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Community &  
Residential

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Environmental  
Restoration



## 16 Edgewater Street Planning Rationale



**16 Edgewater Street  
Ottawa, Ontario**

**Planning Rationale  
in Support of Site Plan Control and  
Zoning By-law Amendment Applications**

Prepared for:



Prepared By:



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October / 26 / 2021  
Novatech File: 121117  
Ref: R-2021-138

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October 26, 2021

City of Ottawa  
Planning, Infrastructure and Economic Development Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Laurel McCreight, Planner II**

**Reference: 16 Edgewater Street  
Site Plan Control Major Zoning By-law Amendment Application  
Our File No.: 121117**

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The following Planning Rationale has been prepared in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a planned unit development consisting of a ten-storey high-rise apartment dwelling and three rows of stacked townhouse dwelling units on the property municipally known as 16 Edgewater Street. The ground floor of the high-rise apartment dwelling will contain a retail store, and the ground floor of the majority of the townhouses will contain offices.

Based on the findings of this Planning Rationale, the proposed rezoning and site plan applications are consistent with the Provincial Policy Statement, conform to the policies of the City of Ottawa Official Plan and establish an appropriate zone and performance standards for the Subject Site.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

**NOVATECH**



Taylor West, M.Sc. (Plan)  
Planner

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## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control application to facilitate the development of a residential complex at 16 Edgewater Street (“Subject Site”), in the City of Ottawa (Figure 1). The rezoning application seeks to rezone the Subject Site to a General Mixed Use zone to permit a planned unit development consisting of a high-rise apartment dwelling with commercial uses at the ground floor, and 3 blocks of stacked townhomes with ground floor office uses along the north and east perimeter. Site Specific exceptions to the General Mixed Use zone will be required to facilitate the development of the site. The required site specific exceptions for the proposed development will be discussed in Section 3.4.3 of this report.

This Planning Rationale will demonstrate that the proposed development and Site Plan Control application are:

- Consistent with the Provincial Policy Statement; and
- Conform to the City of Ottawa Official Plan
- Establishes an appropriate zone and performance standards for the Subject Site.

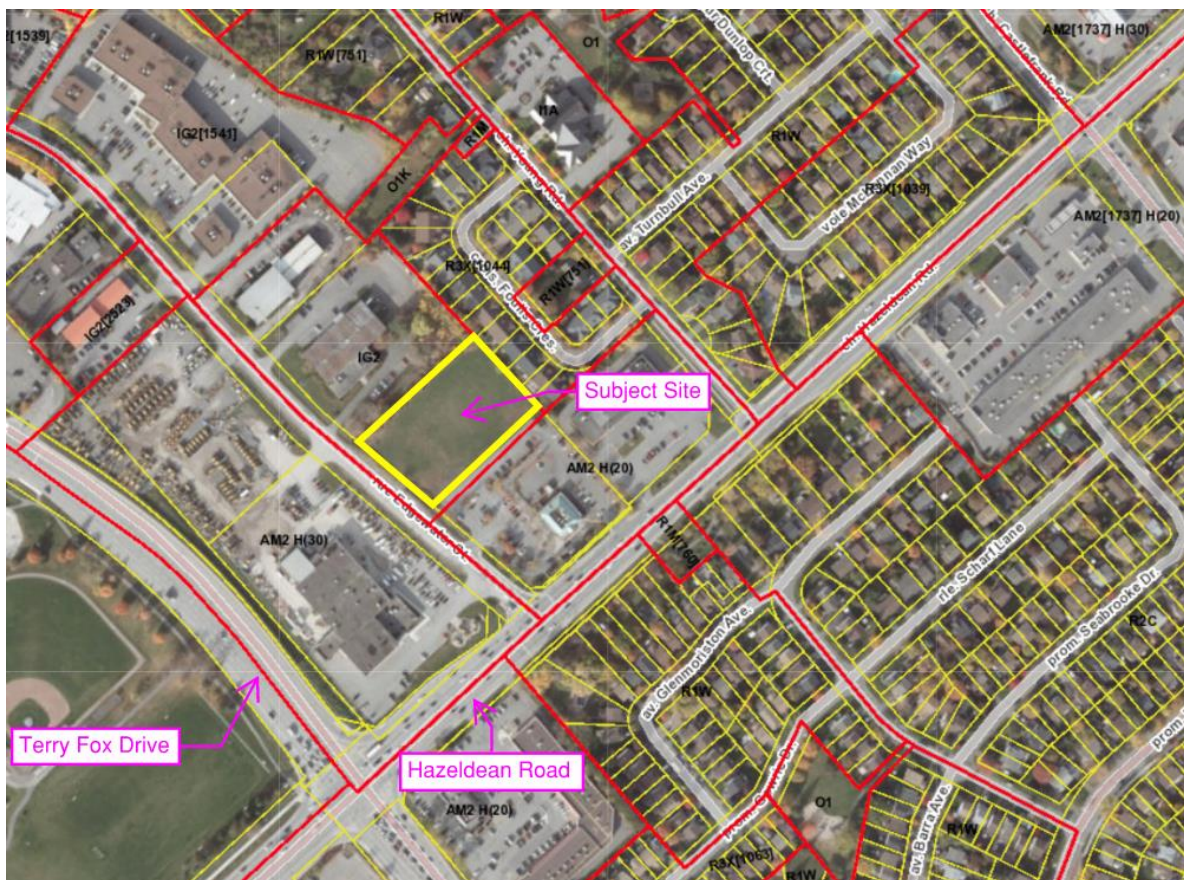


Figure 1. Location, and Zoning of Subject Site



## 1.2 Site Description and Location

The Subject Site is an interior lot located in the Kanata South Ward in the City of Ottawa, on the east side of Edgewater Street. The immediate context of the Subject Site is Shown on Figure 2.

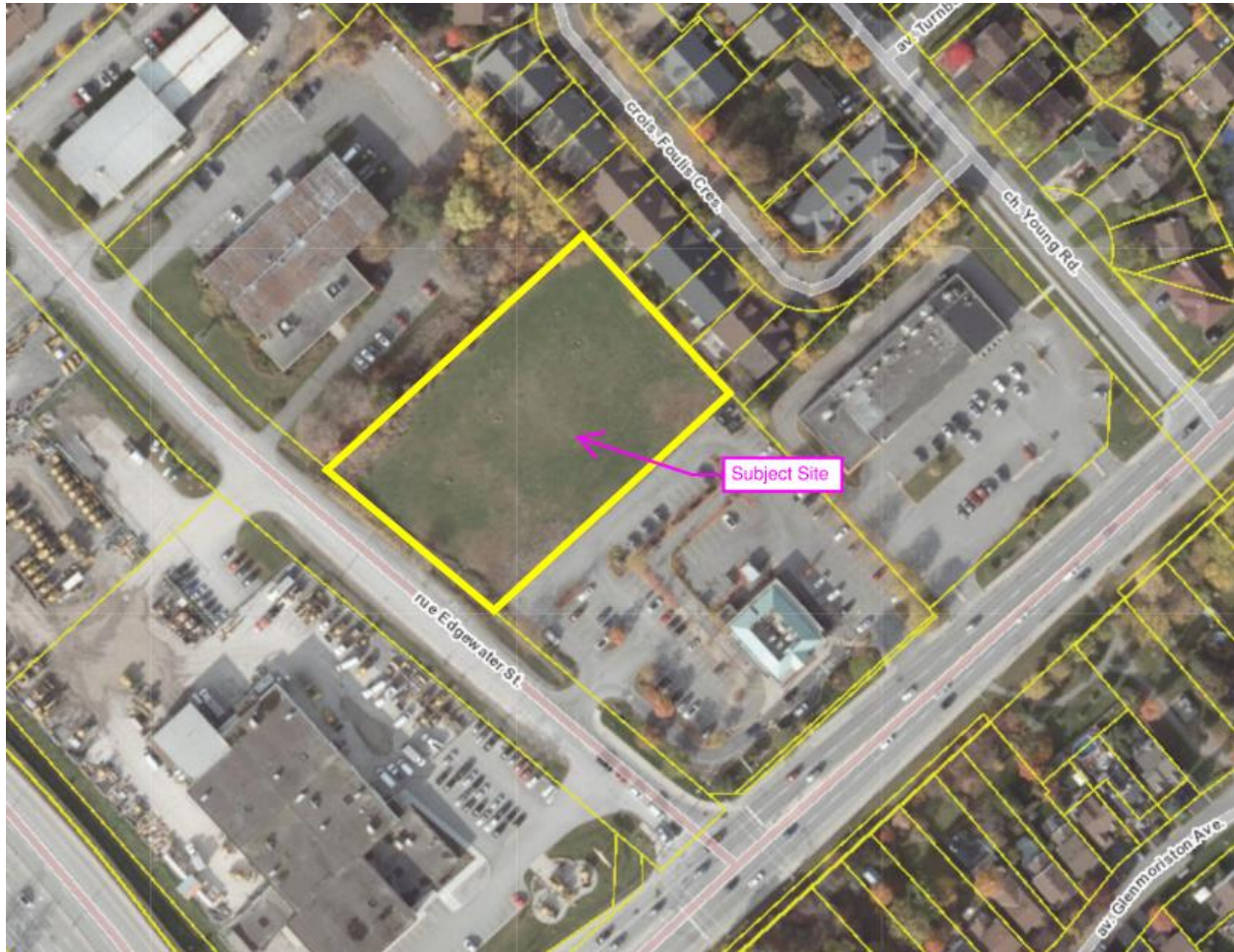


Figure 2. Context of the Subject Site

The Subject Site is legally described as:

Part of Lot 30, Concession 12, being Part 1, 4R-31503 in the City of Ottawa

The Subject Site is approximately 6,250m<sup>2</sup> in size, with approximately 64 metres of frontage on Edgewater Street. The Subject Site is vacant.

The Subject Site is currently zoned General Industrial, Subzone 2 (IG2) in the City of Ottawa Zoning By-law 2008-250.

### 1.3 Surrounding Uses

The following section assumes that Edgewater Street runs in a north-south direction.

**North:** Immediately to the north of the Subject Site is a low-rise commercial building.

**West:** To the west of the Subject Site is a heavy equipment sales and repair use (Toromont CAT) with frontage on Hazeldean Road. This heavy equipment storage yard is designated Arterial Mainstreet in the City of Ottawa Zoning By-law and has a permitted maximum height of 30 metres. The existing use is legal non-conforming. This property is designated Arterial Mainstreet in the City of Ottawa Official Plan. The Arterial Mainstreet designation promotes high-density residential, and employment uses that intensify under-developed areas. The Arterial Mainstreet designation and the existing zoning implies that this site will be redeveloped with a more intensive use.

**South:** To the south of the Subject Site is single-storey commercial building (Tim Hortons / Wendy's restaurants) with frontage on Hazeldean Road. This commercial building is designated Arterial Mainstreet in the City of Ottawa Zoning By-law, and has a planned maximum height of 20 metres. This property is designated Arterial Mainstreet in the City of Ottawa Official Plan. The Arterial Mainstreet designation promotes high-density residential, and employment uses that intensify under-developed areas. The Arterial Mainstreet designation and the existing zoning implies that this site will be redeveloped with a more intensive use.

**East:** To the east of the Subject Site is a row of semi-detached dwellings fronting onto Foulis Crescent.

### 1.4 Transportation Network

The Subject Site is located in close proximity to the Transit Priority Corridors along Hazeldean Road (175m) and Terry Fox Road (300m). Figure 3 shows the Schedule D (Rapid Transit Network) of the Official Plan and highlights the proximity of the Subject Site to the Transit Priority Corridors.

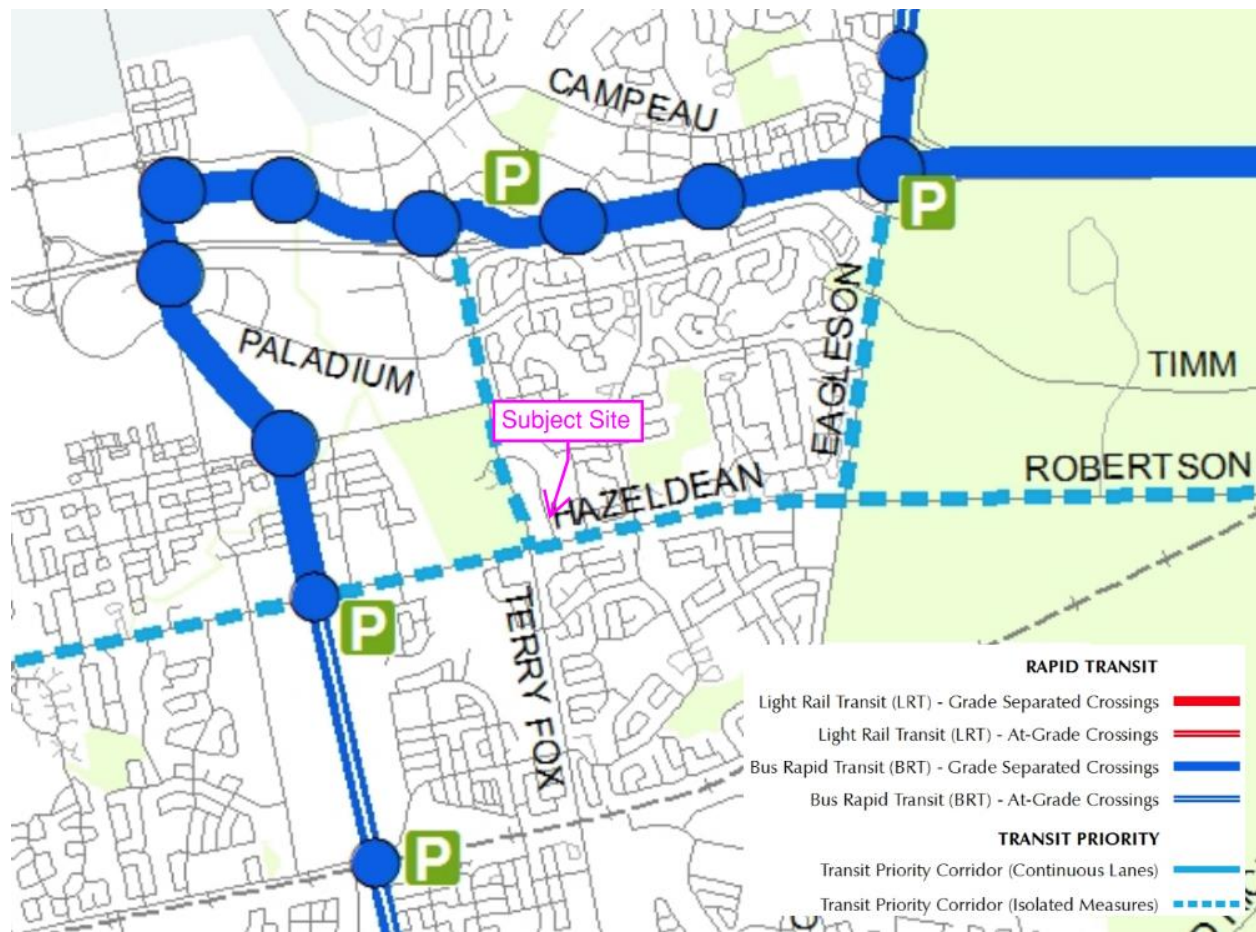


Figure 3. Schedule D – Rapid Transit Network

The close proximity of the Subject Site to the transit priority corridors along Hazeldean Road and Terry Fox Drive provide convenient access to transit.

The expansion of the Light Rail Transit system to Kanata is proposed in Phase Three of the LRT construction. Phase Three would extend light rail service from Moodie Drive to Hazeldean Road. A light rail station is proposed on Hazeldean Road east of Huntmar Drive as shown on Figure 4. The Subject Site would be located within 2 kilometers from the proposed LRT station.



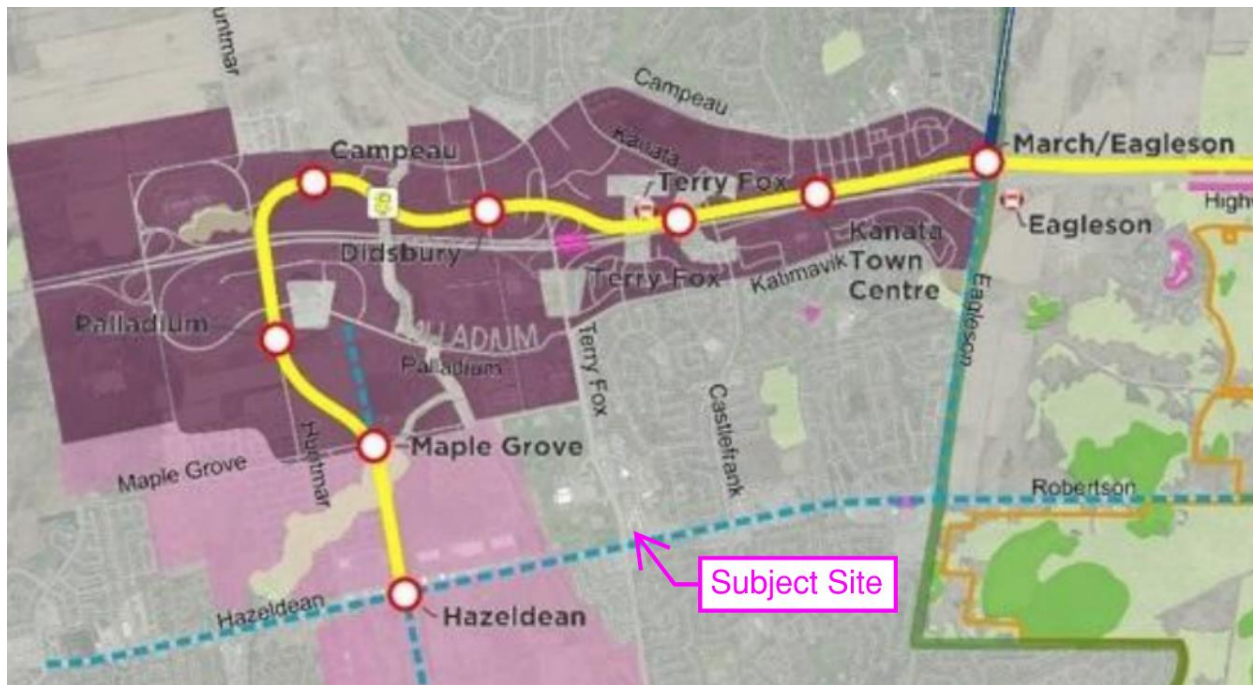


Figure 4. Proximity of Subject Site to Planned LRT

The Subject Site is in close proximity to bus stops on Hazeldean Road and Terry Fox Drive. The Subject Site is a 2-minute walk (about 130m) from the bus stops along Hazeldean Road which service the 61 and 88 bus routes. The 61 bus route provides morning and evening service to Bayshore, Lincoln Fields, and Tunney’s Pasture on both weekdays and weekends. The 88 bus route provides morning to evening service to Hazeldean Mall, Baseline, Algonquin College, Billings Bridge, and Hurdman Station on weekdays and weekends. Figure 5 highlights the bus routes in proximity to the Subject Site.

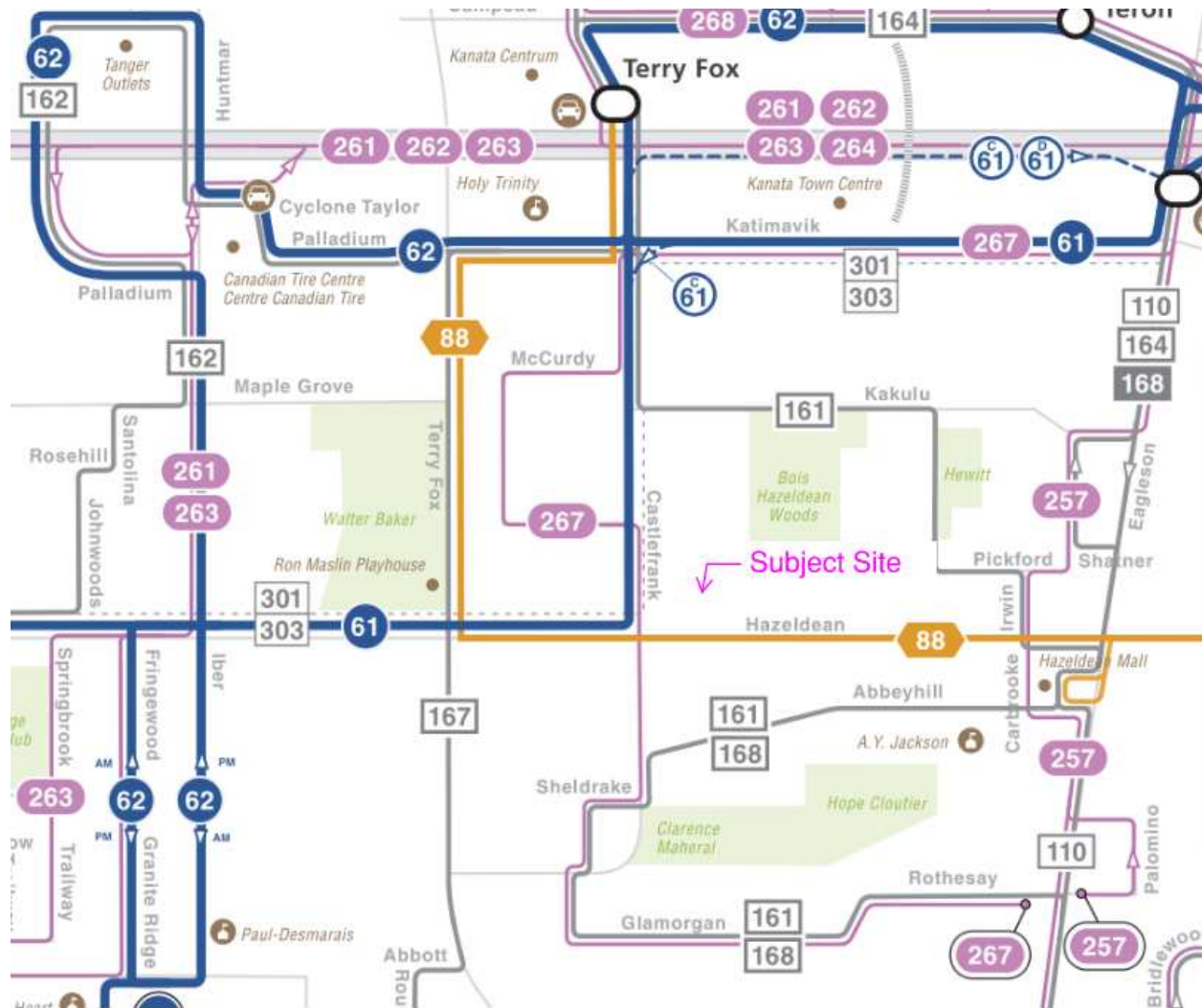


Figure 5. Transit Routes near the Subject Site

The proposed development is in a location with convenient access to public transit.

## 2.0 PROPOSED DEVELOPMENT

The proposed development is a planned unit development consisting of a ten-storey high-rise apartment dwelling with ground floor commercial, and three rows of stacked townhouse dwellings along the north and east perimeter. A total of 126 residential units are proposed in the high-rise apartment dwelling. The high-rise apartment dwelling has a total of 424m<sup>2</sup> (4,560 square feet) of commercial space at the ground floor. A total of 25 residential units are proposed in the stacked townhouse dwellings. A total of 512m<sup>2</sup> of office space is proposed on the ground floor of 13 of the stacked townhouse dwellings. Two levels of underground parking with 282 spaces are proposed in the underground parking garage, and at grade. The underground parking garage is accessed from the center of the site. The at-grade spaces are proposed in the center of the property, between the proposed high-rise apartment dwelling and the townhouse dwellings to the east.

The application for Zoning By-law Amendment proposes to rezone the Subject Site to a General Mixed-Use Zone, Subzone 2 to permit residential uses including a high-rise apartment dwelling. The Zoning By-law Amendment seeks a number of exceptions to the proposed GM2 Zone. The Zoning By-law Amendment is discussed in detail in Section 3.4.2 of this Planning Rationale. The Site Plan is shown on Figure 6.

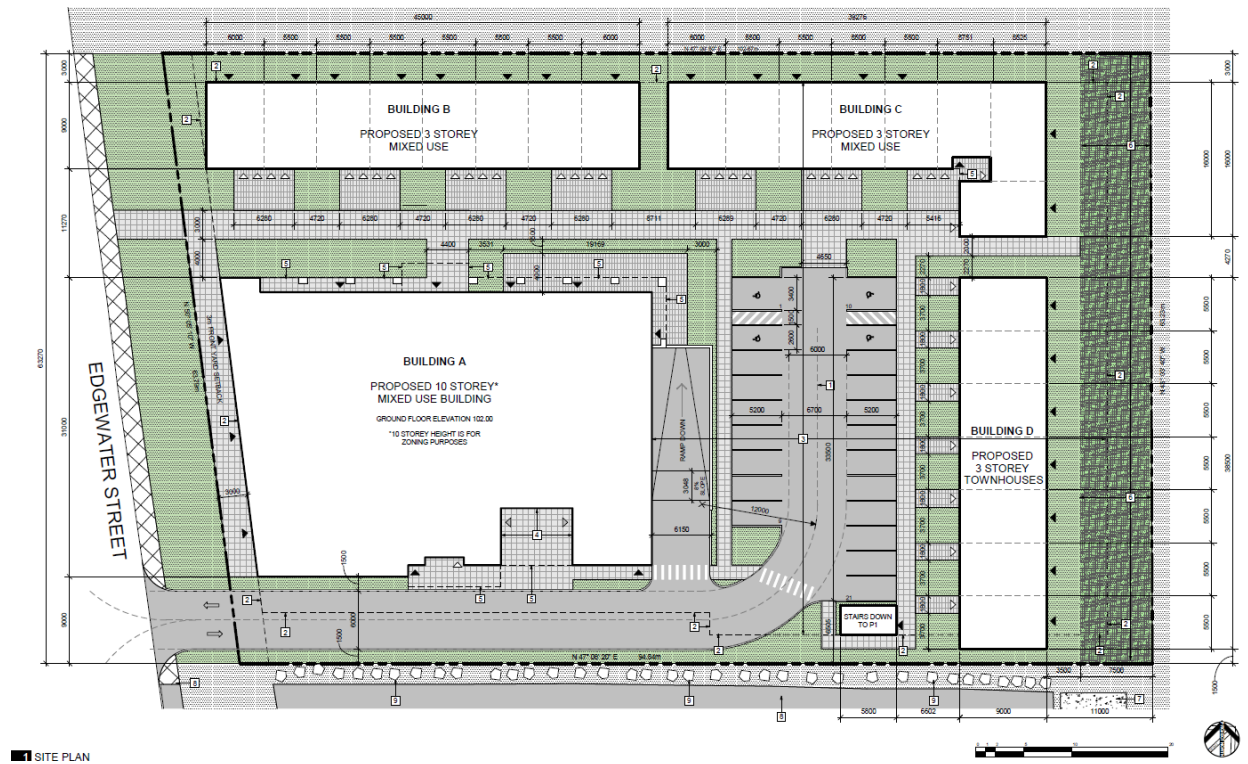


Figure 6. Site Plan

The perspective of the proposed development is shown on Figure 7.



Figure 7. Perspective of the Proposed Development

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. This section will discuss relevant policies of the PPS.

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

*b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

*e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

The proposed development and rezoning of the Subject Site supports an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. It is expected that by adding additional residential units to the housing supply in Kanata, that the proposed development will contribute to the supply of affordable housing. The proposal also promotes cost-effective development patterns by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs in an area serviced by transit.

Section 1.1.3.1 of the PPS states that, "settlement areas shall be the focus of growth and development". More specifically, Section 1.1.3.2 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.*

The proposed development is within a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services and public facilities. With regard to active and public transportation, the Subject Site is within walking distance to the 61 and 88 bus routes. The Subject Site will be located within 2 kilometres of a light rail station on Hazeldean Road east of Huntmar Road. The Subject Site is located in close proximity to Hazeldean Road, and Terry Fox Drive, which are identified as a "Spine Route" on Schedule C – Primary Urban Cycling Network of the Official Plan (Figure 7). Terry Fox Drive is also identified as a Cross-Town-Bikeway on Schedule C. The Subject Site has access to convenient active transportation.



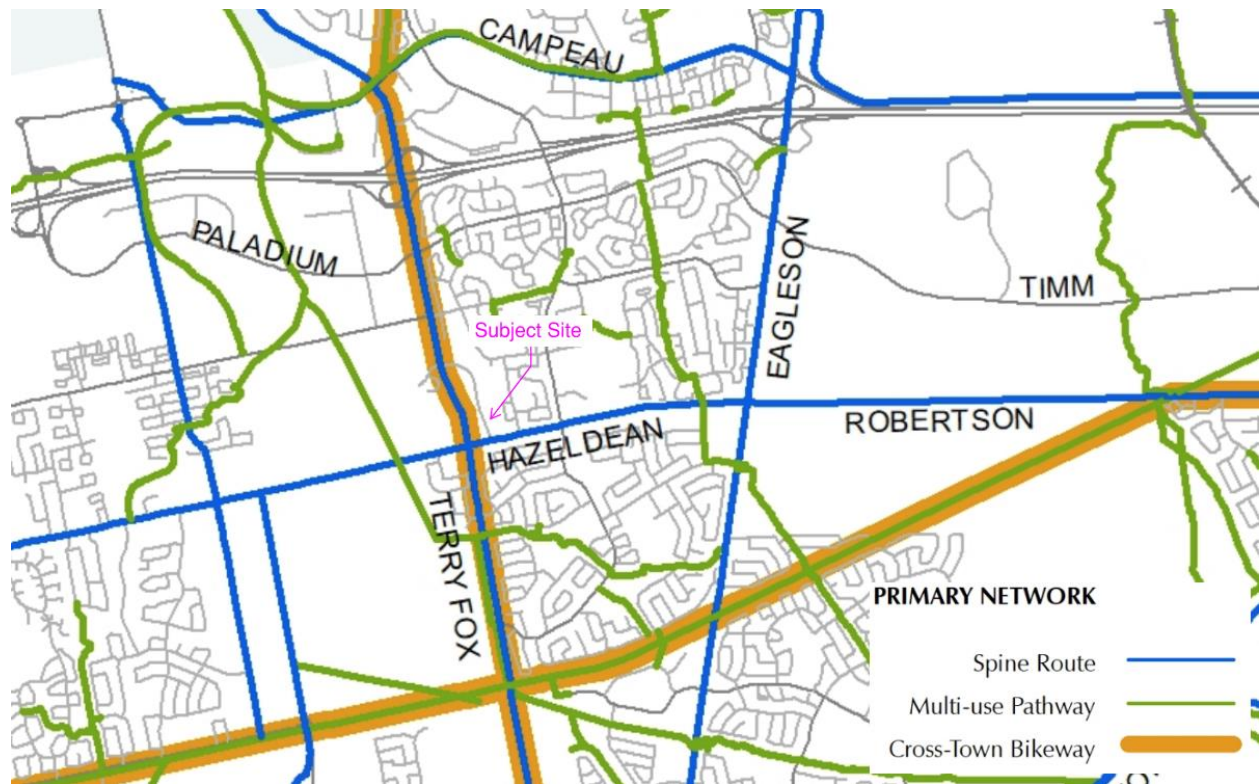


Figure 7. Schedule C – Primary Urban Cycling Network

The PPS has policies that encourage a mix of land uses and housing types to promote affordability and transportation efficiencies, including:

1.4.3 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 to 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:
  - 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;

and:

1.6.7.4 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 will contribute to the supply of affordable housing in the community by adding additional housing units to the existing supply in South Kanata. Discussions with City staff with respect to providing affordable housing will continue through the review process. The proposed development will contribute to an appropriate range and mix of housing options and densities that efficiently use land near planned transit. The intensification that would result from this development is supported by the existing and proposed transit infrastructure.

The proposal represents appropriate intensification and is consistent with the Provincial Policy Statement.

### 3.2 City of Ottawa Growth Management Strategy

The City of Ottawa is preparing a new Official Plan in accordance with the Planning Act. Recommendations on the Growth Management Strategy for the new Official Plan were approved by City Council on May 27th, 2020. The City adopted a balanced approach to the Growth Management Strategy. This balanced approach set a target for 51 percent of new residential growth to be through intensification between 2018 and until 2046. The percentage of growth of new residential units through intensification is targeted to increase from 40% in 2018-2021, to 60% in 2041-2046. It is expected that the City of Ottawa will grow by 402,000 people by 2046. Approximately 92,100 new residential units will be required within the built-up area by 2046. The intensification rates are shown on the table below.

#### Intensification Rates of the Balanced Scenario

Timeframe	Urban Units	Intensification %	Built-up Area Units	Greenfield %	Greenfield Units
2018-2021	24,300	40%	9,700	60%	14,600
2021-2026	38,800	45%	17,500	55%	21,300
2026-2031	35,800	50%	17,900	50%	17,900
2031-2036	31,200	54%	16,800	46%	14,300
2036-2041	7,400	57%	15,600	43%	11,800
2041-2046	24,300	60%	14,600	40%	9,700
<b>2018-2046</b>	<b>181,800</b>	<b>51%</b>	<b>92,100</b>	<b>49%</b>	<b>89,700</b>

The Growth Management Strategy is in place to align with the Provincial Policy Statement with respect to providing a minimum residential supply that has an appropriate range and mix of housing, opportunities to satisfy market demand through intensification, redevelopment, locating growth to efficiently use existing infrastructure, reducing greenhouse gas emissions and improving air quality. The intensification of the Subject Site is in keeping with the direction of the Growth Management Strategy.

To help the City of Ottawa achieve the Balanced Growth Strategy, intensification of existing established neighbourhoods is required. The Subject Site is an excellent example of appropriate

intensification, due its proximity to planned transit. Intensification of the Subject Site will contribute to the implementation of the Growth Management Strategy.

### 3.3 City of Ottawa Official Plan

The Subject Site is designated General Urban Area on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan (OP) (Figure 8).

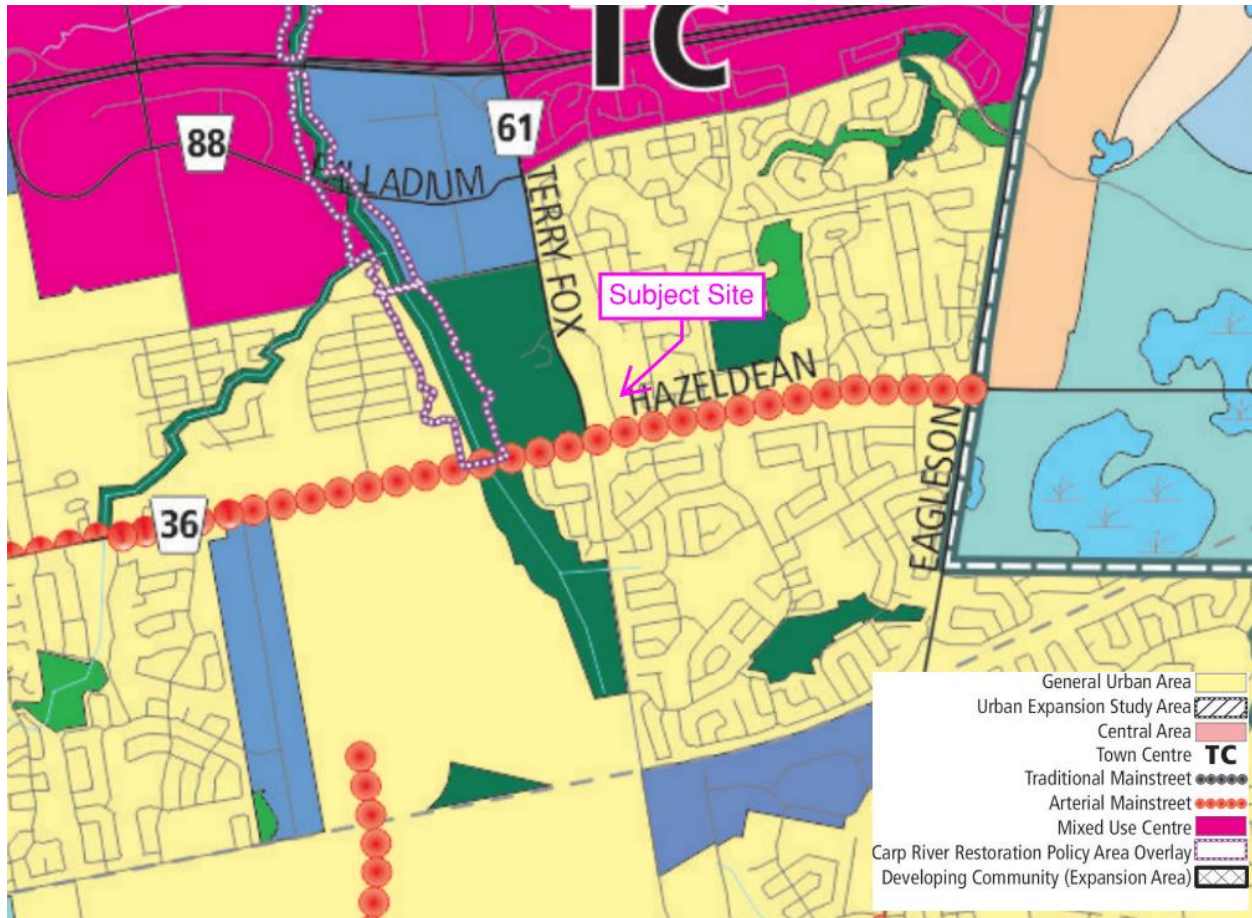


Figure 8. Schedule B – Urban Policy Plan, City of Ottawa Official Plan

#### 3.3.1 Liveable Communities

Section 2.1 – *Patterns of Growth*, of the OP speaks to population growth in Ottawa and states that:

*Ottawa will meet the challenge of this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and*

employment – locations that are easily accessible by transit and that encourage walking because destinations are conveniently grouped together.

By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities.

The proposed applications for a high-rise apartment building on the Subject Site will contribute to meeting the demand for new housing units within the Greenbelt. The proposed commercial uses at the base of the high-rise apartment building provides additional amenities incorporated within a dense residential development. The Subject Site is also in close proximity to existing amenities along Hazeldean Road.

Section 2.1 of the Official Plan states that the City of Ottawa is pursuing “Building Liveable Communities” as a strategic key area. This key policy area lists the following goal:

*The City will provide opportunities to increase the supply of affordable housing throughout the City.*

The proposed development will assist in increasing the supply of affordable housing units within the community, and within the City. This large increase of affordable units will assist in helping the City achieve their affordable housing goal.

The proposed development provides opportunities to increase the supply of affordable housing throughout the City and is consistent with the key goals of Section 2.1 of the Official Plan.

The Subject Site has frontage along Edgewater Street, which is identified as a Collector Road on Schedule E (Urban Road Network) of the City of Ottawa Official Plan (Figure 9).



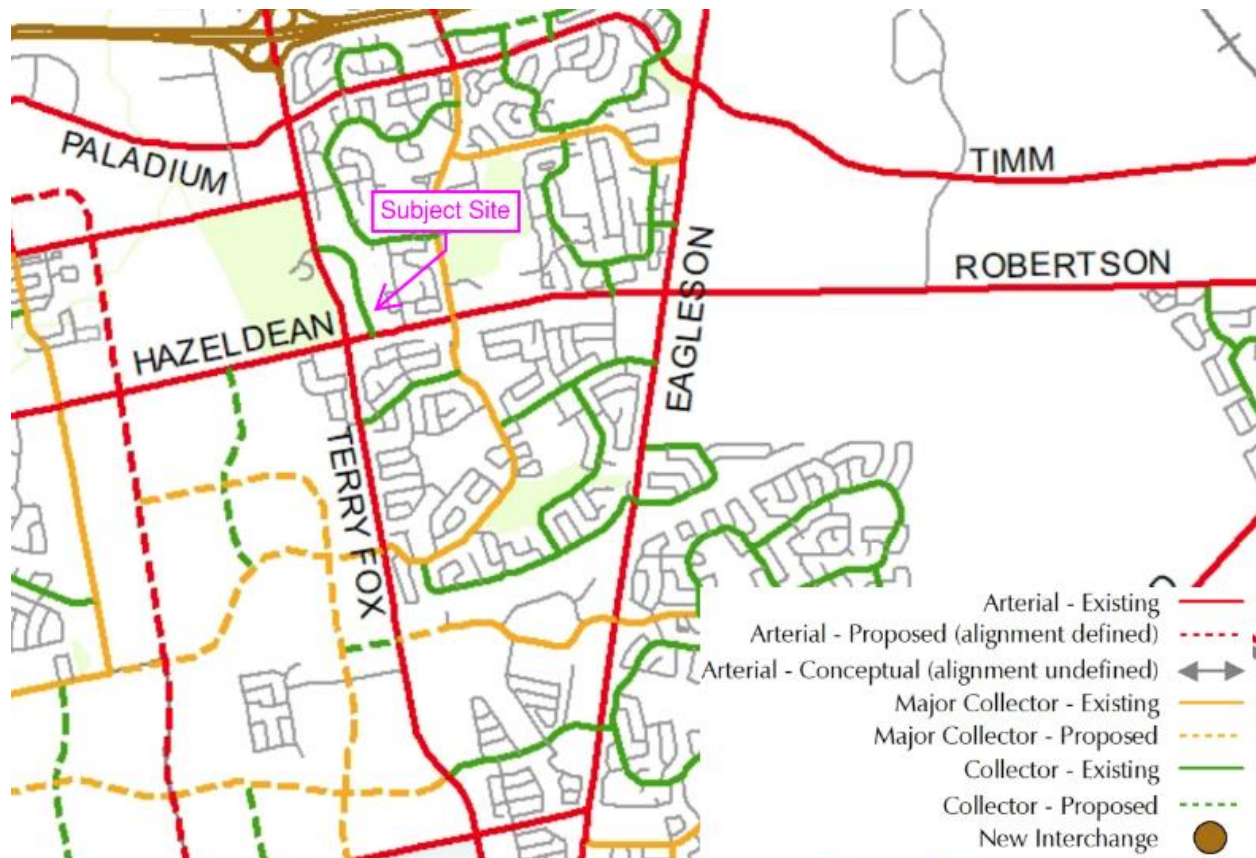


Figure 9. Schedule E – Urban Road Network

Collector Roads are defined in the Official Plan as:

*Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists, and pedestrians. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians. Tree plantings, bus stops, community mailboxes and other streetscape features create roadways that are integrated with their neighbourhood.*

Edgewater Street is an appropriate classification of road to support the proposed redevelopment.

The location of the Subject Site and proximity to the existing bus transit services on Hazeldean Road and Terry Fox Drive will increase ridership and make efficient use of existing infrastructure and municipal services. The Subject Site is located within 2km of the planned light rail station on Hazeldean Road, east of Huntmar Drive.

In addition, the Subject Site is within walking distance of many commercial and retail uses along Hazeldean Road (Figure 10). The proposed development is in close proximity to a mix of uses and transit services, resulting in a more sustainable, liveable and resilient community.





Figure 10. Amenities in Close Proximity to the Subject Site

### 3.3.2 Managing Growth Within the Urban Area

Section 2.2 of the Official Plan details the policies related to Managing Growth. Section 2.2 states:

*Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.*

The applications for Site Plan Control and Zoning By-law Amendment support the intensification of the Subject Site, providing a cost-effective pattern of development making efficient use of existing services, infrastructure and transit. This high-rise development will contribute to the creation of a more vibrant and accessible community by adding residential units to a traditionally commercial area, and contributes to intensification within the urban area. The proposed high-rise building has been designed to be compatible with the character of the surrounding community.

Section 2.2.2, policy 22 states:

*22. The City also supports compatible intensification 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. Intensification that is compatible with the surrounding context will also be*

*supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.*

The Subject Site is underdeveloped site in a location surrounded by developed parcels. The Subject Site is an appropriate location for intensification due to the proximity to existing amenities along Hazeldean Road. The Subject Site is large enough to support a development orientation that provides an appropriate transition to the semi-detached dwellings on Foulis Court. The layout of the proposed development orients the high-rise apartment dwelling closer to the west, and south to maximize the separation between the varied heights.

### 3.3.3 General Urban Area

The Subject Site is designated General Urban Area in the City of Ottawa Official Plan (OP). The General Urban Area is defined in Section 3.6.1 of the Official Plan as:

*The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.*

The proposed development includes a high-rise apartment dwelling. The proposed high-rise apartment dwelling contributes to a range and choice of housing types to meet the needs of all ages, incomes, and life circumstances. The proposed commercial use at the base of the high-rise apartment dwelling provides convenient employment, retail, and services uses. The proposed development contributes to the supply of affordable housing by increasing the supply of housing, and providing additional types of residential uses.

Policy 3 and 4 of Section 3.6.1 details the permitted heights of new developments.

3. *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.*
4. *Notwithstanding Policy 3, new taller buildings may be considered for sites that:*
  - a) *front an Arterial Road on Schedules E or F of this Plan and which are:*



- i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;
- b) are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

The Subject Site is located in an underdeveloped location. Figure 11 shows the permitted heights of the adjacent properties based on the Zoning By-law.



Figure 11: Zoning By-law Law Height Limitations of Adjacent Properties

The Subject Site is located immediately adjacent to 5 Edgewater Street and, 21 Edgewater Street (to the west). These sites are zoned to permit a maximum height of 30m. These properties are underdeveloped, and the planned built form is anticipated to be redeveloped with a more intensified use. The Subject Site is in a location characterized by sites zoned to permit tall buildings. The proposed development is ten-storeys in height, but not higher than 30m. Policy 4 of the General Urban Area designation does not place a limitation on the number of storeys but limits the height of the building in meters. An Official Plan amendment is not required to permit a high-rise building on the Subject Site.

Policy 5 of Section 3.6.1 details the policies related to intensification in the General Urban Area.

5. 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 has been designed to be compatible with the area. The proposed ten storey building has been moved as close to Edgewater as possible, and the stacked townhouses have been located along the north and east side of the property, providing a buffer to existing residential uses to the east. This site orientation provides an appropriate step-back from the existing low rise buildings to the north and east. It is anticipated that the lands to the south, and the lands to the west will be redeveloped over time. The proposed development contributes to the range of housing choices available in the area.

Policy 8 of Section 3.6.1 details the policies related to commercial uses.

8. Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:
  1. Are compatible and complement surrounding land uses;
  2. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
  3. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
  4. Are situated to take advantage of pedestrian and cycling patterns;
  5. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed high-rise apartment dwelling will incorporate a commercial space at the ground floor. This commercial space has been designed to provide additional amenities to residents of the proposed development, and of neighboring communities. The proposed commercial space has been designed to be complement the proposed development, and has been oriented towards

Edgewater Street to avoid any undue impacts on the townhouses to the east. The relatively small size of this commercial space will not attract large volumes of traffic to the proposed development.

### 3.3.4 Review of Development Applications

Section 4 of the City of Ottawa Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans are identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified and have been prepared in support of the proposed mixed-use development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.1 (Site-Specific Policies and Secondary Policy Plans), the Subject Site is not subject to any Secondary Plans or Community Design Plans.

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance to transit, shops and services along Hazeldean Road and Terry Fox Drive. Hazeldean Road and Terry Fox Drive are identified as Spine Cycling Routes and provides convenient access cycling paths throughout the City. Terry Fox Drive is also identified as a Cross-Town-Bikeway.

Hazeldean Road and Terry Fox Drive are identified as Transit Priority Corridors on Schedule D (*Rapid Transit and Transit Priority Network*) of the Official Plan. The Subject Site is located within 2km of the planned light rail station on Hazeldean Road east of Huntmar Drive.

A Transportation Impact Assessment, prepared by Novatech, dated October 26<sup>th</sup>, 2021, has been submitted with this application. The Transportation Impact Assessment reviewed the potential transportation impacts of the proposed development. The Transportation Impact Assessment concludes that the proposed development is recommended from a transportation perspective.

Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by municipal water and wastewater services. A Servicing and Stormwater Management Report, was prepared by McIntosh Perry, dated October 22<sup>nd</sup>, 2021, for the Subject Site. The report demonstrates that the existing municipal infrastructure should adequately service the proposed development. Grading, Servicing, and Drainage Plans, prepared by McIntosh Perry, dated October 22<sup>nd</sup>, 2021, were submitted in conjunction with the above report.

Relating to Section 4.5 (Housing), the proposal for the Subject Site proposes 151 new residential units. The proposed development will greatly contribute to the supply of affordable housing within the City.

Relating to Section 4.7 (*Environmental Protection*) there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Landscape Plan and Tree



Conservation Report was prepared by McIntosh Perry, dated October 26<sup>th</sup>, 2021, for the Subject Site. The Landscape Plan is shown on Figure 11.

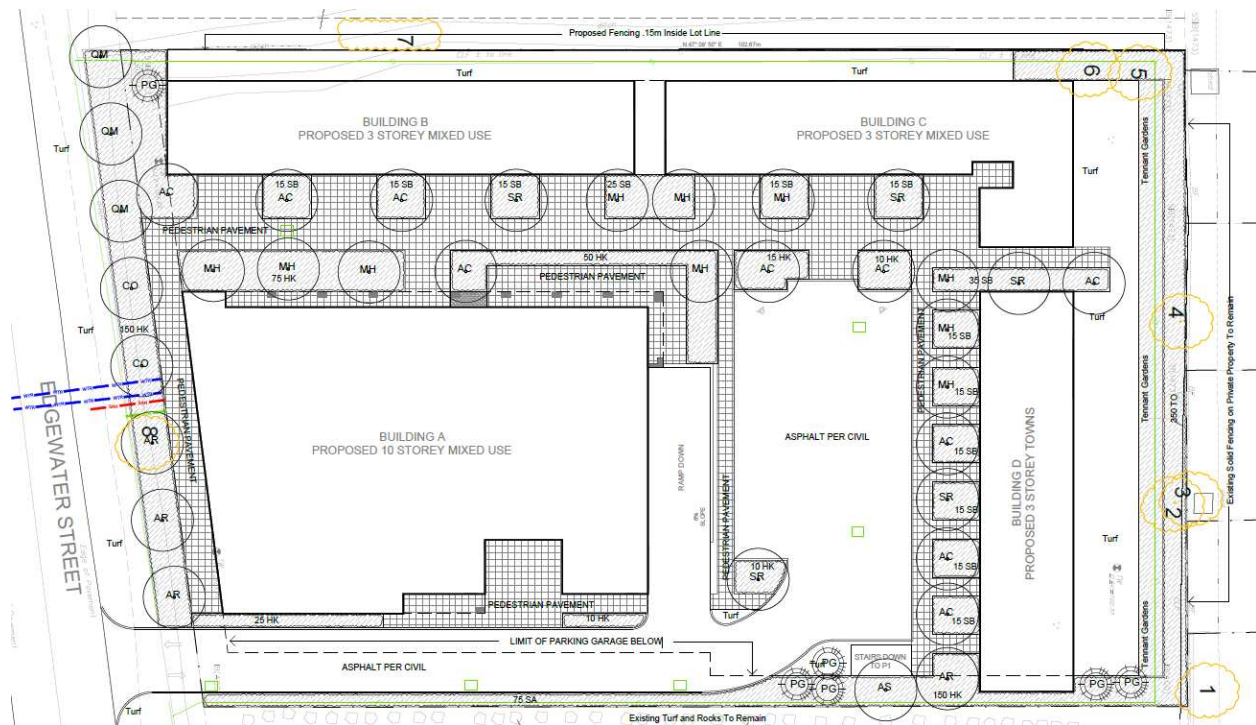


Figure 11. Landscape Plan

The Landscape Plan proposes trees along the Edgewater frontage of the property, and in front of the stacked townhouses. A total of 40 trees are proposed throughout the proposed development.

A Tree Conservation Report was prepared by IFS Associates, dated, October 25<sup>th</sup>, 2021 for the Subject Site. This report lists the trees on the property, and provides a status on their health. This report makes recommendations on the preservation of the existing trees on site.

Relating to Section 4.8 (*Protection of Health and Safety*). An Environmental Noise Study was prepared by Gradient Wind, dated October 25<sup>th</sup>, 2021, for the Subject Site. The report provided a number of recommendations to mitigate any noise impacts.

A Geotechnical Investigation was prepared by McIntosh Perry, dated October 2021 for the Subject Site. The Geotechnical Investigation analyzed the site and provided recommendations on the subsurface conditions, geotechnical characterization, excavation support, foundation options, lateral support, and construction considerations.

A Phase 1 Environmental Site Assessment (ESA) has been completed by McIntosh Perry, dated October 5<sup>th</sup>, 2021, for the Subject Site. The Phase 1 ESA reviewed the proximity of three Potential Contaminating Activities in vicinity to the Subject Site and recommended a Phase 2 ESA be prepared.

A Phase 2 Environmental Site Assessment (ESA) has been completed by McIntosh Perry, dated October 6<sup>th</sup>, 2021, for the Subject Site. The Phase 2 ESA involved the drilling of three boreholes

and installation of three monitoring wells on the Subject Site. The Phase 2 ESA does not recommend any further investigative or remedial action for the Site at this time. The environmental condition of the Site is considered suitable for the proposed development.

It is understood that a Record of Site Condition (RSC) will be submitted prior to Site Plan Control Approval.

Relating to Section 4.10 (Greenspace Requirements), there is insufficient land for park development. The City may require payment-in-lieu of parkland dedication.

Relating to Section 4.11 (Urban Design and Compatibility) a standalone design brief was prepared by CSV Architects, dated October 25th, 2021 for the proposed development. The design brief concludes that the overall plan for the development is to provide a range of affordable housing unit types to serve a part of the City with limited currently available affordability, in an attractive development on-site amenity spaces and an internal network of pedestrian connections.

### 3.3.5 Designing Ottawa

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. This project is not subject to a formal review by the Urban Design Review Panel. The City of Ottawa implements community design through policy 1 of Section 2.5.1.

1. *In the preparation of community design plans, the review of development applications, studies, other plans and public works undertaken by the City, the Design Objectives set out above will apply, as applicable. Proponents of new development or redevelopment will also be required to demonstrate how their proposal addresses the Design Objectives.*

The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

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

The proposed high-rise apartment dwelling is designed to include architectural gestures, and materials which provide visual interest. The chosen materials blend with the surrounding lot fabric. The material choices create an aesthetically pleasing building that is appropriate for the area. The use of materiality (masonry, fiber cement panels, and metal siding) helps maintain the streetscape character.

- 2) *To define quality public and private spaces through development.*

The principal entranceway to the high-rise apartment dwelling on Edgewater creates an inviting street-oriented building form which clearly defines the private and public realm. Amenity areas are in the form of balconies, communal outdoor amenity space, and dedicated amenity areas. These amenity spaces are proposed to meet the leisure needs of residents. The proposed commercial space has been designed to face Edgewater Street. The proposed development has been designed to accommodate greenspace throughout the site.

3) *To create places that are safe, accessible and are easy to get to, and move through.*

Vehicular access to the underground parking garage will be from the center of the property. Bicycle parking will be safely located in the underground parking garage.

The proposed high-rise apartment dwelling has been located close to Edgewater Street. The main entrance of the building is well defined and connects to the sidewalk along Edgewater Street. A sidewalk along Edgewater Street will be extended, providing convenient pedestrian access to Hazeldean Road. The ground floor of the building is composed of a large quantity of glazing, which helps animate the street. Large windows provide “eyes on the street”. The orientation of the stacked townhouse dwellings provides an active pedestrian environment internal to the site.

4) *To ensure that new development respects the character of existing areas.*

The proposed development contributes to the range of housing choices within the area and provides an increased supply of unit types. The proposal has been designed to locate the high-rise building away from the existing low-rise buildings to the north and east. The proposed development has been designed to accommodate parking on site to avoid any impacts of excess parking on abutting properties.

5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The proposed development contributes to a variety of housing options in the area. It provides a mix of uses, and housing density in close proximity to existing and planned transit. The proposed development will appeal to a variety of potential tenants and contribute to the City’s affordable housing supply. Given its location near transit and commercial uses, the proposed density is appropriate and will help to meet the needs of future residents. The proposed stacked townhouses contribute to the variety of housing types within the area.

6) *To understand and respect natural processes and features in development design.*

A Tree Conservation Report as well as a Landscape Plan have been prepared in support of the Site Plan Control application for the Subject Site. The Tree Conservation Report recommends removal, and preservation of some of the trees on the property. The Landscape Plan recommends tree planting throughout the front of the high-rise apartment dwelling, and tree planting in front of the stacked townhouse dwellings. The Landscape Plan recommends shrubs throughout the proposed development to delineate pedestrian pathways.

7) *To maximize energy-efficiency and promote sustainable design to reduce resource consumption, energy use, and carbon footprint of the built environment.*

The proposed high-rise apartment dwelling is a compact and high density form of housing, which efficiently utilizes energy and land. Durable materials contribute to the overall quality and longevity of the building. Energy efficiency will be achieved through a high level of air-tightness, additional insulation, LED lighting, energy star appliances, low-flow toilets, and other efficient plumbing fixtures. Given the density of the proposed development and proximity of the site to cycling and bus routes, the proposal will also help to support sustainable, public and active modes of

transportation. The proposed stacked townhouse dwellings support an efficient use of remnant space on the property.

### 3.3.6 Urban Design and Compatibility

Section 4.11 of the City of Ottawa Official Plan details the policies related to urban design and compatibility. The purpose of the policies of Section 4.11 is to detail the requirements for high quality urban design in all parts of the city.

Policy 1 of Section 4.11 details the requirement for a design brief.

1. *A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:*
  - a) *The provisions of this Plan that affect the design of a site or building;*
  - b) *Design Guideline(s) approved by Council that apply to the area or type of development; and*
  - c) *The design provisions of a community design plan or secondary plan.*

A design brief, prepared by CSV Architects, dated October 25<sup>th</sup>, 2021, has been submitted with this report. Urban design and compatibility has regard for the following matters.

Views:

The policies related to the protection of views (Parliament, Beechwood Cemetery, Tommy Douglas Memorial Park, Poet's Hill) do not apply to the Subject Site.

The proposed development establishes an appropriate height for an area characterized by sites zoned to permit tall buildings. Architectural elements contribute to the roofline of the proposed development, reducing the perceived height. A perspective of the proposed development is shown on Figure 6.

Building Design:

The proposed development has been designed to provide an appropriate height for an area characterized by sites zoned to permit tall buildings. The setbacks of the proposed high-rise apartment dwelling and stacked townhouses are appropriate. The proposed development has been designed to bring the high-rise building as close to the south and west as possible. This brings the proposed high-rise apartment dwelling closer to the planned tall buildings at 5, 6, and 21 Edgewater Street.

The front façade has been designed to animate the public realm with glazing at the ground level. Although the front façade faces a heavy equipment storage yard, it is anticipated that these properties will be redeveloped in the future. The materials chosen for the building are reflective of



the surrounding built environment. The entrance to the building provides convenient access to Edgewater Street.

Massing and Scale:

The proposed massing and height of the building is consistent with the planned function of the area. The lands to the west and south are zoned to permit tall buildings. The proposed development is ten storeys in height, which complies with the Official Plan. A Zoning By-law Amendment is required to increase the maximum permitted height of the building. The proposed development provides an appropriate transition between the low-rise residential buildings to the east, and the planned tall buildings to the west and south. The orientation of the proposed development pushes the densest building away from lower density residential uses. The southern elevation of the proposed development is shown on Figure 13.



Figure 13. Southern Elevation of the Proposed Development

Outdoor Amenity Areas:

Outdoor amenity areas are provided throughout the proposed development. Pedestrian pathways denote the outdoor amenity area. Amenity area is proposed on the roof of the high-rise apartment dwelling in the form of a communal terrace.

The proposed development and Major Zoning By-law Amendment application conform to the City of Ottawa Official Plan and support a compatible and desirable built form.

**3.4 Zoning By-law 2008-250**

**3.4.1 Review of Zoning By-law**

The Subject Site is currently zoned General Industrial, Subzone 2 (IG2) in the City of Ottawa Zoning By-law 2008-250. A Zoning By-law Amendment will be required to permit residential uses and to permit the required building height.

This proposal seeks to rezone the Subject Site to a General Mixed Use, Subzone 2 (GM2[xxxx]) zone. The purpose of the General Mixed Use 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 proposed development seeks to develop a planned unit development consisting of a high-rise apartment dwelling with commercial uses and stacked townhouses close to existing amenities. This development is consistent with the planned built-form of the community, and promotes the concept of '15-minute neighbourhoods' in this area.

The following uses are permitted in the GM2 Zone.

- apartment dwelling, low rise
- **apartment dwelling, mid-high rise**
- community centre
- community health and resource centre
- diplomatic mission
- drive-through facility
- dwelling unit
- emergency service
- group home
- home-based business
- home-based day care
- library
- **planned unit development**
- post office
- residential care facility
- retirement home
- retirement home, converted
- rooming house
- shelter
- **stacked dwelling**
- **townhouse dwelling**
- urban agriculture

The following uses are permitted within the ground/basement floor of a building, provided that the floor space index does not exceed 50%.

- animal care establishment
- animal hospital
- **artist studio**
- **instructional facility**
- **medical facility**
- **office**
- **personal service business**
- recreational and athletic facility
- **retail food store**
- **retail store**
- service and repair shop

The above uses are only permitted on the ground floor of the buildings. The flood space index of the retail store use, and office uses are less than 50%. The permitted uses provide flexibility to potential tenants of these spaces.

The following table outlines the performance standard requirements of the chosen GM2 zone and the performance standards of the proposed development.

<b>Performance Standard</b>	<b>Required – GM2</b>	<b>Provided</b>
Min Lot Area	No Minimum	6,247m <sup>2</sup>
Min Lot Width	No Minimum	64m
Min Front Yard Setback	3m	3m
Min Interior Side Yard Setback for a Mixed Use Building Abutting a Residential Use	3m	9m (High-rise Apartment)
Min Interior Side Yard for a Residential Use Building Taller Than 11m	1.2m	1.5m (Stacked Townhouse)
Min Rear Yard Setback	7.5m	11m
Max Height	18m	High Rise – 30m Stacked Townhouse – 10.35m
Maximum Floor Space Index	2	1.85
Min Width of Landscaped Area	3m	3m

The following table outlines the parking requirements for the high-rise apartment dwelling.

Performance Standard	Required	Provided
Resident Parking	1.2/(Total Units) = 151	176
Visitor Parking	0.2/(Total Units) = 25	25
Retail Store Parking	3.4/100 sq.m = 14	24
High-Rise Apartment Bike Parking	0.5/Total Units = 63	126
Retail Store Bike Parking	1/250 sq.m = 2	2

The following table outlines the parking requirements for the stacked townhouse dwellings.

Performance Standard	Required	Provided
Resident Parking	1/(Total Units) = 25	25
Visitor Parking	0.2/(Total Units) = 5	5
Office Parking	2.4/100 sq.m = 12	27
Office Bike Parking	1/250 sq.m = 2	10

The following table outlines the amenity area requirements for the high-rise apartment dwelling.

Performance Standard	Required	Provided
Total Amenity Area	6m <sup>2</sup> /Total Units = 756m <sup>2</sup>	1,861m <sup>2</sup>
Communal Amenity Area	50% of Total Amenity Area = 378m <sup>2</sup>	1,493m <sup>2</sup>

The following table outlines the provisions specifically related to Planned Unit Developments.

Performance Standard	Required	Provided
Min Width of Private Way	6m	6m
Min Separation Distance Between Buildings Within a Planned Unit Development	1.2m	4.2m

### 3.4.2 Required Exceptions

The following exceptions are required to the GM2 Zone:

- A maximum permitted height of 30m for a high-rise apartment dwelling
- A rooftop washroom, laundry, and lounge area with a maximum floor area of 127m<sup>2</sup> and a maximum height of 3.5m above the height of the building is considered to be a permitted projection above the height limit.



### 3.4.3 Rationale for Zoning By-law Exceptions

#### Setbacks

The GM2 zone requires a minimum front yard setback of 3m. The proposed development provides a front yard setback for the high-rise apartment dwelling of 3m. The proposed development does not have a comparable front yard setback for the stacked townhouse dwellings, but there is amenity space greater than 3m in depth in front of each of the stacked townhouse dwellings. The proposed development meets the front yard setback requirement of the GM2 zone for the high-rise apartment dwelling, and exceeds the front yard setback requirement for the stacked townhouse dwellings.

The GM2 zone requires a minimum rear yard setback of 7.5m. The proposed development provides a rear yard setback for the stacked townhouse dwellings of 11m. The proposed development does not have a comparable rear yard setback for the high-rise apartment dwellings, but there is 32m of space between the high-rise apartment dwelling, and the eastern row of stacked townhouses. There is a distance of 52m from the high-rise apartment dwelling, to the rear lot line. The proposed development exceeds the rear yard setback requirement of the GM2 zone for the stacked townhouse dwellings, and the high-rise apartment dwellings.

The GM2 zone requires a minimum interior side yard setback of 3m. The proposed development provides an interior side yard setback for the high-rise apartment dwelling of 23m on the north, and 9m on the south. The high-rise apartment dwelling has been positioned to be closer to the southern lot line, which is assumed to be eventually redeveloped with a tall building. The proposed development provides an interior side yard setback of 3m for the northern stacked townhouse dwellings, and 1.5m for the southern stacked townhouse dwellings (Unit W). This pinch point is shown on Figure 14.

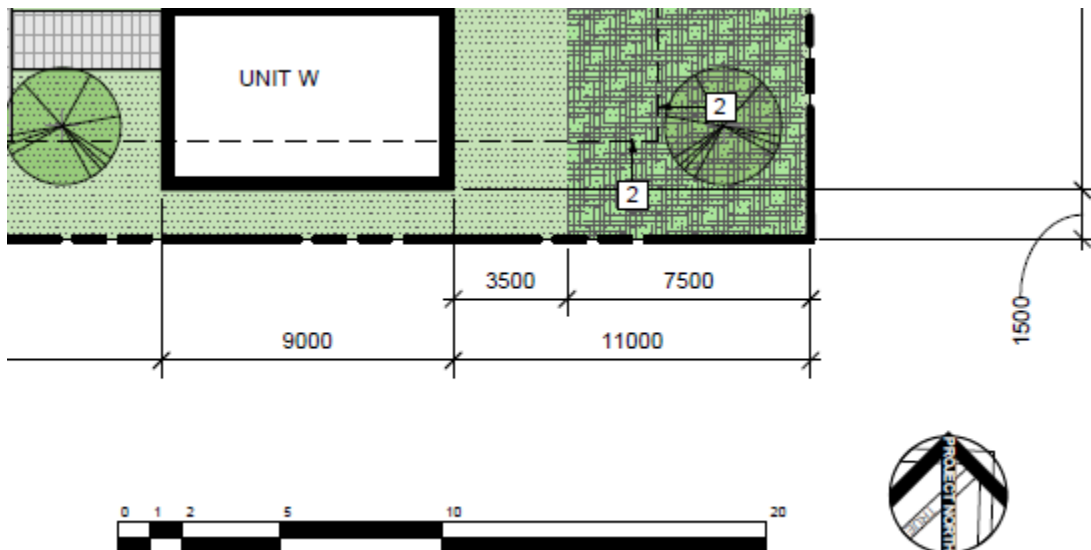


Figure 14: 1.5m Interior Side Yard Setback for Unit W

This 1.5m interior side yard setback is only for one stacked townhouse dwelling (Unit W). The required interior side yard setback is 1.2m. The proposed development exceeds the interior side yard setback requirement of the GM2 zone for the stacked townhouse dwellings, and the high-rise apartment dwellings.

The proposed development exceeds the interior side yard setback requirement of the GM2 zone for the northern stacked townhouse dwellings, and the high-rise apartment dwellings. An exception is required for a small portion of the stacked southern townhouse dwellings.

## Height

The GM2 zone permits a maximum height of 18m for any development. The proposed stacked townhouses have a height of 9.35m and 10.35m. The proposed stacked townhouses are significantly smaller than the maximum permitted height for stacked townhouse dwellings under the GM2 zone. The proposed stacked townhouse dwellings are smaller than the as-of-right height under the existing zoning (13.5m) and smaller than the as-of-right zoning of the townhouses to the east (11m).

The height of the proposed high-rise apartment dwelling is 30m. The height of the proposed development must be examined with respect to the abutting land uses. This proposed height is consistent with the planned context of 5, and 21 Edgewater (immediately to the west of the Subject Site). 5 and 21 Edgewater are zoned to permit a maximum height of 30m.

The lands to the west (5 and 21 Edgewater Street) are zoned to permit a maximum height of 30m. Although the site is occupied by a heavy vehicle storage yard, it is highly likely that this site will be redeveloped in the future. The zoning is already in place to accommodate a 30m tall building.

The lands to the south (6 Edgewater Street) is zoned to permit a maximum height of 20m. Although this site is occupied with a commercial building, it is likely that this site will be redeveloped in the future. Given the development potential of 5 and 21 Edgewater Street, it is likely that this site will be rezoned to permit buildings taller than 20m.

The lands to the east, and north are zoned to permit low-rise buildings. The lands to the north are occupied by industrial uses, and the lands to the east are occupied by semi-detached dwellings. It is unlikely that these sites will be rezoned to permit tall buildings.

The proposed high-rise apartment dwelling has been designed to provide the greatest buffer to the lands to the east and north. The setback between the high-rise apartment dwelling and the lands to the east is 52m, which provides an appropriate transition to the semi-detached dwellings to the east. The setback between the high-rise apartment dwelling and the lands to the north is 23m, which provides an appropriate transition to the general industrial lands. The proposed high-rise apartment dwelling has been designed to provide the greatest buffer to the lands unlikely to be redeveloped, in an effort to provide the most appropriate transition.

The proposed high-rise apartment has been designed to buffer the lands to the east and north with the stacked townhouse dwellings. When viewing the proposed development from the eastern lot line (from the perspective of the abutting semi-detached units on Foulis Crescent), the proposed development appears to be stacked townhouses with a 30m tower in the background.

It is expected that 5 and 21 Edgewater Street could be redeveloped with a building of 30m in height in the future.

The impact of the proposed development is generally consistent with the impact of the as-of-right development at 5 and 21 Edgewater Street when viewed from the perspective of the semi-detached to the east. When viewing the proposed development from the northern lot line (from the perspective of the abutting industrial buildings), the proposed development appears to be stacked townhouses with a 30m tower in the background. It is expected that 6 Edgewater Street will be redeveloped in the future with a building of at least 20m in height. The impact of the proposed development is generally consistent with the impact of the as-of-right development at 6 Edgewater Street when viewed from the perspective of the industrial buildings to the north.

### **Parking**

The proposed development exceeds the minimum residential parking space rates for a high-rise building. The proposed development meets the minimum residential parking space rates for stacked townhouses.

The proposed development meets the minimum visitor parking space rates for a high-rise building. The proposed development meets the minimum visitor parking space rates for stacked townhouses.

The proposed development vastly exceeds the requirements of bike parking for the high-rise apartment dwelling use.

The proposed development exceeds the parking space rates for a retail store. The proposed development exceeds the parking space rates for an office use.

The proposed development meets the bicycle parking space rates for a retail store. The proposed development exceeds the bicycle parking space rates for an office use.

### **Permitted Projections**

An amendment is required to permit a washroom, laundry room, and lounge to be included as a permitted projection above the height limit under Section 64. Section 64 of the Zoning By-law allows for landscaped areas, roof-top gardens, terraces, mechanical equipment, and service equipment as projections above the height limit. The proposed amendment seeks to allow for a universal washroom, lounge, and laundry room to be included as a permitted projection. The purpose of permitting the projections would make the rooftop amenity space more usable and provide additional amenity area. Access to running water allows residents who are interested in gardening the ability to water plants and allows future rooftop gardens to flourish. An indoor lounge on the roof would permit year-round usage of this space in inclement weather. Finally, this washroom will allow residents utilizing the amenity area access to a washroom without having to re-enter the building. The rooftop plan is shown on Figure 15.

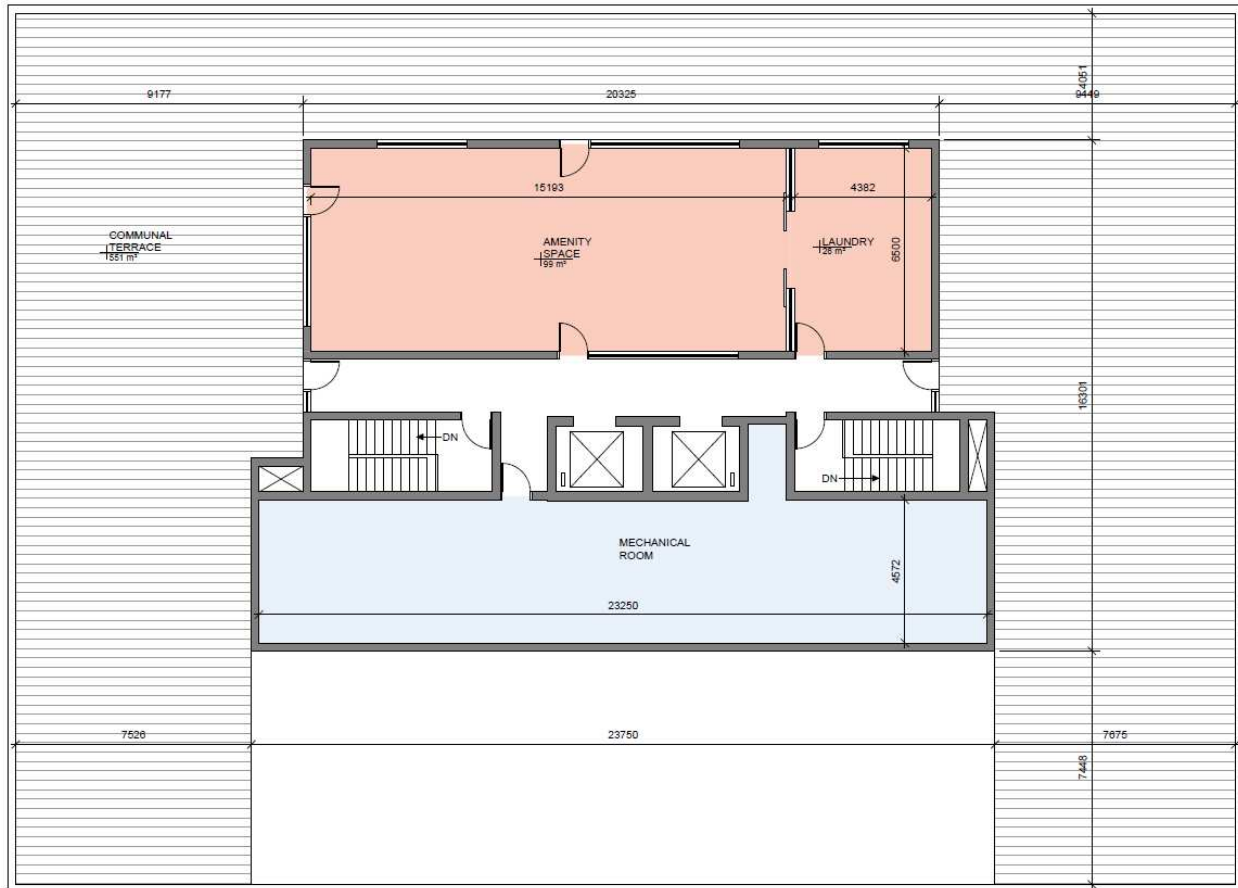


Figure 15. Roof Plan of the Proposed Development



## 4.0 PUBLIC CONSULTATION STRATEGY

### 4.1 Prior to Submission:

The project architect and developer contacted Councillor Hubley to review the proposed development. The developer prepared a survey that was sent to the community. The survey had a total of 50 respondents. The survey consisted of 60 questions that ranged from permitted uses, height, community benefits, architectural stylings, and amenities. The results of the survey helped shape the proposed development.

### 4.2 Virtual Open House:

A public meeting is proposed to discuss this development application with the community.

- Who:** Residents of the Katimavik-Hazeldean.
- Where:** The Open House will be held electronically through Zoom (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)
- When:** Soon after the City's circulation and comments on the first circulation are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public meeting of Planning Committee.
- City rep.:** The File Lead may wish to attend, depending on the level of interest and/or controversy. This can be determined after the first round of City comments are received. This meeting will be coordinated with Councillor Hubley.
- Follow-up:** Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.
- Notes:** Due to the restrictions from COVID-19, meetings cannot be held in person. Electronic presentations will be the primary form of information for interested community members. Handouts will not be made available however interested parties can request further information through the Project Team or their Community Association Primary Contact.

The Community Association will be contacted for their feedback/questions once the severance application is filed.

## 5.0 CONCLUSION

The Zoning By-law Amendment will facilitate the development of a planned unit development consisting of a ten-storey residential apartment building with commercial uses at grade, and three of blocks of stacked townhouse dwellings.

The proposal is consistent with the Provincial Policy Statement as it supports an appropriate mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

The proposal conforms to the City of Ottawa Official Plan by supporting the intensification of the Subject Site in a cost-effective pattern, utilizing existing services, infrastructure and transit. The proposed development contributes to the availability of affordable housing within the City. The proposal contributes to the range of housing types, densities and tenures in a neighbourhood within the General Urban Area. The proposed development greatly contributes to the supply of affordable housing within the City of Ottawa.

The proposal seeks to rezone the Subject Site to a GM2[xxxx] zone to permit a planned unit development consisting of a high-rise apartment dwelling with commercial space at the base, and stacked townhouse units. The site-specific exceptions permit an increased height, and the projection of a washroom, lounge, and laundry room. The proposed zoning standards are considered appropriate.

The proposed development and Zoning By-law Amendment are desirable and represent good land-use planning.

Yours truly,

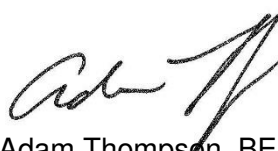
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