



2 Robinson Avenue (320 Lees Avenue)

Planning Rationale + Design Brief
Site Plan Control
November 17, 2021



Prepared for 2 Robinson Property Limited Partnership

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

November 2021

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0	Introduction	1
1.1	Application History & Required Application	1
1.2	Public Consultation Strategy	1
2.0	Subject Site and Surrounding Context	3
2.1	Subject Site	3
2.2	Surrounding Context	3
2.3	Road Network	4
2.4	Transportation Network	4
2.5	Neighbourhood Amenities	6
3.0	Proposed Development and Design Brief	8
3.1	Project Overview	8
3.2	Massing and Scale	9
3.3	Public Realm	11
3.4	Urban Form & Connectivity	14
4.0	Policy and Regulatory Review	15
4.1	Provincial Policy Statement	15
4.2	City of Ottawa Official Plan (2003, as consolidated)	16
4.2.1	Managing Growth	16
4.2.2	Land Use Designation	17
4.2.3	Designing Ottawa	18
4.2.4	Urban Design and Compatibility	18
4.3	Sandy Hill Secondary Plan	23
4.4	New City of Ottawa Official Plan	24
4.4.1	Central and East Downtown Core Secondary Plan	26
4.5	Lees Transit Oriented Development Plan	27
4.6	Transit-Oriented Development Guidelines	30
4.7	Urban Design Guidelines for High-Rise Buildings	32
4.8	University of Ottawa Campus Master Plan	33
4.9	City of Ottawa Comprehensive Zoning By-law 2008-250	35
5.0	Supporting Plans and Studies	37
5.1	Geotechnical Investigation	37
5.2	Phase I and II Environmental Site Assessments	37
5.3	Noise and Vibration Assessment	37
5.4	Pedestrian Level Wind Study	38
5.5	Servicing Study and Stormwater Management Report	38
5.6	Tree Conservation Report	38
5.7	Transportation Impact Assessment	38
6.0	Conclusions	39

1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 2 Robinson Property Limited Partnership to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed development on the property municipally known as 2 Robinson Avenue / 320 Lees Avenue (the “subject site”) in the City of Ottawa.

The proposed development is located in the southern portion of the Sandy Hill neighbourhood and includes four high-rise residential towers, two 28 storey towers (Towers A & D) and two 32 storey towers (Towers B & C) atop one and six-storey podiums. A total of 1,440 residential units are proposed, consisting of one, two, and three-bedroom units, with 988 vehicle parking spaces, the majority of which are located underground. Vehicular access to the site will be provided at the current intersection of Lees Avenue and Robinson Avenue, which will be improved with traffic signals to accommodate the proposed development, and to the west of the site from Lees Avenue. A total of 1,541 bicycle parking spaces are proposed. A 2,295m² public park will be located at the corner of Lees Avenue and Chapel Crescent.

1.1 Application History & Required Application

To facilitate the proposed development, concurrent Official Plan Amendment and Zoning By-law Amendment applications and supporting documentation were submitted on December 23, 2020. The applications proposed a site-specific amendment to the Sandy Hill Secondary Plan through the Official Plan Amendment (OPA) application to permit an increase to the maximum permitted building height on the site to 32 storeys. Further, the Zoning By-law Amendment (ZBLA) amended the existing Transit-Oriented Development (TD) zoning applicable to the site to increase the maximum permitted building heights and to accommodate site-specific details related to the development. These applications were approved by City Council on October 13, 2021, and are known as Official Plan Amendment 265 and Zoning By-law 2021-324.

Through this comprehensive Site Plan Control application, the process will address the detailed design of the site and buildings, including such aspects as site servicing, landscaping and building materiality.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff, a member of the local community association, and the applicant team on October 3, 2019.

- / Urban Design Review Panel Informal Consultation
 - o Informal review of the proposed development was undertaken by the Urban Design Review Panel on November 1, 2019

- / Community “Heads Up” to local registered Community Associations
 - o A ‘heads up’ notification to local registered community associations was completed by City of Ottawa during the application review process.

- / Community Information Session
 - o As requested by the Ward Councillor, the applicant team participated in a community information and comment session to discuss the proposed development on March 2, 2021.

- Due to COVID-19 restrictions on public gatherings, the community information session was held via an online Zoom webinar.
- / Urban Design Review Panel Formal Consultation
 - An informal UDRP consultation was held on November 1, 2019. Formal review of the proposed development was undertaken by the Urban Design Review Panel on May 7, 2021 for the Official Plan Amendment and Zoning By-law Amendment applications.
 - A formal meeting will be held with the Urban Design Review Panel during the Site Plan Control process.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting was undertaken by the City of Ottawa during the Official Plan Amendment and Zoning By-law Amendment processes.
- / Statutory Public Meeting – Planning Committee
 - The statutory public meeting took place at the City of Ottawa Planning Committee on September 23, 2021, where the Official Plan Amendment and Zoning By-law Amendment applications were approved. The applications were subsequently approved by City Council on October 13, 2021.

2.0 Subject Site and Surrounding Context

2.1 Subject Site

The subject site, which is located in Rideau-Vanier Ward (Ward 12), is irregular in shape with a total area of approximately 22,948.5m². It has approximately 235 metres of frontage along Lees Avenue on the south of the property, with approximately 89 metres of frontage along the east side abutting Chapel Crescent. Located at the south end of Sandy Hill, the site was formerly used for the Iranian Culture Centre, which has since been demolished. There is a large gravel parking lot remaining on the site with grassy fields and a border of trees along the northern property line.

2.2 Surrounding Context

North of the subject site is the neighbourhood of Sandy Hill, which is generally defined by low-rise residential uses. Ottawa Community Housing’s Strathcona Heights complex is situated to the northeast.

East of the subject site is Ottawa Community Housing’s Strathcona Heights complex. Below this is Robinson Park and an isolated pocket of residential uses known as Robinson Village accessed via Robinson Avenue as it passes beneath the Lees Avenue overpass. Further east is the Rideau River.

South of the subject site is the intersection of Robinson Avenue with Lees Avenue and, beyond it, an area defined by Highway 417 and associated access ramps. On the south side of Highway 417 are several high-rise residential buildings in the area surrounding the Lees Light Rail Transit (LRT) Station, as well as University of Ottawa buildings and facilities.

West of the subject site is the Sandy Hill Arena, baseball diamond and associated surface parking; beyond this crossing diagonally from southeast to northwest, are Lees Avenue, the Transitway, and Nicholas Street. The University of Ottawa campus is situated to the northwest.



Figure 1: Surrounding context with the subject site indicated in blue

2.3 Road Network

The subject site is located at the corner of Lees Avenue and Chapel Crescent, with the majority of the property fronting Lees Avenue. Lees Avenue is designated as an Arterial Road on Schedule F of the Ottawa Official Plan. Arterial roads are intended to function as major corridors in the urban communities, accommodating multi-modal transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed to meet the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The portion of Chapel Crescent where the subject site abuts is a local road, however Chapel Crescent transitions into a Collector Road at Mann Avenue, where it becomes Chapel Street. The subject property is also located near Highway 417 which is a provincially owned, limited access freeway (Figure 2).



Figure 2: Schedule F, *Urban Road Network*, of the City of Ottawa Official Plan, subject site indicated

2.4 Transportation Network

The subject site is well-connected with respect to transit, cycling, and the pedestrian network. The site is located approximately 360 metres walking distance from Lees LRT Station (Figure 3) with future plans for a multi-use bridge from Robinson Avenue to Lees LRT Station to reduce the walking distance to approximately 280 metres.

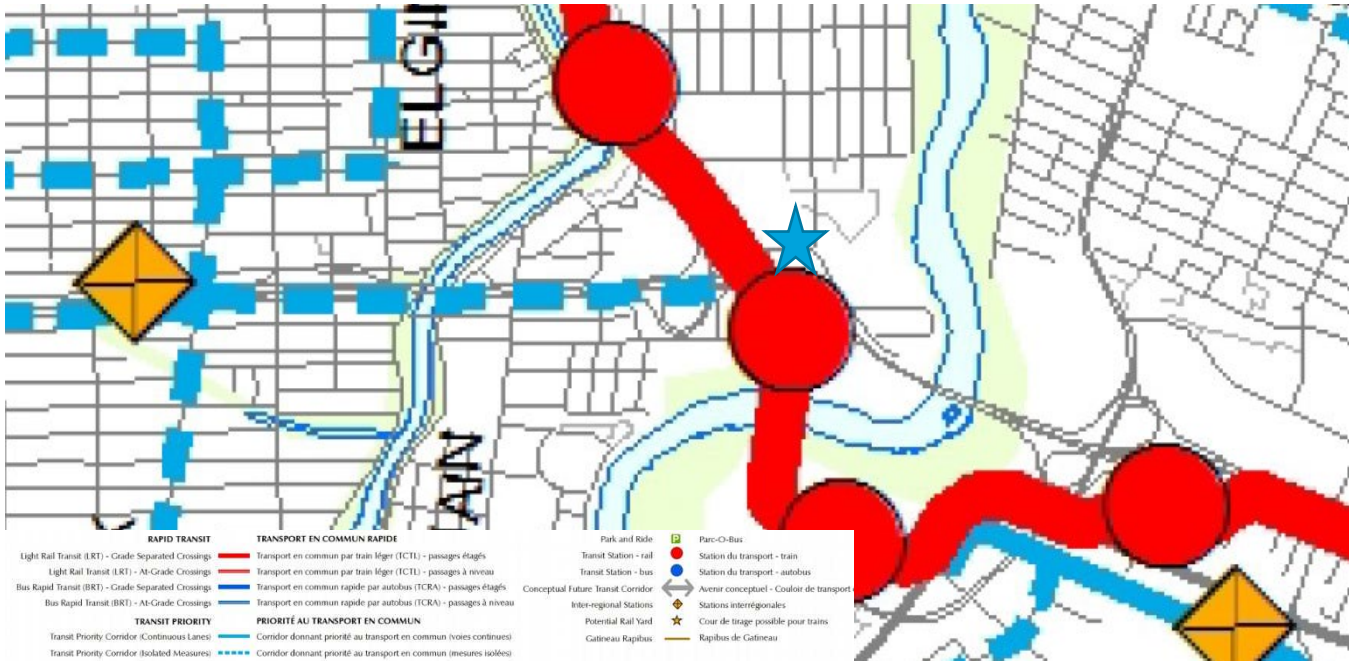


Figure 3: Schedule D, Rapid Transit and Transit Priority Network, of the City of Ottawa Official Plan, subject site indicated

OCTranspo serves the site with Routes 16, 55, and 56, with the nearest stop located at Lees Avenue and Chapel Crescent (Figure 4). Each bus route provides connection to the Lees Avenue LRT station and the wider OCTranspo network. OCTranspo Route 16 generally runs in an east-west direction, providing connection from the Westboro neighbourhood in the west through the Downtown Core to the Old Ottawa East neighbourhood in the east via the nearby Lees Station. OCTranspo route 55 generally runs in an east-west direction, providing connection from the Bayshore Shopping Centre in the west to the Elmvale Mall Stop in the east. OCTranspo route 56 generally runs in an east-west direction, providing connection from the Hintonburg neighbourhood in the west, along Carling Avenue, to the Lowertown neighbourhood in the east.



Figure 4: OCTranspo Network Map, subject site indicated

The subject site is served by the greater cycling network, and by city-wide and community-level multi-use pathways following Nicholas Street, providing connection to the Rideau River. A dedicated bicycle lane is located at the southeast edge of the subject site, beginning at the corner of Chapel Crescent and following along Lees Avenue towards the Lees LRT Station, continuing to the Main Street intersection. Further, Schedule C of the Official Plan describes a nearby cross-town bikeway route, which provides increased access to the greater cycling network (Figure 5). These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.



Figure 5: Schedule C, *Urban Cycling Network*, of the City of Ottawa Official Plan, subject site indicated

2.5 Neighbourhood Amenities

Due to its location in the established Sandy Hill neighbourhood, the subject site enjoys close proximity to many neighbourhood amenities including a variety of commercial, recreational, and institutional uses. The surrounding neighbourhood benefits from proximity to the University of Ottawa, located approximately 450 metres from the Main Campus and 650 m from the Lees Campus. The site is well-served with respect to parks and community facilities, with the Sandy Hill Arena neighbouring the site, and is located within walking distance of Robinson Park, Springhurst Park, and walking paths along the Rideau River.

A non-exhaustive list of neighbourhood amenities including a wide range of uses is listed below (Figure 6):

- / Recreational facilities including private gyms, indoor and outdoor recreation centres, Robinson Field, Gee-Gees Field, Sandy Hill Area, and community centres;
- / Parks and public greenspaces including Robinson Park, Springhurst Park, several local parks, and greenspace along the Rideau River;
- / Community gardens including the Sandy Hill Community Garden and the Lees Avenue Community Garden

- / Institutional uses such as the University of Ottawa Main Campus and Lees Campus, and;
- / Public Schools including Viscount Alexander Public School



Figure 6: Neighbourhood amenities map, subject site indicated

Proposed Development and Design Brief

3.1 Project Overview

The proposal for the subject property would see development of four (4) residential and mixed-use buildings with a total of 1,440 residential units, 2,518.7m² of commercial space, and 988 vehicle parking spaces. A mix of 761 one-bedroom units, 58 one-bedroom plus den units, 497 two-bedroom units, 31 two-bedroom plus den units, and 93 three-bedroom units are proposed. Below is a description of the proposed development.

- / **Building A** is located at the southwest corner of the site and consists of one 28 storey residential tower atop a one-storey and six-storey U-shaped mixed-use podium. The podium will contain at-grade commercial fronting onto Lees Avenue. Underground vehicle parking and loading spaces are accessed from the western side of the building. This building is proposed to contain 375 residential units.
- / **Buildings B and C (“B&C”)** are located at the southeast corner of the site, and consist of two 32 storey residential towers, connected by a one-storey and six-storey mixed-use podium. Underground parking is accessed to the west of the building. Ground floor commercial space fronts onto Lees Avenue and the dedicated parkland to the east. A community amenity space is provided within the podium where the building abuts the dedicated parkland to the east. These buildings are proposed to contain a total of 735 residential units.
- / **Building D** is located at the northern portion of the site and consists of one 28 storey residential building atop a six-storey podium, proposed to contain 330 units. Underground parking is accessed to the west of the building.



Figure 7: Site Plan for 2 Robinson

Commercial use will be located at-grade in Buildings A and B&C, with frontage along Lees Avenue and the dedicated park space in the eastern portion of the site. The remainder of the buildings will contain residential units, with mechanical

penthouses atop each building. A combination of common amenity areas, private balconies, and at-grade terraces are proposed for each building, including communal indoor and outdoor amenity spaces located at-grade in all buildings. A 2,295 square metre public park is proposed at the southeast corner of the site with frontage along both Lees Avenue and Chapel Crescent. Additional landscaped areas along Lees Avenue, within central courtyards, and to the north of the property are provided.

Vehicular access is provided off Lees Avenue at the existing intersection of Lees Avenue and Robinson Avenue, which will be improved to a four-way intersection with traffic signals to accommodate the proposed development. This allows for vehicle access to a central area which contains pick-up, drop-off, and loading areas, with some surface visitor parking. Underground parking is accessed via three locations: to the west of Building A, to the west of Buildings B&C, and at the southwest corner of Building D. A total of 988 vehicle parking spaces will be provided for the site, of which 864 spaces will be provided for residents. A total of 120 visitor parking spaces will be provided, while 4 car-share spaces are proposed at the subject site. Building A will contain 274 vehicle parking spaces, Buildings B&C will contain 444 vehicle parking spaces, and Building D will contain 348 vehicle parking spaces.



Figure 8: View looking north towards the subject site

3.2 Massing and Scale

The built form of the proposed development includes four high-rise towers. Building A is a 28 storey tower atop a single and six-storey podium, Building B&C are two 32 storey towers atop single and six-storey podiums, and Building D is a 28 storey tower atop a six-storey podium. Both Buildings A and B&C are mixed use buildings with commercial at grade, with pedestrian scale podium connections that will frame both Lees Avenue and Chapel Crescent. These podiums will contain both new commercial and amenity spaces, which will encourage pedestrian and cyclist activity along adjacent streets

and within the public park space. The 28 storey residential building along the northern edge of the site is oriented to allow for transition to the existing residential properties north of the subject site. Materiality, colour, and architectural variety create visual interest among all building elevations and create a clear distinction between the base, tower, and top portions of each building. The fenestration throughout the podiums is continued up through the towers of all buildings, which further include private balconies. The setbacks of the towers on the podiums creates a clear delineation of built form while ensuring a pedestrian scale is maintained along Lees Avenue. A north-south building orientation on site, and placement of Tower D to the northwest of the property ensure the minimization of shadow and wind impacts on the surrounding residential and open space context.



Figure 9: View looking northeast toward the subject site, Building A in foreground



Figure 10: View looking northwest to subject site, Building B&C in foreground

3.3 Public Realm

The proposed development includes improvements along the public right-of-way of both Lees Avenue and Chapel Crescent frontages. The inclusion of new street trees and active entrances advance the animation of the pedestrian realm. The treatment of the building podiums with fenestration provides visual transparency and improved safety for pedestrians in the area. The site contains a proposed 2,295 square metres of parkland located at the corner of Lees Avenue and Chapel Crescent, connecting inward from the adjacent public streets to the site. The existing pathway and tree canopy along the northern edge of the property is proposed to be maintained, acting as both a connection through the neighborhood and landscaped buffer between the residential properties to the north. The interface between these outdoor spaces and the proposed buildings has been carefully considered. For instance, the scale of the Building D podium has been reduced to contribute to the transition between built form and these greenspaces. Units within Building D will align with grade through private outdoor patio spaces, allowing a strong interface with the pathway to the north. Private at-grade patio spaces have also been incorporated into Building A and the south side of Building D to facilitate a strong relationship to the outdoor areas, creating a “townhouse-like” feel in select locations through the site. An amphitheatre seating area is proposed to the east of Building D, providing a seamless transition between public and private realms. Landscaping is proposed along all frontages to enhance the public realm and create a pleasant environment for pedestrians.



Figure 11: Looking internal to the site from the public park space



Figure 12: View looking from central vehicle circulation area to amphitheatre

All buildings contain residential entrances internal to the site via their courtyards or from the central vehicle circulation area. The design of the access/egress to the parking garages and loading areas have been located internally to the site, avoiding any interruptions in the frontage while reducing conflicts between vehicles, pedestrians, and cyclists. Buildings A and B&C contain primary commercial and secondary residential entrances along Lees Avenue, with active frontages enhancing the public realm and ensuring pedestrian use along the street. These uses, along with public realm improvements including a new street tree canopy and hard landscaping elements, will enhance the frontage along Lees Avenue and activate the streetscape, connecting the public park space in the east through to the neighbourhood in the west along Lees Avenue.



Figure 13: Looking northeast to podium along Lees Avenue



Figure 14: View looking north along vehicle connection between Building A and Building B&C

3.4 Urban Form & Connectivity

The proposed development orients the buildings on the site in a way that contributes to the overall connectivity via a new urban street pattern and well considered pedestrian and multi-use linkages. Vehicle circulation through the site is well managed by an internal pseudo linear street network, accessed via Lees Avenue in the west and centrally at the existing intersection with Robinson Avenue. Loading spaces and access to underground parking is located away from primary drive aisles, where at-grade parking spaces and a central loop allow for vehicle access to pick up and drop off areas.

Pedestrian linkages are provided internally throughout the site which carry through to the surrounding neighbourhood. The proposed Buildings A and B&C frame Lees Avenue and provide podium heights that contribute to the pedestrian scale and active uses along the right of way. Linkages are provided via sidewalks and pathways into the internal areas and courtyards, while dedicated public parkland, an existing pathway, and linkages along all property lines allow easy and safe access among the proposed buildings and into the surrounding neighbourhood. Public realm upgrades and amenity spaces, including maintaining the existing pathway, a new amphitheatre, and improved landscaping throughout will contribute to the pedestrian realm while facilitating multi-modal movement and access through the site.

Policy and Regulatory Review

4.1 Provincial Policy Statement

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

Policies that support the development and intensification of the subject property include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1.a);
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b);
 - o 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 (1.1.1.e);

- / 1.1.3: Identifies settlement areas as the focus of growth and development.

- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - o Efficiently use land and resources (1.1.3.2.a);
 - o 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 (1.1.3.2.b);
 - o Support active transportation (1.1.3.2.e); and,
 - o Are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2.f).

- / Policy 1.1.3.6 states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities

- / 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 or current and future residents of the regional market area by:
 - o Permitting and facilitating:
 - 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 (1.4.3.b.1); and
 - All types of residential intensification, including second additional residential units, and redevelopment (1.4.3.b.2);
 - o 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 (1.4.3.d);

- / Section 1.6 of the PPS provides policies for infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

- / 1.7.1: Long-term economic prosperity should be supported by:
 - o Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

- / 1.8.1: 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:
 - o Promote compact form and a structure of nodes and corridors (1.8.1.a);
 - o Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - o Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

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

The proposed development is consistent with the Provincial Policy Statement, 2020. The site is located in a Mixed Use Centre and within proximity of the Lees Light Rail Transit station. As such, the redevelopment of the subject property advances the provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use and active transportation.

4.2 City of Ottawa Official Plan (2003, as consolidated)

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

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes how growth is to be managed within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2, Policy 1 as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development".

The subject site is located within the Mixed Use Centre, which is identified as a target area for intensification (Policy 3). Intensification is encouraged in these areas and can be expressed through a variety of built forms, with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). To ensure appropriate design, transitions, and compatibility with surrounding existing context and planned function, taller building heights should be located closest to the transit station or transit priority corridor (Policy 11). Taller building heights will be considered, subject to an Official Plan Amendment, provided the proposal demonstrates the impacts on the surrounding area have been assessed and a community amenity is provided. High-rise buildings at 31+ storeys will only be permitted by an amendment to an existing secondary plan that already allows high-rise buildings, where located generally within 400 metres walking distance of a Rapid Transit Station and separated from planned low-rise residential areas by a suitable transition as required by Policies 11 and 12 of Section 4.11 (Policy 15). Further, separation distances between high-rise buildings are to be considered when considering sites for development of high-rise buildings, as implemented by the zoning by-law (Policy 16).

The proposed development represents residential intensification through the redevelopment of an underutilized lot within a Target Area for Intensification. The development provides a compatible design and appropriate building heights as further discussed herein. As the development has been designated as Mixed Use Centre, the site represents significant opportunity for this type of intensification. Further, the proposed development provides appropriate transition and compatibility with its existing surrounding low-rise context and will provide community amenity space, with details to be finalized upon further discussion with the Ward Councillor and City Staff. The proposed development is in keeping with the policy direction and intent of the Secondary Plan and Land Use designation by proposing a compact built form in proximity to transit.

4.2.2 Land Use Designation

The subject property is designated as “Mixed Use Centre” per Schedule B of the Official Plan (Figure 15). Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City’s growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

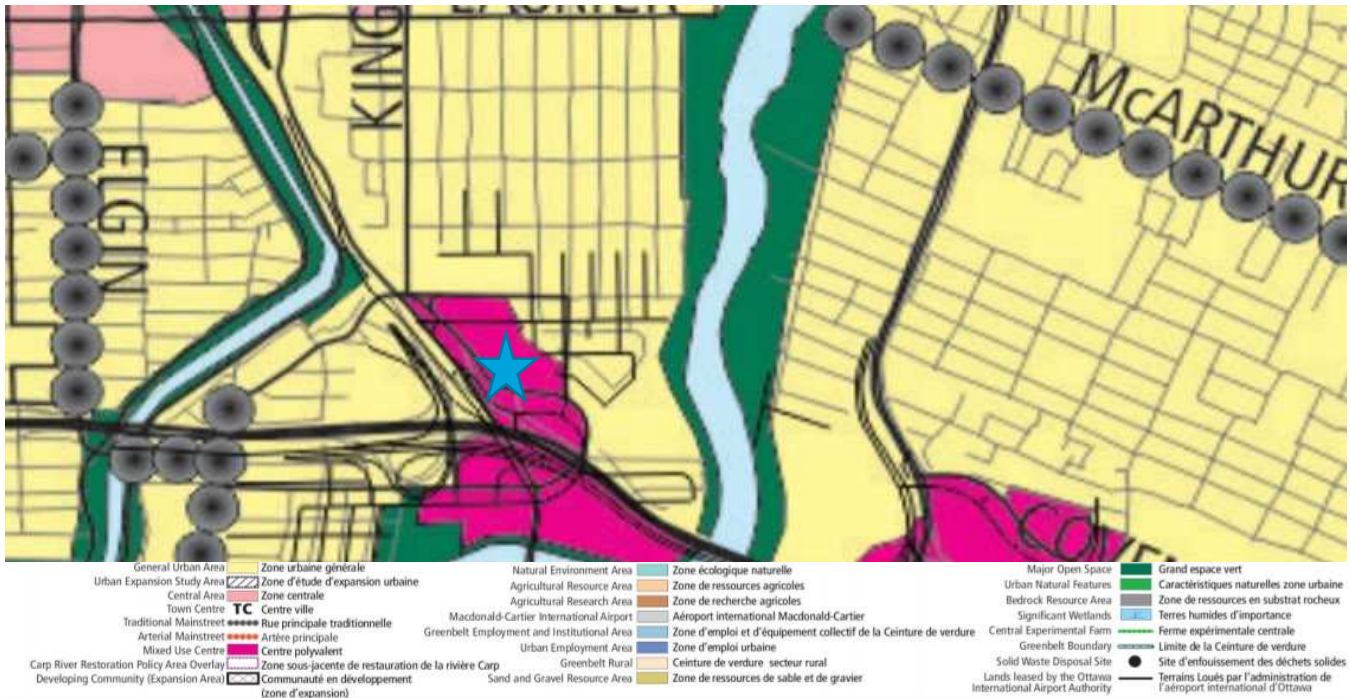


Figure 15: Schedule B, Urban Policy Plan, of the City of Ottawa Official Plan, subject site indicated

Mixed Use Centres are strategically located lands along the transportation system and that are accessible by walking, cycling and automobile, and are centered near rapid-transit stations with all-day, frequent transit service. Sites within these areas offer substantial opportunities to accommodate new growth, accomplished by new development or redevelopment of these areas.

As Mixed Use Centres are mostly located within 800 m walking distance of one or more rapid transit stations, opportunity exists to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land (Policy 1). A range of building heights and uses, including high and medium density residential uses, are permitted at the periphery of these areas, and appropriate transitions to existing low or mid-rise areas must be provided (Policies 4 and 5). Further, all development in a Mixed Use Centre shall be evaluated against

Official Plan urban design policies and criteria, and, where possible, will contribute to a range of housing options in the area (Policy 9).

The proposed development conforms to and implements the policy directions set out in the Mixed Use Centre designation. The lands are within 400 metres of the Lees LRT station, representing a significant opportunity for redevelopment of an underutilized property. By providing high-density residential uses and opportunity for commercial development, the development will promote the use of public transit, active transportation, and increase housing and supportive commercial options in the area. The proposed development has been designed in a manner that will further support increased pedestrian and cycling infrastructure in the area.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

Mixed Use Centres are recognized as ‘Design Priority Areas’ (Policy 2), which are required to participate in an enhanced review by the Ottawa Urban Design Panel (Policy 4) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design.

The proposed development addresses the Design Objectives through a design that enhances an under-utilized site on Lees Avenue in proximity to the Lees Light Rail Transit (LRT) transit station, proposing new residential and commercial uses to the site. The development will enhance the pedestrian environment and will serve to establish a strong character to the area. As a development within a Design Priority Area, the Urban Design Review Panel will review and provide comments on the proposed development with respect to urban design, including the public realm.

4.2.4 Urban Design and Compatibility

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

Policy	Proposed Development
<p>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.</p>	<p>This Planning Rationale and Design Brief satisfies the requirement for a Design Brief for the proposed development.</p>
Views	
<p>2. Development applications for all High-Rise 31+ buildings will demonstrate how the proposed building will contribute to and enhance the skyline of the city and existing prominent views or vistas or create new vistas.</p>	<p>The proposed development provides distinct architectural features, including varied materiality, colour, fenestration, and balconies, which create a dynamic built form which will contribute to the skyline from new viewpoints. The proposed towers have distinct base, middle, and top portions which all for visually interesting facades at all elevations and interesting views from many points surrounding the site. Each tower terminates at the top in a manner which does not detract from its context or draw attention to itself yet provides interesting elements which enhance the skyline of the city.</p>
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area 	<p>The proposed development provides a varied street wall along all frontages, creating visual interest through setbacks and transitions. The architectural articulation and change in materiality create well-designed podiums and high-rise buildings which contribute to the character of the area.</p> <p>Architectural treatments such as materiality and colours 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 on nearby existing uses.</p>
<p>6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>Principal commercial entrances are oriented towards the abutting public streets. Principal residential entrances are separated and located internally to the courtyard to delineate between uses. Architectural elements and landscaping have been incorporated to ensure that the building is well-defined at street-level.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>The subject site is located at the corner of an arterial road (Lees Avenue) and a local street (Chapel Crescent). Dedicated parkland space is located at this corner to activate and enhance the public realm. Where the building and parkland meet, the proposed development features a heavily fenestrated treatment and active entrances that will animate the façade of the building at the intersection,</p>

Policy	Proposed Development
	serving as a focal point for the intersection and adjacent parkland space.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	Servicing, loading areas, and mechanical equipment are located internal to the site and away from the public realm, while building setbacks and landscaping along abutting streets provide a high quality, pedestrian friendly environment.
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 mechanical equipment and amenity spaces have been incorporated into the design and massing 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.	The proposed development considers the placement and orientation of the high-rise buildings to transition the site to the residential neighbourhood to the north. Internal and external amenity areas will be provided on the site, and the pedestrian realm will be improved along both Lees Avenue and Chapel Crescent.
11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	<p>A Shadow Analysis submitted as part of this package demonstrates that shadows will fall to the north within the adjacent low-rise residential neighbourhood. As is common within an urban context, these shadows will move quickly throughout the day and will not cause undue adverse impacts.</p> <p>A Wind Study submitted as part of this package demonstrates that the conditions at-grade will be acceptable for the intended pedestrian uses throughout the year.</p>
12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding	The proposed development orients the mid-rise podium of Building D in a way which transitions the site to existing nearby buildings, minimizing the impact of the proposed development. The landscape buffer along the northern edge of the site ensures additional transition is provided. Taller building heights are located adjacent to the arterial and local streets, with consistent podium heights, setbacks and surrounding greenspace to enhance the public realm. The built form transition respects the surrounding low-rise residential context.

Policy	Proposed Development
planned context, such as a stepping down or variation in building form has been incorporated into the design.	
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and step-backs. 	<p>The building height transitions are accomplished by a podium and tower built form. The tower is setback from the podium and the lot line in keeping with the TD zone provisions. Podiums are incorporated in buildings along public streets, with the towers set back beyond the podium height, creating a pedestrian-level experience and visual interest at street-level. Articulation in the massing through private balconies and building materials provide visual interest and break up the facade of the building.</p>
High-Rise Buildings	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; b) public views, including view planes and view-sheds referred to in Policy 3 above c) proximity to heritage districts or buildings, d) reduced privacy for existing building occupants on the same lot or on adjacent lots 	<p>The proposed high-rise buildings have been designed in a manner considerate of their existing and planned context. Design measures, such as building placement, orientation, mid-rise podium heights, setbacks, and stepbacks have been incorporated into the site design to ensure impacts are minimized at the pedestrian level, ensuring outdoor public and private spaces surrounding the building are protected. The towers have been oriented and provide adequate separation distance to ensure privacy is maintained between adjacent lots and the proposed units.</p>
<p>15. High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.</p>	<p>The proposed development applies the base-middle-top approach and given the abutting arterial road and nearby transit, features a taller podium level that is well-proportioned to the context.</p> <p>The buildings are set back from the west property line, with the towers stepped back from the south property line at the 7th floor providing adequate separation to future potential high-rise buildings on the abutting properties. The separation adheres to the desired 23 metres.</p> <p>The top of the building has been designed to integrate the mechanical. The continuation of materials to clad the penthouse will ensure a seamless integration.</p>
<p>16. Secondary Plans may provide area-specific directions for the design of high-rise buildings</p>	<p>The Sandy Hill Secondary Plan does not contain area-specific directions for the design of high-rise buildings.</p>

Policy	Proposed Development
17. The Urban Design Guidelines for High-Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances	The proposed development provides a built form and design that applies the principles and several guidelines of both the Transit Oriented Development Guidelines and the Urban Design Guidelines of High-Rise Buildings, as discussed herein.
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.	<p>Amenity areas for residents are being provided in the form of balconies, indoor amenity spaces, and outdoor amenity spaces. Additionally, ground-oriented amenity spaces have been provided in the northern portions of each building which will provide additional communal amenity space for tenants. Outdoor amenity areas have been incorporated into the plans, with a terraced area to the north of Building D, an amphitheatre, and internal courtyards for Buildings A and B&C. Balconies for all units and terraces at grade are proposed to provide additional private outdoor space for residents.</p> <p>Although not calculated as part of the amenity space, 2,295 square metres of public parkland is dedicated in the generous setback along Lees Avenue, which will add new public outdoor space and further enhance the building's public realm and at-grade treatment.</p>
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity 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, patios, communal terraces, indoor amenity spaces, and communal at-grade outdoor amenity areas. Communal spaces include maintaining an existing pathway and landscaped area to the north of the site, providing a new amphitheatre to the west of Building D, internal courtyard spaces within Buildings A and B&C, and a communal terrace atop the podium of Building B&C. Private patio spaces for Building D align with the grade to the north and south of the podium, providing a strong interface between the outdoor amenity areas and building podium.
Design Priority Areas	
22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The subject property is located in a Mixed Use Centre Design Priority Area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve this section of Lees Avenue. Sidewalks and landscaping elements are also provided adjacent to the building. The massing and scale of the proposed development is designed to define new public and private spaces.

Policy	Proposed Development
23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, streetscape improvements will be made including expanded pedestrian realm, new street trees, additional landscaping, and parkland dedication on site.
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The massing and scale of the podium and overall development will define the street corner and will define the public space through landscaping and fenestration along the streetscape to improve the public realm.

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to an underutilized site and the surrounding neighbourhood through streetscape improvements, an enhanced public realm, and a complementing high-quality building design. The built form has been designed in a manner that will minimize impacts to surrounding properties through enhanced design and appropriate transition, while the site design provides public realm enhancements and connections into the existing neighbourhood.

4.3 Sandy Hill Secondary Plan

The subject site is located within the Sandy Hill Secondary Plan Area. This purpose of this secondary plan is to guide future growth and change in Sandy Hill, and contains policies as they relate to land use, transportation, heritage, physical and social services, and site development.



Figure 16: Schedule J, Land Use, of the Sandy Hill Secondary Plan, subject site indicated within the 'Mixed-Use' land designation

Section 5.3.2 contains policies related to Land Use. The subject site is designated as Mixed Use in Schedule J of the Plan. Policy 1e relates to Mixed Use areas and states that lands designated as such should be transformed into an attractive and pedestrian/cycling-friendly environment (Figure 16). Further, due to their proximity to Lees Transit Station, the lands

should be intensified with high-profile, mixed-use buildings, and should transition down to the surrounding low-profile areas with medium profile, mixed-use buildings.

Policy 1 in Section 5.3.6 relates to Site Development, and seeks to ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development and that, wherever possible, new development shall contribute to the overall physical environment. Further, new development shall provide for internal and external on-site amenity areas.

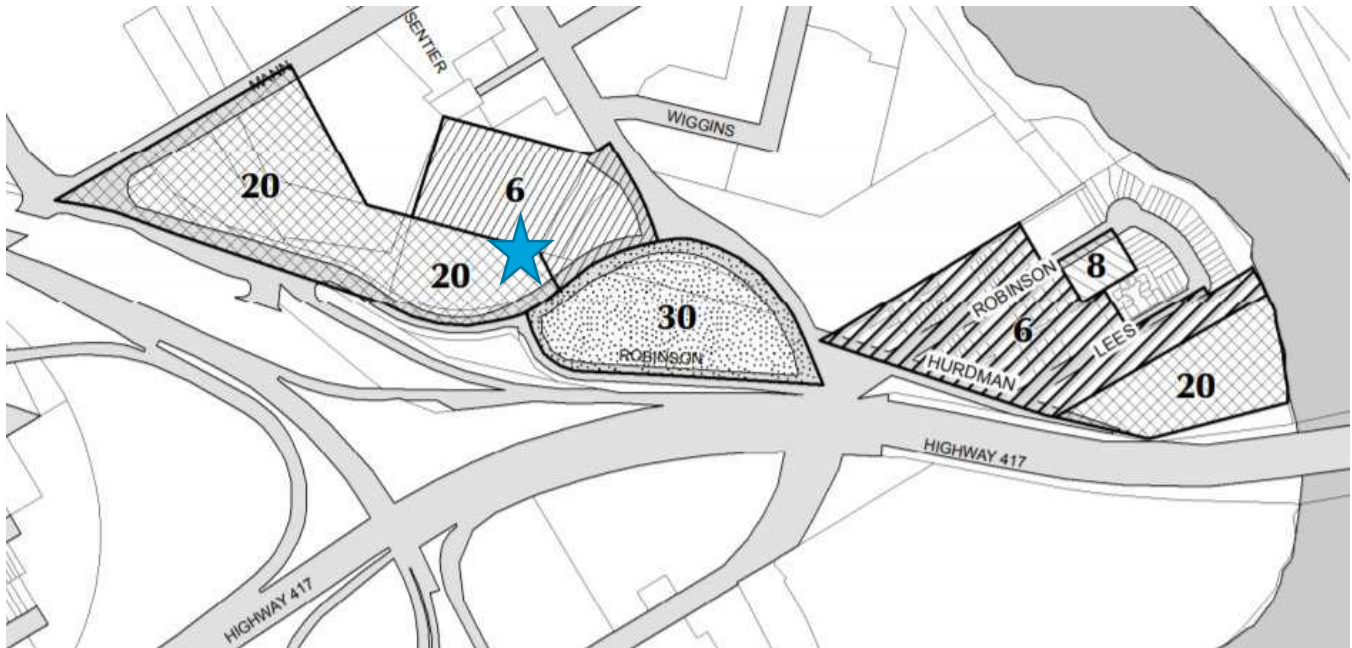


Figure 17: Schedule L, Maximum Building Heights, of the Sandy Hill Secondary Plan, subject site indicated

Pursuant to Schedule L, the southern portion of the site abutting Lees Avenue permits a height of 20 storeys, whereas the rear of the site permits a maximum of six storeys (Figure 17). An Official Plan Amendment application was approved by City Council on October 13, 2021, amending this schedule by re-designating the lands with a maximum height limit of 28 and 32-storeys, with a minimum density of 250 units per hectare (residential) and/or a 1.0 floor space index (non-residential). The amendment further includes a site-specific policy for the subject site to require a community amenity space within the ground floor.

The proposed development meets the objectives and policies of the Sandy Hill Secondary Plan. While the proposed development exceeds the height requirements of the Secondary Plan with proposed building heights between 28 storeys and 32 storeys (89 metres and 103 metres, respectively), the proposed development meets the minimum density requirements and is in keeping with policy direction to intensify the site. The increase in building height and intensification of the subject property is appropriate considering its context, particularly its close proximity to rapid transit, pedestrian and cycling routes, and nearby high-rise buildings.

4.4 New City of Ottawa Official Plan

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan (OP), which will result in a brand-new OP that will plan for a 25-year time horizon (2021 to 2046). The first draft of the new Official Plan was released on November 20th, 2020, and a final draft was released periodically between July 2021 and September 2021. This final draft version was heard by the Joint Planning and Agricultural and Rural Affairs Committee on October 18, 2021, where additional policy recommendations were incorporated. Following this, the New Official Plan was heard and adopted by

City Council on October 27, 2021. Upon adoption, the final new Official Plan will undergo review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final ministerial approval, anticipated in early 2022. As such, new Official Plan policies are not yet in-force and effect, however preliminary policy direction has been reviewed and is overall supportive of the proposed development.

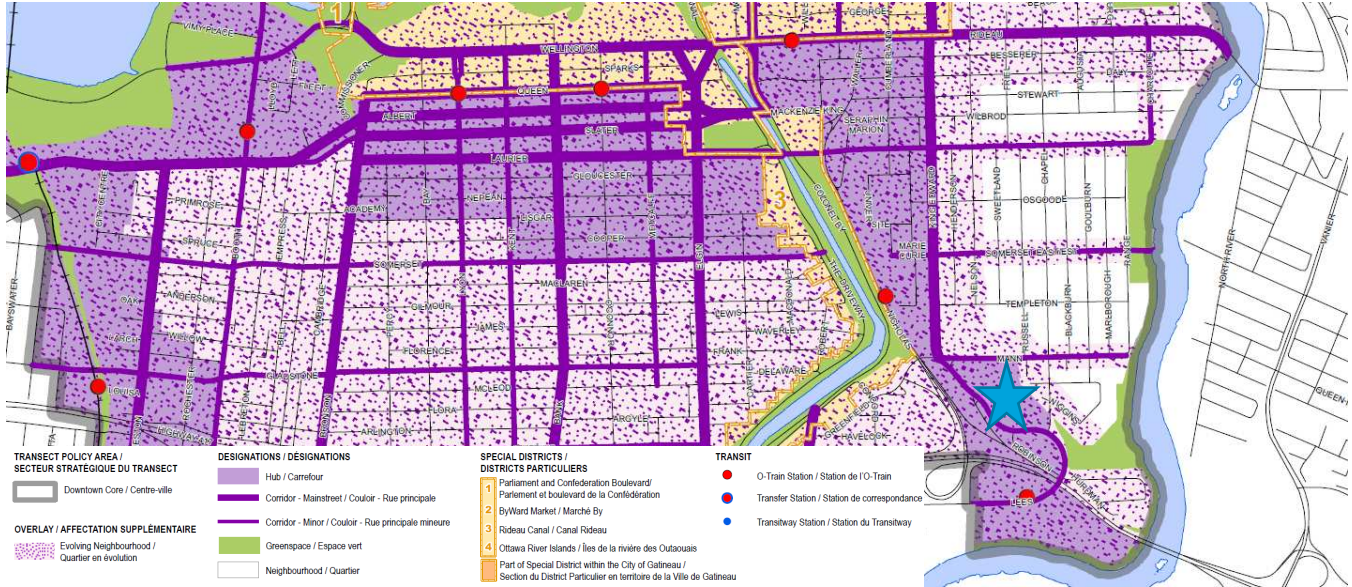


Figure 18: Schedule B1, Downtown Core Transect Area, subject site indicated

2 Robison Avenue (320 Lees Avenue) is proposed to be located within the “Downtown Core Transect” and designated a “Hub” with the “Evolving Overlay” applied, as shown in Schedule B1- *Downtown Core Transect* (Figure 18).

The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where Hubs within this Transect shall provide a full range of services and residential densities are sufficient to support the full range of services. The purpose of Hubs is to focus major residential destinations within easy walking access of rapid transit stations in support of 15-minute neighbourhoods and allow for higher densities which prioritize transit users, cyclists, pedestrians, and high-quality urban design. High density and high-rise built forms are supported in Hubs within the Downtown Core Transect Area, and new development shall create a high-quality, comfortable public realm that prioritizes the needs of pedestrians, cyclists and transit users while prohibiting automobile-oriented uses. A minimum building height of four storeys and high-rise building heights between 10-storeys and 40-storeys are permitted within the Hub designation in the Downtown Core Transect Area, with 41+ storeys permitted through criteria and an area specific policy.

The new Official Plan describes city-wide policies related to Urban Design and provides a framework evaluating new development. In particular, Section 4.6 contains urban design policy direction related to new development. Policies within this section provide direction related to building design, the public realm, site design, and transitions to abutting properties. These policies encourage new high-rise development to respond to the existing and planned context of the area and provide appropriate transitions to abutting properties. Further, new developments are to enhance the public realm, provide well-designed and accessible POPS, high-quality private amenity spaces, and activate streetscapes.

While this proposed development will be evaluated under the current Official Plan it is important to note that it supports the intensification goals 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 and housing type which is supportive in achieving 15-minute neighbourhoods, a key goal of the future Official Plan. The proposed development conforms to the preliminary policy direction for the Downtown Transect Area, Hubs, and the Evolving Overlay, as it proposes a high-

density mixed-use urban built form in close proximity to the Lees LRT Station. The proposed development has been designed in a manner which appropriately transitions to and mitigates potential impacts on abutting properties through mid-rise podiums, thoughtful tower placements, and at-grade improvements. The proposed development ensures an enhanced public realm and streetscape throughout the site and along Lees Avenue, where new landscaping, POPS spaces, and active frontages are proposed.

4.4.1 Central and East Downtown Core Secondary Plan

The subject site is located within the Central and East Downtown Core Secondary Plan. This Secondary Plan consolidates several former Secondary Plans, including the including the Sandy Hill Secondary Plan. This Secondary Plan describes land use designations found in the Plan area, including Local Neighbourhood, Local Mixed-Use, Downtown Mixed-Use, Corridors, Parks, and Institutional. The Plan contains general policies for the entire plan area related to built form, public realm, mobility and heritage. Under this new consolidated Secondary Plan, the subject site is located in the Lees Station Character Area (Figure 19) and designated Downtown Mixed-Use (Figure 20).

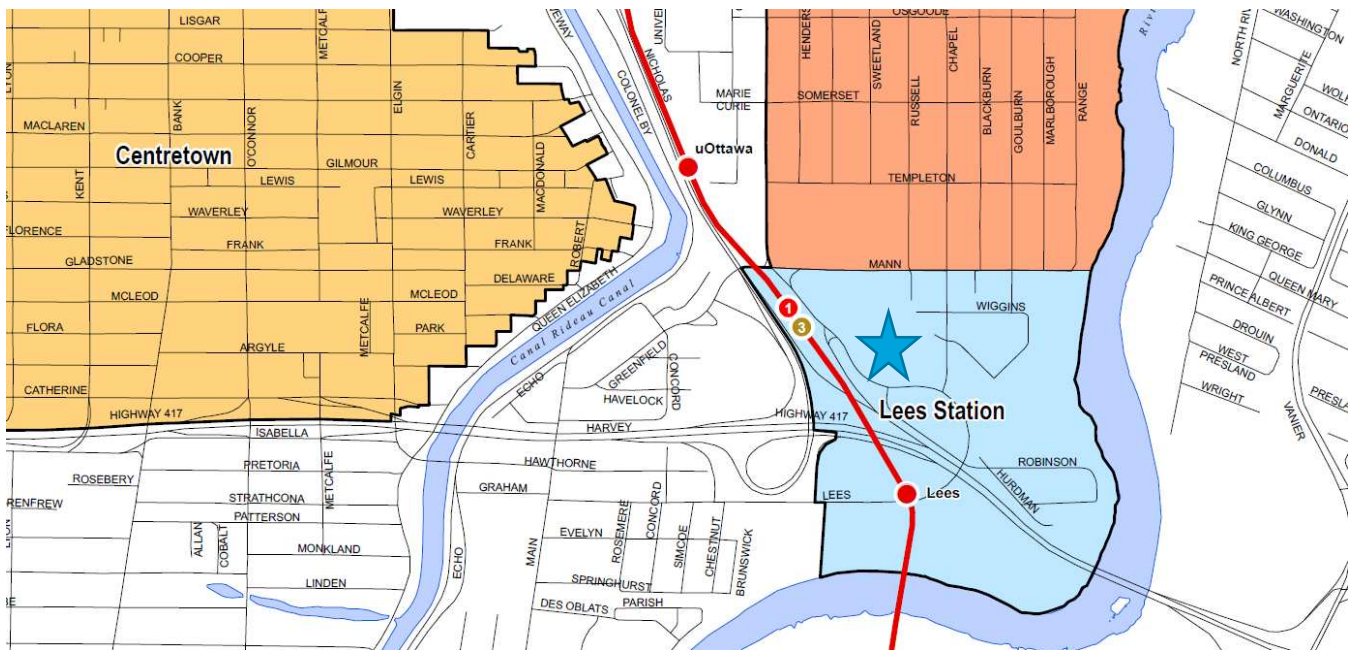


Figure 19: Central and East Downtown Core Secondary Plan Character Areas, subject site indicated

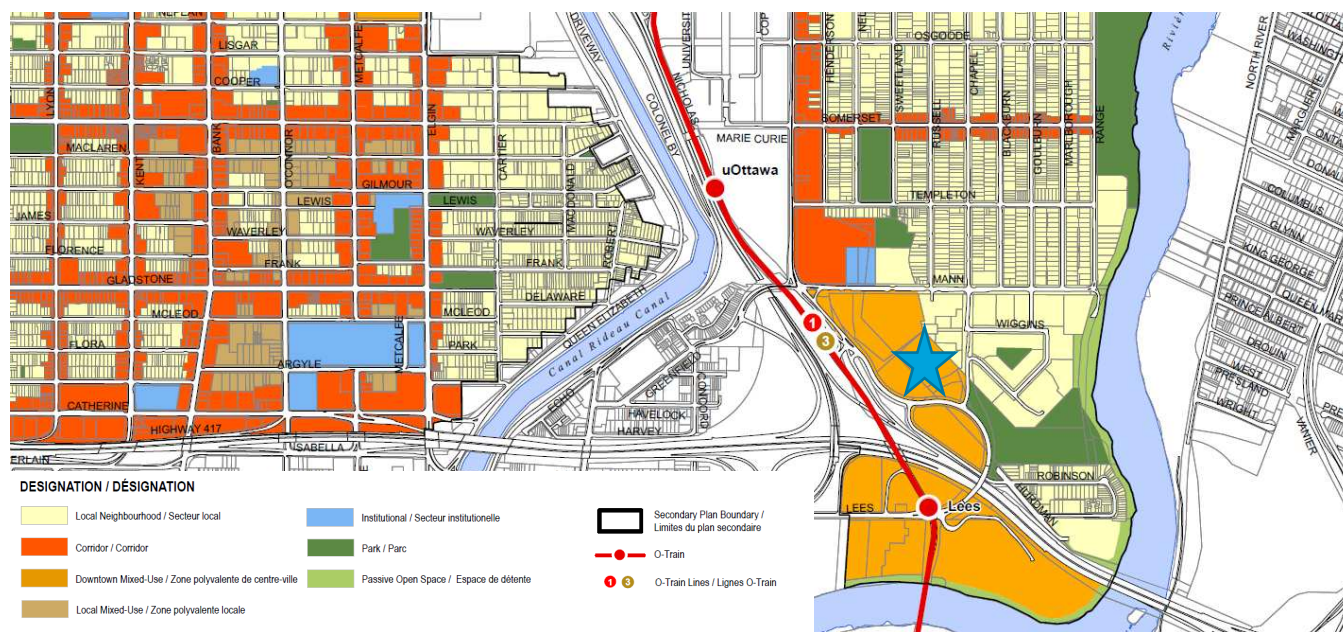


Figure 20: Central and East Downtown Core Secondary Plan Land Use Designations, subject site indicated

The policies within this Secondary Plan encourage a mixed-use built form and direct greatest densities and building heights to properties located nearest the Lees O-Train station. Schedule C of the Secondary Plan describes maximum permitted building heights between six storeys and 20-storeys at the subject site, however this is to be amended by OPA 265 to allow 28-storey and 32-storey building heights, as previously mentioned. Of particular importance, Section 4.8 of the Secondary Plan contains policies for the Lees Station Character Area related to the Built Form (Section 4.8.2) and the Public Realm (Section 4.8.3). Of note, policies within these sections require active frontages along Lees Avenue between Mann Avenue and Robinson Avenue and seek to acquire parkland through the development process to create neighbourhood parks.

The preliminary policy direction of this Secondary Plan is supportive of the proposed development at the subject site. The proposed development provides a high-density mixed-use development in close proximity to the Lees O-Train Station while providing high-quality urban design and public realm upgrades. The proposed development provides an active frontage along Lees Avenue and has dedicated new parkland space at the corner of Lees Avenue and Chapel Crescent, each which contributes to an enhanced public realm and streetscape.

4.5 Lees Transit Oriented Development Plan

The Transit-Oriented Development (TOD) plans set the stage for future transit-supportive or “intensified” land development in priority areas located near future Confederation Line stations by establishing a broad growth strategy for achieving transit supportive communities. The TOD plans aim to promote transit usage through effective planning and urban design around the stations. The TOD plan acts as a Community Design Plan for the Lees Transit Station in conjunction with the Secondary Plan. The guiding principles of the TOD plan include:

- / Creating complete, mixed-use communities;
- / Accommodating people and jobs densities in a compact built form;
- / Establishing context-sensitive development that respects existing neighbourhoods;
- / Promoting choices and reprioritizing pedestrians, cyclists and transit users over single occupant automobiles;
- / Creating green spaces and urban places;
- / Creating an attractive, well-designed urban environment; and,

/ Managing parking.

The subject property is located in the Lees TOD Plan area, northwest of the Lees Transit station. The plan recognises that the TOD study area will evolve over time into a more compact and mixed-use district. The subject site is described as the Mobin Lands in the plan area.

Sections 10.1.2 and 10.1.3 of the TOD plan identifies improvements to the pedestrian network for the plan area (Figure 21), a cycling network for greater access to the transit and cycling network in the city, and future connections in the study area. The plan identifies key pedestrian crossings at two locations along the southern edge of the property, one central to the site, and one at the south-east corner. The plan further identifies a key cyclist crossing at the southeast corner of the site, with future dedicated cycling path along the southern edge of the property where Robinson Avenue intersects.



Figure 21: Pedestrian Network, Lees Transit Oriented Development Plan, subject site indicated

The TOD plan identifies a Green Plan for the plan area, which describes existing and future parks, open space, public/private amenity space and priority streetscapes. The subject site is identified as having potential for a future private amenity area to contribute to the TOD Green Plan.

The TOD plan identifies land uses within the plan area, with the subject site is identified as a Mixed-Use area (Figure 22). The Mixed Use area provides an opportunity for transit-supportive land uses, accommodated in a variety of built forms. Urban residential uses are permitted and located in transitional locations in buildings that have a ground-floor treatment which includes street-oriented built form.

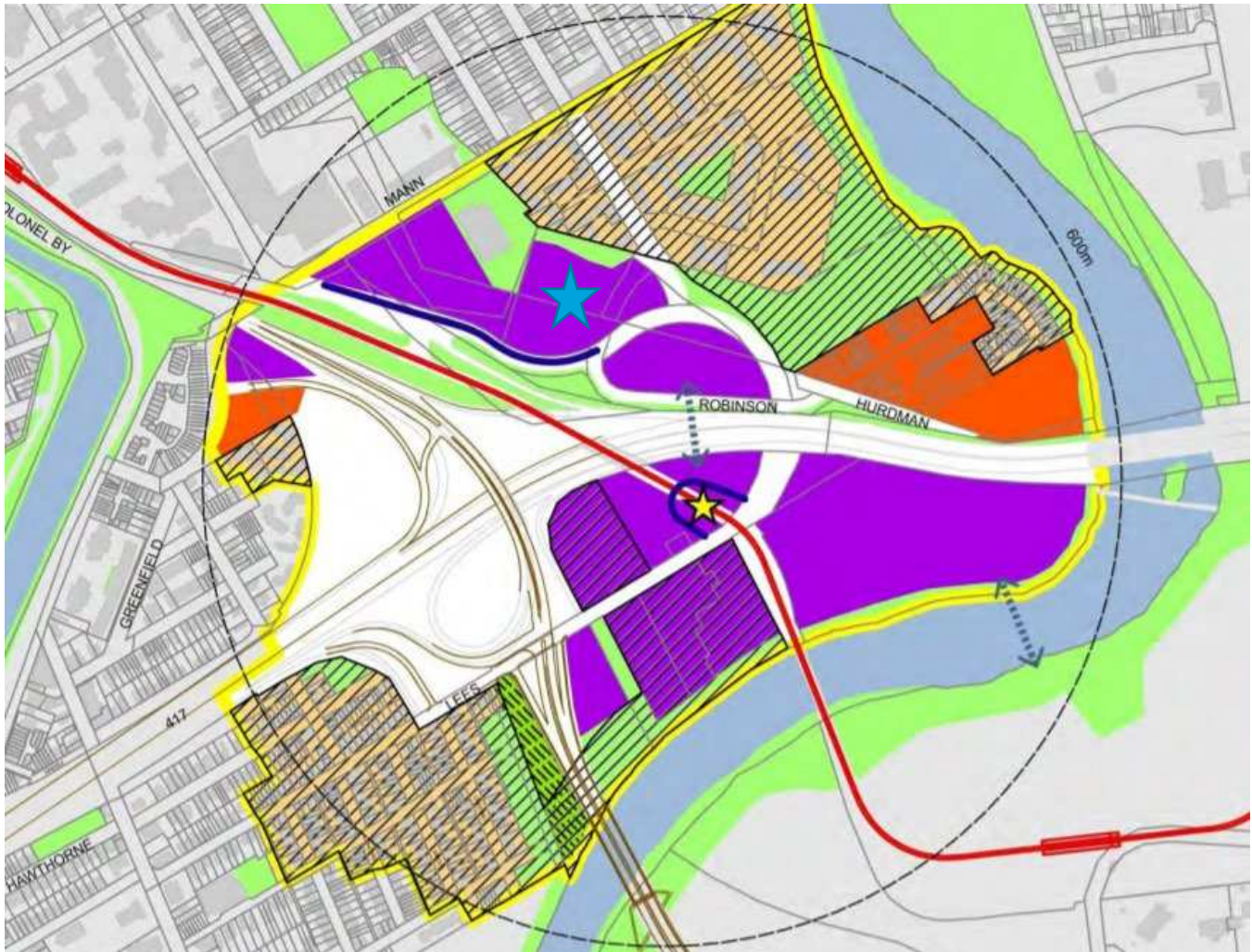


Figure 22: Land Use, Lees Transit Oriented Development Plan, subject site indicated in the 'Mixed-Use' area

Building height and density targets are described related to the subject site (Figure 23). The southwest portion of the subject site is identified as a TD2 zone, which allows building heights up to 20 storeys and density in the general range of 400-1000 people per net hectare. The remainder of the site is located within the TD1 zone, which allows for building heights up to six storeys and density in the general range of 250-500 people per net hectare.

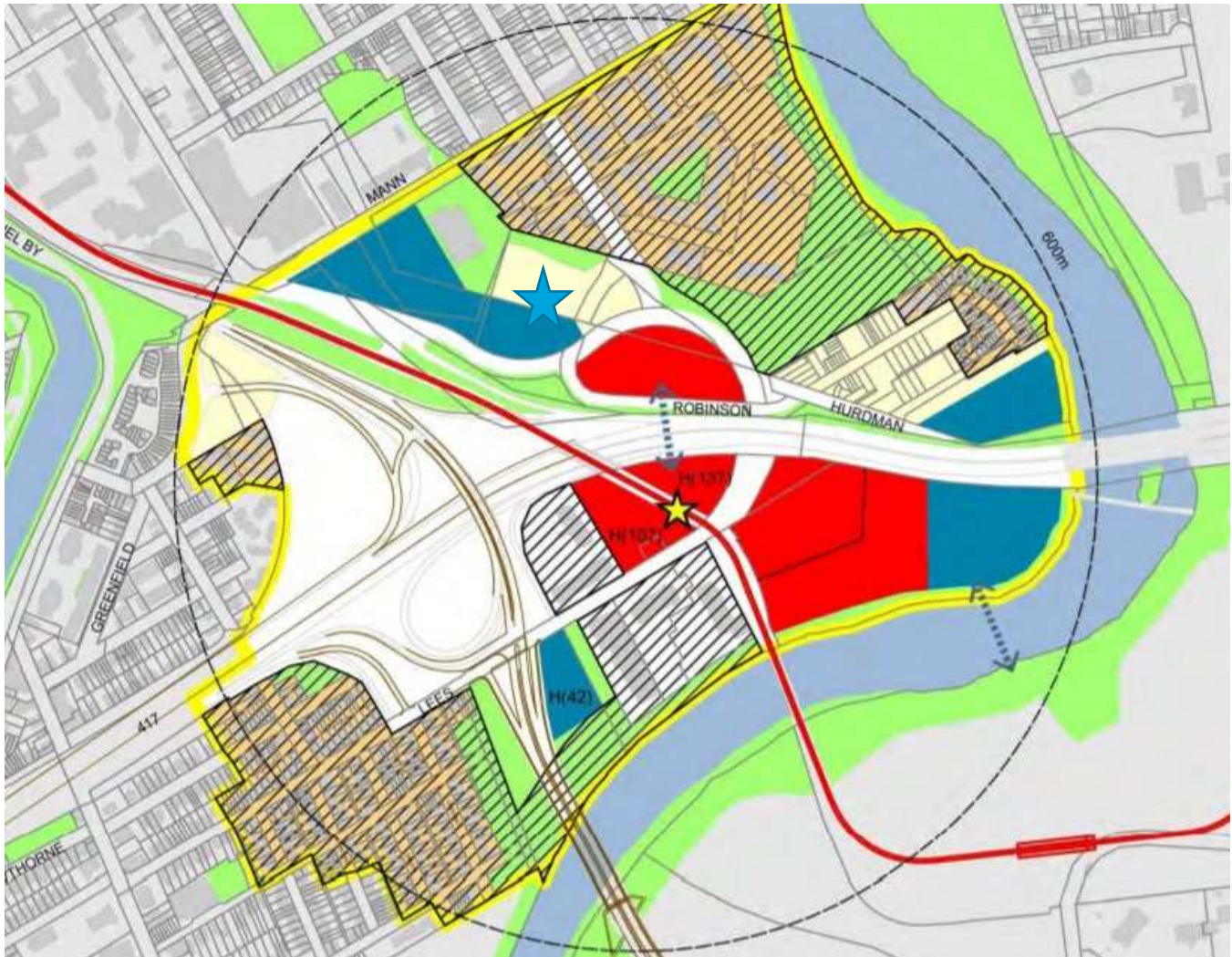


Figure 23: *Density and Building Heights*, Lees Transit Oriented Development Plan, subject site indicated as TD2 (blue) and TD1 (beige)

The proposed development is consistent with the goals and principles of the Lees Transit Oriented Development Plan. Although the CDP does not hold the same policy relevance as the Secondary Plan, the document was reviewed and considered in the aforementioned amendment to the Secondary Plan. The proposed development provides an improved pedestrian network and public realm along Lees Avenue and Chapel Crescent by introducing new commercial spaces, improved landscaping and public realm, and parkland dedication on site. The heights and densities proposed are appropriate for the site considering its location in a Mixed Use centre and its proximity to the Lees Avenue LRT station and the greater transportation network. The proposal provides appropriate transition between existing built form north of the site to the towers along Lees Avenue by highly considered podium heights and tower placements throughout the site.

4.6 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six

elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within 600 metres walking distance of a rapid transit station (Guideline 1);
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services, and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit (Guideline 3);
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locates a high-density residential use close to the transit station (Guideline 8);
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- / Creates a highly visible building through distinctive design features that can be easily identified and located (Guideline 12);
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge (Guideline 13);
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Provides a ground floor that has been designed to be appealing to pedestrians and includes space for commercial uses (Guideline 28);
- / Provides convenient bicycle parking that is enclosed and protected from the weather for both residents and customers (Guideline 29);
- / Proposes no more than the required number of vehicle parking spaces to minimize surface parking and encourage transit use (Guideline 32);
- / Locates parking to the rear of buildings, not between the public right-of-way and the functional front of the building (Guideline 35);
- / Designs access driveways to be shared between facilities (Guideline 36);
- / Provides underground parking or parking structures over surface parking lots (Guideline 39); and,
- / Provides loading areas off the street, behind or underneath buildings (Guideline 43).

The proposed development is consistent with the Transit-Oriented Development Guidelines by providing mixed-use transit supportive buildings within 600 metres of the Lees Avenue Transit Station. The mix of land uses creates a multi-purpose destination that will support an area currently in transition, while helping people meet their daily needs. The buildings are designed consistent to the guidelines, ensuring visual interest. New buildings are oriented along the front of Lees Avenue and employs high-quality urban design to further reinforce the streetscape and public realm. The buildings provide for transition between the existing established community north of the property and the planned high-density context of the area closer to the transit station. In addition, the reduced parking will encourage transit use, while allowing for a larger building footprint. The majority of parking has been placed underground to minimize visual impacts and to avoid any compatibility issues with at the site.

4.7 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. The relevant guidelines have been reviewed for the purposes of this report.

The proposed development is supportive of the following guidelines:

- / The proposed group of high-rise buildings are within an identified growth area and designed that the buildings nearer the northern edge are lower in height than those near the centre (Guideline 1.10);
- / The corner lot has an area greater than 1,350 square metres (Guideline 1.16);
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline (Guideline 2.2);
- / Includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- / Places the base of the building at the edges of the street to create a new street wall condition (Guideline 2.13);
- / Provides a minimum base height of two storeys (Guideline 2.17);
- / Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade (Guideline 2.21);
- / Features a highly transparent and animated ground floor (Guideline 2.23);
- / Ensures appropriate minimum separation distances between towers of at least 23 metres (Guideline 2.25);
- / Provides tower step backs from the base of the towers of at least 2 metres (Guideline 2.29);
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context (Guideline 2.33);
- / Provides a distinct termination at the top of the tower (Guideline 2.35);
- / Integrates rooftop mechanical equipment into the architecture (Guideline 2.36);
- / Appropriately contributes to the character of the city skyline by fitting in with the existing character and harmony of the skyline (Guideline 2.37);
- / Provides an appropriate public space at grade (Guideline 3.4);
- / Provides a public space which is complimentary and integrate into the existing network of streets, pathways parks and open spaces, and provides direct physical connect to the surrounding streets (Guideline 3.5);
- / Locates the main building accesses at the same level as the street (Guideline 3.10);
- / Animates the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency (Guideline 3.12);
- / Locates parking underground (Guideline 3.14);
- / Locates drop-off and pick up areas at the rear of the property (Guideline 3.15);
- / Internalizes loading and service facilities (Guideline 3.16);
- / Minimizes the size of garage and service doors (Guideline 3.19);
- / Considered wind impacts in the design of the building (Guideline 3.26); and,
- / Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

The proposed development applies several of the City’s Urban Design Guidelines for High-rise Buildings. The building design enhances the subject site by providing a high-quality built form which animates the pedestrian and public realm along Lees Avenue. The high-rise towers contain distinctive building features which contributes to its context both at-grade and within its skyline. While the proposed development has a floorplate slightly above the 750m² guideline, the increase is appropriate considering the subject site’s large lot size, while the placement, orientation, and separation of the towers have been carefully considered to mitigate visual, wind, and shadow impacts on surrounding land uses.

4.8 University of Ottawa Campus Master Plan

The University of Ottawa developed a Campus Master Plan for lands containing and surrounding the Main Campus and Lees Campus. Land uses, street networks, public realm, housing and recreation strategies are described in this Master Plan for lands surrounding the subject site.

The lands at 1 Robinson Avenue, located adjacent to the south of the subject site, are identified in this plan as an area of potential redevelopment (Figure 24). These lands are identified as a General Mixed-Use area, which seeks to accommodate a range of transit-supportive land uses including apartment residential, general office, student residences, retail and general administrative, teaching and research facilities. Further, buildings located on these sites should have an animated ground floor with cultural, community, and/or retail uses due to the Lees LRT station.

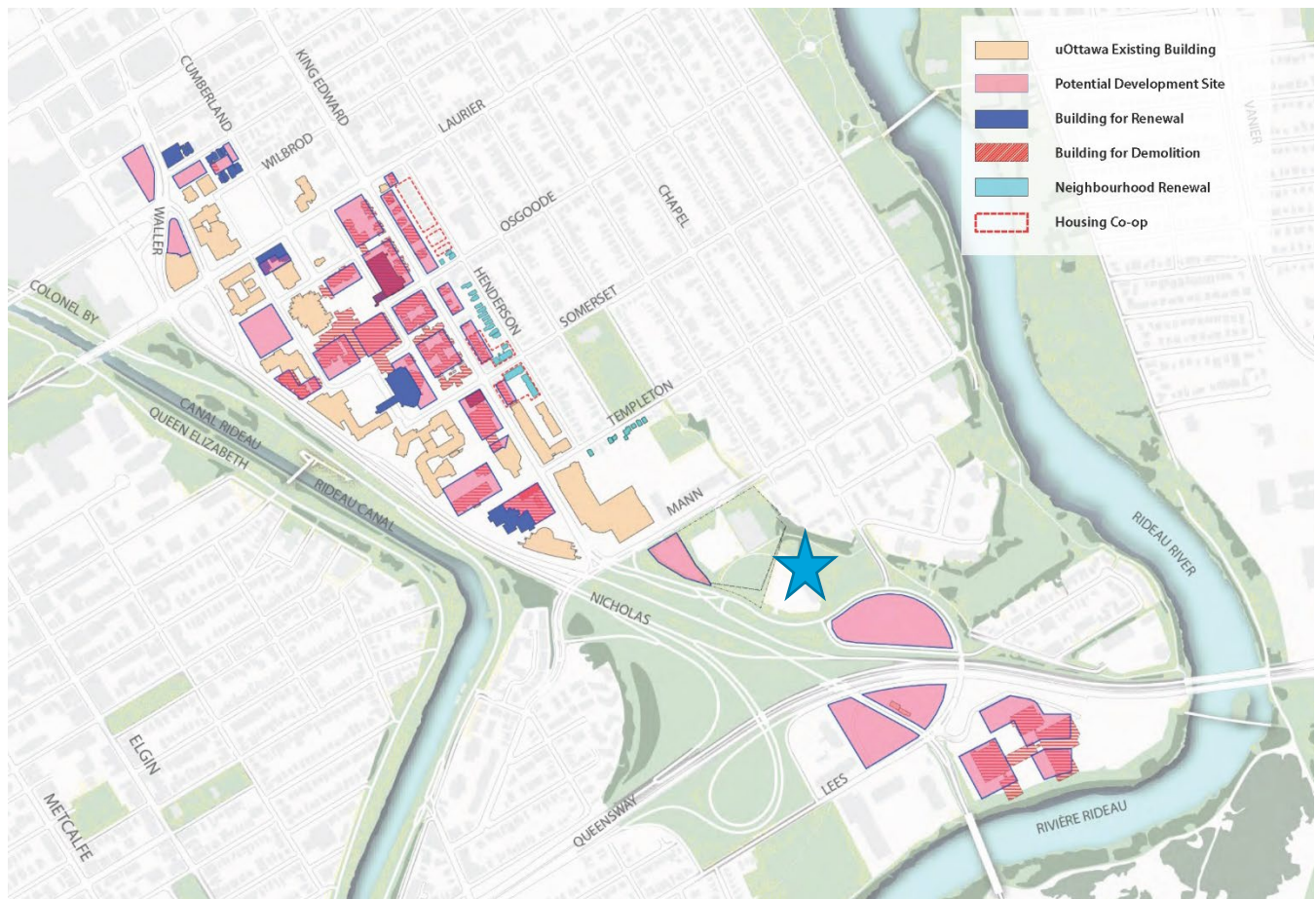


Figure 24: Development Map, University of Ottawa Campus Master Plan, subject site indicated

The Campus Master Plan identifies housing development opportunities on lands adjacent to the subject site. The plan describes a new student housing development at 1 Robinson could accommodate 1,180 student housing units containing 4,130 beds within a new high-rise development, with ground floor activation via retail, commercial, or institutional uses (Figure 25).

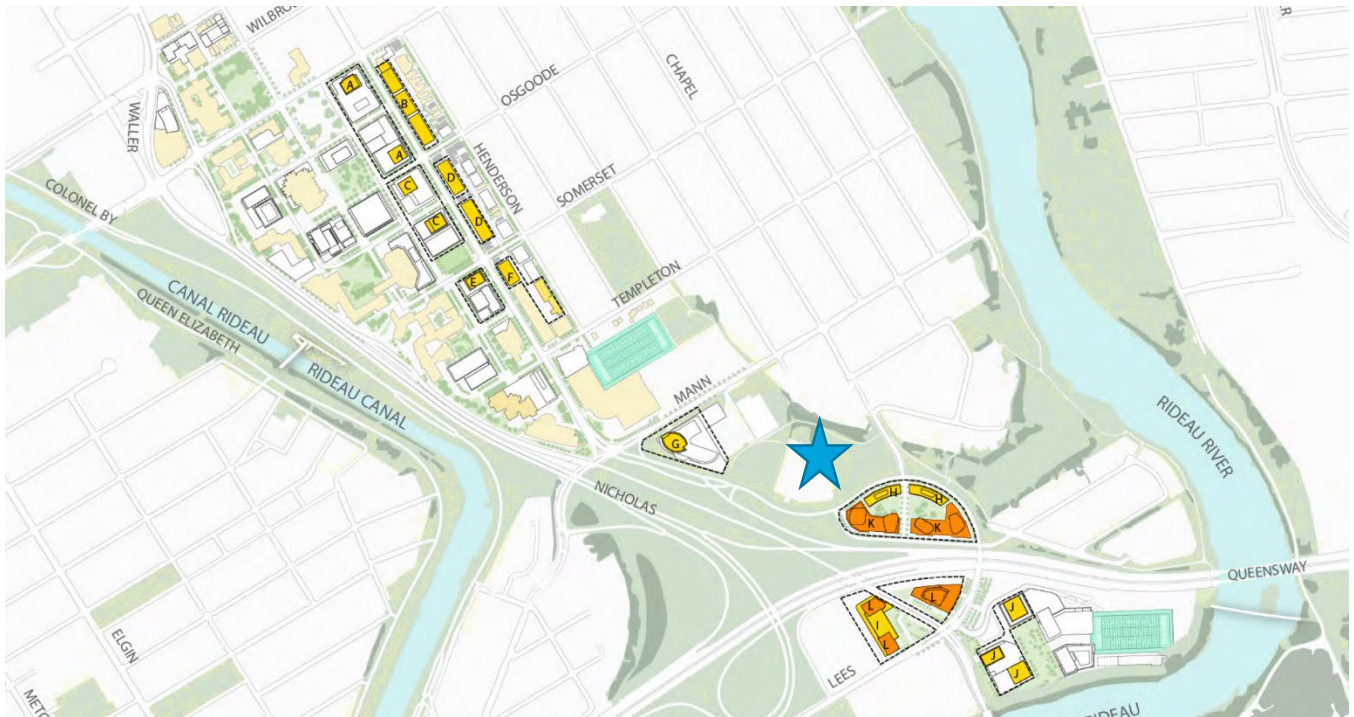


Figure 25: Potential Housing Site Map, University of Ottawa Campus Master Plan, subject site indicated



Figure 26: Greenspace Network Map, University of Ottawa Campus Master Plan, subject site indicated

The streetscape of Lees Avenue is identified as the uOttawa Parkway in the Campus Master Plan. This streetscape is identified as an area to be improved by establishing a strong green link between the Campus Core and the Lees area, ensuring a more comfortable environment for pedestrians and cyclists. This is proposed to be achieved by introducing new pathways and tree canopy along Lees Avenue (Figure 26). The Sandy Hill Arena is identified as a Primary Community Hub within the Mann Precinct, located west of the subject site at the corner of Lees Avenue and Mann Avenue. Communities Hubs are identified as gathering and meeting places for students, faculty, and the public and play an important role in ensuring a strong sense of community. These spaces can accommodate a high volume of users seeking community amenities such as fitness facilities, performance spaces, food and beverage services, and day care centres.

The proposed development will complement the University of Ottawa Master Plan’s identified adjacent land uses, street networks, public spaces, and community amenities. The proposed development intensifies a site located adjacent to potential development lands, proposing consistent building forms and intensities to those identified in the Master Plan. The proposed development contributes to streetscape animation and public spaces identified in the Master Plan, providing new commercial space, outdoor amenity space, and parkland at-grade and ensuring continuity to the institution. Further, the proposed development will contribute to nearby amenities while providing new commercial and public space amenities to the site.

4.9 City of Ottawa Comprehensive Zoning By-law 2008-250

Prior to the approval of the Official Plan Amendment 265 and Zoning By-law 2021-324, the majority of the site was zoned Transit Oriented Development Zone (TD), where the southern portion of the site fronting Lees Street was zoned TD2[2078] and the northern portion of the site was zoned TD1[2078]. Further, the northern edge of the site was zoned Minor Institutional (I1A). The Zoning By-law Amendment (By-law 2021-324), approved by City Council on October 13, 2021, facilitated the rezoning of the site to TD2, with site-specific exceptions, and Parks and Open Space, Subzone A (O1A) to accommodate the parkland space at the corner of Lees Avenue and Chapel Crescent (Figure 27). A Schedule describing the Maximum Permitted Building Heights demonstrates the approved buildings heights, setbacks, step backs, and tower separation (Figure 28).

The purpose of the Transit Oriented Development Zone is to accommodate a wide range of transit-supportive land uses, including but not limited to residential, commercial, office, retail and institutional. The TD zoning of the site reflects building heights and densities to be achieved, supported by the Lees TOD Plan. The built form of new development should be compact and pedestrian oriented in medium to high densities. Higher densities are promoted in these zones due to their proximity to LRT and other transit stations.

The proposed development is compliant with the approved TD2 and O1A zoning at the subject site, as described in the revised Planning Rationale and Design Brief prepared by Fotenn, dated June 24, 2021. Further details related to the approved zoning and site-specific exceptions are described in the City of Ottawa Staff Report to Planning Committee and City Council, dated September 8, 2021.

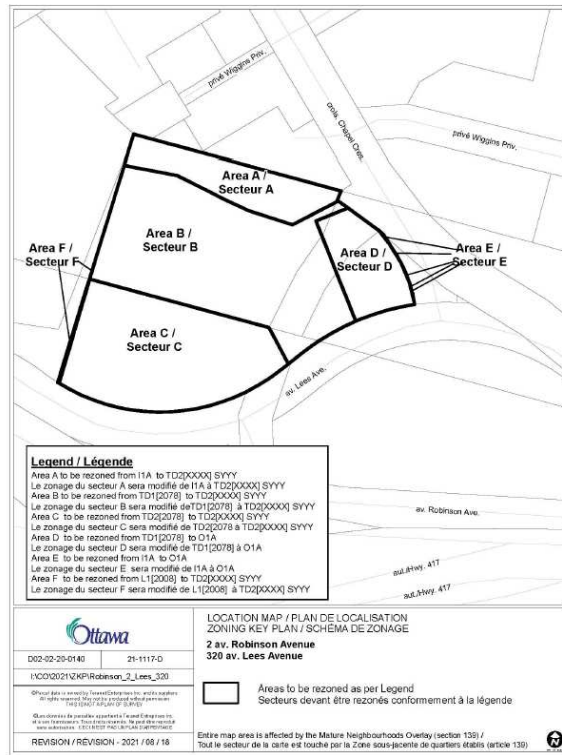


Figure 27: Zoning Schedule for the subject site

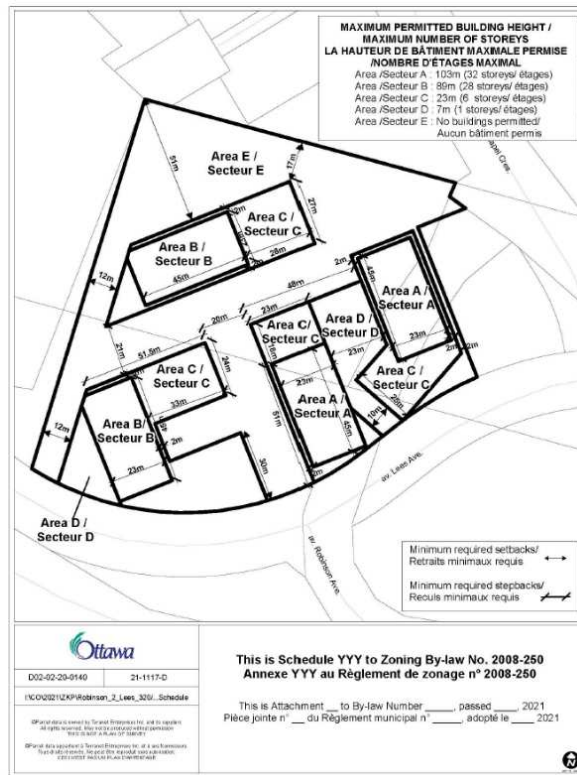


Figure 28: Height Schedule for the subject site

5.0 Supporting Plans and Studies

5.1 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group for the subject site, dated May 31, 2021. The objectives of the investigation are to determine the subsoil and groundwater conditions at this site and provide geotechnical recommendations for the design of the proposed development, including construction considerations which may affect the design. The report concludes that the subject site is considered satisfactory for the proposed redevelopment from a geotechnical perspective. The report states that it is expected that lighter structures will be founded on conventional shallow foundations placed on native undisturbed compact to dense glacial till or silty sand. The foundation for higher and heavier buildings is expected to be a raft foundation placed on native undisturbed compact to dense glacial till or on footings founded directly or indirectly on the bedrock. The foundations will require the excavation to extend below the fill layer since portions of the fill is environmentally impacted due to the former operations. Additional details related to site grading, preparation, foundation design, basement floor slabs and walls, pavement structure, foundation drainage and backfill, excavation, groundwater control, slope stability, and other considerations are provided in the report.

5.2 Phase I and II Environmental Site Assessments

A Phase I and Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group for the subject site. The purpose of this Phase I ESA was to research the past and current use of the property and study area, and to identify any environmental concerns with the potential to have impacted the subject site. Historical investigation and research indicate the presence of potentially contaminating activities (PCAs) and areas of potential environmental concern (APECs). A site visit further confirmed the presence of an electrical transformer, which is considered to be a potentially contaminating activity and represents an area of potential environmental concern for the subject site. As such, the report recommends, a Phase II Environmental Site Assessment be completed for the subject site.

A Phase II ESA was conducted at the subject site to address PCAs and APECs that were identified during a Phase I ESA. A subsurface investigation was carried out in conjunction with a Geotechnical Investigation and consisted of drilling twelve boreholes, six of which were instrumented with groundwater monitoring wells. Soil samples obtained from the subject site, where a sample from each borehole was submitted for laboratory analysis, where BTEX, PHC, Metals and PAH parameters exceeding standards were identified in the fill to the east and west of the building on site. Groundwater samples were obtained from the subject site, with samples from each monitoring submitted for laboratory analysis, however no impacted groundwater was identified on the subject site. The report recommends that an environmental site remedial program, involving the removal of all impacted soil, be completed concurrently with the site redevelopment.

5.3 Noise and Vibration Assessment

A Transportation Noise and Ground Vibration Assessment was prepared by GradientWind for the subject site, dated October 28, 2021. The report indicates that major sources of roadway traffic noise include Lees Avenue and Highway 417. The Light Rail Transit (LRT) system containing the Confederation Line located to the south of the subject site was considered as a source of noise and ground vibrations. The results of the report indicate that roadway traffic is the dominant source of transportation noise that impacts the development, and the LRT noise is negligible, however building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed limits. Results of the calculations also indicate that all buildings within the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required in all Lease, Purchase and Sale Agreements.

Noise levels at the ground-level Outdoor Living Areas (OLA) at the courtyard of Building A and on the north side of Building D are expected to be acceptable, therefore noise control measures are only recommended as is technically and

administratively feasible to reduce noise levels. Noise levels at the rooftop OLAs are expected to exceed the criteria for OLAs during the daytime period, therefore the report recommends noise control measures be implemented to reduce noise levels, as technically and administratively feasible. Vibration levels due to LRT activity in the area are expected to fall below the criterion at the nearest façade to the LRT rail line. Thus, mitigation for vibrations is not required.

5.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by GradientWind for the subject site, dated November 8, 2021. The study involves simulation of wind speeds for selected wind directions in a three-dimensional computer model using the computational fluid dynamics technique combined with meteorological data integration to assess pedestrian wind comfort and safety within and surrounding the subject site. The report concludes most grade-level areas within and surrounding the subject site are predicted to continue to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. While the introduction of the proposed development is predicted to increase wind speeds in some areas, conditions over the surrounding sidewalks, building access points, walkways, and the neighbouring baseball diamond, are predicted to be acceptable for the intended uses on a seasonal basis without mitigation, with some exceptions at certain amenity areas. Mitigation measures, including wind barriers surrounding seating areas, are proposed at these locations.

5.5 Servicing Study and Stormwater Management Report

A Development Servicing Study and Stormwater Management Report was prepared by Novatech, dated November 15, 2021. The report contains analysis and recommendations related to the approach to site servicing and stormwater management for the subject site. The report indicates that the proposed development will be serviced by the municipal watermain, sanitary and storm sewers in Chapel Crescent, Lees Avenue and Robinson Avenue. The proposed development will be sprinklered and supplied with fire department siamese connections, with each connection located within 45m of a fire hydrant. The proposed stormwater design provides an opportunity to improve both the downstream municipal storm and combined sewer systems by providing on-site stormwater management measures prior to releasing flows to the municipal storm or combined sewer systems, and providing additional capacity within the combined sewer system by re-directing a portion of the stormwater runoff to the Robinson Avenue storm sewer system. Erosion and sediment controls are to be provided both during construction and on a permanent basis. The report recommends that the proposed site servicing and stormwater management design be approved for implementation.

5.6 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates for the subject site, dated November 12, 2021. The report details a pre-construction assessment and inventory which details the assessment of all individual trees of at least 10cm diameter on and directly adjacent to the subject site. The report identifies that the proposed development will result in the removal of the majority of trees on the site. The majority of trees on adjacent City of Ottawa lands will be retained as will a portion of the wooded area on the northern edge of the subject site. All trees fully on adjacent private property are proposed to be retained. The report contains further details related to tree preservation and protection measures which are to be followed to ensure the survival of trees proposed for retention.

5.7 Transportation Impact Assessment

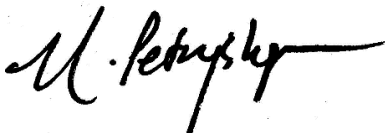
A Transportation Impact Assessment was prepared by Novatech for the subject site, dated November 16, 2021. This assessment follows an earlier report submitted to the City of Ottawa in December 2020 and revised in June 2021 in support of the Zoning By-law Amendment and Official Plan Amendment applications. The current assessment provides analysis and recommendations related to development design, parking, boundary streets, access intersections, transportation demand, and transit as it relates to the subject site.

Conclusions

It is our professional opinion that the Site Plan Control application to facilitate the proposed development 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 efficiently utilizing existing municipal infrastructure, improving the range and mix of housing types, and supporting transit use of the nearby Lees Avenue Transit Station.
- / The proposed development will allow greater intensification and the addition of residential density to a target area for intensification, helping to implement the growth management policies of Section 2.2. of the Official Plan, while also conforming to the policies for urban design and compatibility.
- / The proposed development conforms to the policies for Mixed Use Centres through redevelopment of underutilized land within 400 m of transit, which promotes the use of transit, provides new housing options, and supports the use of pedestrian and cycling infrastructure in the area
- / The proposed development conforms to Official Plan policies for Urban Design and Compatibility by providing streetscape improvements, public realm enhancements, and ensuring high-quality building design intended minimize impacts and provide appropriate transition to surrounding properties.
- / The proposed development conforms to the policy direction and intent of the New Official Plan and Central and East Downtown Core Secondary Plan. The proposed development conforms to land use, built form, urban design, and public realm policies which relate to the subject site.
- / The proposed development responds strongly to the Urban Design Guidelines for High-Rise buildings, in that it applies many of the guidelines. The building placement, orientation and size considers wind and shadow impacts on surrounding land uses.
- / The proposed development responds to Transit Oriented Development Guidelines by providing mixed-use and residential transit supportive intensification within 600 m of the Lees Avenue Transit Station, creating a multi-purpose destination, providing high quality site design, and supporting the use of transit by providing higher density closest to the station.
- / The proposed development will allow the redevelopment of an underutilized site in a target area for intensification.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Nathan Petryshyn, M.PI
Planner



Brian Casagrande, MCIP RPP
Partner