Property is zoned General Mixed Use, Subzone 10, Urban Exception 2310, Schedule 420 (GM10 [2310] S420) in the City of Ottawa’s Zoning By-law 2008-250.

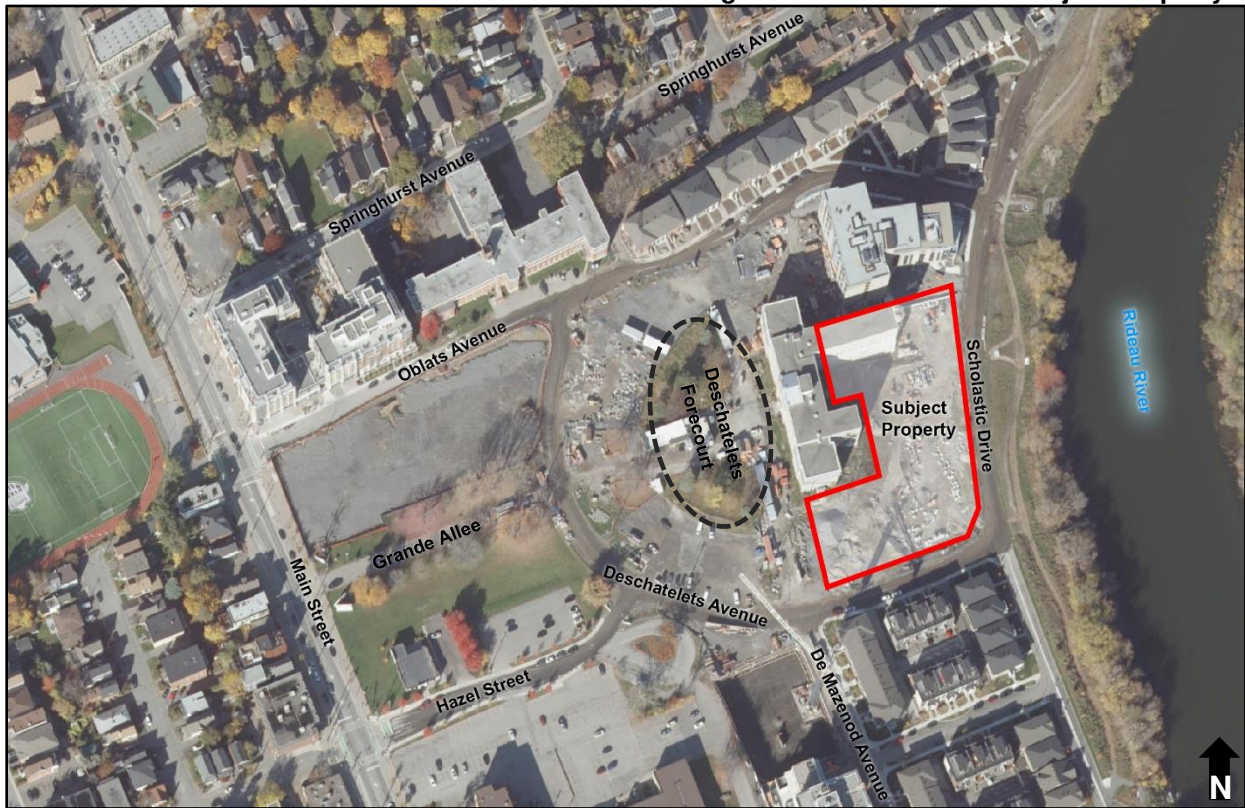
This Planning Rationale will demonstrate the proposed Site Plan Control application will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies in the City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Conform to the policies of the Old Ottawa East Secondary Plan;
- Conform to zoning provisions for the Subject Property; and
- Be compatible with surrounding development

1.1 Description of Subject Property

The Subject Property is located in Ward 17 (Capital) of the City of Ottawa. The Subject Property forms part of the Greystone Village subdivision and is legally described as PART BLOCK 32, PLAN 4M1596, PARTS 1,3 TO 10 4R33420 CITY OF OTTAWA (042031120).

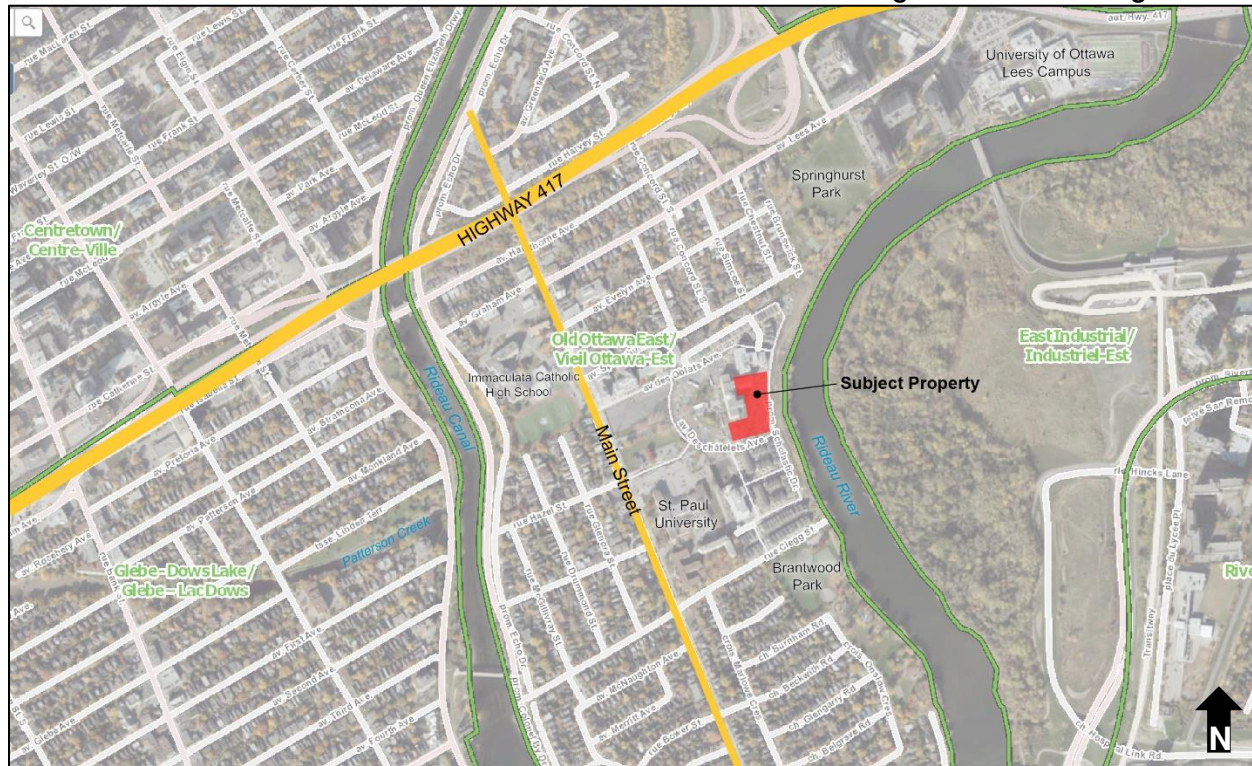
Figure 1. Aerial Photo of Subject Property



The Subject Property is bounded by Oblats Avenue to the north, Deschâtelets Avenue to the west and south, and Scholastic Drive to the east (See Figure 1). The Subject Property has approximately 110 metres of frontage along Scholastic Drive, approximately 80 metres of frontage along Deschâtelets Avenue and an approximate area of 0.75 hectares (1.85 acres).

1.2 Site Location and Community Context

Figure 2. Surrounding Context



Immediately to the north of the Subject Property is a retirement home. To the north across Oblats Avenue, the majority of lands are comprised of low-rise residential buildings. Several parks, places of worship, schools and community centres are located further to the north, south and west of the Subject Property (see Figure 2). To the west of the Subject Property is the Deschâtelets Building, the Forecourt Park and Grand Allée connecting to Main Street. Further to the west along Main Street, a broad range of uses including residential, institutional, places of worship, commercial and retail characterize the corridor. St. Paul University is located to the south of the Subject Property. The University of Ottawa Lees Campus is located to the northeast of the Subject Property along the Rideau River.

Additional details are provided in Figures 3 to 6 and in the descriptions below.

Figure 3. Residential uses north of Subject Property



North: Immediately north of the Subject Property is a mid-rise retirement home, further to the north across Oblats Avenue is a residential area comprised of low-rise residential dwellings.

Figure 4. Residential uses south of Subject Property



South: Immediately south of the Subject Property across Deschâtelets Avenue is a residential area comprised of low-rise residential dwellings and a mid-rise residential building

Figure 5. View looking east of Subject Property



East: East of the Subject Property is Scholastic Drive. Further to the east is the Rideau River Nature Trail and the Rideau River.

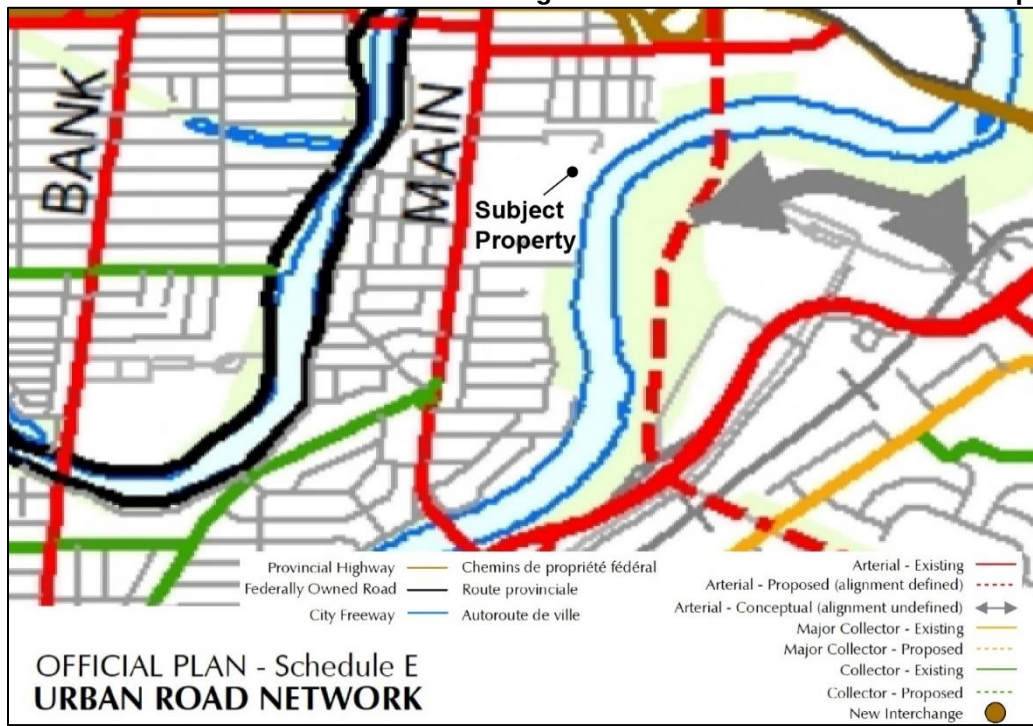
Figure 6. View from west of Subject Property looking east



West: West of the Subject Property is the Heritage designated Deschâtelets building. Further to the west is the Forecourt Park, Grand Allée and Main Street.

1.3 Linkages and Transportation Framework

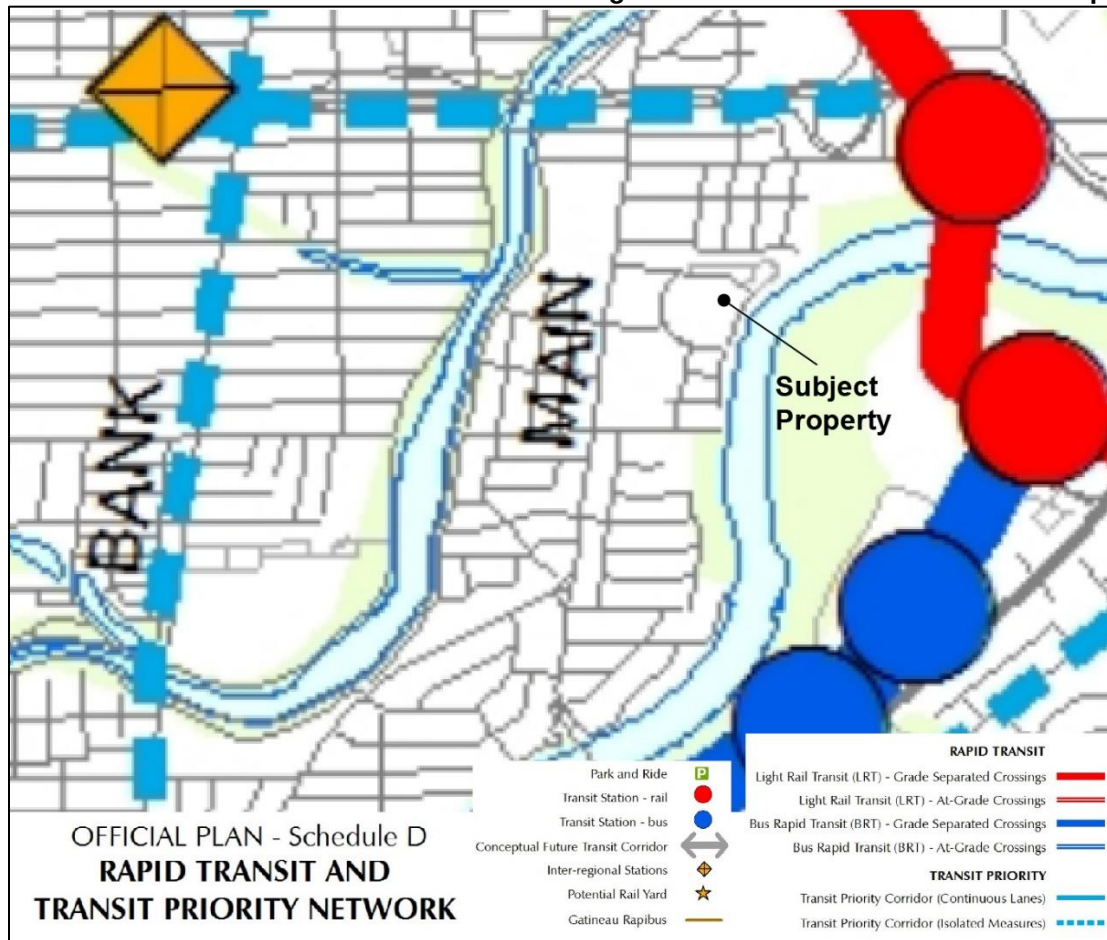
Figure 7. Official Plan Schedule E Excerpt



The Subject Property has frontage on Scholastic Drive and Deschâtelets Avenue. The Subject Property is located within approximately 300 metres walking distance of Main Street. Main Street is designated as an arterial road on Schedule E of the Official Plan (see Figure 7).

A driveway off Scholastic Drive provides vehicular access to the underground parking garage. Lay-by spaces are proposed on Scholastic Drive and Deschâtelets Avenue to facilitate passenger drop-off and deliveries to the Subject Property. A public sidewalk is proposed along the Scholastic Drive and Deschâtelets Avenue frontages.

Figure 8. Official Plan Schedule D Excerpt



Rapid transit routes and transit priority corridors are designated on Schedule D of the Official Plan (see Figure 8). Transit options are available to the west of the Subject Property along Main Street. Bus routes 5, 16 and 55 and 56 provide transit service to the west of the Subject Property. Bus stops are provided within 400 metres walking distance from the Subject Property. Bus routes 16 and 56 enter the Greystone community via a loop between Main Street and Deschâtelets Avenue with stops located at Hazel Street/ Deschâtelets Avenue and Oblats Avenue/Main Street. Additional bus stops are located along Main Street. Lees Transit station is located to the northeast along the Rideau River, within 800 metres or approximately 10 minutes walking distance of the Subject Property.

Figure 9. Official Plan Schedule C Excerpt



The Subject property is located in proximity to designated active transportation routes. Main Street is a designated spine route for cycling and the Rideau River Nature Trail is designated as a Multi-use Pathway on Schedule C of the Official Plan (see Figure 9).

2.0 PROPOSED DEVELOPMENT

It is proposed to construct two seven-storey residential buildings in separate phases on the Subject Property with a total of 260 units (see Figure 10). The two buildings will be positioned around a private courtyard amenity area at grade level with an elevated footbridge above. The footbridge is designed to provide a publicly accessible mid-block connection to Scholastic Drive and the Rideau River from the Deschâtelets Forecourt Park and Grand Allée.

A new driveway and ramp is proposed off Scholastic Drive to access the underground parking area. A total of 266 underground parking spaces, 260 bicycle parking spaces, resident storage (including kayak storage) and associated loading spaces are provided to service the residential function of the development.

A Site Plan Control application is required to facilitate the development of the Subject Property.

Figure 10. Site Plan



3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.”*

The Site Plan application proposes the development of two mid-rise residential buildings. The proposal is consistent with Policy 1.1.3.2 as it represents an efficient use of an existing fully serviced property, and existing municipal infrastructure. The property is located in proximity to a designated cycling route and multi-use pathway providing active transportation opportunities to residents. The Subject Property is designed to be transit-supportive and is located within 400 metres of bus stops on routes 5, 16, 55 and 56. Bus routes 16 and 56 enter the Greystone Village community via a loop between Main Street and Deschâtelets Avenue. Stops within the Greystone Village community are located at Hazel Street/ Deschâtelets Avenue and Oblats Avenue/Main Street. Additional bus stops are located along Main Street. Lees Transit station is located to the northeast along the Rideau River, within 800 metres or approximately 10 minutes walking distance of the Subject Property.

Policy 1.1.3.3 states:

“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

The Subject Property is a former brownfield site that is currently underutilized and can accommodate intensification and redevelopment. The proposed development is located in an appropriate location to provide transit-supportive development in proximity to Main Street. The addition of two mid-rise residential buildings with 260 units will increase the City’s housing supply and provide a range of housing options. The Subject Property has suitable servicing infrastructure in place to facilitate new development and is well-positioned with existing and planned public facilities in the surrounding Greystone Village community to accommodate projected needs of residents in the area.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and

affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;”

The proposed development of two mid-rise residential buildings on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development is designed to be supportive of active transportation and transit in an area where existing infrastructure is in place along the Rideau River and Main Street.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: “Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.” The proposed development represents intensification from the current use. The proposed development aligns with the objective to optimize existing municipal infrastructure capacity. The proposed buildings will be designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: “A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.” The proposed development introduces a level of density that promotes the viability of active transportation and transit use along Main Street and could contribute to minimizing the required length and number of vehicle trips for residents in the area.

Section 2.6 of the PPS sets out policies for Cultural Heritage and Archaeology. Policy 2.6.1 states: “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.” The proposed development has been designed to protect and integrate with the heritage designated Deschâtelets building to the west of the Subject Property.

The Site Plan Control application is consistent with the policies of the Provincial Policy Statement.

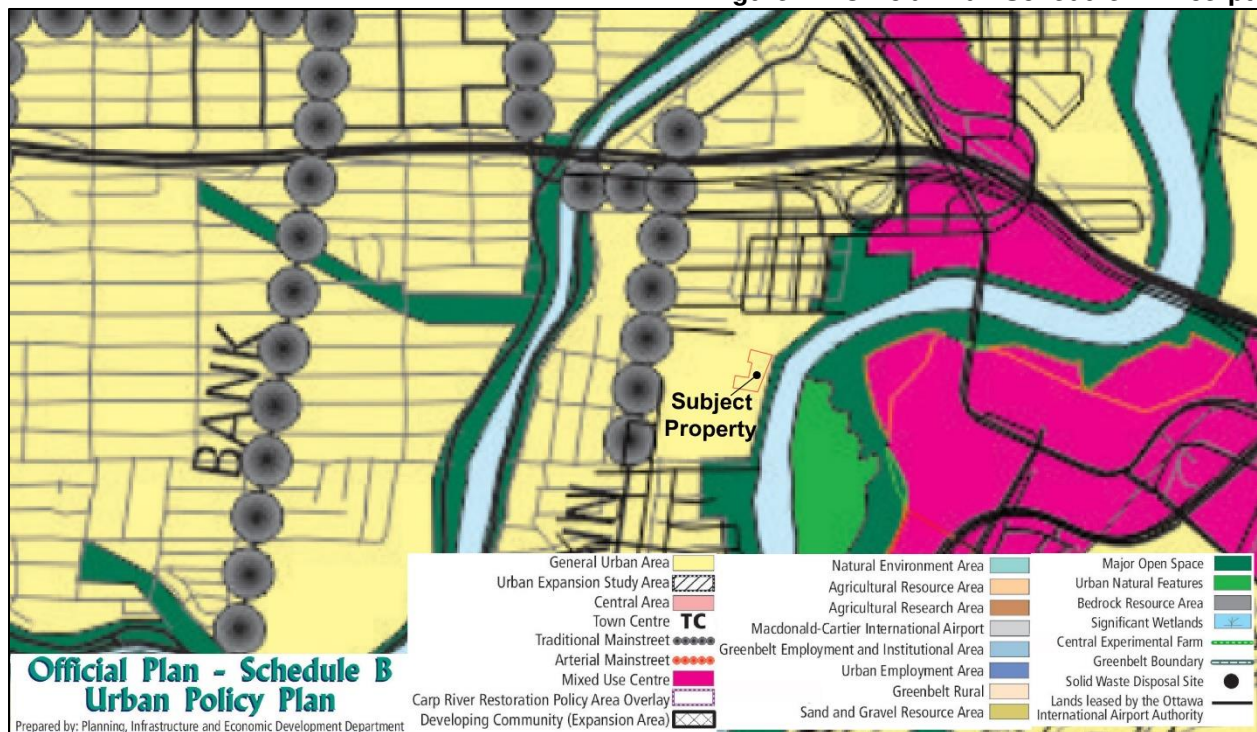
3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 (the “OP”) was used for reference.

3.2.1 Land Use Designation

The Subject Property is designated General Urban Area on Schedule B of the Official Plan (see Figure 11). Section 3.6.1 of the OP sets out policies for lands designated General Urban Area.

Figure 11. Official Plan Schedule B Excerpt



Policy 1 of Section 3.6.1 of the OP states: *“General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”*

The Subject Property is located within the General Urban Area designation. A variety of housing types and densities are permitted on the Subject Property. The proposed development of two seven-storey residential buildings is a permitted use on the Subject Property.

Policy 3 of Section 3.6.1 of the OP states: *“Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.”*

Permitted building height in the General Urban Area will be predominantly low-rise except where secondary plans or zoning permits building heights greater than four storeys. The Subject Property is designated Mixed Use Medium-rise on Schedule A of the Old Ottawa East Secondary Plan. The Subject Property is zoned to permit building heights to a maximum of 83.7 metres above sea level. The proposed development of two seven-storey residential buildings is permitted on the Subject Property.

Policy 5 of Section 3.6.1 of the OP states:

“The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

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

The proposed development comprises phase three of Greystone Village. The two mid-rise residential buildings are located immediately to the east of the heritage designated Deschâtelets building and to the south of an existing retirement home. The building design has regard for the scale, massing and materials that are desirable characteristics of built form within the surrounding community context. A proposed publicly accessible

mid-block connection enhances the permeability of the Subject Property for pedestrians and integrates well with existing open spaces in the surrounding community. The proposed development provides an appropriate transition in built form to low and mid-rise residential buildings surrounding the Subject Property to the north, west and south. The proposed development is an example of residential intensification that complements the scale of existing and planned buildings in the area and contributes to establishing a diverse variety of housing types in the community.

3.2.2 Managing Growth

Section 2.2 of the OP sets out policies to direct growth to target areas for intensification. The majority of growth is directed within the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

The Subject Property is located within the General Urban Area on Schedule B of the OP. The proposed development is generally consistent with policies of the OP as an example of residential intensification on serviced land in proximity to existing transit routes along Main Street.

3.2.3 Urban Design and Compatibility

Section 2.5.1 of the OP states: “compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”

The proposed mid-rise residential development establishes a thoughtful transition to the heritage designated Deschâtelets building to the west and the existing retirement home to the north of the Subject Property through use of a complementary building scale, massing and materials. The proposed design steps back and provides a material transition on upper levels to establish compatibility with adjacent low-rise buildings across Deschâtelets Avenue to the south of the Subject Property.

The proposed residential buildings are designed to be compatible with the scale, massing and materials of the abutting retirement residence. The proposed development will not create any negative impacts on the low-rise residential community further to the north across Oblats Avenue. The proposed development establishes a street wall condition along Scholastic Drive and Deschâtelets Avenue, creates an active street frontage with

access to grade level entrances, amenity areas and common spaces for residents. A proposed mid-block connection and footbridge is publicly accessible through the internal courtyard between the Deschâtelets Forecourt Park and Scholastic Drive. The proposed footbridge winds through the internal courtyard providing an opportunity for views of the heritage designated Deschâtelets building.

While not directly abutting a transit route, the buildings are within 400 metres walking distance of bus-routes along Main Street. OC Transpo routes 5,16, 55 and 56 provide transit service to the Greystone Village community. Bus routes 16 and 56 enter the community via a loop between Main Street and Deschâtelets Avenue. Stops within the community are located at Hazel Street/ Deschâtelets Avenue and Oblats Avenue/Main Street. Additional bus stops are located along Main Street. Lees Transit station is located to the northeast along the Rideau River, within 800 metres or approximately 10 minutes walking distance of the Subject Property.

The proposed mid-rise residential development on the Subject Property is compatible with the existing site, presents no adverse impacts to adjacent properties and fits within the surrounding residential context of the Greystone Village community.

3.2.4 Designing Ottawa

Section 2.5.1 of the Official Plan sets out design objectives to achieve the City’s vision for the built environment as Ottawa matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa and relevant objectives are addressed below.

| | |
|---|---|
| <p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p> | <p>The proposed mid-rise residential buildings are designed to present a high-quality, contemporary façade with appropriate built form, materials and glazing that frames the street and public realm. Façade treatments are equally attractive as seen from the Deschâtelets Forecourt Park and Grand Allée to the west, Scholastic Drive to the east, Deschâtelets Avenue to the south and within the proposed private amenity courtyard.</p> |
| <p>To define quality public and private spaces through development.</p> | <p>The proposed development provides appropriate built form and landscaping treatments to create high-quality public and private spaces that fit well within the surrounding community.</p> |
| <p>To create places that are safe, accessible and are easy to get to, and move through.</p> | <p>Pedestrian and bicycle access to the Subject Property is provided via sidewalks and street connections along Deschâtelets Avenue, Scholastic Drive and Oblats Avenue. A Multi-use Path is located further to the east across</p> |

| | |
|--|---|
| | <p>Scholastic Drive providing a connection to the larger cycling network along the Rideau River. A proposed mid-block connection creates a link to the Rideau River from the Deschâtelets Forecourt Park, the Grand Allée and Main Street. Residents may access the Subject Property via automobile from the driveway off Scholastic Drive. Parking, Loading and Service areas are located underground. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles through the Subject Property.</p> |
| <p>To ensure that new development respects the character of existing areas.</p> | <p>The proposed development of mid-rise residential buildings is compatible with the character of the surrounding residential community. The proposed buildings will incorporate an attractive, contemporary design with appropriate materials and colours that complement adjacent Heritage features and new buildings. The proposed landscape design will provide trees and vegetation on the property. Proposed landscape treatments are designed to be consistent with surrounding properties and are intended to contribute to the public realm.</p> |
| <p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p> | <p>The proposed development will introduce new residential land uses in a compact built form that contribute to the range of housing choices and transportation options in the area.</p> |
| <p>To understand and respect natural processes and features in development design.</p> | <p>The proposed development respects the natural environment by integrating the built form with its surrounding context providing high quality landscaping where no vegetation currently exists. A publicly accessible mid-block connection creates a link to the Rideau River from the west through the proposed interior courtyard.</p> |
| <p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p> | <p>The proposed development will consider incorporating a range of sustainability initiatives including high performance glazing and building materials, reduction in thermal bridges, heat recovery systems and reduced water consumption.</p> |

The proposed development addresses the Design Objectives of Section 2.5.1 through a building design that responds to the site and its surrounding context. The proposed development will respect the heritage characteristics of the area, provide pedestrian connections through the property, establish a building height that provides suitable transitions to surrounding built form and open spaces, and contributes to creating a range of housing options in the Greystone Village community. The proposed development is an appropriate use for the Subject Property.

3.2.5 Review of Development Applications

Section 4 of the City of Ottawa’s Official Plan sets out the policies for review of development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies, related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed mid-rise residential development. Additional details and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots:

Section 4.3 of the OP states that when reviewing development applications, the City will assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Analysis report (TIA) in response to staff comments has been prepared by Novatech, dated July 2021, in support of the application. The TIA report makes recommendations on development design and parking, boundary streets, access design and transportation demand management (TDM). The TIA report concludes that: *“the proposed development is recommended from a transportation perspective”*. The TIA was prepared in accordance with the City of Ottawa Transportation Impact Assessment Guidelines.

Relating to Section 4.6 – Cultural Heritage Resources

Section 4.6.1, Policy 3 states that: “Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of; a property containing an individually designated heritage building (Part IV of the Ontario Heritage Act), a heritage conservation district (Part V of the Ontario Heritage Act) or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources.” The abutting Deschâtelets building is individually designated under Part V of the Ontario Heritage Act. A Cultural Heritage Impact Assessment has been prepared by Commonwealth Historic Resource Management, dated July 2021, for the Subject Property. Section 4.3 of the Cultural

Heritage Impact Assessment Report lists conclusions on the compatibility of the proposed development with existing heritage resources in the surrounding area, and concludes:

“The Greystone Village – Phase 3 is a reasonable fit with the adjacent heritage building and its cultural landscape where the proposed development in the forecourt to the south of the Deschâtelets Building is one of the most sensitive areas within the designated cultural landscape.” The recommendations of the Cultural Heritage Impact Assessment are consistent with the relevant policies in Section 4.6.1 of the OP.

Relating to Section 4.7 – Environmental Protection

Policy 1 of Section 4.7.2 of the OP requires that applications for Site Plan Approval will be supported by a Landscape Plan. A Landscape Plan has been prepared by CSW, dated July 22, 2021, in support of the Site Plan Control application.

Section 4.7.6 of the OP states the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Serviceability and Conceptual Stormwater Management Report, including a Grade Control and Drainage Plan has been prepared by Novatech, dated July 22, 2021, for the Subject Property. The Serviceability and Conceptual Stormwater Management Report concludes that *“the site is suitable for the proposed development, it will be serviced by existing services that were installed as part of the subdivision and the storm water from the roof will be controlled to 80 l/s/ha as per the master servicing report.”* The recommendations of the Serviceability and Conceptual Stormwater Management Report are consistent with the relevant policies in Section 4.7.6 of the OP.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the OP states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by Paterson Group Inc., dated August 11, 2020. Section 5.1 of the Geotechnical Investigation states: *“From a geotechnical perspective, the subject site is considered suitable for the proposed development.”* Recommendations provided in the Geotechnical Investigation regarding site preparation and grading, foundation design, drainage, excavation, groundwater control and construction are consistent with the relevant policies in Section 4.8.3 of the OP.

City staff requested a Phase I Environmental Site Assessment (ESA) in support of the Site Plan Control application.

Policy 3 in Section 4.8.4 of the OP states:

“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be

contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”

A Phase I ESA study was completed for the Subject Property in May 2016, updated in September 2017 and a Phase II ESA study was completed in September 2017. A Record of Site Condition (RSC) was registered with the Ministry of Environment in 2020. An update letter to the previously completed ESA studies has been prepared by Golder Associates Ltd., dated July 2021 in support of the Site Plan Control application. The Phase I ESA update letter concludes: “This Phase One ESA Update has identified no new PCAs or APECs for the Site. A remediation for APECs 2 and 3 was completed and a subsequent RSC was filed for the Site. No further action is recommended based on the previous work conducted and the results of this Phase One ESA Update.” The recommendations of the updated Phase I ESA report are consistent with the relevant policies in Section 4.8.4 of the OP.

Relating to Section 4.11 – Urban Design and Compatibility:

Section 4.11 of the Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the Official Plan. Policies in Section 4.11 of the OP are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

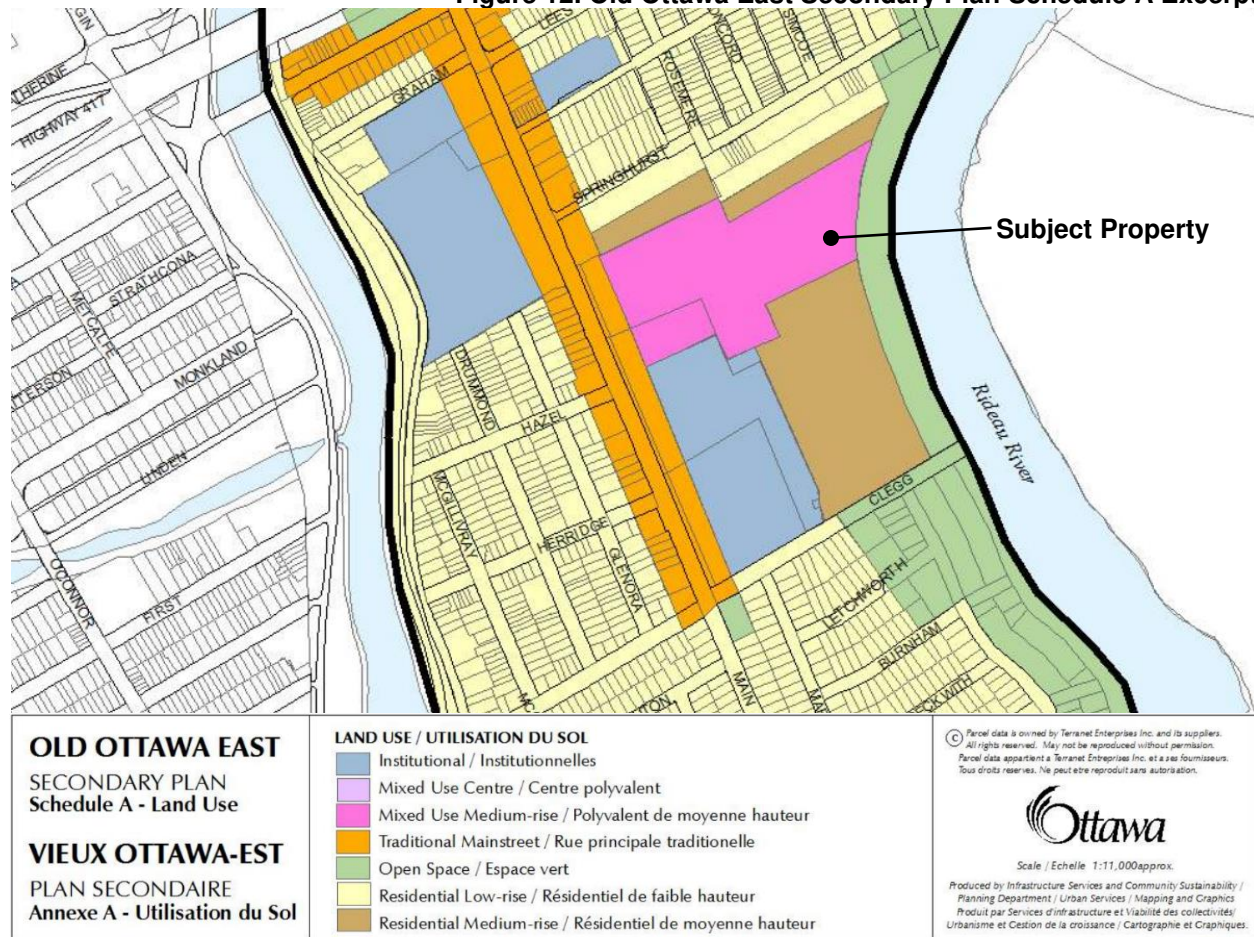
A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the OP has been included under section 4.0 of this Planning Rationale.

The Site Plan Control application conforms to the policies of the City of Ottawa Official Plan.

3.3 Old Ottawa East Secondary Plan

The Subject Property is located within the Old Ottawa East Secondary Plan area (“the Secondary Plan”), specifically within the “East side of Main Street Springhurst to Clegg” precinct and is designated Mixed Use Medium-rise on Schedule A of the Secondary Plan (see Figure 12).

Figure 12. Old Ottawa East Secondary Plan Schedule A Excerpt



The general policies for the Secondary Plan area provide policy direction for land use, urban design and compatibility of new development with existing uses and built heritage resources. More specific policies apply to individual precincts identified by the Secondary Plan.

Section 10.3.4 of the Secondary Plan sets out policies related to development of the precinct located on the “East side of Main Street Springhurst to Clegg”, including the Subject Property.

Policy 4 of Section 10.3.4 of the Secondary Plan states:

Achieve a Diversity of Uses, Activities, and People

- a. “Provide for a variety of residential building types and tenures for a rich and diverse community to accommodate a full demographic profile of households. A range of housing options are needed to ensure affordability and accommodate a variety of users including

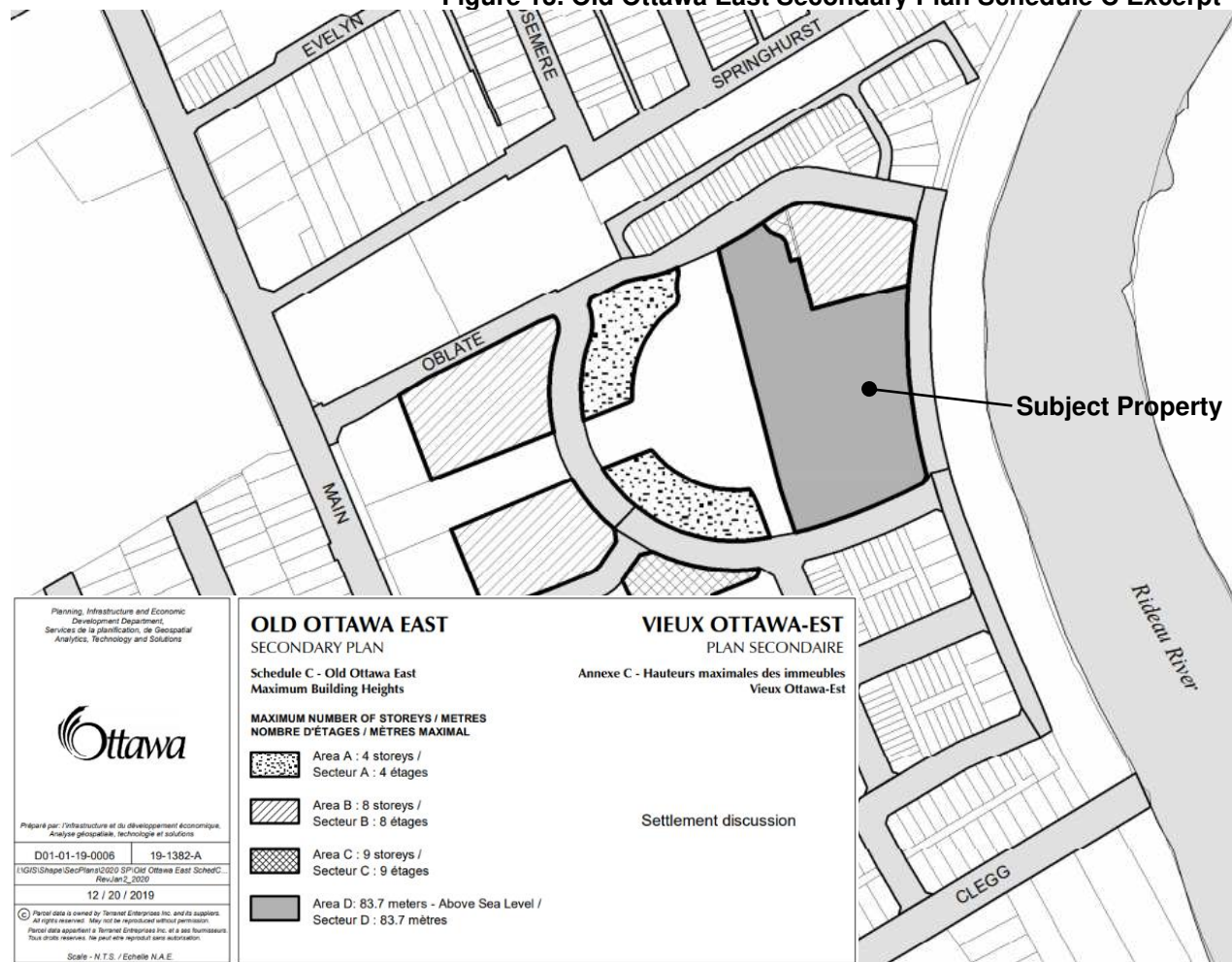
- families, seniors, empty nesters, single room occupancy and smaller households.*
- b. Encourage a diverse mix of uses that contributes to the overall self-sufficiency and sustainability of Old Ottawa East. These include a broad range of housing types as described above, live-work units, public/civic uses, commercial uses that contribute to the vibrancy of Main Street, and a strengthening of the institutional presence of St. Paul University.*
 - c. Encourage a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property, such as fencing, landscaping, gateway features, street lighting and signage.*
 - d. Achieve compatibility with existing lower profile neighbourhoods bordering the subject lands by ensuring an appropriate transition of use and built form as set out in Section 4.11 of the Official Plan.*
 - e. Provide a range of building heights between five to nine storeys in the Residential Medium-Rise designation and between three to nine storeys in the Mixed-Use Medium-rise designation. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height. [Amendment #228, June 24, 2020]*
 - f. Locate parking for the medium-rise buildings primarily below grade. Where necessary, surface parking related to all development in this precinct should be obscured from view by means such as placement behind buildings and landscaping.*

The proposed mid-rise residential development contributes to establishing a variety of housing choices in the Greystone Village community. The proposed development has regard for the architectural elements, colours and materials of the surrounding community, including the heritage designated Deschâtelets building, abutting retirement home and residential uses to the north, south and west of the Subject Property.

At seven-storeys, the proposed development is a suitable height for its immediate context and provides an appropriate built form transition to the abutting eight-storey retirement building. Low-rise residential uses are located further to the north and south of the Subject Property. The proposed development provides step backs and changes in building materials at upper levels to provide a gentle transition to low-rise buildings and open space areas abutting Deschâtelets Avenue and Scholastic Drive.

Parking is provided primarily underground as part of the proposed development with lay-by spaces provided along Scholastic Drive and Deschâtelets Avenue for deliveries, resident drop-off and pick-up. The proposed development fits within the surrounding context of the Greystone Village community and the general building height limits of the Mixed-Use Medium-rise designation.

Figure 13. Old Ottawa East Secondary Plan Schedule C Excerpt



The Subject Property is located within Area D, on Schedule C of the Secondary Plan (see Figure 13).

Section 10.3.4, Policy 4 (h) of the Secondary plan states that: “Provide a range of buildings heights between three and nine storeys in the Mixed Use Medium-Rise designation as shown on Schedule C to this Plan. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height. In areas with height reference included on Schedule C, projections will be permitted above the maximum height, including but no limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures, and washrooms [Amendment #228, LPAT, June 24, 2020]

The proposed seven-storey residential buildings on the Subject Property are designed to respect the maximum building height within Area D of 83.7 metres above sea level and adhere to zoning provisions regarding permitted projections above the height limit.

Policy 6 of Section 10.3.4 of the Secondary Plan states:

Celebrate Legacy and Heritage

- a. *“Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands.*
- b. *Conserve the Deschâtelets Building by maintaining its heritage attributes while adapting it to new uses over time to ensure its ongoing utility.*
- c. *Designate the Deschâtelets Building and appropriate parts of its associated cultural heritage landscape under Part IV of the Ontario Heritage Act.*
- d. *Conserve the allée and forecourt of the Deschâtelets building as cultural heritage landscape. (Appendix 1)*
- e. *Respect the cultural heritage value of the designated places in the design of all new development.*
- f. *Retain the statue of the Blessed Virgin and associated grove of trees to commemorate the Sisters of the Sacred Heart.”*

The proposed mid-rise residential development has been designed to protect and maintain built heritage attributes of the Deschâtelets building by establishing appropriate setbacks and separation distance between the east and south façades of the existing heritage building and the proposed development. High quality landscaping treatments are proposed within the courtyard to screen private amenity space at grade level from the publicly accessible mid-block connection and elevated footbridge. The proposed footbridge connection allows the public to experience the Deschâtelets building as it winds through the courtyard area. The footbridge is designed to integrate the Grand Allée and Forecourt Park of the Deschâtelets building with the proposed development by providing access to the Rideau River from the west and to Main Street from the east of the Subject Property.

Policy 6 of Section 10.3.4 of the Secondary Plan states:

Integrate Green Space and Ensure Connectivity

- a. *Integrate existing trees in the development to the extent possible.*
- b. *Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and the Rideau River as well as north-south between Springhurst and Clegg.*
- c. *Ensure connectivity to nearby transit stations.*
- d. *Design storm water ponds to be naturally shaped and generally enhance the open space within and adjacent to this precinct.*
- e. *Provide a range of high quality landscaped spaces within the development.*

- f. Provide the opportunity for a community gathering place in the forecourt and allée leading to the Deschâtelets building.
- g. *Design the intersection of Main Street and the tree-lined allée leading to the Deschâtelets building as a gathering space for the community (for example, through the creation of attractive outdoor seating associated with commercial activity on Main Street)*

The proposed mid-rise residential development proposes a publicly accessible mid-block connection through the Subject Property. The interior courtyard of the proposed development at grade level is designed as private amenity space for residents, physically separated from the publicly accessible elevated footbridge above. Privacy is an important consideration for residents using the courtyard amenity area. It is proposed to maintain privacy by screening view of the proposed footbridge with high quality landscaping. The proposed footbridge will allow for integration of new development with the existing public pathway network connecting through the Subject Property. Access to the Rideau River, 30 metre corridor along Scholastic Drive, and Multi-use Path will be provided from the west. Access to Main Street, the Grand Allée and Forecourt Park will be provided from the east of the Subject Property. The public realm along Scholastic Drive and Deschâtelets Avenue will be designed with high quality landscape treatments to integrate the proposed development within the existing Greystone Village community.

The proposed design of the footbridge winds through the interior courtyard and allows members of the public to experience the Deschâtelets building from a close distance while maintaining private amenity spaces for residents below. The Grand Allée and Forecourt Park have been dedicated to the City through the subdivision. Details regarding the logistics of how the proposed footbridge will function with respect to access, ownership, and maintenance of the connection will require additional discussion with staff.

The Site Plan Control application conforms to the policies of the City of Ottawa Official Plan.

4.0 DESIGN BRIEF

Section 4.11 of the Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale.

Several policies within Section 4.11 are not relevant to the Subject Property. The Design Brief has been scoped to reflect the relevant sections accordingly. A brief explanation of the sections not reviewed as part of this brief are provided below:

Discussion of Views relates to high-rise buildings and protecting the views of the Parliament Buildings. Policies on Views are briefly discussed for the proposed development. The Official Plan policies on High-rise Buildings do not apply to the proposed development. Policies on Public Art are not applicable to the proposed

development. The Subject Property is not located within a Design Priority Area. The Design Priority Areas policies do not apply to the Subject Property. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

4.1.1 Views

Section 4.11 of the Official Plan under “Views” states: *“Depending on its location, the mass or height of new development may enhance or impact the views visible from public view points, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view.”*

Figure 14. View from Main Street looking east to Deschâtelets building



Views to the Deschâtelets building from Main Street and along the Grand Allée are protected as part of the heritage designation. The proposed development will not have any impact on existing views (see Figure 14). These views were highlighted as having importance through preliminary design discussions with City staff, members of the public, and through negotiations with the Old Ottawa East Community association.

The design of the south building complements the scale and massing of the adjacent Deschâtelets building to the north. The design of both the north and south buildings do not extend above the building profile of the Deschâtelets building when viewed from Main Street and along the Grand Allée. The proposed building design allows the Deschâtelets building to maintain its presence and protect existing views to the building from the west.

A publicly accessible mid-block connection is proposed between the forecourt of the Deschâtelets Building to the west and Scholastic Drive to the east. The connection will comprise an elevated footbridge through grade level private amenity spaces of the proposed development. The proposed design maintains separation between the public and private realm while providing views of the Deschâtelets building from within the courtyard.

4.1.2 Building Design

Section 4.11 of the Official Plan under “Building Design” states: “*Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.*”

The following section provides a review of each relevant policy regarding Building Design and provides design justification in support of the proposed development of two mid-rise residential buildings on the Subject Property.

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*
 - a. *Setbacks, heights and transition;*
 - b. *Façade and roofline articulation;*
 - c. *Colours and materials;*
 - d. *Architectural elements, including windows, doors and projections;*
 - e. *Pre- and post-construction grades on site; and*
 - f. *Incorporating elements and details of common characteristics of the area.*

Figure 15. View from west looking east to Deschâtelets building

South Building - West Façade adjacent to Deschâtelets

The design of the south building responds to the scale and massing of the adjacent Deschâtelets building to the north and townhomes to the south across Deschâtelets Avenue. The horizontal lines of the cornices on the historic Deschâtelets building are aligned with the massing transitions in the south building to establish a subtle visual reference between the two buildings. The massing is recessed from the primary façade at the northwest corner and further steps back at the sixth and seventh floors to allow the Deschâtelets building to maintain its presence as the dominate façade. The lower portion of the façade has a stepped planter to transition from the existing grade along Deschâtelets Avenue to the second floor of the south building. Materials selected for the northwest corner of the façade are treated with glass and spandrel glass to differentiate this unique location, providing a reflection of the Deschâtelets building and to allow for a gentle transition in the massing of the west façade into the central courtyard.

Figure 16. View from Deschatelets Avenue (south facade)



South Building - South Facade

The south façade is composed of two main masses at the west and east end with a recess in the central portion of the façade providing articulation through the use of balcony projections and subtle material variations between the colour palette at building entrances and balcony recesses of individual units to achieve a contemporary design aesthetic that is complementary to the Deschâtelets building (see Figure 16). The masses at the west and east have a change in material at the sixth floor and are further stepped back at the seventh floor to reduce the perception of increased scale relative to the residences on the south side of Deschâtelets Avenue. The central portion of the façade is composed of stacked balconies and has a material transition at the seventh level to create a distinctive building top.

Figure 17. View from Scholastic Drive (east façade and mid-block connection)



Figure 18. View from Scholastic Drive (east and north façades)



North and South Building - East Facades

The southeast corner of the north building is recessed from the primary façade and provides a glass and spandrel panel corner condition similar to the northwest corner of the south building (see Figure 17). This glass corner aligns with optimum views to the south portion of the Rideau River and creates a transition in the massing facing the river and the beginning of the courtyard façade. The ground level public spaces contain double height amenity areas with substantial glazing to create visual interest, engage the courtyard area and animate the street along Scholastic Drive. The building massing is recessed on the ground level and second storey along Scholastic Drive to provide relief for the pedestrian areas. The east façade faces the Rideau River and is primarily composed of continuous balconies to take advantage of the significant views in this location (see Figure 18). The main portion of the façade is comprised of a light coloured palette with a variation in colours to emphasize the location of main building entrances along the Scholastic Drive frontage. At the northeast corner of the north building, the mass of the façade is angled to permit residents to have a view out to the Rideau River.

Figure 19. View of north façade



North Building – North façade

The northwest corner of the north building is adjacent to the Deschâtelets building and existing retirement residence (see Figure 19). The corner contains an enclosed loggia balcony to establish a sense of privacy for residents. The seventh floor is stepped back to maintain the prominence of the Deschâtelets building in relation to the north building.

Figure 20. View of Courtyard façades



North and South Building - Courtyard Facades

The courtyard façades are well-articulated through a series of building projections arranged vertically and used to enclose residential balconies (see Figure 20). The majority of the balconies within the courtyard are enclosed loggias to provide further privacy for the residents within the courtyard, in contrast to the long continuous balconies facing the Rideau River. These individual masses contain tall vertical windows that take their cue from the façades of the Deschâtelets building. The variation in balcony types provides visual interest and breaks up the façade to establish an appropriate sense of scale that is complementary of adjacent buildings.

Figure 21. View from Scholastic Drive (south and east facades)



6. *The City will require that all applications for new development:*
 - a. *Orient the principal façade and entrance(s) of main building(s) to the street.*
 - b. *Include windows on the building elevations that are adjacent to public spaces;*
 - c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

Principal building façades and main building entrances are designed to be oriented to the street along Scholastic Drive, Deschâtelets Avenue and the west façade fronting onto the Forecourt park and Grand allée. The principal façades fronting on Scholastic Drive and Deschâtelets Avenue present a high-quality design treatment, materials and substantial glazing to the public realm (See Figure 21). A light coloured palette has been selected and used to accent building entrances and create visual breaks to achieve a contemporary design aesthetic that is respectful of surrounding community characteristics. The architectural expression of the building is enhanced with a well-articulated combination of glass windows, spandrel panels, doors and paneling. Material breaks are established vertically along the lower portions of the building façade with a horizontal transition and step backs provided on the upper storeys at level six and seven. Variations in the colour palette, strategically recessed portions of the building, significant glazing and transitions in scale provide visual interest to the façade while also defining each of the main building entrances and grade level amenity spaces.

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

Direct pedestrian connections are provided from all primary building entrances to the public sidewalk along Scholastic Drive and Deschâtelets Avenue. The vehicular entrance is accessed via a ramp off Scholastic Drive to the underground garage and incorporates all resident parking, loading and servicing areas. The ramp access is partially covered by a green roof to minimize any potential visual impacts from the public realm and neighbours.

4.1.3 Massing and Scale

Section 4.11 of the Official Plan under “Massing and Scale” states: *“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”*

The following section provides a review of each relevant policy related to Massing and Scale and provides design justification in support of the proposed development of two mid-rise residential buildings on the Subject Property.

10. *“Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:*

- a. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*

- b. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
 - c. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*
12. *“Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.”*

The proposed development is located in the Old Ottawa East Secondary Plan Area and has been designed in accordance with relevant policies of the Secondary Plan and Section 4.11 of the OP. The building design has regard for the scale, massing and materials that are desirable characteristics of existing developments abutting the site. The massing of the proposed development is designed to step back at levels six and seven along Scholastic Drive and Deschâtelets Avenue to provide an appropriate transition to the Rideau River to the east and low and mid-rise residential buildings surrounding the Subject Property to the north, west and south. The main façade of the proposed development is located a minimum of 20 metres from open spaces to the east across Scholastic Drive and low-rise residential buildings to the south across Deschâtelets Avenue. This separation distance provides an appropriate transition to mitigate potential impacts of height between the proposed mid-rise built form, open spaces and low-rise buildings adjacent to the Subject Property.

The proposed mid-rise residential development on the Subject Property is compatible with the existing site, presents no adverse impacts to adjacent properties and fits within the surrounding residential context.

4.1.4 Outdoor Amenity Areas

Section 4.11 of the Official Plan under “Outdoor Amenity Areas” states: *“Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.”*

Policy 20 of Section 4.11 of the OP states that: *“Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are*

appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.”

The proposed development includes public and private outdoor amenity spaces. Each residential unit will have access to a private balcony or terrace and communal areas on the rooftop of each building and within the central courtyard. A publicly accessible mid-block connection is proposed between the forecourt of the Deschâtelets Building to the west and Scholastic Drive to the east. The connection will comprise an elevated footbridge running through the courtyard of the proposed development. The proposed design maintains separation between the public and private realm while providing views of the Deschâtelets building from within the courtyard.

The proposed Minor Zoning By-law Amendment and Site Plan Control applications conform to the policies of the City of Ottawa Official Plan.

4.2 City of Ottawa Zoning By-law 2008-250

The Subject Property is zoned General Mixed Use, Subzone 10, Urban Exception 2310, Schedule 420 (GM10 [2310] S420) in the City of Ottawa’s Zoning By-law 2008-250.

The purpose of the GM zone is to:

- (1) 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;*
- (2) 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;*
- (3) 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**
- (4) impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

The provisions of the zoning by-law permit mid-rise residential development on the Subject Property.

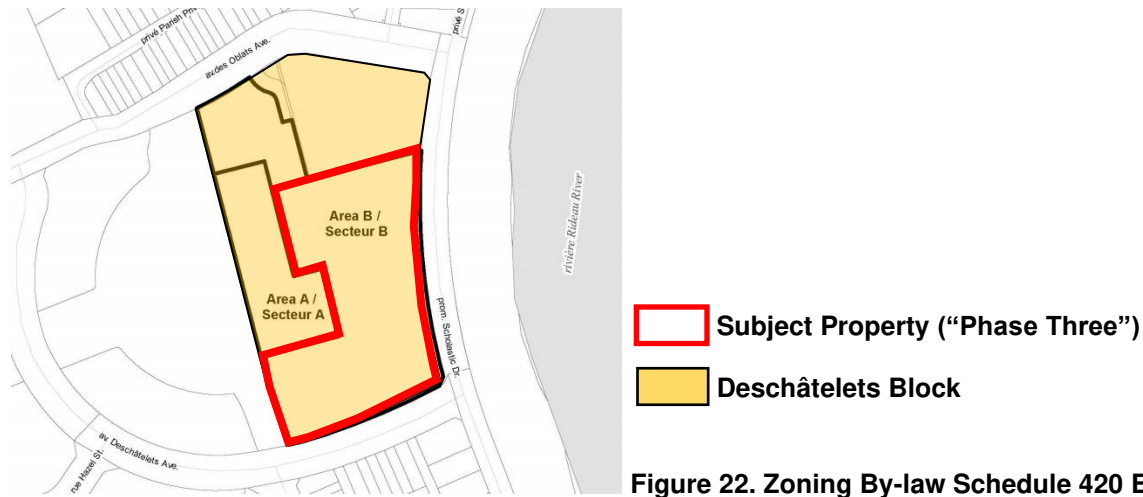


Figure 22. Zoning By-law Schedule 420 Excerpt

The Subject Property (“Phase Three”) is considered as part of a single lot for zoning purposes (the “Deschâtelets Block”)(see Figure 22).

Urban exception [2310] and Schedule 420 of the Zoning By-law apply to the Subject Property and impose specific development standards for the proposed development (see Figures 22 and 23).

Figure 23. Urban Exception 2310 – City of Ottawa Zoning By-law 2008-250 Excerpt

| I Exception number | II Applicable zones | III Exception Provisions - Additional land uses permitted | IV Exception Provisions - Land uses prohibited | V Exception Provisions - Provisions |
|---|---------------------------|---|--|---|
| 2310 (By-law 2021-74) (By-law 2020-278) (By-law 2017-147) (By-law 2015-361) | multiple | <ul style="list-style-type: none"> school | | <ul style="list-style-type: none"> Sections 139 and 140 do not apply to the initial construction of a residential use building on the subject site, but do apply except where otherwise regulated in this exception to: <ol style="list-style-type: none"> a change in use from one type of residential use building to another permitted dwelling type; an addition to an existing residential use building that abuts the front yard or corner side yard; and, the incidental use of lands within the front, interior side and corner side yards, including the creation of a new driveway or parking space, associated with an existing residential use building. The maximum building height is an elevation of 83.7 metres above sea level. Section 64 shall not apply, and no part of the building shall project above this. the lands zoned GM[2310] are to be considered one lot for zoning purposes. minimum front yard setback: 1.8 m minimum rear yard setback: 1.3 m minimum width of landscaped area and landscaped buffer for a parking lot abutting a street: 1.3 metres. school permitted in Area A of Schedule 420 Interior side yard setback is 3 meters in Area A of Schedule 420 Required parking spaces may be provided on a different lot than the use in Area A of Schedule 420. Despite anything to the contrary, in Areas A and B of Schedule 420, projections are permitted above the maximum height, including but not limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures, and washrooms. |

The Deschâtelets Block is comprised of the Subject Property, the existing retirement residence, the Deschâtelets building and a vacant lot at the northwest corner fronting on Oblats Avenue. A cumulative Floor Space Index of 2.0 is permitted. The proposed development of the Deschâtelets Block, including the Subject Property, repurposed Deschâtelets building and a future gymnasium/recreational facility on the vacant lot, has a cumulative Floor Space Index of 1.97.

Figure 24. Zoning Provisions

| Greystone Village: Phase 3 -Mid-Rise Residential Buildings (260 dwelling units) | | |
|---|---|---------------------------------|
| ZONING PROVISIONS: GM[2310] S420, General Mixed Use, Urban Exception 2310, Schedule 420, Area "B" | | |
| City of Ottawa By-Law 2008-250 | | |
| | Required | Provided |
| Minimum Lot Width (m) | no minimum | not applicable |
| Minimum Lot Area (m ²) | no minimum | ± 15,036 m ² (1.5Ha) |
| Minimum Front Yard Setback(m) | 1.8m | minimum 1.8m |
| Minimum Rear Yard Setback (m) | 1.3m | minimum 1.3m |
| Minimum Interior Side Yard (m) | | |
| Exception Provisions: "the lands zoned GM[2310] are to be considered one lot for zoning purposes" | not applicable | not applicable |
| Maximum Height (m) | 83.7m above sea level | 83.7m above sea level |
| Exception Provisions: "Despite anything to the contrary, in Areas A and B of Schedule 420, <u>projections are permitted above the maximum height, including but not limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures, and washrooms.</u> " | | |
| Required Amenity Area (Phase 3 Lands) | | |
| Total Amenity Area: 6m ² per dwelling unit | 1,560 m ² | 5,661 m ² |
| Communal Amenity Area: A minimum of 50% of the required total amenity area | 780 m ² | 1,061 m ² |
| Layout of Communal Amenity 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 | | |
| Permitted Projections - Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings: Table 65, Column I, Row 6(b): | 2.0 m, but no closer than 1 m from any lot line | All Projections - 2.0 m or less |
| Maximum Floor Space Index | 2 | 1.97 (All Phases) |

The proposed development is designed to conform with all provisions of the GM10 [2310] S420 zone including lot width, lot area, yard setbacks, maximum building height, amenity area, permitted projections and maximum Floor Space Index (see Figure 24). No amendments to provisions of the zoning by-law are proposed as part of this application.

The Subject Property is within Area X on Schedule 1A of the Zoning By-law. Table 101 Row R12, Column II requires parking to be provided at a rate of 0.5 spaces per dwelling unit for a residential use. Table 102 requires visitor parking to be provided at a rate of 0.1 spaces per dwelling unit for a residential use. No resident or visitor parking spaces are required for the first 12 residential units. 149 parking spaces are required in support of the proposed development. A total of 266 parking spaces are proposed.

Table 111A Row (b)(i) requires bicycle parking to be provided at a rate of 0.5 spaces per dwelling unit for a residential use. 130 bicycle parking spaces are required in support of the proposed development. A total of 260 bicycle parking spaces are proposed, including 10 exterior bicycle parking spaces. The bicycle parking provided exceeds the minimum requirement by providing 1 parking space per dwelling unit.

The Site Plan Control application for development of two seven-storey residential buildings containing 260 units on the Subject Property conforms with all relevant zoning provisions for residential uses of the General Mixed-Use Zone. The proposed development is compatible with the surrounding land use context of the area.

The Site Plan Control application conforms with the purpose of the General Mixed Use zone, and other relevant provisions of the City of Ottawa Zoning By-law.

5.0 PUBLIC CONSULTATION STRATEGY

Public consultations have been held with the Old Ottawa East Community Association (OOECA) regarding the proposed development.

The proponent and design team met with the OOECA Planning Committee on April 27, 2021. The proponent also met with the Ward Councillor and OOECA Planning Chair on June 28, 2021.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of two seven-storey residential buildings containing 260 units on the Subject Property. The Subject Property is zoned General Mixed Use, Subzone 10, Urban Exception 2310, Schedule 420 (GM10 [2310] S420) in the City of Ottawa's Zoning By-law 2008-250.

The proposed mid-rise residential development is appropriate for the Subject Property. The proposed development will have no negative impacts to natural heritage features and natural resources. Potential impacts to cultural heritage resources abutting the Subject Property have been adequately mitigated through the proposed building design. The proposed development is consistent with the policies of the Provincial Policy Statement.

The proposed mid-rise residential development conforms with the policies of the City of Ottawa's Official Plan. This Planning Rationale demonstrates the proposed use is consistent with the intent and policies of the General Urban Area designation and is compatible with surrounding uses.

The proposed mid-rise residential development conforms with the applicable policies of the Old Ottawa East Secondary Plan. This Planning Rationale demonstrates the proposed use is consistent with the intent and policies of the Mixed Use Medium-rise designation and the “East side of Main Street Springhurst to Clegg” precinct. The proposed development is designed to integrate with existing heritage attributes through thoughtful introduction of high quality architecture and landscape treatments, conforms with maximum building heights and permitted projections, maintains pedestrian connections between Main Street and the Rideau River, provides a variety of housing choices and establishes appropriate transitions in built form that are complimentary to the scale of the surrounding Old Ottawa East community.

The proposed development is designed to fully conform with all zoning provisions of the GM [2310] S420 zone, including lot width, lot area, yard setbacks, maximum building height, amenity area, permitted projections, maximum Floor Space Index, and exceeds the minimum parking requirements for vehicular and bicycle parking.

The Site Plan Control application to facilitate the proposed development is appropriate for the Subject Property and represents good land use planning.

Yours Truly,

NOVATECH

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