FOTENN

112 Nelson Street

Planning Rationale + Design Brief
Site Plan Control and Zoning By-law Amendment
July 28, 2021

FOTENN

Prepared for Smart Living Properties & Forum Equity partnership

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1.0

Fotenn Planning + Design has been retained by Smart Living Properties & Forum Equity to prepare this Planning Rationale to accompany the Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control Applications to facilitate the proposed development on the lands municipally known as 112 Nelson Street in the City of Ottawa.

1.1 Application History

The subject property was the subject of a previous site-specific Zoning By-law Amendment (File No. ACS2018-PIE-PS-0086) submitted in 2017 and recommended to Council by Planning Committee in July 2018. The amendment included permission to increase the height and density on the subject property. More specifically, the Amendment requested a rezoning of the subject property to Residential Fifth Density Zone, Subzone B, Exception 2664, Schedule 421, Holding Symbol R5B[2664] S421-h. The proposal included an apartment building with a maximum permitted height of nine (9) storeys/30 metres, approximately 150 dwelling units consisting of one-, two- and three-bedroom units. Underground parking was designed to accommodate a total of 67 vehicle parking spaces at a reduced rate of 0.4 spaces per dwelling unit, a maximum of six (6) visitor parking spaces. The proposal also included a total of 74 bicycle parking stalls.

The Amendment resulted in the addition of Urban Exception 2664 to the Zoning By-law, which generally includes the following provisions:

- Reduction of the minimum required lot width to 18.4 metres (22.5 required)
- Reduction of required residential parking space rate to a minimum of 0.4 per dwelling unit (0.5 required)
- Reduction of the amount of visitor parking spaces required to a minimum of six spaces (14 spaces required)
- Minimum driveway and aisle width of 6 metres.

The Amendment also resulted in the addition of Schedule 421, which regulated minimum yard setbacks, building stepbacks and maximum building heights.

The Zoning By-law Amendment (2020-299) proceeded to Council on July 11, 2018 and approval is pending the signature of the Section 37 Agreement negotiated as part of this process. Pending execution of the Section 37 Agreement, a holding symbol was also placed on the subject property.

In accordance with the Council-approved guidelines the project-specific conditions of the Section 37 Agreement are listed below:

- An indexed contribution of $300,000 towards the Ward 12 specific account for local area public use, traffic calming and/or park improvements;
- At least 10% of the total number of dwelling units to be constructed in the building shall be provided as three bedroom units in compliance with the Ontario Building Code;
- As part of the future Site Plan Control process, a semi-public plaza (privately owned public space) shall be provided at the front of the site between the ground floor wall and the public sidewalk along Nelson Street; and,
- Entering into a separate “Affordable Housing Agreement” with the City of Ottawa that will require 10% of the dwelling units to be affordable. These units are required to be administered by a housing provider determined by the City.

These new applications (Site Plan Control and Minor Zoning Amendment) are warranted to receive approval to develop a building aligning with the intent of the previous approved zoning that represents a built form and design that respects the local context while achieving the unique, all-inclusive rental model of Smart Living Properties and Forum Equity. The current applications will also finalize the Section 37 Agreement, securing the required elements previously negotiated.

1.2 Application Overview

The proposed development consists of an L-shaped nine (9) storey, mid-rise residential building transitioning to six (6) storeys along the west wing and five (5) storeys along the south wing. A total of 322 dwelling units are proposed, and 20 underground parking spaces accessed from Nelson Street. The development also provides for 322 enclosed bicycle parking spaces as well as 9 scooter parking spaces within the underground parking level. The proposal provides for a semi-public plaza (privately owned public space) along Nelson Street between the ground floor, main entrance of the building and the public sidewalk.

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control Applications are being submitted. As mentioned above, a previous Zoning By-law Amendment resulted in a rezoning of the property to the subject site to a Residential Fifth Density Zone, Subzone B, Exception 2664, Schedule 421, Holding Symbol R5B[2664] S421-h. The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property with site-specific zoning provisions to permit the built form of the development as proposed. More specifically, the amendment requests to incorporate a six (6) storey built form along the west wing of the proposal, permit the building's foundation to be used as retaining walls a reduction in required vehicle parking spaces and allowance for stacked bicycle parking.

The intent of this Planning Rationale and accompanying Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including appropriate transition and building height within the established neighbourhood and in an area characterised by taller buildings and near higher order transit. It is important to note that a full Design Brief has been completed by Woodman Architect and Associate Ltd and is included in the submission package and summarized in Section 5 of this Rationale.

2.0
Site Context and Surrounding Area

The subject property is located on the west side of Nelson mid-way between Rideau Street to the south and York Street to the north in the Rideau-Vanier Ward (Ward 12). The subject property has frontage of approximately 18.8 metres along Nelson Street, and a total site area of approximately 2,949.3 square metres (Figure 1).

Figure 1: Location Map

The irregularly L-shaped subject property is currently developed with one 2-storey metal sided warehouse building located at its rear. The property is otherwise occupied by surface parking. The two floors above grade are currently dedicated to office spaces and warehouse units, while the basement is used as a rental storage facility. Vehicular entrance and egress are located along Nelson Street. The outdoor parking lot generally follows the contour of the property and provides a total of approximately fifty (50) vehicular parking spaces.

Sidewalks are provided along the frontage of the property. Wooden poles also feature light standards along Nelson Street.

Although the majority of the property is hardscaped, medium-sized trees are present along the Nelson Street frontage. A Tree Conservation Report and Landscape Plan have both been completed by James B. Lennox and Associates Ltd. as part of this application.

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

2.1 Surrounding Area

The subject property is located in the heart of Lowertown. Rideau Street, a major east-west mainstreet, is located approximately 100 metres south, while King Edward Avenue, a major north-south mainstreet is located approximately 140 metres west of the subject property. The area surrounding the property is characterized by a broad mix of uses and building typologies including low, mid and high-rise residential and mixed-use buildings, office buildings, commercial buildings and institutional uses. Gradual infilling has occurred over the last decade. Rideau Street and King Edward Avenue are designated as Traditional Mainstreets, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the immediate neighbourhood. The site also benefits from close access (approximately 700 metres) to the Rideau LRT Station.

The surrounding uses vary and can be described as follows and depicted in Figure 3:

North: Directly abutting the north east portion of the subject property is an existing eight (8) storey mid-rise apartment building. This residential building has direct frontage along Nelson Street and is approximately 28 metres in height. Directly north of the property is an industrial property currently used as an auto-repair shop. Further north, a collection of low-rise apartment buildings, semi-detached dwellings and townhomes front onto York Street in the Lowertown neighbourhood. Building heights of up to 14.5 metres are permitted in this neighbourhood.

East: Across Nelson Street, to the east of the subject property are several low-rise townhomes and multi-plexes. These lands are zoned to permit building heights of up to six storeys (18 metres). Further, a Loblaws grocery store is located to the southeast of the property at the intersection of Nelson Street and Rideau Street. Moreover, the Jules-Morin neighbourhood park as well as the MacDonald Gardens neighbourhood parks are located to the east of the property. The Cummings Bridge is also located further east of the property, providing a vehicular, pedestrian and bicycle connection across the Rideau River between the Sandy Hill and Vanier neighbourhoods.

South: Directly abutting the subject property to the south is a one (1) storey building that is currently used as a restaurant. An existing surface parking lot servicing the Days Inn hotel which has frontage along Rideau Street is also located south of the property. Further south of the property is a high-rise residential use building that is ten (10) storeys in height. Lastly, Rideau Street is located approximately 100 metres south of the subject property and is characterised by office uses, restaurants, mixed-use residential and commercial buildings typical of a Mainstreet. Moreover, the Rideau Rapid Transit Station is located approximately 700 metres southwest of the property and provides efficient transit connections throughout the City.

West: Abutting the subject property to the west are several buildings which have direct frontage along King Edward Avenue. These include a low-rise theatre, a low-rise heritage building currently used as a recreational facility, open spaces, a surface parking lot and a recently redeveloped high-rise student residence. Further west across King Edward Avenue is the ByWard Market and Lowertown Neighbourhood.

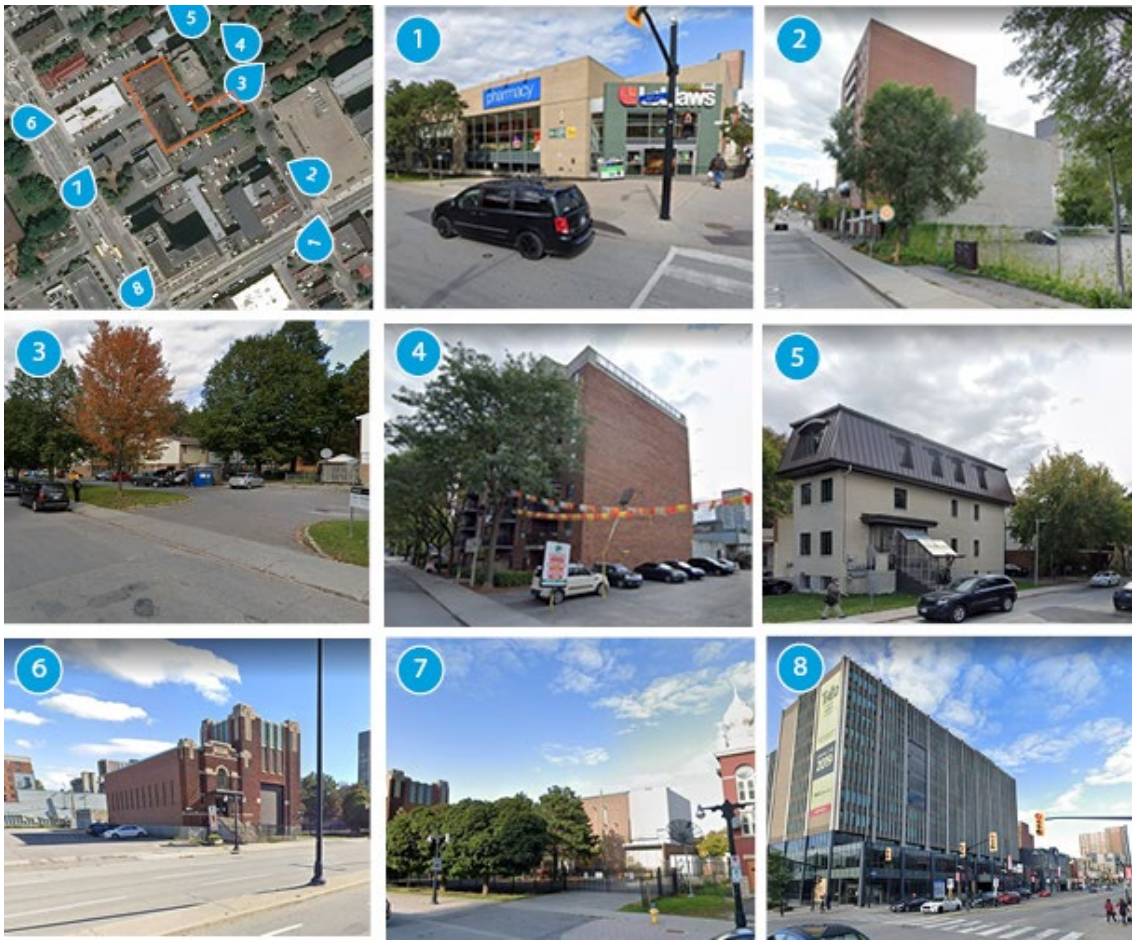


Figure 3: Surrounding Area

2.2 Transportation

The property is approximately 100 metres north of Rideau Street and 140 metres east of King Edward Avenue, which are both designated as Arterial roads pursuant to Schedule F (Central Area/Inner City Road Network) in the City of Ottawa's Official Plan (Figure 4). Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As Arterial roads, King Edward Avenue and Rideau Street provide efficient vehicular connections to the Downtown Core, the Provincial Highway, the Interprovincial bridges and to surrounding neighbourhoods. The property is also located approximately 200 metres southwest of Beausoleil Drive, which is designated as a Collector road pursuant to Schedule F. Collector roads are intended to connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than arterial roads. The design and construction of collector roads ensure that safe and efficient transit services are accommodated. As a Collector road, Beausoleil Avenue provides efficient vehicular and pedestrian connections to the Downtown core and to surrounding Arterial Roads.

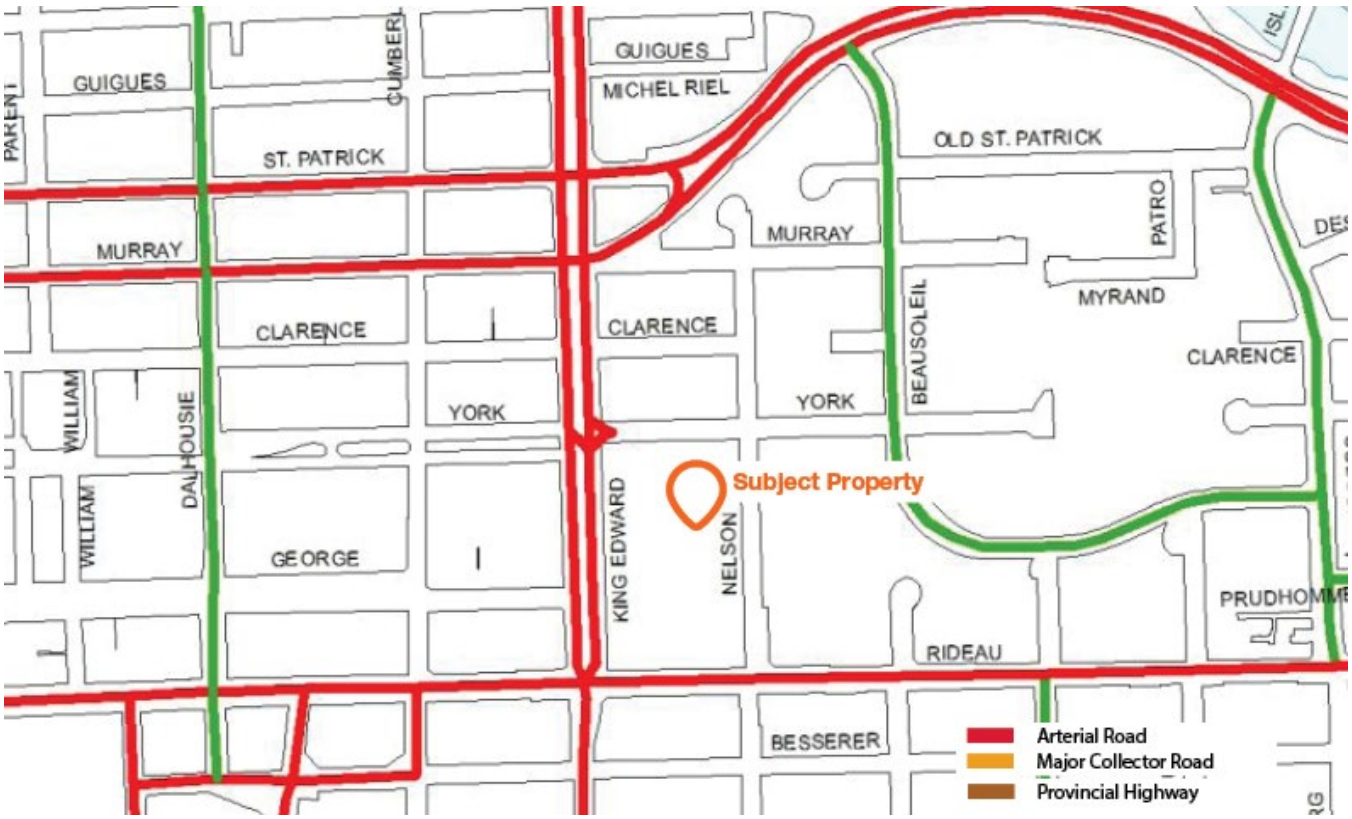


Figure 4: Schedule F – Central Area/ Inner City Road Network, Official Plan.

Pursuant to Schedule D of the Official Plan, the property is in close proximity to existing transit. The entirety of the property is within an 800 metre (approx. 700 metres walking distance) radius of the existing Rideau LRT Station. The Rideau Transit Station was part of Phase 1 of the Confederation Line which provides efficient connections between Tunney's Pasture at its west end and Blair Station at its terminus to the east. Further, Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan also identifies Rideau Street and King Edward Avenue as Transit Priority Corridors with continuous measures (Figure 5).

The nearest bus station is located approximately 170 metres walking distance south of the property at the intersection of Nelson Street and Rideau Street servicing OCTranspo Bus Routes #7, #14, #15, and #17 and #18. Stations are located on both the north and south side of Rideau Street. Bus Route #7 generally runs in an east-

west direction providing a connection between the St. Laurent Mall at its east end and Carleton University at its terminus to the west while bus Route #14 generally runs in an east-west direction providing a connection between the St. Laurent Mall at its east end and Tunney's Pasture at its terminus to the west. Bus Route #15 generally runs in an east-west direction providing a connection between the Blair Transit Station at its east end and Parliament at its terminus to the west while Bus Route #17 generally runs in a north-south direction providing a connection between Saint Patrick Street at its south end and Cegep Gabrielle Roy in Gatineau at its terminus to the north. Further, another bus station is located approximately 220 metres walking distance west of the property at the intersection of King Edward Avenue and George Street servicing OCTranspo Bus Route #56. Bus Route #56 generally runs in an east-west direction providing a connection between Union Street at its east end and the Tunney's Pasture at its terminus to the west.

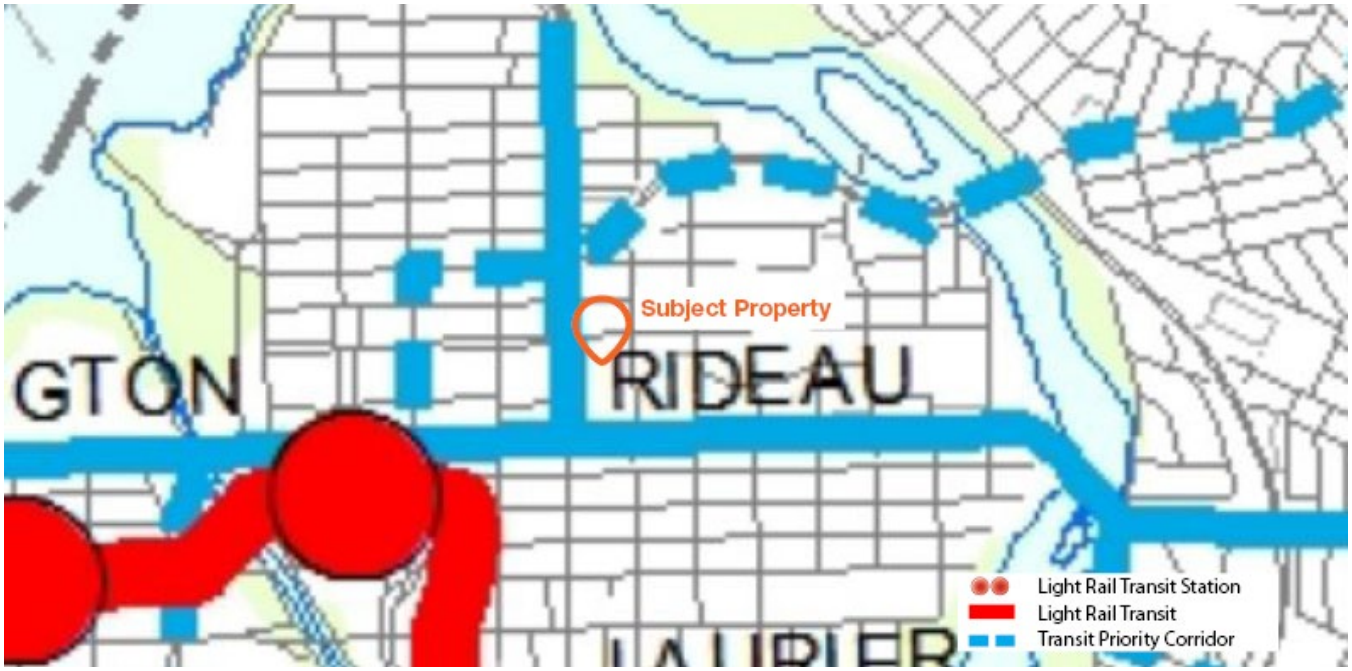


Figure 5: Rapid Transit and Transit Priority Network – Official Plan Schedule D

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

The site is also well serviced by city-wide and community-level multi-use pathways along the Rideau Canal pathway, as identified on Schedule I of the City of Ottawa Official Plan.

Figure 6: Schedule C - Primary Urban Cycling Network

2.3 Neighbourhood Amenities

As a site located in Lowertown and directly east of the Downtown core, the subject property enjoys proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, retail shops, and coffee shops. The surrounding neighbourhood also benefits from access to one (1) large grocery store along Rideau Street approximately 100 metres north of the site – Loblaws at 363 Rideau Street and one (1) specialty grocery store within a 10-minute walk – La Bottega Nicastro at 64 George Street. The property is also located approximately 900 metres east of the Rideau Centre.

The site is well-served with respect to parks, community facilities and institutions being within walking distance of the following:

- Major's Hill Park;
- Jules Morin Park;
- Macdonald Gardens Park;
- Confederation Park;
- University of Ottawa Campus;
- ByWard Market;
- De La Salle Public High School;and
- Elisabeth Bruyère Hospital.

3.0
Proposed Development and Design Brief

3.1 Proposed Development

Smart Living Properties in partnership with Forum Equity has retained Woodman Architect and Associate Ltd to prepare a development concept which proposes to demolish the existing building and construct a mid-rise, mixed-use L-shaped development over a total of nine (9) storeys. Along the north wing, transitions from nine (9) storeys to six (6) storeys and further to a one (1) storey podium, while along the west wing the nine (9) storey built form transitions to five (5) storeys with a one (1) storey podium. The proposal includes a total of 322 residential units including a mix of studios, one-, two- and three-bedroom units. The building follows the irregular L-shape of the property and proposes a well articulated entrance along Nelson Street. The building has a total height of 30 metres, conforming to the previously approved Zoning By-law Amendment.

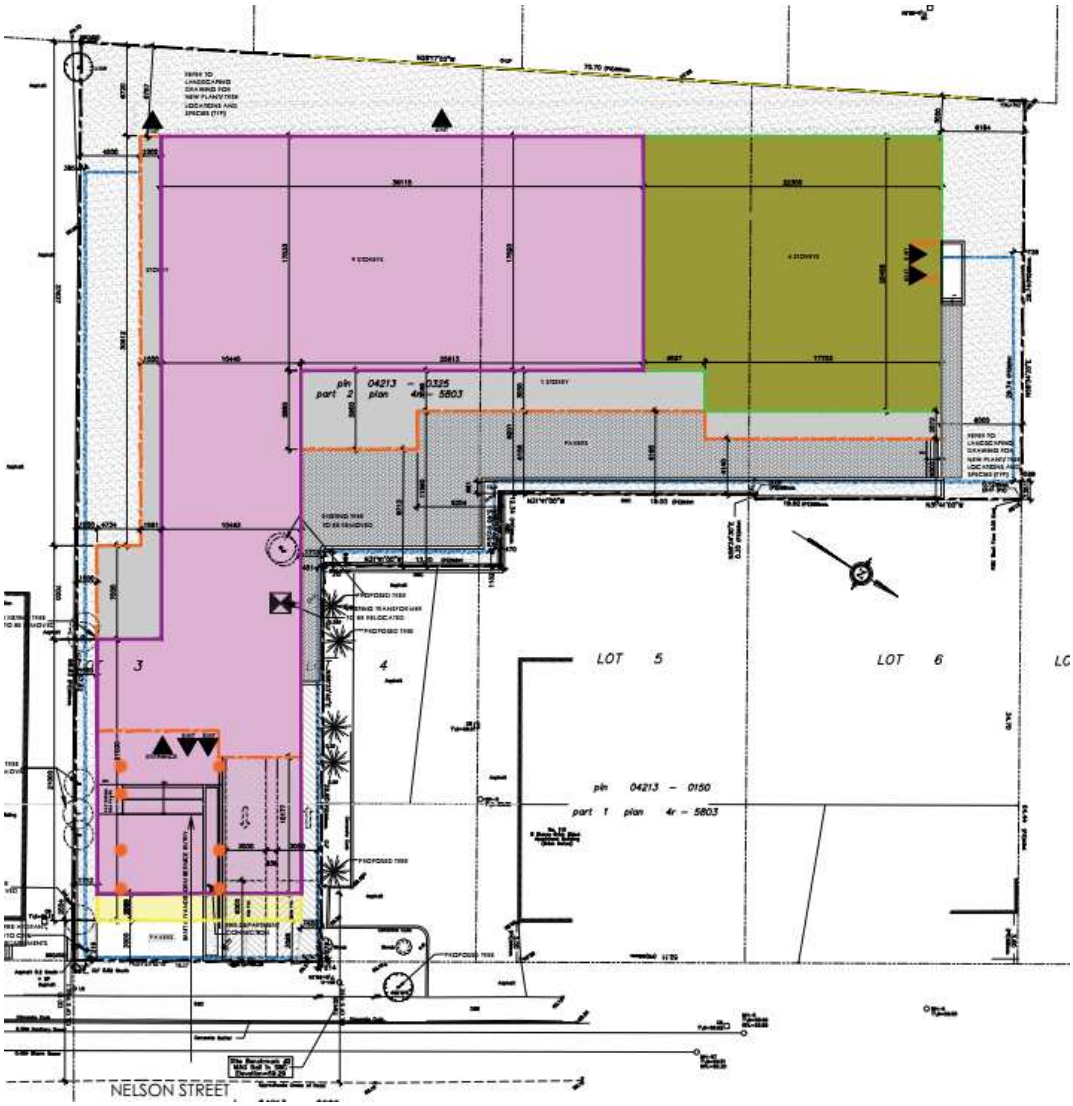


Figure 7: Site Plan

With the exception of a proposed six (6) storey built form along the west wing instead of a five (5) storey built form, the development proposes to maintain the height and general massing of the previously approved Zoning By-law Amendment. This increase in height along the west wing is a result of a specialized Can-Am building system that is being contemplated for use. This system requires greater floor-to-ceiling height and better accommodates the requirements needed to provide for geo-thermal and solar energy initiatives within the building. The building contains a total of 322 units in nine (9) storeys over a GFA of 10,678 square meters, on a floorplate of 1,411 square metres. Vehicular parking is proposed to be located within a one (1) level underground parking garage, for a total of 20 vehicular parking spaces. Up to four (4) car-share spaces are being contemplated by the development team, although this has not yet been finalised. A total of 322 bicycle parking spaces are also proposed. Bicycle parking is proposed to be located within the underground parking garage.

The main entrance to the residential units will be from a lobby via Nelson Street. Regular vehicular access to the underground parking garage is through a proposed two-way ramp that is located off Nelson Street. Storage, including waste collection needs for the proposed development, will be contained within the building to minimize any disruption to adjacent properties.

A generous combination of common indoor and outdoor amenity areas and private balconies are proposed for building residents, while a green path winding around the eastern and southern periphery accessed from Nelson Street provides the opportunity for more intimate outdoor space at-grade. A total of 2,900 square metres of amenity space is provided. A green roof is also proposed above the 9th storey.

3.2 Building Design

3.2.1 Building Massing and Transition

In response to neighbourhood context the proposed development has been shaped to respect and reflect the surrounding and planned function of the area as it transitions from the high-rise node along Rideau Street to the south towards the lower profile area to the north along York Street. Similarly, the building also responds to the existing and planned context along the King Edward Avenue Traditional Mainstreet, characterized by mid-rise building heights.

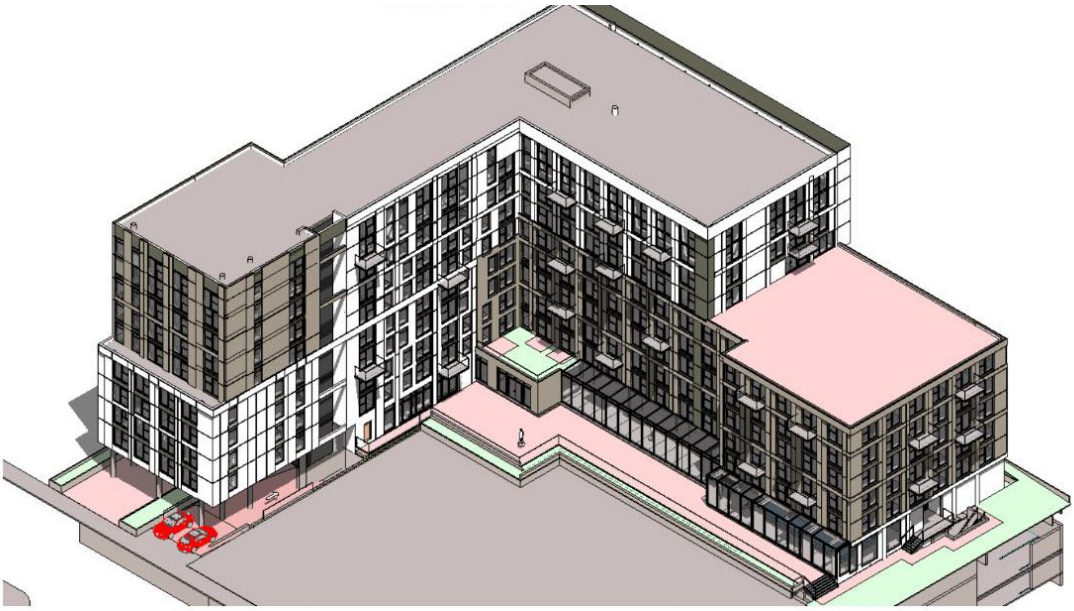


Figure 8: Aerial View of the proposal

In addition to the use of various strategically placed stepbacks, the mass of the building is further broken up through the use of differing material, fenestration and balconies. Materiality of the proposal has been inspired by the eclectic finishing displayed within the surrounding neighbourhood. The five-storey podium with frontage along Nelson Street is reinforced through the high-quality materials that compliment the existing streetscape. A stepback above the fifth floor along the Nelson Street frontage also ensures that the ninth floor is recessed from the neighbouring residential properties. Along the east wing, the building face is significantly stepped back to ensure that the building is further recessed from the neighbouring residential properties with frontage along York Street. This is enhanced by an additional stepback above the six (6) storey podium ensuring that nine (9) storey portion of the proposal is setback from the northern property line and the neighbouring residential properties (Figure 9). A one (1) storey podium is also proposed along the northeastern property line providing adequate transition and separation to the mid-rise building located at 110 Nelson Street. A one (1) storey podium has also been provided along the southern property line to ensure adequate separation between any future developments. The proposed setbacks and stepbacks reduce the overall massing of the building while ensuring an appropriate transition to the neighbouring low-rise residential neighbourhood to the north and east. These elements also ensure that the 9th floor is architecturally integrated into the building. This proposal implements the massing that was contemplated and approved through the 2018 re-zoning.

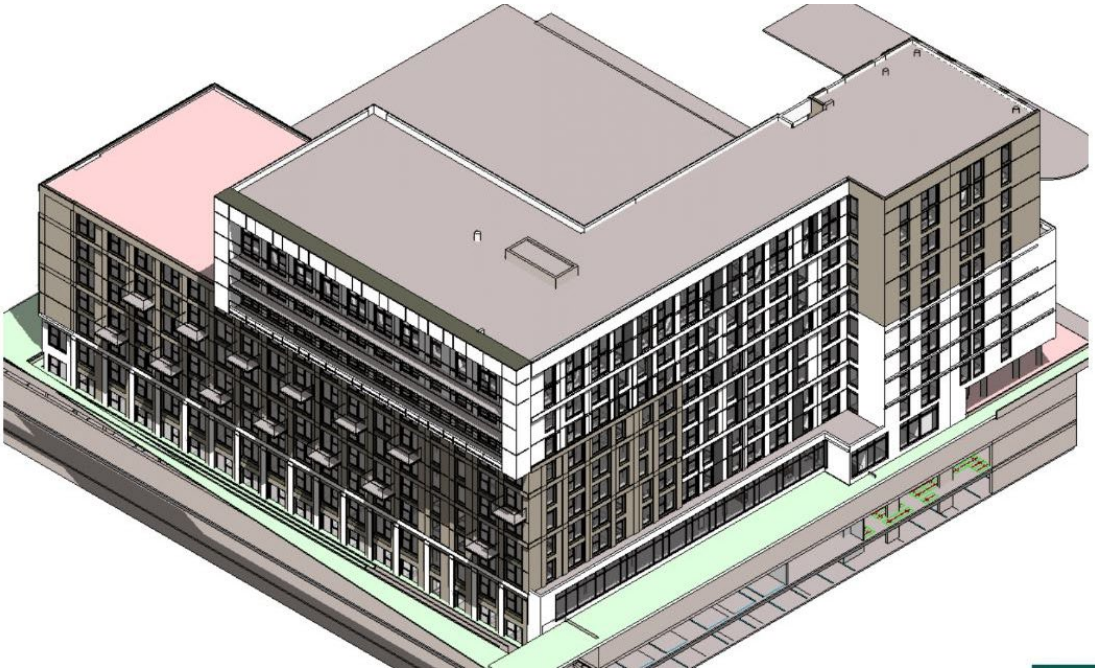


Figure 9: Aerial view of the proposal

3.2.2 Views

The views along Nelson Street, York Street, King Edward Avenue and Rideau Street demonstrate how the building stepbacks and materiality complement the existing context and provide transition. As shown in Figures 10, 11 & 12, the ground floor facades feature a lighter finishing thereby enhancing the public realm while the upper storeys offer an interesting architecture alternating between light and dark materiality. The outdoor terrace above the 6th floors is located to take advantage of sunlight exposure for users, while also reducing massing impacts for neighbouring residents. The residential nature of the building allows for balconies, creating visual interest and architectural articulation, while providing private amenity space for residents. The ninth floor has been significantly pulled back from the northern property line thereby mitigating any overlook impacts and ensuring visual interest of the proposed building.

Figure 10: View of the proposal from York Street

The building design includes a range of materials, including brick and metal cladding and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade, delineating the podium. Ground level façades are fenestrated to create a positive relationship and interface between the building and the public realm.

Figure 11: View of the proposal from King Edward Avenue

Figure 12: View of the proposal from the east along Nelson Street

With the exception of the rear face of the building, a retaining wall is proposed to wrap around all other faces of the development. The retaining wall will be anchored to the main building and is essentially an extension of the underground parking garage foundation. As shown in the cross-section below, the wall will have a maximum building height of 0.3 metres. As this feature is visible above grade the City's Zoning By-law considers this part of the main building and therefore will require relief from setback provisions.

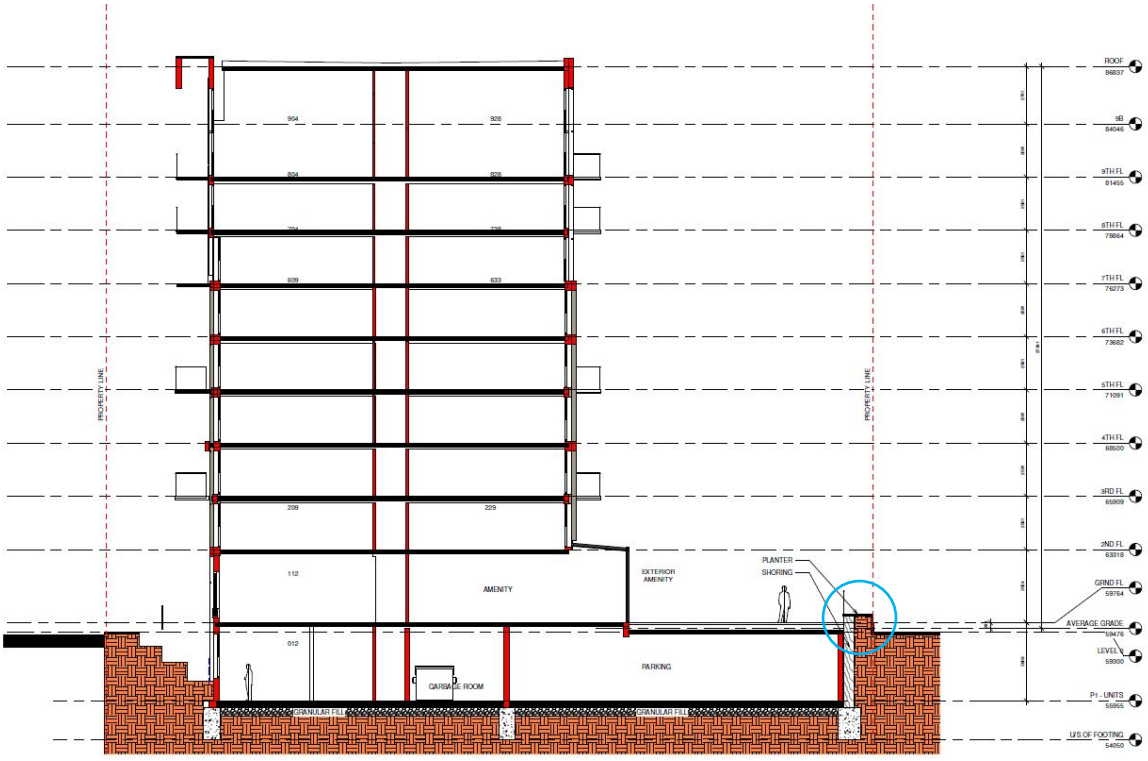


Figure 13: Cross-Section of proposed retaining wall

3.3 Streetscape and Public Realm

The proposed development includes improvements along the public right-of-way, including Nelson Street. The inclusion of new street trees and a semi-public plaza advance the animation and pedestrian friendliness along all this frontage. A generous amount of glazing and cantilevered second floor creates a strong street presence. Further, a recessed parking garage entrance avoids any interruptions in the active frontage along the street while reducing conflicts between vehicles, pedestrians and cyclists.

The treatment of the five-storey podium, with generous windows provides visual transparency and improved safety for pedestrians in the area. The podium along Nelson Street has been designed to reinforce the street edge, but, also to mimic adjacent buildings in height and mass to compliment the public realm. The pedestrian wind study completed by Gradient Wind Engineering confirmed that wind conditions over surrounding sidewalk, within the proposed amenity spaces at the second and seventh level, and in the immediate vicinity of the building are predicted to be largely suitable for intended uses throughout the year.

Figure 14: View of the proposal from Nelson Street

The L-shaped design of the building allows for natural light and balcony space to be maximized for all units, while allowing for an internal green path along the base of the building. This green path and proposed landscape buffer long the periphery of the building offers an intimate outdoor setting accessible to residents. Softscape materials such as trees, shrubs and raised planter beds provide elements that will further animate the space.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

Policy 1.1.3.1 of the PPS states that 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.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to **Policy 1.1.3.3** of the PPS, 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.

Policy 1.4.3 of the PPS states that 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:

a) establishing and implementing minimum targets for the provision of housing which is affordable for low- and moderate-income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
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; and
f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.7.4 of the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1(b) of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

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

4.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

4.2.1 Managing Growth

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

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. **Policy 11** states that the distribution of appropriate building heights will be determined by:

- The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

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

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

While the Official Plan identifies specific land use designations as target areas for intensification, **Policy 22 of Section 2.2.2** states that the City also supports compatible intensification in other locations within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1, discussed in further detail below.

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

The proposed development comprises of residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below. Though not located within an identified Target Area for Intensification under Section 2.2.2, the subject property can support taller building heights due to the unique context, configuration and size of the property. The site is located within 800 metres of the existing Rideau LRT station and is located 100 metres north of Rideau Street and 140 metres east of King Edward Avenue which are both identified as a Transit Priority Corridors per Schedule D, providing an opportunity for higher-density, transit-oriented development within Ottawa's urban core. The development provides a design compatible with adjacent existing development and presents an appropriate building height and form as further discussed herein. As discussed in greater detail below, the proposed development has been diligently designed with respect to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area.

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

4.2.2 Land Use Designation

The property is designated **"General Urban Area" on Schedule B** (Urban Policy Plan) in the City of Ottawa Official Plan. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

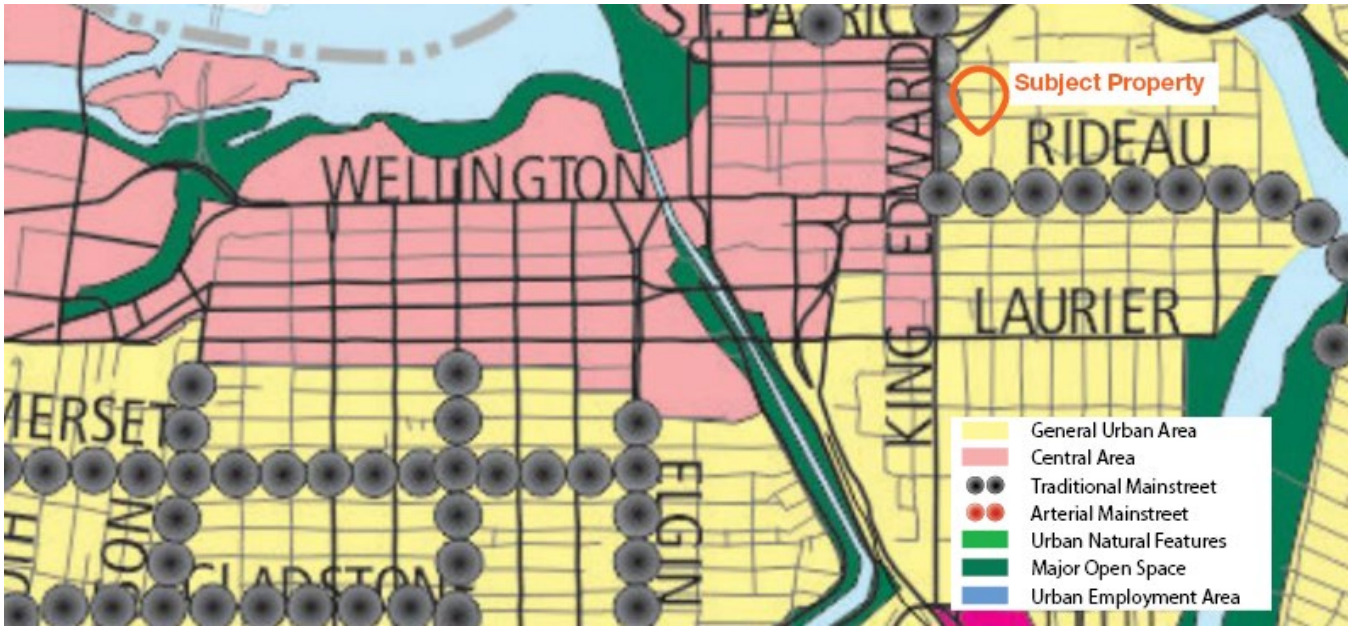


Figure 15: Excerpt of Schedule B of the Official Plan - Urban Policy Plan

Policy 1 of Section 3.6.1 notes 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.

Policy 2 states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys).

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

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

The proposed development at 9-storeys in building height is considered mid-rise, which is above what is encouraged in the General Urban Area; however, the proposal meets criteria outlined in Section 3.6.1.4. The property is in an area characterized by sites zoned for taller buildings. Directly north and south of the subject including an 8-storey residential use building (north) as well as a 10-storey residential use building (south). The lands provide an ideal context-sensitive opportunity for intensification. The lands along Rideau Street (exactly 1 block south and approximately 100 metres from the site) as well as the lands along King Edward Avenue (approximately 140 west of the site) permit buildings that are up to 9-storeys in height, while the surrounding neighbourhood is planned to permit residential buildings with maximum heights of 14.5 metres (approximately four (4) residential storeys). While the lands do not have direct frontage on an Arterial Road as per the policy recommendation, they are located approximately 800 metres walking distance from the existing Rideau LRT Transit Station and metres away from existing bus stops as noted above.

Policy 5 states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the urban area, the City will:

- Assess the compatibility of the new development as it relates to the existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- 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.

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

As discussed, the proposed development contributes to the existing mid- and high-rise built form and provides a transition from the high-rise building located south of the subject lands along Rideau Street towards the low-rise neighbourhood located to the north along York Street. Located adjacent to two (2) Traditional Mainstreets as well as established low-rise Lowertown neighbourhood, the atypically large lot provides a unique opportunity to soften the interface between the high-rise context to the south and the low-rise context to the north. The design is sensitive to the low-rise uses adjacent to the subject lands and features a stepped back envelope above the fifth and sixth floors.

The proposed residential-use building provides for additional rental units to the community increasing the range and mix of housing supply to the area. The proposal will also provide affordable housing units, through and agreement with the City. Further, due to the property's proximity to the identified Rideau Street and King Edward Avenue Transit Priority Corridors and existing Rideau LRT station, the proposed development assists in promoting transit uses and can contribute to a greater supply of transit users. Given its proximity to a two (2) Traditional Mainstreets and the Central Area, the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.

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

4.2.3 Urban Design and Compatibility

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development is of a compatible form and typology. Consideration has been taken to design elements of the building to mitigate negative impacts on the adjacent low-rise neighbourhoods as described in greater detail below.

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

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

- The architectural design of the proposed mid-rise residential building exhibits high quality materials and interesting architecture within the established Lowertown urban fabric.
- The proposed development will enhance the sense of community by locating an attractive building façade along the Nelson Street frontage.

2. It defines quality public and private spaces through development

- The development proposal orientates the principal façades and main entrance of the building to the Nelson Street frontage.
- Along the street frontages, a minimum three-metre setback at ground level, as well as an additional two-metre setback above the fifth floor have been provided to create an appropriate pedestrian experience at grade.
- The development proposes to replace the existing building with a well-designed and architecturally interesting mid-rise residential building.
- The development incorporates high-quality materials including brick and glass resulting in an improved streetscape further enhanced through landscaping.
- The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features to accentuate the main entrances.
- The proposed parking area is concealed within the building.
- The proposed development provides residents with quality amenity space proposed throughout the building.
- Undesirable overlook and sun-shadowing impacts on existing properties are minimized by setbacks. Communal and private balconies have been strategically located such that there are minimal overlook impacts on the adjacent properties.

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

- The proposed development has been designed to be universally accessible.
- The proposed development has been designed with active spaces such as the lobby, as well as with significant glazing into the living areas of units that will maximize overlook into the surrounding public spaces supporting the notion of ‘eyes on the street’.
- Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- The proposal makes efficient use of the existing Rideau LRT transit station to encourage active transportation and transit use.

4. It respects the character of existing areas

- The development proposal creates a sense of human scale through architectural massing and detailing to provide greater visual interest.
- The base of the building has been intentionally designed with darker materiality to complement the existing character of the surrounding neighbourhood.
- The proposed development integrates street tree planting, fenestration and a defined entrance to create a uniform and improved streetscape.
- The design, with nine (9) storeys provides a compatible height with the existing and planned context.

5. The proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- The proposed development helps to achieve a more compact urban form.
- The development accommodates the needs of people within a broad range of income brackets and life stages.
- The development accommodates affordable housing units.

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

- Proposed landscape features, including soft landscaping on the ground-floor along all the border of the building, a rooftop community garden above the 6th storey allows for natural water percolation while reducing the heat island effect.
- The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

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

- An active land use in proximity to rapid transit is proposed, creating opportunities to meet daily needs by alternative modes of transportation.
- Landscape elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
- The proposal is considering the Can-Am light gauge steel panelized system, which provides for geo-thermal and solar energy initiatives within the building.
- The development provides a supply of bicycle and scooter parking spaces as well as storage lockers and maintenance areas, to facilitate alternative modes of transportation by residents and visitors.

4.2.4 Urban Design and Compatibility

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

Policy	Proposed Development
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: - Setbacks, heights and transition; - Facade and roofline articulation; - Colours and materials; - Architectural elements including windows, doors and projections; - On site grading; and - Elements and details that reference common characteristics of the area.	The proposed development provides a consistent street wall along Nelson Street. The architectural articulation along this frontage proposes a five (5) storey podium and stepbacks above the fifth storey create visual interest and an appropriate building transition to surrounding development in the neighbourhood. Significant setbacks and intentional stepbacks along the north interface of the development ensures sufficient separation from the existing low-rise buildings. Intentional stepbacks along the northeast interface ensure a transition to the neighbouring mid-rise building is maintained. Lastly, stepbacks along the south face of the building ensure that sufficient separation is maintained between the proposal and any future buildings (given that the existing lot is currently developed with a surface parking lot). Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with the surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.

6. Orient the principle facade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Principal entrances are oriented towards the public Nelson Street frontage, improving interaction with the public realm. Ground floor facades are intentionally designed with additional fenestration. These elements work together to enhance the interface with the street and improve safety through passive surveillance. The front façade along Nelson Street also includes the introduction of a semi-public space creating an inviting environment, improved streetscape and direct interaction with the public realm.
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. 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.	Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.
9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The rooftop service equipment and amenity space access have been incorporated into the upper floors of the building.
Massing and Scale	
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;**	There is a broad mix of zones on the adjacent properties ranging from Traditional Mainstreet and Industrial to Residential Fourth and Fifth Density zoning. The R5B zoning of 260 Nelson Street directly east of the subject property permits high-rise apartment dwellings at heights up to 18 metres. The proposal recognizes that it directly abuts Industrially-zoned properties to the north and south thereby reducing any potential impacts on overlook and privacy. The proposal also recognizes that most buildings in the direct vicinity, including the current building on 112 Nelson, sit directly on the rear property line and do not provide any rear yard setbacks. The proposed development will improve the status quo by offering a 3-metre rear yard setback. This will provide more light and air between properties, but specifically those building that front onto King Edward Avenue should they be redeveloped over time. Lastly, it is important to note that strategic setbacks and stepbacks have been proposed along the northeast periphery of the property ensuring a significant building separation to the existing neighbouring 8-storey building located at 110 Nelson Street.

The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.	
11. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.	As discussed above, the proposed mid-rise building performs a key role (and function) in providing a building transition from the high-rise corridor along Rideau Street towards the low-profile area on York Street. Similarly, the planned function of the King Edward Avenue Traditional Mainstreet, characterized by mid-rise building heights (6 storeys), also plays a complimentary role in providing the transition in building heights. Further, stepbacks above the first, fifth and sixth floors ensures varied massing of the building and further integration of the building into its surrounding context. As the proposed development is located on a generally large lot, the design has taken steps to balance the appropriateness of the envisioned mid-rise development and compatibility with the existing neighbourhood.
12. Building height and massing transitions will be accomplished through a variety of means, including: a. **Incremental changes in building height (e.g. angular planes or stepping building profile up or down);** c. **Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);** **Building setbacks and step-backs.**	At the site level, the core mass of the building (9-storey element) has been strategically and intentionally placed away from the existing mid-rise building at 110 Nelson as a means to mitigate any impacts. This is being achieved by progressively and incrementally stepping the extremities of the building back and concentrating its mass towards the core of the building. By carving out large sections of the proposed building in areas that abut the existing 8-storey building, more light and air will be able to filter through. Privacy concerns, including issues related to overlook, are reduced by shifting the building's mass away from the existing 8-storey building. In addition to providing a significant building-to-building separation, the generous stepbacks at the rear of the building will help to mitigate undue adverse impacts on abutting properties. Further building stepbacks are proposed for the rear section of the building, forming a 45-degree angular plane to mitigate impacts to the neighbouring properties. While the building stepbacks along Nelson Street are employed to visually reduce the mass of the building, the large stepbacks at the first, fifth and sixth storeys are being utilized for different reasons. In addition to reducing the overall mass of the building, the 9 storey building segment transitions from the higher density area of Rideau Street downwards towards the lower profile neighbourhood to the north. These stepbacks and terracing will add value by creating useable exterior space for residents and also serve important outdoor recreational function such as gardening and outdoor amenity space. A variety of building materiality, colors and fenestration ensure that the building addresses the street and the existing character of the surrounding neighbourhood. The materiality of the podiums is distinct from the remainder of the building resulting

	in a visual transition and an effect that serves to reduce the overall mass of the building. The vertical articulation of the windows and balcony spaces further breaks up the massing of the building to reflect a finer grain building form that is appropriate for a transitional building.
Outdoor Amenity Areas	
19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Additional outdoor amenity area for residents is being provided on a rooftop patio. The patio has been significantly setback from the northern property line in order to mitigate possible issues related to overlook and privacy to the neighbouring residential development to the north.
20.Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	Amenity space is provided via a combination of private balconies, private terraces, and indoor and outdoor rooftop amenity rooms. A significant amount of the first two floors of the development will be attributed to indoor amenity spaces thereby promoting community gathering and interaction.

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

4.3 City of Ottawa Draft Official Plan (November 2020)

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

- Most of the draft Plan was released on November 20th, 2020. It is our understanding that comments on this draft were due by March 12th, 2021.
- A second draft of the OP is expected to be released before it is considered by the Joint Committee in September 2021.
- The new Official Plan is scheduled to go to Council for endorsement in the Fall, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The

Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

The proposed development supports the intensification target put forward for the new Official Plan in proximity to rapid transit, and transit priority corridors. The intensification at this location, contributes to a land use pattern that is consistent with the 15-minute neighbourhood.

4.4 Bird Safe Design Guidelines

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to "inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions."

The document requires development to consider a total of seven (7) Bird Safe Guidelines. They are as follows:

- Consider the environmental context;
- Minimize the transparency and reflectivity of glazing;
- Avoid or mitigate design traps;
- Consider other structural features;
- Create safe bird-friendly landscaping;
- Design exterior lighting to minimize light trespass at night; and
- Avoid nighttime light trespass from the building's interior.

The above-noted guidelines including glazing, lighting and landscaping which are typically discussed at the Site Plan stage. As the proposal gets refined bird-friendly and safe glazing, placement of exterior lighting and tree and shrub species selection will be considered.

4.5 Zoning By-law 2008-250

The subject property is currently subject to the 'Residential Fifth Density Zone, Subzone B, Exception 2664, Schedule 421, Holding Symbol R5B[2664] S421-h.

The purpose of the R5 zone is to:

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

The R5B Subzone permits **mid-rise apartment dwellings**.

While the site is located within the Mature Neighbourhoods Overlay, the provisions of the overlay do not generally apply beyond low rise-built form. The proposal is considered a mid-rise apartment building.

4.5.1 Zone Provisions and Analysis

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, Subzone B with site-specific provisions including a maximum six (6) storey podium height of 19.8 metres along the east wing, and a reduced parking rate (R5B [X] H(30) S(XXX)).

The following table provides a summary of the Residential Fifth Density, Subzone B as detailed in Zoning By-law 2008-250. The table demonstrates how the development meets the provisions. The subzone provisions for a mid-rise apartment dwelling have been used to assess the proposal's compliance with the current zoning. Areas of non-compliance are noted with an '✘'.

Table 1: Zoning Summary

Zoning Mechanism	Requirement (Mid-Rise Apartment building)	Proposed	Compliance
Minimum Lot Area	1,400 m^2	2,949m^2	✓
Maximum Building Height	30m	30m	✓
Permitted projections above height limit	Mechanical/Service Penthouse: 4.5m	Height of Mechanical Penthouse: 4.5m	Permitted projections above height limit
Maximum Heights for Individual storeys	1 storey: 4m 4 storeys: 14m 5 storeys: 17m 9 storeys: 30m	1 storey: 4m 5 storeys: 17m 6 storeys: 19.8m (if built with Can-Am building system) 9 storeys: 30m	✓ ✓ ✘ ✓
Minimum Lot Width	18.4m	18.4m	✓
Minimum Front Yard Setback	Along Nelson: 3m and additional 2m stepback above 5th storey	3m and additional 2m stepback above 5th storey	✓
Minimum Rear Yard Setback	3m – 6.3m	3.3m to 6.3m	✓
Minimum Interior Side Yard Setback	Southern interior lot line (abutting 134 Nelson): 1.5m – 4.5m with additional 1.5m setback above 4th storey Southeastern interior lot line: 1.5m	1.5m-4.5m with additional stepback of 1.5m above 1st storey 1.5m	✓ ✓

Zoning Mechanism	Requirement (Mid-Rise Apartment building)	Proposed	Compliance
	Eastern interior lot line (abutting 110 Nelson): 4.5m with additional 1.5m stepback above 4th storey with a 1.7m stepback above 5th storey	4.5m – 11.7m with additional 1.5m stepback above 1st storey to 6 storeys instead of 5 storeys	✓
	Northern interior lot line (abutting 100 Nelson): 4.5m with an additional 1.5m stepback above 4th storey to a maximum height of 5 storeys	6m to a maximum height of 6 storeys	✓
Retaining Wall (part of the building foundation)	Along Nelson Street: 3m	0.21 – 0.28m with a maximum built height of 0.3m	✗
	Southern interior lot line (abutting 134 Nelson): 1.5m – 4.5m	0.38m - 0.86m with a maximum built height of 0.3m	✗
	Southeastern interior lot line: 1.5m	0.21m – 0.45m with a maximum built height of 0.3m	✗
	Eastern interior lot line (abutting 110 Nelson): 4.5m	0.99m – 1.1m with a maximum built height of 0.3m	✗
	Northeastern interior lot line (horizontal): 1.5m	0.47m with a maximum built height of 0.3m	✗
	Northeastern interior lot line (vertical): 1.5m	0.86m – 1.35m with a maximum built height of 0.3m	✗
	Northern interior lot line (abutting 100 Nelson): 4.5m	0.6m – 0.74m with a maximum built height of 0.3m	✗
Minimum Landscaped Area	30%	36%	✓
Amenity Area	Total min. 6m2/unit= 322 x 6 = 1,932m^2, a minimum of 50% of the required total	Total: 2,900m^2 Communal: 2,455m^2 Balconies: 445m^2	✓

Zoning Mechanism	Requirement (Mid-Rise Apartment building)	Proposed	Compliance
	amenity area (966m^2) must be communal and aggregated into areas up to 54 m^2		

4.5.2 Parking Provisions

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

Zoning Mechanism	**Zoning Provision**	**Proposed**	Zoning Conformity
Min. Vehicle Parking Spaces	0.4/DU -12 units = (322-12 x 0.4) = 124 spaces	14 spaces	✘
Min. Visitor Parking	6 spaces	6 spaces	✓
Parking Space Dimensions	Min: 2.6m wide / 5.2m long (up to 40% reduced to 2.4m wide and 4.6m long)	Min: 2.6m wide / 5.2m long	✓
Bicycle Parking Spaces	Resident: 0.5 spaces per unit = 161 spaces	322 spaces	✓
Access Aisle for Bicycle Parking	Minimum width: 1.5m	1.5m	✓
Dimension and type of Bicycle Parking Spaces	Min: 0.6m wide/1.8m long (horizontal) Min: 0.5m wide/1.5m long (vertical) Stacked not currently permitted	0.6m wide/1.8m long (horizontal) 0.5m wide/1.5m long (vertical) Stacked	✓ ✓ ✘
Driveway Width	Minimum width of a driveway providing access to a parking lot or parking garage is 6 m for a double traffic lane for a parking garage.	Double traffic lane providing access to parking garage is 6.7m wide.	✓
Aisle Width	Min. 6.0m	6.0m	✓

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

4.5.3 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fifth Density (R5B) zoning of the site and to introduce new site-specific provisions to address a six (6) storey podium, permitting the building's foundation to be used as retaining walls, reduced vehicle parking spaces and allowance for stacked bicycle parking. The following is appropriate for the proposed development:

- **Six-storey podium and associated building height:** As shown on the site plan and described herein, the maximum proposed height is 30 metres with several height transitions incorporated within the building design to provide appropriate setbacks and stepbacks to the surrounding neighbourhood. The proposed 30 metre height conforms to the Official Plan policies and the previously approved Zoning By-law Amendment. However, this amendment seeks to provide a six (6) storey podium with a maximum building height of 19.8 metres along the east wing, instead of the previously approved five (5) storey podium with a maximum building height of 17 metres. The principal reason for the increase in maximum building height is the incorporation of a Can-Am light gauge steel panelized system. This system requires a greater distance between floors to provide flexibility for geo-thermal and solar energy initiatives within the building. These "green" elements contribute to the building's efficiency and sustainability. Additionally, efforts have been taken to reduce any possible impacts of the proposed height by providing a significant stepback of 6.0 metres between the building face and the property line. If the Can-Am system is not used, the maximum building height of the existing zoning for this section of the building will be met, however it will still be 6 storeys, still requiring a change to Zoning Schedule 421 as it references height it both storeys and metres.

- **Retaining Wall:** With the exception of the rear face of the building, a retaining wall is proposed to wrap around all other faces of the development. The retaining wall will be anchored to the main building and is essentially an extension of the underground parking garage foundation. This construction approach is preferred over that of "landscape" retaining walls as it is easier to maintain and is structurally sounder. As shown in the cross-section provided within the rationale (Figure 13), the wall will have a maximum building height of 0.3 metres. The placement of this "wall" will result in a front yard and interior side yard reduction as stipulated in the zoning table above.
- **Minimum Resident Vehicle Parking:** The developer is seeking a reduction of the minimum resident parking from the required minimum of 124 spaces to 14 spaces. Considering the subject property's proximity to amenities on Rideau Street, King Edward Avenue and to the relatively new Rideau LRT Station, and as parking demand in the Downtown core tends to be trending downwards, this amendment is minor in nature. Efforts have also been taken to encourage active transportation by proposing a total 322 bicycle parking spaces, which far surpasses the Zoning By-law requirement. The proposal will also include a total of nine (9) scooter parking spaces. Car-share initiatives are also being explored but have not yet been finalised.

- **Bicycle Parking Provision:** To provide flexibility for accommodating bicycle parking on the site, it is requested that the Zoning By-law Amendment include provisions for bicycle parking spaces to be permitted in a stacked fashion or other such provisions that would permit alternative options. We would also request that Table 111B as well as Subsection 111(11) not apply to the subject property. The proposal includes a total of 322 bicycle parking spaces which far exceeds the Zoning By-law requirement and provides a 1:1 ratio. It is important to note that the Omnibus By-law (2021-215) addresses this provision, and this amendment would not be required if passed. However, at the time of this submission, the By-law is not yet in full force and effect.

5.0
Supporting Studies

5.1 Design Brief

Woodman Architect and Associate Ltd prepared an accompanying Design Brief for the proposed development.

The Brief highlights that a two-storey façade supergrid has been introduced to create modularity to the design. A balcony strategy has been introduced to reinforce the residential character of the building, to provide the opportunity to introduce a green component to the design and, through strategic placement, provide solar shading where concentrations of sunlight are expected. The two-storey façade grid will be a pre-manufactured panelized textured, molded and mechanically fastened series of components framing indented infill elements (minor) made up of textured metal panels and glazing in metal frames.

The Design Brief also touches on circulation in and around the proposal. The principal pedestrian access is indented from the street and separated by a pedestrian parquet. The point of entry is elevated from the street level and is connected by a combination of ceremonial steps, landings, and a ramp. The path of travel to the elevators has a gated control point and a visual interconnectivity experience with numerous amenity options and an outdoor terrace. On the upper levels, each permitted space-plan floor is divided into up to 40 suite elements accessed by a central spine corridor. Levels seven through nine are reduced in area and replaced with a large communal roof terrace at the roof of level seven. The north staircase serving the upper three floors has been offset but remains connected to the staircase serving the lower floors of the building.

The Design Brief also highlights the sustainability standards that the proposal aims to achieve.

5.2 Site Servicing Report and Erosion and Control Plan

WSP consulting prepared the Site Servicing Report and Erosion Control Plan report to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property. The report identifies that runoff collected from the project site will be directed to a cistern with a minimum storage volume of 69 m3 to control the 100-year event. The peak 100-year discharge from the site is 31 L/s, which meets the allowable release rate of 31 L/s.

Water treatment is provided by an OGS unit placed just upstream of the city storm sewer connection.

The development will be serviced by 250 mm storm service connection with a proposed maintenance hole on the existing 450 mm storm sewer on Nelson Street. As described in the Stormwater Management Report, runoff from the new development area of the site will be collected by a network of roof and surface inlets (deck drains above the underground parking lot) and storm sewers that will be directed to the underground cistern located within the building footprint on the east side of the building. A flow restrictor will reduce post-development flows to the allowable rate.

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

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

5.3 Transportation Impact Assessment

CGH Transportation Ltd. prepared the Transportation Impact Assessment for the proposed development which found that the proposed development would generate up to 209 two-way people trips during the AM peak hour and 219 two-way people trips during the PM peak hour.

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

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

The report included an assessment of neighbourhood traffic management. The report determined that volumes along York Street will be lower than the NTM local road thresholds for local roads, whereas Nelson Street is between three and four times over the threshold for local roads, where site-generated traffic would comprise roughly 5-7% of the overall volumes at build-out. No change to the classification of the study area local roadways is resultant from development traffic.

Finally, intersections around the subject property were evaluated with the increased traffic volumes (including the proposed development and other planned or approved infill/intensification). The report concluded that network intersections at the future total horizons will perform similarly to the existing and future background horizons with the addition of site traffic.

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

5.4 Pedestrian Level Wind Study

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

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

The study found that wind conditions over surrounding sidewalks, building access points, transit stops, nearby parking lots and in the immediate vicinity of the building are predicted to be largely suitable for the intended pedestrian uses throughout the year. The Study noted that conditions along Nelson Street are predicted to be suitable for strolling throughout the year. Moreover, the study noted that wind conditions within the roof garden at Level 2 as well as the communal amenity terrace at Level 7 are predicted to be calm and suitable for the intended uses of the spaces throughout the year.

5.5 Geotechnical Study

Paterson Group prepared a Geotechnical Study for the subject property as part of the current application. The study concludes that based on subsurface soil information, the raft foundation with one basement level will be founded within a silty clay deposit. The study concluded that the raft slab must be founded upon an undisturbed soil bearing surface which consists of a surface from which all topsoil and deterious materials, such as loose, frozen or disturbed soil, whether in situ or not, have been removed, in the dry, prior to the placement of concrete. Where a raft foundation is utilized, it is recommended that a minimum 50 to 75mm thick lean concrete mud slab be placed on the subgrade shortly after the completion of the excavation.

The final excavation to the raft bearing surface level and the placing of the mud slab should be done in smaller sections to avoid exposing large areas of the silty clay to potential disturbance due to drying.

5.6 Phase One Environmental Site Assessment

Paterson Group completed the Phase I Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study area to identify any environmental concerns. Based on a review of available historical information, the subject site was first developed with industrial uses, circa 1940.

Based on the review, evaluation, and interpretation of the information obtained from the records review, interviews and site reconnaissance, potential ACMs including vinyl floor tiles, suspended ceilin tiles, and drywall joint compound were explored. These materials were generally observed to be in good condition, but the report concluded that an asbestos survey should be conducted in accordance with O.Reg 278/05.

Based on the results of this assessment, it was concluded that a Phase II –Environmental Site Assessment was required for the subject site.

5.7 Phase Two Environmental Site Assessment

Further to the identification of Areas of Potential Environmental Concern (APEC) on the site as per the Phase I ESA, Paterson Group completed the Phase II ESA for the subject property.

Three boreholes were drilled as part of the Phase II ESA, which were completed as monitoring wells. The Phase II ESA investigation determined that all parameter concentrations in the soil samples analyzed comply with the selected MECP Table 3 residential standards. Five groundwater samples were recovered from the monitoring wells and based on analytical test results, all parameter concentrations in the groundwater comply with the selected MECP residential standards.

The Study concluded that the soil complies with the applicable site standards but requires off-site disposal as part of the proposed redevelopment. It is recommended that all excess soil planning occurs prior to site redevelopment, including all excess soil testing, and confirmation of excess soil reuse sites.

5.8 Traffic Noise Analysis

A Traffic Noise Analysis was conducted by Gradient Wind Engineering. The results of the analysis indicate that noise levels will range between 50 and 56 dBA during the daytime period (07:00-23:00) and between 42 and 49 dBA during the nighttime period (23:00-07:00). The highest noise level (56 dBA) occurs at the west façade, which is nearest and most exposed to King Edward Avenue. As noise levels are between 55 dBA and 65 dBA, standard OBC building components will be sufficient.

Results of the calculations also indicate that the development will require forced air heating with provisions for central air conditioning as a minimum, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause will also be required on all Lease, Purchase and Sale Agreements, as summarized below: “Purchasers/tenants are advised that sound levels due to increasing road traffic may, on occasion, interfere with some activities of the dwelling occupants, as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation and Parks. This dwelling unit has also been designed with forced air heating with provisions for central air conditioning at the occupant’s discretion. These noise measures will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of Environment, Conservation and Parks. To ensure that provincial sound level limits are not exceeded, it is important to maintain these sound attenuation features.”

Noise levels at the Level 7 terrace are expected to fall below 55 dBA during the daytime period with the inclusion of the proposed 1.1 m perimeter guard. Therefore, no additional acoustic mitigation is required.

6.0
Public Consultation Strategy

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

- Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on October 22, 2020 as well as on March 29, 2021. A member of the local community association was present at both meetings.

- Notification of Ward Councillor, Councillor Matthieu Fleury
  - A meeting was held with the Ward Councillor on March 28, 2021 to discuss the proposed development prior to the submission of the concurrent Zoning By-law Amendment and Site Plan Control applications.

- Community “Heads Up” to local registered Community Associations
  - A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process

- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

- Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.

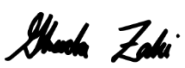
- Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.

7.0 Conclusions

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

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

Sincerely,



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