FOTENN

1649 Montreal Road & 741 Blair Road

Planning Rationale and Design Brief
Site Plan Control Application
August 31, 2022

FOTENN

Prepared for Bertone Development Corporation

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1.0 Introduction

Fotenn Planning + Design has been retained by Bertone Development Corporation ("Bertone") to prepare this Planning Rationale and Design Brief in support of a Site Plan Control Application to facilitate the proposed development on the lands municipally known as 1649 Montreal Road & 741 Blair Road (the "subject site") in the City of Ottawa.

The proposed development is a 26-storey mixed-use building on a four-storey podium. A total of 217 dwelling units are proposed together with 526 square metres of commercial/retail space at-grade along Montreal Road and the corner of Blair Road. The proposed site layout includes the retention of the mature tree grove at the rear of the property and a 200 square metre privately owned public space (POPS) at the north end of the site along Blair Road.

1.1 Development Applications and Project History

In May 2021, Fotenn Consultants Inc. ("Fotenn") submitted a Planning Rationale and Design Brief for a Zoning By-law Amendment application (D02-02-21-0038) for the subject property.

The Zoning By-law Amendment proposes to amend the zoning of the entire subject site to, "Arterial Mainstreet, Subzone 10, Exception XXXX, Schedule YYY (AM10[XXXX] S(YYY))". The new site-specific zoning schedule will establish permitted building heights, required setbacks and required step-backs while the site-specific exception will provide the necessary relief from specific provisions of the current zone. The Zoning By-law Amendment application was subsequently appealed to the Ontario Land Tribunal on June 7, 2022 and is now awaiting a hearing date.

The Zoning By-law Amendment Application involved a Public Engagement Strategy and External Review process to ensure adequate consultation of members of the community including meetings with the public, community association, Ward Councillor, and City Staff. The project also attended a review held by the Ottawa Urban Design Review Panel.

In partnership with the City of Ottawa, all public engagement activities complied with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. A Statutory public meeting for the Zoning By-law Amendment application at Planning Committee will occur September 8th, 2022;

The Site Plan Control application would permit the redevelopment of the lands to proceed according to the concept design proposed as part of the previous applications.

2.0
Site Context and Surrounding Area

The subject site, municipality known as 1649 Montreal Road and 741 Blair Road, is located in the Beacon Hill-Cyrville Ward of the City of Ottawa. The site has a total combined area of 4,903 square metres with 40 metres of frontage along Montreal Road and 74 metres of frontage along Blair Road.

Archived aerial imagery of the subject site indicates that the lands at 1649 Montreal Road have historically been used predominantly for surface parking and storage with a limited building footprint on-site. The site was most recently used as an automobile service station and garage. The site at 741 Blair Road has historically been occupied by a single-family dwelling with the majority of the lot occupied by mature trees and vegetation.

The lands are legally described as Part of Lot 20, Concession 1 (Ottawa Front), Geographic Township of Gloucester, City of Ottawa.

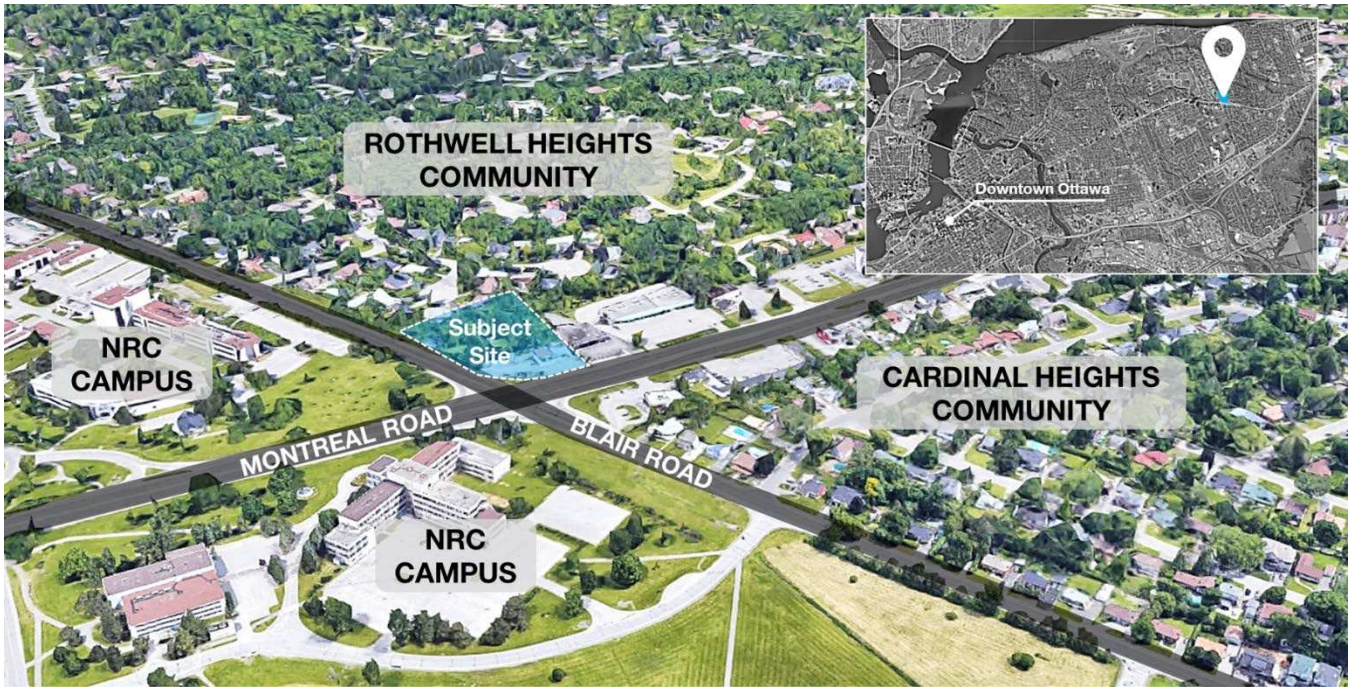


Figure 1: Site Context Aerial (subject site noted)

The subject site is located within the broader Gloucester community along the Montreal Road Arterial Mainstreet Corridor and near the Rothwell Heights and Cardinal Heights neighbourhoods which are generally well established outer urban neighbourhoods located east of the City's downtown. The subject site is also in proximity to important amenities, commercial areas, services, institutions, and employment opportunities. The immediate area comprises a mix of uses and building forms and is characterized predominantly by residential and commercial uses with building heights varying from low to mid-rise. Major employment hubs including the National Research Council Campus, CSIS Campus, College La Cite, Montfort Hospital, and Canotek Business Park are near the subject site.

The adjacent land uses can be described as follows:

North: Immediately north of the subject site are low-rise residential properties with frontage along Amberly Court and Amberly Place and within the established residential neighbourhood of Rothwell Heights, Rothwell Village, and Beacon Hill. Further north is the Sir George-Étienne Cartier Parkway, the Ottawa River Multi-use Pathway, and ultimately the Ottawa River. The neighbourhood directly north of the subject site is well served by municipal parks and a variety of schooling options within walking distance including:

- Quarry Park
- Birdland Park
- Niven Woods Park
- Ski Hill Park
- Le Phare Elementary School
- Colonel-By Secondary School
- Robert Hopkins Public School
- Robert Hartshorne Public School
- Henry Munro Middle School

East: Immediately east of the subject site and along the Montreal Road commercial corridor are low-rise service commercial uses. Further east is Ogilvie Square, a retail shopping centre with additional amenities and a full-service grocery store. The Canotek Industrial Park and employment hub is also located east of the subject site.

The area east of the subject site is well served by municipal parks and schools as well including Lester B. Pearson High School and Ridge Park.

South: South of the subject site is the Montreal Road commercial corridor including predominantly low-rise service commercial uses. The south-east corner of the Montreal-Blair intersection contains a financial institution branch setback from the right-of-way with surface parking at the street edge interface. Further south is the established Cardinal Heights neighbourhood with numerous public amenities including parks, schools, the Earl Armstrong Pool and Arena, and the North Gloucester Library Branch.

Further south is the Gloucester Centre, a commercial complex which contains a full suite of retail and commercial options including a full-service grocery store. Important transportation infrastructure is also located south of the subject site with the Blair LRT Station on the Confederation Line and access to Highway 174 approximately 1.8 kilometres south of the subject site.

Important employment hubs including the National Research Council Canada Complex (NRC), College La Cite, and CSIS campus are also south of the subject site.

Other nearby amenities south of the subject site include:

- Kinsmen Park
- Trillium Park
- Fairfield Park
- Elmridge Park
- Gloucester High School
- St. Gabriel, Eglise Catholique Romaine

West: Immediately west of the subject site with frontage along Blair Road is the National Research Council (NRC) campus; a major employment hub in the City of Ottawa's eastern area. The portion of the NRC campus directly abutting Blair Road to the west of the subject site is currently undeveloped space occupied by a grassy field and sparse tree

planting. The Montfort Hospital is also west of the subject site. The downtown core is approximately 7 kilometres west of the subject site.

The NRC Campus occupies the entirety of the north-west and south-west corners of the Montreal Road and Blair Road intersection with institutional buildings and undeveloped open space characterizing those areas closest to the right-of-way allowing for high-rise development on the subject site which can benefit from these less sensitive land uses.

Figure 2: Area Context Images

2.2 Road Network

The subject site abuts Blair Road to the west and Montreal Road to the south which are designated as a Major Collector and an Arterial Road on Schedule E of the City of Official Plan, respectively. Blair Road transitions to an Arterial Roadway immediately south of the subject site and provides access and egress to Highway 174 and Blair LRT Station which are 1.8 kilometres to the south.

2.3 Transit Network

The subject site is well served by public transit options. The property is located at the intersection of two transit priority corridors as per Schedule D of the Official Plan and within 1.8 kilometres of the nearest rapid transit station on the Confederation Line (Blair Station). In Ottawa, transit priority corridors complement the rapid transit network by providing improved city-wide transit access to major employment, commercial, and institutional land uses.

2.3.1 Montreal-Blair Road Transit Priority Corridor

The City of Ottawa has initiated the Montreal-Blair Road Transit Priority Corridor Design Study and associated Environmental Assessment (EA) Study. The City's Transportation Master Plan (TMP) identifies several modifications to

road and transit infrastructure along both Montreal and Blair Roads to accommodate future travel demand and meet modal share objectives.

Montreal Road and Blair Road are identified in the TMP as part of the 2031 Affordable Rapid Transit and Transit Priority Network. The City-led study will investigate options to improve transit service efficiency and travel environment for all modes along the corridors, establish the right-of-way requirements for the recommended plan and allow the project to proceed to design and construction. Improved active transportation (walking & cycling) conditions and connectivity to the Blair Station on the LRT Confederation Line will be emphasized to provide seamless mobility options for the community.

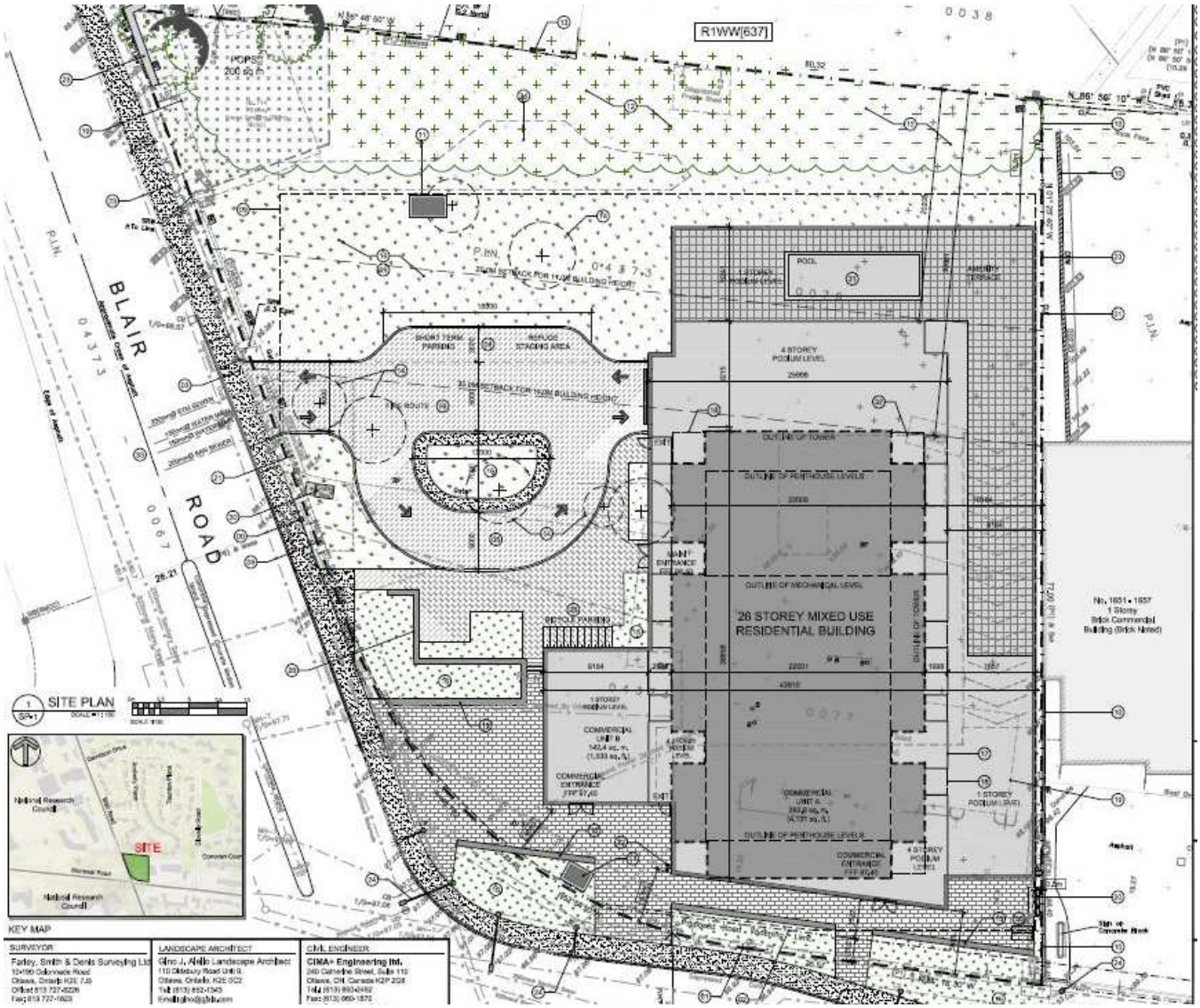
2.4 Active Transportation Network

Montreal and Blair Road are designated as cycling spine routes on Schedule C of the Official Plan. The subject site is well situated for active modes of transportation and is in close proximity to, recreational facilities, institutional uses, and service and commercial areas located along Montreal Road and Blair Road. Both routes provide connections to the greater Ottawa cycling network. Both Montreal Road and Blair Road are currently subject to analysis and design processes to reconfigure those roadways to better accommodate multi-modal transportation options.

3.0
Proposed Development & Design Brief

The building footprint, lay-by area, interface with the public realm, podium articulation, reduced tower floorplate & refined design, reduced residential unit count, and landscaping plan have all be refined and improved as part of the ongoing discussions with the City during the Zoning By-law Amendment review process and in preparation for this Site Plan Control Application Submission.

The proposed development consists of a 26-storey (88 metres), mixed-use building. In total, the project will contain 217 residential units (including a mix of one and two-bedroom units) and 526 square metres of commercial space at-grade. The proposal provides 376 bicycle parking spaces within the parking garage and at-grade. A 200 square metre privately owned public space (POPS) is proposed in the north-west corner of the property abutting Blair Road and the north property line. A total of 317 underground & enclosed at-grade parking spaces are proposed.



3.1.1 Building Height and Massing

The proposed building is a 26-storey (88 metre) mixed-use building with approximately 217 residential dwelling units and 17,805 square metres of total gross floor area (Ottawa Zoning By-law definition) with a 793.4 square metre floorplate for the tower portion of the building. The building features a four (4) storey podium which steps-down to one (1) storey at both the east and west property line along Montreal Road. The one-storey podium with rooftop amenity space also wraps around the eastern facade of the building and continues along the interior lot line again wrapping around the north end of the building. On the north side of the tower, the podium rooftop opens to a larger communal amenity space where an outdoor pool is provided.

Due to the grade change from south to north, the podium presents as one (1) and three (3) storeys at the rear facade, which transitions from the light grey masonry to a dark vertical band traveling the main frame of the tower with glazing distinguishing the corners and providing a visual reduction in the building massing. The top of the tower is further distinguished with a materiality change to additional use of light grey paneling and ample glazing.

At grade, the front-yard setback is 3.5 to 4.8 metres from the south property line for the four-storey podium increasing to over 5 metres for the tower portion, while the corner side yard setback along Blair Road to the west is 9.6 metres at-

grade and stepping back to a 18 metre setback at the fourth floor and 20.2 metre setback for the tower portion of the building. The rear-yard setback to the north is 11.3 metres for the podium portion of the ground floor and increasing to 20 metres from the second to fourth storey with the tower portion of the building setback a total of 30 metres from the rear property line. The tower steps back a further 3.4 metres at the twenty-second floor. The interior yard setback for the one-storey podium is 0.5 metres to the east but steps back 8.1 metres after the first floor for the four-storey podium and to a total of 10 metres for the tower.

3.1.2 Ground Floor

The main residential entrance and lobby are located on the west facade of the building, fronting Blair Road. The entrance is connected with a pedestrian walkway directly to Blair Road as well as the vehicle access and egress area. The ground floor will host key amenity space such as a lobby lounge area, bicycle parking room with lockers, amenity space, service areas, and 526 square metres of commercial space with frontage on both Montreal and Blair. The commercial units will also have an opportunity to provide a patio area at-grade at the front corner of the lot. This area has been increased with the design and landscaping refined as part of this Site Plan Control submission. Direct access to the bike storage and garbage rooms are next to the enclosed at-grade parking area.

As mentioned, the at-grade articulation and interface with the public realm at this prominent corner of Blair and Montreal Road has been revised for this submission. The building design now provides additional at-grade space for gathering including additional space for retail patios, additional soft landscaping, and features such as seating walls for use by the general public. This revision greatly improves the condition of the building and public realm and will promote a welcoming entry feature for pedestrians to the building.

3.1.3 Access and Egress

All vehicular access to the site is proposed from Blair Road. The access area from Blair Road also provides a convenient lay-by and loading design in addition to access to the parking garage. The proposed design includes a three (3) storey underground parking garage that includes 308 parking spaces. Nine (9) additional parking spaces are enclosed within the podium of the building to provide visitor parking. Of the 317 spaces, 43 spaces are proposed as visitor spaces, 57 spaces are proposed for commercial users and the balance of the spaces will be for residents.

As mentioned, the majority of bicycle parking has been enclosed within the building podium and parking garage with additional parking to be provided at-grade in proximity to the main residential and commercial entrances. A rate over 1 bicycle parking spaces per dwelling unit is proposed which will exceed zoning requirements and encourage active transportation.

3.1.4 Amenity Space

Amenity space will be provided through a combination of private balconies, indoor communal spaces, and an exterior rooftop terrace at the first, fourth, twenty-second, twenty-third levels as well as on top of the twenty-six storey. A large communal amenity space is provided atop the one-storey portion of the podium which wraps around from the interior side yard facade to the pool area at the rear. In total 2,599 square metres of amenity space is provided including 1,310 square metres for communal use. Further, a 200 square metre POPS and retained forested area are provided at the rear of the property towards the north property line.

3.1.5 Landscaping

The landscape plan submitted as part of this application provides for a robust planting program including newly planted deciduous trees within soil-cells framing the perimeter of the site as well as the previously mentioned 200 square metre POPS and retained forested area at the rear of the site. The landscape plan also includes a robust raingarden area, refurbished historical stone wall, and landscaped courtyard space at the intersection of Blair and Montreal Roads abutting the commercial units and public realm with ample seating and room for formal and informal gathering.

3.1.6 Materiality

The podium is clad in light grey materiality with the upper floors of the building distinguished by a light horizontal band of glazing above the fourth storey and a mix of glazing and aluminium panels that provide a modern aesthetic for the building.

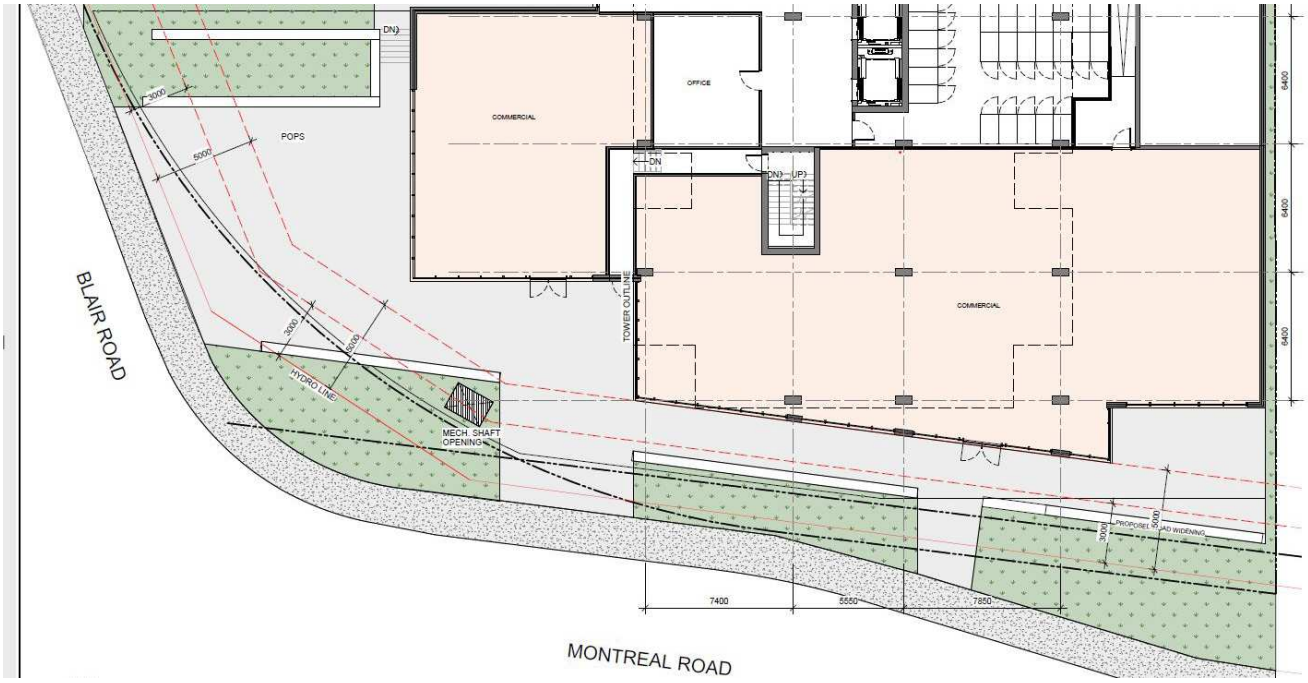


Figure 7 Revised podium articulation and amenity space fronting Montreal Road.

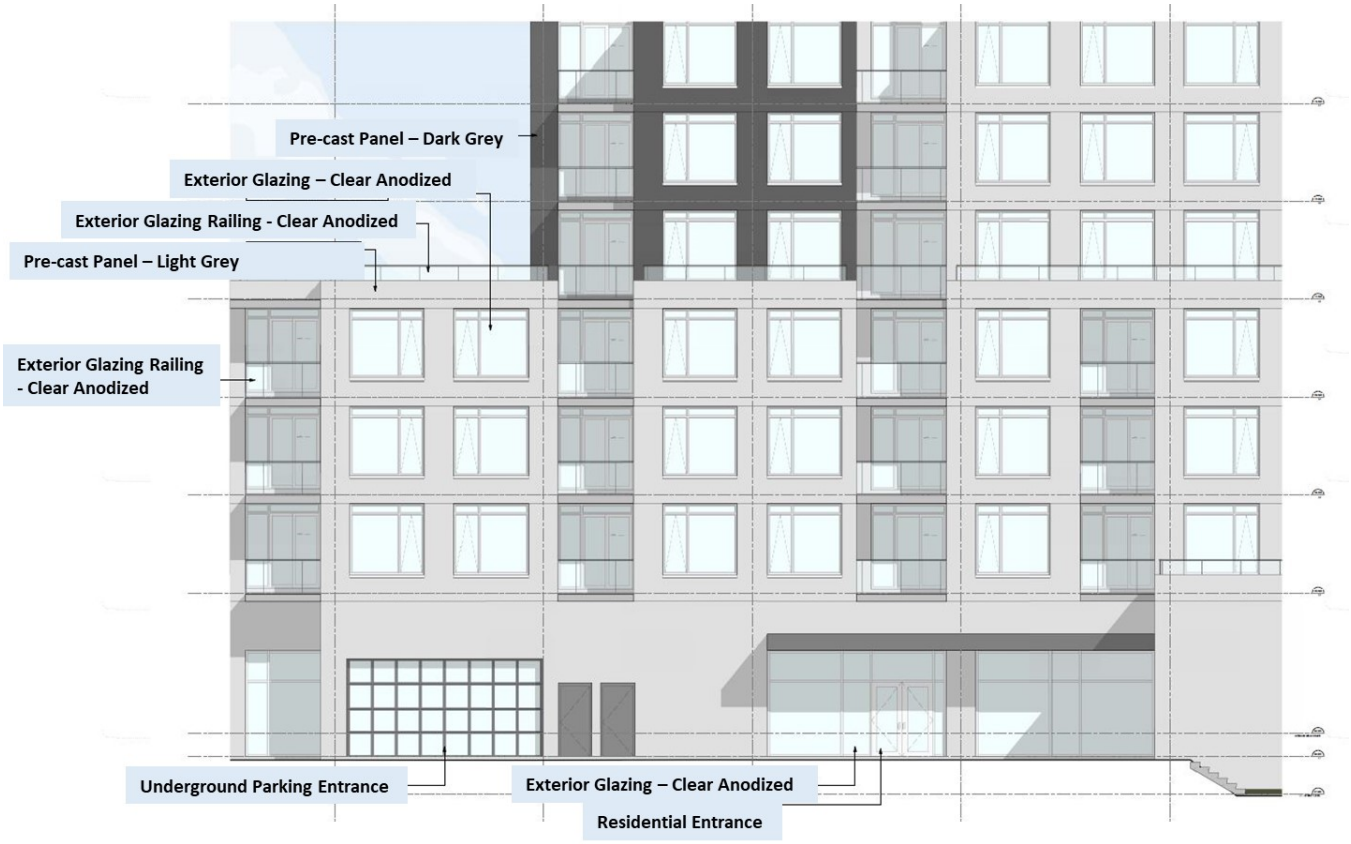


Figure 8 Proposed Materiality.

3.2 Design Intent

The building mass has been divided into a 4-storey podium and a 22-storey tower for a total of 26 storeys. The podium being capped at 4 storeys creates an approachable, human-scale streetscape along Montreal Road, and aligns with the zoned height for future developments in the area. The ground floor of the podium provides 526 square metres of commercial/retail space along Montreal Road.

The south face of the tower is mostly glass, both to maximize the south-facing light and to present a contemporary expression towards the major east-west Montreal Road. Towards the north, the materiality transitions from glass to a more traditional materiality to face towards the established Rothwell Heights residential neighbourhood.

The massing of the tower steps down to 24 and 22 storeys on the north side, to reduce the visual weight of the tower. Recessed balconies and indented corners on the tower floor plate further serve to break up the tower's visual weight. The rounded corner of the property at the corner of Montreal and Blair has been reserved for a café/restaurant patio to enliven the street-presence at the highly-visible corner. The tower floorplate has been reduced at the Montreal Road facing frontage to further reduces any adverse impacts from the tower massing.

The tower design allocates massing to the slender tower which is apart from the direct experience of the community and nearby low-rise neighbourhood. This reduces massing, shadow, and overlook impacts on the abutting community. Also, as illustrated in the submitted view analysis, views of the point tower from the majority of the community to the north are obscured by the natural change of topography and the existing tree cover. When visible from the community further

north, the point tower generally represents only minor interruption into the skyline with no anticipated adverse impacts on private property.

Due to the general topography, tree cover, and built form of the immediate area, views from the north towards the property are screened and the proposed tower will appear as a background feature. Further, from the south traveling along Blair, the building will positively contribute to the area's skyline.

Figure 9: Proposed Building Rendering from north of the intersection of Montreal Road and Blair Road.

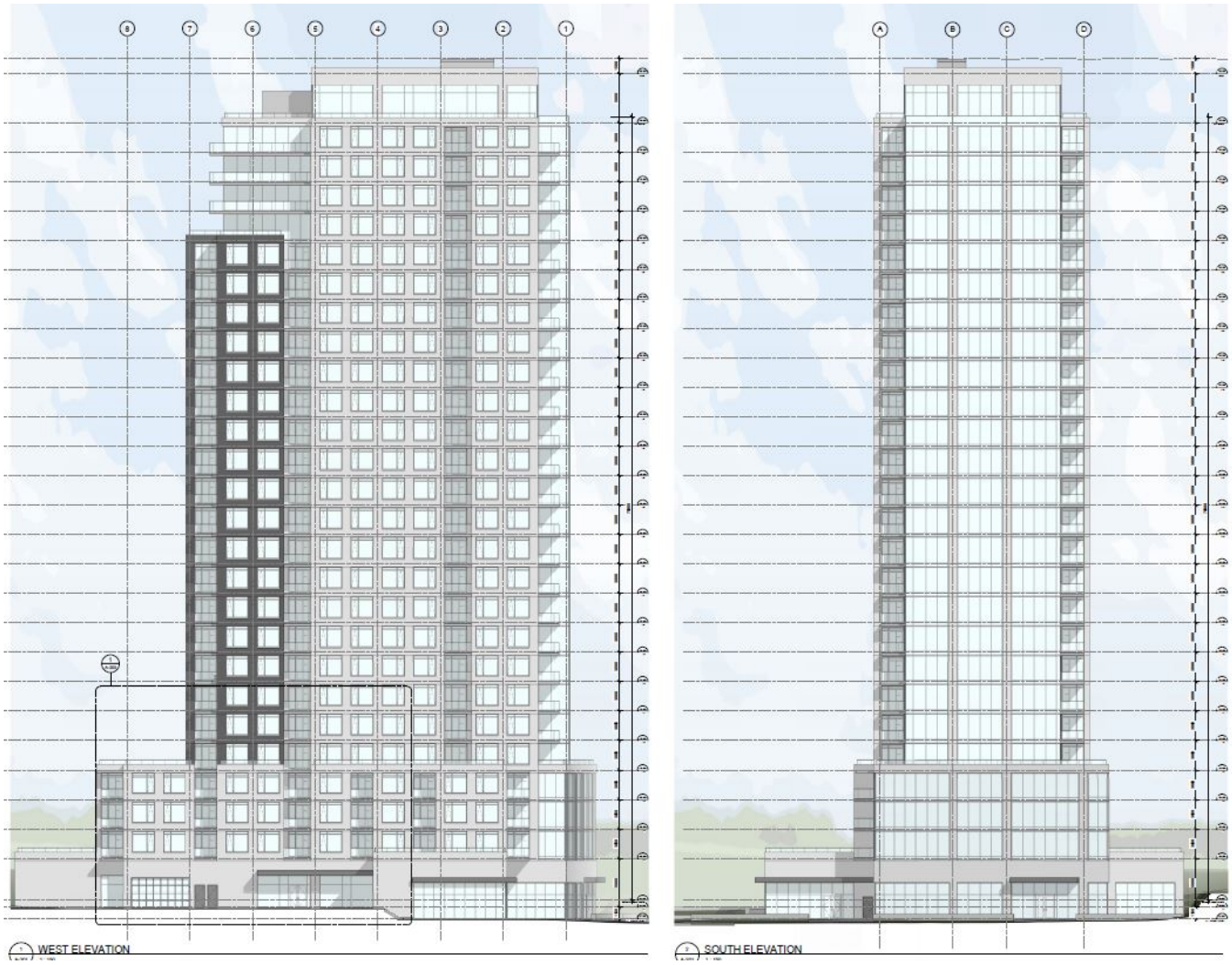


Figure 10: Proposed Elevations – South (Montreal Road), and West (Blair Road).

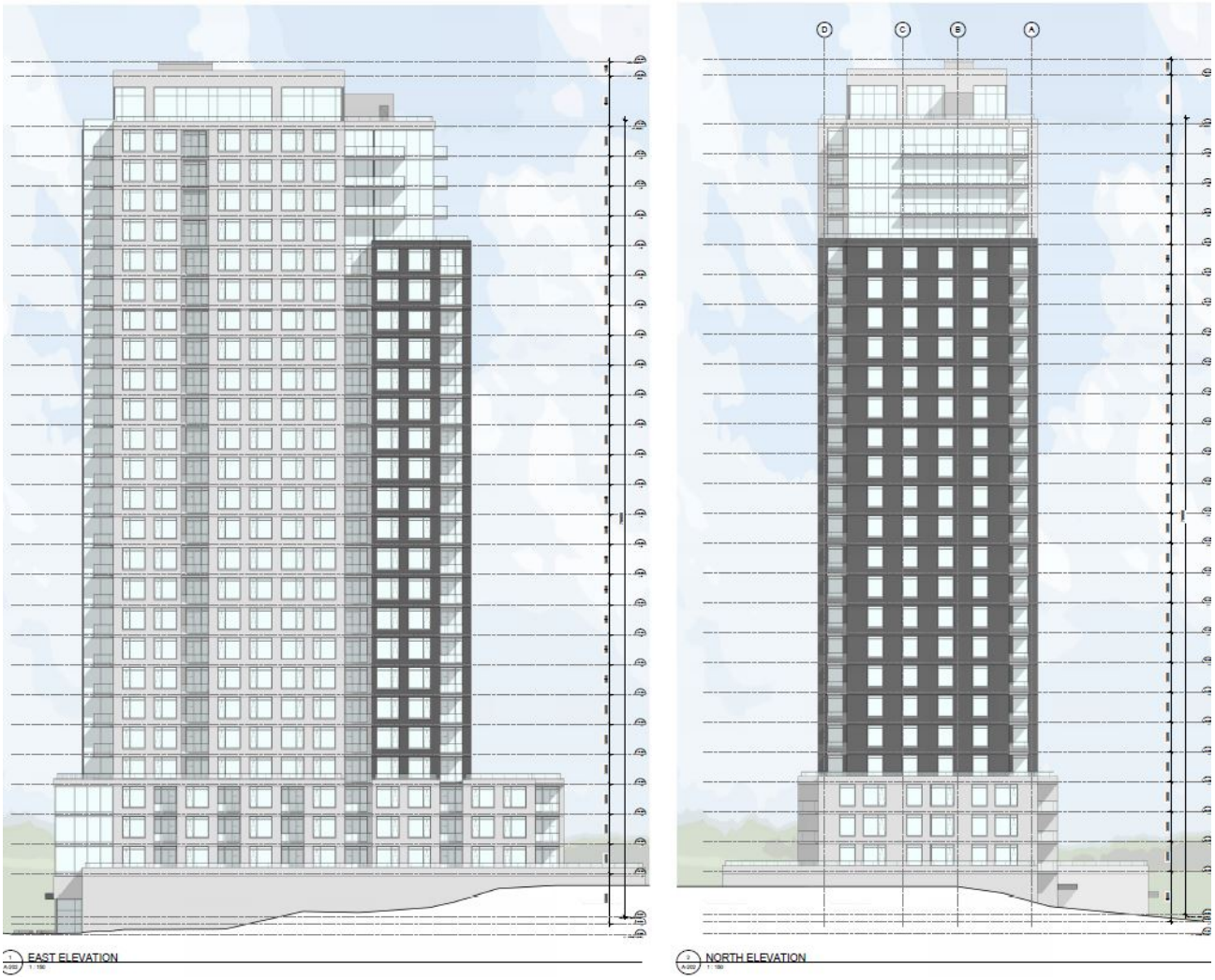


Figure 11 Proposed Elevations – East and North.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement

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

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

4.1.1 Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that "efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities…" and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

Section 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

12.8.1 Healthy, liveable and safe communities are sustained by:

(a) promoting efficient development and land use patterns…;
(b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,…, and other uses to meet long-term needs;
(c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
(d) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns…; and
(e) ensuring that necessary infrastructure and public service facilities are or will be available….

The proposed development is located within the urban boundary, on a serviced lot, on a designated transit priority corridor. As a site directly abutting an Arterial Mainstreet and on the edge of an established neighbourhood, the site presents an opportunity for the efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions.

Subsection 1.1.3: Settlement Areas

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

(a) efficiently use land and resources;
(b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available…;
(c) support active transportation; and
(d) are transit-supportive, where transit is planned, exists or may be developed.

The proposed development is on an existing underutilized lot within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is located at the intersection of two transit priority corridors and is within walking distance of a services and amenities, including parks, schools, employment, retail, and rapid transit.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including

brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development along two identified transit priority corridors and within 1.8 kilometres of the Blair Station Ottawa's LRT network. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City's urban design guidelines, as discussed below.

Section 1.3: Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

(a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
(b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
(c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.

Section 1.4: Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

(a) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
(b) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
(c) 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;
(d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
(e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

(a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;

The proposed development encloses the street edge with active at-grade uses that feature large amounts of glazing and active entrances to the sidewalk. Furthermore, the proposed development will support the reinvigoration for this portion of Montreal Road, which is in the early stages of a City-led redesign that will include additional space for pedestrians and cyclists within the public realm.

Section 1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

(a) promoting opportunities for economic development and community investment-readiness;
(b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
(c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
(d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
(e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality of the nearby residential community and an existing Arterial Mainstreet. The design of the development promotes an improved sense of place along Montreal Road by creating a continuous street edge and providing active at-grade uses.

Section 1.8 Energy Conservation, Air Quality and Climate Change

1.8 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:

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

The proposed development provides additional residential intensification within an existing walkable community and at the intersection of two transit priority corridors. Further, the development will offer a mix of uses, and create a sense place along this portion of Montreal Road. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

In summary, through providing residential and commercial intensification on a serviced lot that is currently underutilized at the intersection of two transit priority corridors, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight (8) sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt with the Official Plan anticipating a population growth from 562,000 to 591,000 within the Greenbelt (OP Figure 2.2). At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
    a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
    b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities
    a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
    b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

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

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

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

The proposed development seeks to redevelop an underutilized property within the built-up area and is therefore residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 3 of Section 2.2.2 states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and that these areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

The proposed development is on a property that is designated Arterial Mainstreet and at the intersection of two Transit Priority Corridors and is therefore within a target area for intensification.

Further, Policy 4 states that the City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target for 2017 to 2021 is set at 40% of all permits issued being for intensification. Policy 5 states that the minimum targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

In Figure 2.3, the Montreal East Arterial Mainstreet (which includes the subject site) is prescribed a density target of 120 jobs and people per gross hectare up from the 2012 density calculation of 98 jobs and people per gross hectare**.**

The Residential Land Strategy document referenced in Policy 8 of Section 2.2.2 was utilized to establish growth and density targets for identified priority mainstreets throughout Ottawa. To arrive at the density target of 120 jobs and people per gross hectare, the Strategy established a target unit growth of 1,500 new residential units between 2021 and 2031 with an overall unit growth 2,250 by 2031 and a long-term target of 7,625 new units post 2031.

Through providing 217 new residential units and 526 square metres of commercial space on this underutilized lot in close proximity to amenities, employment areas, and higher-order transit, the proposed development contributes to achieving the established growth targets for the Montreal East Arterial Mainstreet corridor.

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

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

The subject site is appropriate for high-rise development given its immediate proximity to two transit priority corridors which are scheduled for revitalization projects further improving multi-modal connectivity to amenities, employment areas, and to the nearby Blair LRT Station.

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

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

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan.

The land use designation policies of Section 3 relating to Arterial Mainstreets are discussed below.

Policy 16 of Section 2.2.2 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise buildings.

A massing model (Figure 11) has been created to better understand development potential of the surrounding abutting properties to ensure appropriate transition and separation is provided for future sites that can accommodate high-rise development. Using the existing regulatory framework, the model has determined that high-rise development is possible at the three remaining intersections of Blair Road and Montreal Road where they would be supported by the policies of the Official Plan (given that they are also at the intersection of an Arterial Mainstreet and a Transit Priority Corridor). The proposed tower setbacks as well as right-of-way width will ensure adequate separation distances to facilitate high-rise development on those lots. The existing policy framework would not support a high-rise on the site to the east and therefore the tower separation distance is not required for this interface.

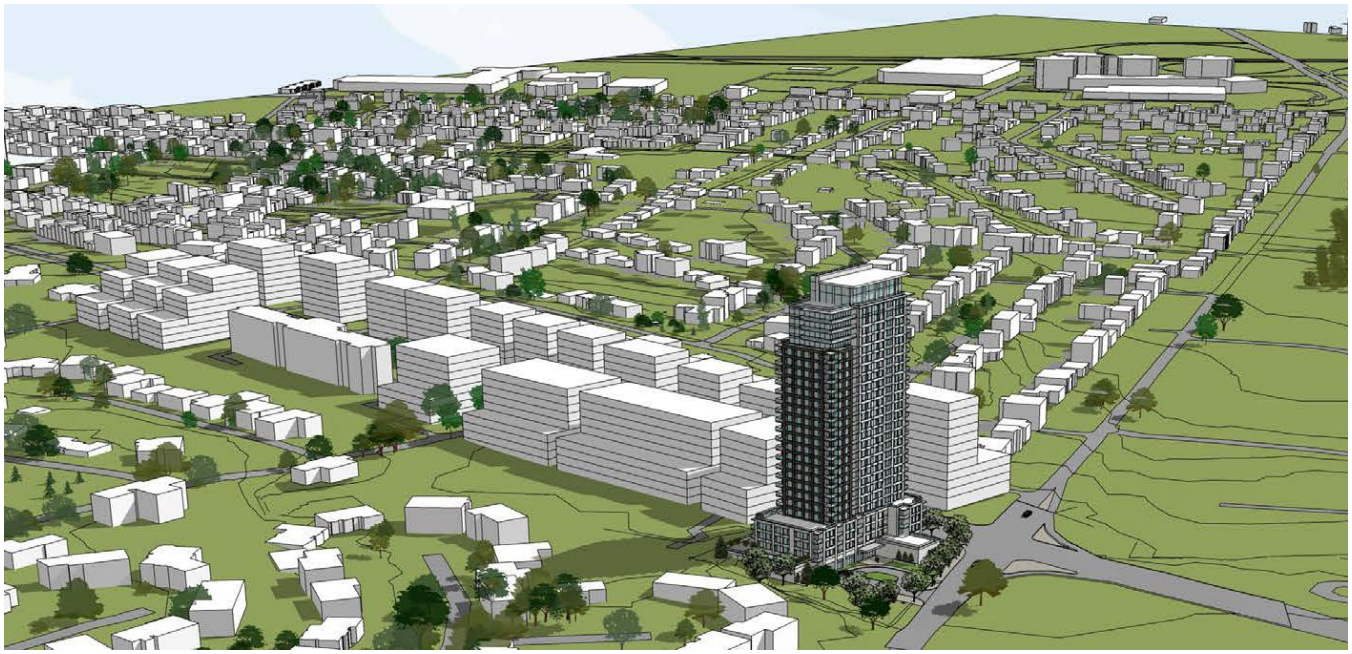


Figure 12 Massing study considering future planned function of the Arterial Mainstreet corridor.

4.2.2 Land Use Designation

The subject site is designated “Arterial Mainstreet” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. The Official Plan states that Arterial Mainstreets are expected to change gradually through redevelopment overtime in a fashion that places buildings close to the street and is more supportive of walking, cycling and transit. As per policies in the Official Plan, Arterial Mainstreets are intended to accommodate residential, and employment uses at increased densities through the redevelopment of underutilized site including surface parking lots.

The proposal meets the intent of the Arterial Mainstreet designation through providing a site layout and building design that locates the building at the street and redevelops the underutilized lot with a mixed-use development that significantly improves the existing condition, frames the public realm, and provides commercial and residential density to the Montreal Road Arterial Mainstreet Corridor.

Figure 13: Excerpt of Schedule B from the Official Plan (Urban Policy Plan).

Specifically, relevant policies under the Arterial Mainstreet Designation include:

Policy 1: Arterial Mainstreets should be planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

The proposal will provide additional housing and commercial opportunities in the community in the form of well-designed, high-rise mixed-use building. The placement and design of the buildings ensures a positive interface with the public realm while the location overall will facilitate a healthy mode-split (walking, cycling, public transportation, personal vehicle use) for residents, employees, and visitors.

Policy 3: The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B is a stand-alone land use designation and not an overlay. The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 400 metres from and Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration.

The subject site consists of both 1649 Montreal Road with direct frontage on Montreal Road as well as 741 Blair Road to the north. The properties together extend 80 metres from the Arterial Mainstreet frontage at Montreal Road and the entire subject site is therefore considered Arterial Mainstreet.

Policy 5: A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses and these uses may be mixed in individual buildings or occur side by side in separate buildings.

The proposed application to permit a high-rise, mixed-use building is consistent with the planned function of the area. This project is intended to include a mix of uses including commercial and residential apartments. The development provides a residential high-rise building contributing to a broad and varied mix of residential typologies and units in the immediate area to foster a vibrant and diverse community in close proximity to key amenities, majority employment hubs, and the transit network.

Policy 9: On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11. Appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Arterial Mainstreet street frontage and to ameliorate the impact on the pedestrian environment.

The access driveways and parking access have been located to the west side of the subject site along Blair Road to mitigate concerns arising from unnecessary interruptions along the Montreal Road Mainstreet Corridor and to better ensure appropriate building framing to improve the pedestrian experience of the public realm along the mainstreet corridor.

Policy 10: Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposal represents the redevelopment of a formally underutilized lot and serves to better optimize land located in an established community with frontage along an Arterial Mainstreet. The design has carefully considered the interface with the public realm and includes features such appropriate front-yard setbacks, engaging fenestration patterns, active entrances, landscaping, and appropriate podium building heights that define and frame the street edge. The proposed podium height represents intensification that is sensitive to the existing community character and built form along Montreal Road.

Policy 11: The Zoning By-law will establish a minimum building height equivalent to a two-storey building.

The proposed building achieves the two-storey minimum height for the majority of the main frontage along Montreal Road with podium height stepping down towards the property boundaries at the Montreal and Blair intersection to offer a transition to the Blair Road ROW and interior side yard and to animate and articulate the interface with the public realm.

Policy 12: On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

a) within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
b) directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
c) directly abutting a Major Urban Facility:

and where the development provides a community amenity and adequate transition is provided to adjacent low rise.

The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.

The subject site directly abuts an intersection of the Montreal Road (Arterial Mainstreet) with Blair Road (Transit Priority Corridor) as identified on Schedule D of the Official Plan. The proposed development indicates a 200 square metre Privately Owned Public Space (POPS) at the northwest corner of the property and the retention of the grove of

trees at the rear of the property which act as the community amenity as part of the development. The transition to, and compatibility with, the adjacent low-rise is discussed below.

4.2.3 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. The Official Plan defines compatible development as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

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

Objective	Response
To enhance the sense of community by creating and maintaining places with their own distinct identity.	**The proposed development will redevelop and intensify an underutilized property currently characterized by surface parking and storage by enclosing the street edge and improving the public realm with active uses at-grade and a mix of residential units above.** **The proposed development will enhance Montreal Road through a design that introduces a consistent street wall as well as improvements to the pedestrian environment and contributes to the intended evolution of the Arterial Mainstreet to more pedestrian focused corridor.**
To define quality public and private spaces through development.	**The proposed development animates the street edge with a four-storey podium that features an appropriately scaled ground floor and will animate the street edge with a large proportion of glazing at street level, active entrances to the sidewalk, and active uses along the street.** **The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the podium, the various rooftop amenity spaces are adequately setback from the buildings exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and a communal amenity room within the building.**
To create places that are safe, accessible and are easy to get to.	**The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along Montreal Road. The site benefits from proximity to a number of existing amenities and employment areas, convenient access to the City's transit network, and planned improvements to the Montreal Road and Blair Road corridors to improve facilities for cycling and pedestrians. A high proportion of glazing and active entrances along the street will ensure "eyes on the street" for safety.**
To ensure that new development respects the character of existing areas.	**The design of the building contemplates a built form that respects the character of the existing area, and the planned function of the Montreal Road corridor.** **The proposed high-rise responds to the policies and regulations established for increased heights within the Official Plan and the planned function of the surrounding area while also providing significant setbacks to transition to the low-rise areas to the north.**

Objective	Response
	To the west and south-west also fronting on the Montreal and Blair Road intersection, the existing buildings of the NRC campus are set back significantly from the street without a prominent character or established presence, and in that sense, the proposed building has a unique opportunity to establish a more appropriate character for this intersection and set the stage for high-quality re-development of the immediate area.
To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	**The proposal considers adaptability and diversity by intensifying the prominent corner property and adding to the diversity of housing types, tenures, and commercial amenities available in the community.**
To understand and respect natural processes and features in development design.	**The existing grove of matures trees towards the rear property line is proposed to be retained through the strategic design of the building's underground parking foundation and the setback of the podium. A privately owned public space (POPS) is also proposed in this area to provide a formalized amenity that will benefit from the natural vegetation of the site and be available to the public.**
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	**The proposed development provides additional residential intensification within a well-serviced existing community. The proposed building is located on an underutilized site within the urban boundary on the City's transit priority network, which serves to reduce development pressure on outlying areas, and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.**

The subject site is located along the Montreal Road Arterial Mainstreet and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. As a result, the Urban Design Review Panel (UDRP) will participate in the review of the urban design elements of development applications within these areas.

4.2.4 Compatibility Criteria

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail.

As the current application is for a Zoning By-law Amendment only, several criteria will be more appropriately evaluated during the future Site Plan Control application. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy		Proposed Development
1.	A Design Brief will be required as part of a complete application.	**The requirements of the Design Brief have been integrated into this Planning Rationale.**
Views		
3.	The City will protect the views of the Parliament Buildings from two locations in Beechwood	**The proposed development does not impact any protected view planes of the Official Plan. Further, the**

Policy		Proposed Development
	Cemetery. The view area, or viewshed, and the two locations, the Tommy Douglas Memorial and Poet's Hill, are identified on Annex 12.	**proposed building does not obstruct or interfere with any protected view or historically significant views.**
Building Design		
5.	New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of: a) Setbacks, heights, and transition; b) Facade and roofline articulation; c) Colours and materials; d) Architectural elements, including windows, doors, and projections; e) Pre- and post-construction grades on site; and f) Incorporating elements and details of common characteristics of the area.	**The proposed development has a low-rise podium and high-rise tower form that is compatible with the existing and planned context along Montreal Road and recognizes this street as an edge condition to the Rothwell Heights neighbourhood to the north.** **The four-storey podium is setback 20 metres from the rear property line with the tower portion setback an additional 10 metres (total 30 metres) setback from the rear property line.** **To the east, the tower is setback 10 metres. These generous setbacks will assist in accomplishing adequate transition to abutting properties to help mitigate concerns of overlook and shadowing.** **The proposed podium and tower orientation which provides a narrow facade from the north and south elevation will ensure minimal shadow, wind, and privacy impacts on the Montreal Road public realm and established low-rise neighbourhood to the north. Further, due to the slender tower design, along with reducing shadowing the design will also preserve sky plane views for the immediately abutting neighbours.** **With a floorplate of generally 793.4m^2, the narrow tower dimension increases sun exposure while reducing shadowing. Overlook is also minimized with most windows directing projected views east and west along the Montreal Road Corridor rather than north towards the existing low-rise neighbourhoods.** **The building and underground parking structures have been designed to ensure retention of the existing mature grove of trees at the rear of the property which will further screen any visual impacts of the proposed building on the rear-yard neighbouring properties.**
6.	The City will require that all applications for new development: / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces;	**The building design includes a prominent front entry feature for the residential building along Blair Road and retail entrances along Montreal Road for the commercial units resulting in entries directly from the sidewalk. The building features a significant amount of**

Policy		Proposed Development
	/ Use architectural elements, massing, and landscaping to accentuate main building entrances.	**glazing at-grade to interface with the Montreal Road public realm.**
8.	All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.	**The proposed development integrates the garbage room and storage into the at-grade enclosed parking area with access from Blair Road to ensure that it has no impact on the residential neighbourhood to the north or the Montreal Road Corridor.**
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 has been incorporated into the conceptual building design.**
Massing and Scale		
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 impacts have been minimized or avoided.	**A shadow study has been prepared as part of the application to assess the impact of the proposed development on adjacent properties.** **The orientation of the tower (north-south) and placement on the site will generally mitigate significant shadow impacts. As noted in the study, shadows during the summer are limited and will not significantly impact the rear yards of the houses along Amberly Court or Amberly Place. During the shoulder seasons, the slightly longer shadows will have minimal impact, with shadows being fast-moving. During the winter months, longer shadows reach further north, but again move relatively quickly to mitigate adverse impacts.** **The Pedestrian Level Wind Study prepared by Gradient Wind Engineers assessed the wind impacts of the proposed development making recommendations for minor mitigation to ensure comfort along the street, at bus stops, and within the proposed amenity areas of the building.**
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated.	**The proposed building incorporates a four-storey podium with a high-rise tower above that is set back 30 metres from the established low-rise community to the north. These design elements, together with the grade change from the properties to the north to Montreal Road, serve to transition the building and create an appropriate scale and transition to the low-rise residential properties to the north.**

Policy		Proposed Development
		The building podium to the north transitions from one-storey to four-storeys and in that sense reflects and respects the existing planned function of that portion of the site for low-rise development. **Along the rear portion of the building, the podium and tower footprint have been setback 20 and 30 metres, respectively, from the rear property line to ensure adequate transition to the adjacent residential properties and to preserve the existing mature trees.**
13.	Building height and massing transitions will be accomplished through a variety of means, including: (a) Incremental changes in building height (e.g., angular planes or stepping building profile up or down); (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.	**The proposed tower has been set back 30 metres from the north property line to mitigate the impacts of the high-rise building and provide an appropriate transition. The four (4) storey podium provides an appropriately scaled built form along Montreal Road and provides transition to the north. The podium is also set back 20 metres from the north property line to ensure sufficient transition and allow for the preservation of the existing trees.**
High-Rise Buildings		
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: 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,	**The proposed tower setback, and footprint orientation reduces impacts on surrounding properties. The design encourages views towards the skyline and properties east and west along Montreal Road and away from the rear yards of the adjacent Amberly Court properties.** **Due to the general topography, tree cover, and built form of the immediate area, views from the north towards the property are screened and the proposed tower will appear as a background feature. Further, from the south traveling along Blair, the building will positively contribute to the area's skyline.** **Regarding pedestrian comfort and usability, the submitted wind study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity spaces atop the podium the study concluded that conditions are mostly suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.**
15.	Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and	**The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby**

Policy		Proposed Development
	address the impacts described above in the following ways; a) The base of a high-rise building should respect the scale, proportion, and character of the surroundings. b) The tower, which typically includes a middle and a top, should step back from the base where possible. c) Floor plates may also vary depending on the uses and the context.	**properties while providing a compact tower that further steps back from the interior and rear-yard property lines mitigating potential shadow, overlook, and loss of sky view impacts.**
16.	The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 14 can be satisfactorily avoided or reduced.	**The proposed building provides a tower floor plate of 793.4 square metres which is 20 metres in width on the north and south façade. Further, the tower is setback 30 metres from the rear property line, 11 metres from the eastern property line and 20 metres from the western property line.** **The setback and orientation of the tower elements with articulated window location and vertical glazing elements creates a visually interesting and attractive built form that will positively contribute to the skyline along Montreal Road and north from Blair Road.**
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 building has been designed as a high-rise point tower, distinct base/middle/ top and ample setbacks to the rear and side property lines which adheres to several of the City's Urban Design Guidelines for High-rise buildings.**
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).	**The majority of units within the proposed building are oriented east-west, away from adjacent residential properties and toward more distanced vistas along Montreal Road, thus reducing the potential impacts of overlook.** **The proposed building has been sited to be 30 metres away from the north property line, and trees retained along the shared property line to mitigate any loss of privacy.** **Potential shadow and wind impacts resulting from the proposed development have been assessed through enclosed studies and as discussed above, the impacts are not anticipated to result in any undue adverse impacts on adjacent properties.**

Policy		Proposed Development
20.	Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces, and rooftop patios.	**The proposed development includes amenity area for residents through private balconies, a communal amenity room within the first floor, outdoor patio space atop the first, fourth, and 22nd floor, and rear yard amenity space at grade with pool and lounge area.**

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. Pursuant to Policy 1 of Section 4.11, this report also constitutes a Design Brief as required as part of the Zoning By-law Amendment application package.

4.3 City of Ottawa Official Plan Update (adopted 2021, awaiting Ministerial approval)

Ottawa City Council approved the City's new Official Plan on October 27th, 2021, which was the culmination of a multi-year review process. The final adoption by Council occurred on November 24, 2021. Currently, the final new Official Plan is under review by the Ministry of Municipal Affairs and Housing (MMAH) prior to final approval, anticipated later in 2022. While the new Official Plan is not yet in force, the policy directions approved by City Council on October 27th, 2021, have been reviewed as they relate to the subject property.

Policy directions include:

- Achieve an intensification target of 60% by 2046;
- Orient land use designations around nodes, corridors, and neighbourhoods;
- Evolve to denser, walkable, 15-minute neighbourhoods;
- A renewed emphasis on building form; and
- Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.3.1 Outer Urban Transect

The subject property is proposed to be located within the "Outer Urban Transect" of the new Official Plan. Within this Transect, the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres. The Transect is generally planned for mid- to high-density development subject to proximity and access to frequent street or rapid transit and is intended to continue to develop as a mixed-use environment.

4.3.2 Mainstreet Corridor Designation

The subject property is located on Montreal Road and is designated "Corridor - Mainstreet" on Schedule B3 of the new Official Plan.

- Per Policy 2 of **Section 6.2.1** of the new OP, development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.
    - Per Policy 2a, development along Corridors shall ensure appropriate transitions in height, use of land, site design and development.
    - Per Policy 2c, sites greater than 1 hectare in area or 100 metres in depth (including the subject property), shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists, and transit uses. Where development is to occur in phases, the phases closest to the Corridor may be required to be constructed first.
- Per Policy 3 of **Section 6.2.1**, Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

- Per Policy 2 of **Section 5.3.3**, along Mainstreets in the Outer Urban Transect, permitted heights on sites that front right-of-ways that are at least 30 metres wide (including the subject property) and that can accommodate transition in built form massing, are up to 40 storeys.
- The OP requires a minimum area-wide density requirement of 120 people and jobs per gross hectare.
- A minimum of 5% of the units along Mainstreet Corridors must be "Large Households" which are defined as dwelling units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- Where development is proposed on Mainstreet Corridors, all of the following must be met:
    a) All buildings shall have active entrances facing the Mainstreet, regardless of use;
    b) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in **Subsection 4.6.6**, Policies 7), 8) and 9); and
    c) Buildings shall be of a lower height on lots too small to accommodate an appropriate height transition noted in provision a) above.

An Evolving Overlay is applied to the subject property and the surrounding area. The area shall evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

The proposed development is consistent with the policy direction of the new Official Plan. The proposed development advances the objectives for Mainstreets in the Outer Urban Transect. The proposed development also achieves the density objectives of the new Official Plan.

The submitted high-rise design responds to the policies and regulations established for increased heights within the new Official Plan and the planned function of the surrounding area while also providing significant setbacks to transition to the low-rise areas to the north. The design o contemplates a built form that acknowledges the planned function of the Montreal Road corridor in the pending new OP which will consider up to 40-storeys on sites such as this.

4.4 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018, and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site". As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- The proposed development does not impact any views or angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols (Guideline 1.2);
- The proposed building will function as a background building setting a framework at this prominent corner of Montreal and Blair Roads looking south towards the established residential Rothwell Heights neighbourhood (Guideline 1.4);
- The proposed development considers important views and vistas (Guideline 1.6);
- The proposed building respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and respect and enhance the overall character of the existing and planned urban fabric and the skyline (Guideline 1.9);
- The base of the building relates directly to the height and typology of the existing or planned street wall context along Montreal Road (Guideline 1.12);

- The lot is regular shape and allows for the design to incorporate effective transition measures (Guideline 1.14);
- The site abuts both Montreal Road and Blair Road right-of-way and proposes a Privately Owned Public Space (P.O.P.S) along a portion of the rear-yard property line on at least two sides (Guideline 1.15);
- The site is of a sufficient size to accommodate a high-rise building and providing sufficient separation to potential future high-rises to the east (Guideline 1.16);
- The lot is sufficiently sized to accommodate a high-rise building with appropriate transition to the low-rise area to the north through setbacks and stepbacks (Guideline 1.17);
- The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edges (Guideline 2.1);
- The proposed building 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);
- The proposed building has been designed with a distinctive base, middle, and top with stepbacks and a change in materiality from masonry to predominantly glazing emphasizing the different aspects of the building (Guideline 2.3);
- The proposal places the base of the building to form a continuous building edge along the street which will mitigate impacts on the established community to the north; appropriately frame the public realm on Montreal Road; and provide a height that establishes transition from the maximum height permission of the properties to the north (Guideline 2.13).
- The podium height (4 storeys) is provides enclosure along the street at an appropriate scale (Guideline 2.15);
- The proposed height provides step backs and architectural articulation, particularly on wider streets and deeper lots (Guideline 2.16);
- The base of the building has a height of four storeys (Guideline 2.17);
- The proposed massing of the building appropriately response to the planned and existing development form along Montreal Road (Guideline 2.19);
- The four-storey podium and tower represent a beneficial contribution to the public realm along Montreal Road that improves the existing edge. The podium materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to Montreal Road (Guideline 2.20);
- The proposed design 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 facade (Guideline 2.21);
- The recently adopted bird-friendly guidelines will be utilized at the Site Plan Control stage of this process (Guideline 2.22);
- The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposal (Guideline 2.23);
- The proposed tower floorplate is 793.4 square metres and provides a narrow floorplate on the north and south elevations to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the established neighbourhood (Guideline 2.24);
- The proposed tower provides proper separation distance to adjacent property lines to minimize shadow and wind impacts, loss of sky views, and to allow for natural light into interior spaces (Guideline 2.25);
- The podium is well articulated and designed with a one-storey portion stepping at the rear, corner-side, and front elevations stepping-back to a four-storey massing. The tower is setback 30 metres from the rear-property line to ensure appropriate transition is achieved. Along with the change in materiality, the tower portion of the building steps back from the base to allow the base to be the primary defining element for the site (Guideline 2.29);
- The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas (Guideline 2.31);
- The top section narrows further and provides a unique focal point of the building with the termination of a vertical band of glazing that travels along the middle of the building and will also integrate machinery into the

roof. The mechanical area is enclosed and setback from the building edge to further mitigate visual impacts (Guidelines 2.35, 2.36 and 2.37);

- The proposed base of the building is setback 4.8 metres from the front property line with additional room in the ROW for setback from the curb and the vehicle travel lanes of Montreal Road. Appropriate hard and soft landscaping will be implemented within the front yard of the building to improve on the interface between the public and private realm (Guidelines 3.1 and 3.2);
- The main pedestrian entrances to at-grade commercial and residential uses are linked with a seamless connection to the sidewalk along Montreal Road and Blair Road and glazing is provided at the pedestrian level to better frame and animate the public realm (Guidelines 3.10, 3.11 and 3.12);
- Parking is located underground or enclosed at-grade and accessed away from the primary pedestrian realm along Montreal Road. Loading, servicing, and utilities are screened from view and underground. Fencing and screening will be installed along the rear and side property lines, which will ensure appropriate separation from the parking access area together with the setback of the parking spaces (Guidelines 3.14-3.16, 3.18-3.21);
- This portion of Montreal Road is underdeveloped and consists of variable built form, vacant lots, and surface parking. The proposed development will improve on the existing condition and provide a building podium the improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity (Guideline 3.23);
- In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year (Guideline 3.26); and,
- In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context (Guideline 3.27).

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

The proposed building incorporates a four-storey podium with a high-rise tower above that is set back 30 metres from the established low-rise community to the north. These design elements, together with the grade change from the properties to the north to Montreal Road, serve to transition the building and create an appropriate scale and transition to the low-rise residential properties to the north.

In summary, based on the above noted analysis using the submitted materials, we find that the slender 26-storey point-tower with low-rise podium and frontage on Montreal Road; an arterial mainstreet; represents good planning, and will not impose adverse impacts on the existing community.

4.5 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- To foster compatible development that contributes to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- To accommodate a broad range of uses; and
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposal has considered and applied the design guidelines in a meaningful way with the resulting design and site layout adhering to the following guidelines and therefore contributing to an improved condition on this portion of Montreal Road and Blair Road.

Applicable Guidelines:

- Guideline 1: Locate new buildings along the public street edge.
- Guideline 4: Use buildings, landscaping and other elements to create continuous streetscapes.
- Guideline 5: Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.
- Guideline 6: Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
- Guideline 7: Design to be compatible with the general physical character of adjacent neighbourhoods.
- Guideline 8: Provide significant architectural or landscape features on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.
- Guideline 11: Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.
- Guideline 13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.
- Guideline 14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
- Guideline 15: Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
- Guideline 16: Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
- Guideline 17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- Guideline 18: Use clear windows/doors to make the pedestrian facing façade highly transparent.
- Guideline 20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- Guideline 27: Locate surface parking spaces at the side or rear of buildings.
- Guideline 30: Provide a consistent width of landscape and pedestrian areas across the front of the site.
- Guideline 35: Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.
- Guideline 36: Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street.
- Guideline 37: Plant trees, shrubs and ground cover on any unbuilt portions of the site. This includes any areas reserved for future phases of development.

The proposed development advances several of the Urban Design Guidelines for Arterial Mainstreets.

4.6 Bird Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting.

Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
- Designing landscaping to reduce the risk of collisions (see Guideline 5).
- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program.

4.7 City of Ottawa Zoning By-Law

The subject site is currently split zoned with 1649 Montreal Road zoned “Arterial Mainstreet, Subzone 10, Urban Exception 2199 (AM10[2199])” and 741 Blair Road zoned “Residential Third Density, Subzone K, Urban Exception 1631 (R3K[1631])” in the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

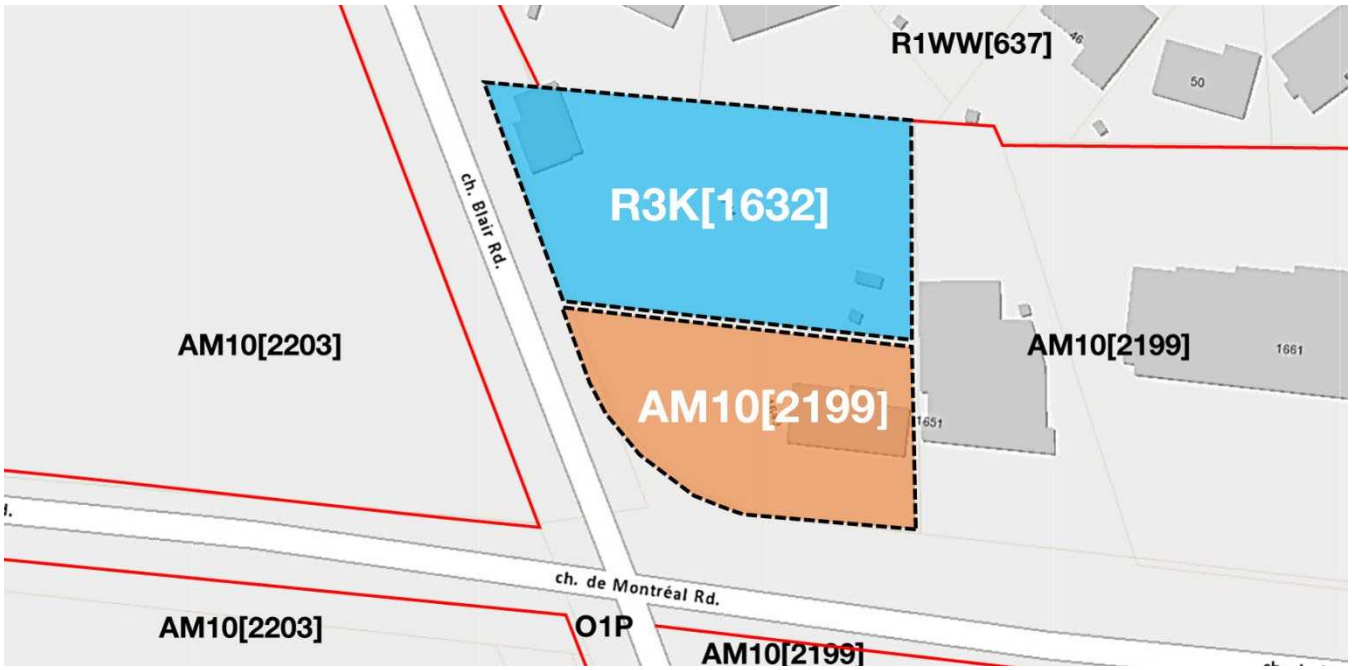


Figure 14: Excerpt from the City of Ottawa’s Zoning By-law 2008-250 Map

The intent of the Arterial Mainstreet (AM) Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings in areas designated Arterial Mainstreet in the Official Plan and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM10 zone is applied in locations where the City’s objective is to promote development which achieves high-quality design and an improved interface between the private and the public realm. Consequently, the AM10 zone includes provisions that require the building to be located closer to the front property line, minimum building glazing, and minimum building heights.

The proposed Zoning By-law Amendment would rezone the entire subject site to the "Arterial Mainstreet, Subzone 10" Zone, Exception XXXX, Schedule YYY (AM10[XXXX] SYYY)" to permit the proposed development.

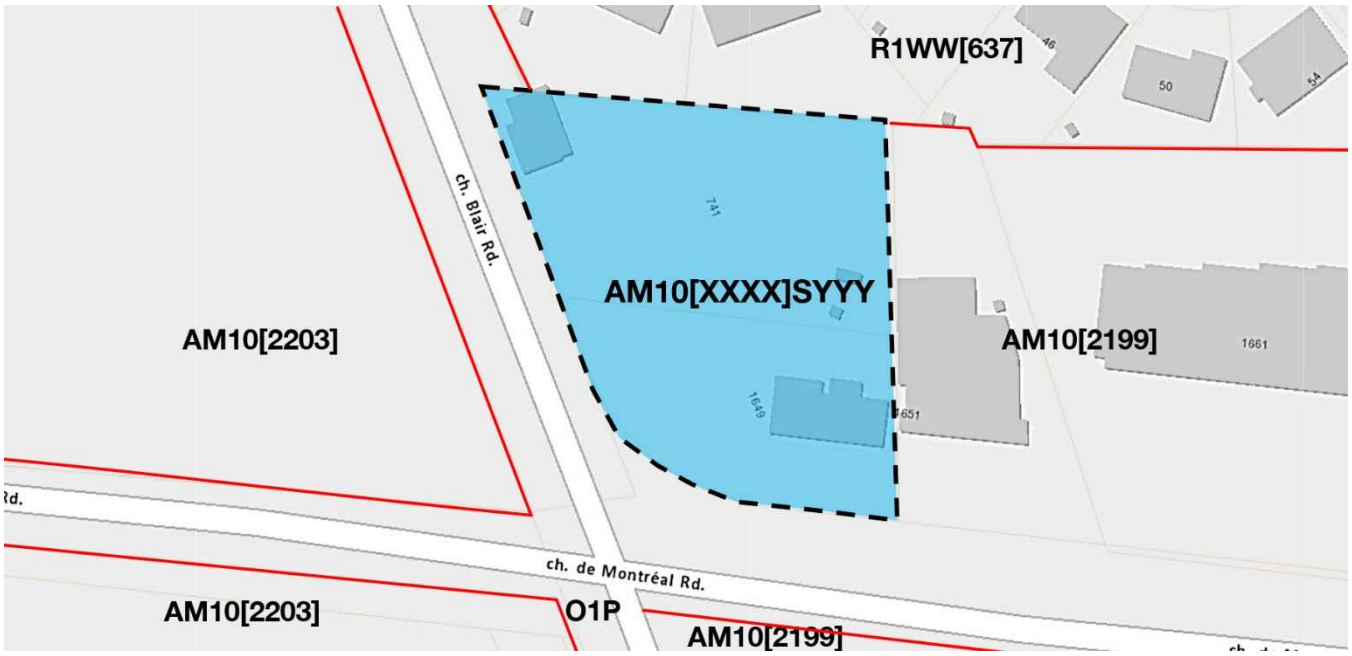


Figure 15 Proposed zoning for the subject site

The proposed development is compared to the provisions of the AM10 zone in the table below:

Provision	Requirement	Proposed	Compliance
Lot Area	No minimum	4,903 m^2	✓
Lot Width	No minimum	44 m	✓
Front Yard	No minimum for mixed-use building	3.5 m to 4.8 m	✓
Corner Side Yard	No minimum for mixed-use building	4.8 m	✓
Interior Side Yard	No minimum	0 m	✓
Rear Yard	3 m for the first 20 m from Blair; 7.5 m otherwise	11.3 m	✓
Frontage Requirement	50% of front and corner side lot lines must be occupied by building within 3 m of lot lines	Montreal: <50% Blair: <50%	× ×
Active Frontages	Minimum 50% of ground floor (to 4.5 m) composed of glazing and active entrances	Montreal: 55.8% Blair: 50.3%	✓
Active Entrances	Minimum 1 active entrance per ground floor occupancy immediately adjacent to front/corner side lot line and 1 residential entrance facing front and corner side lot lines	Entrances facing Montreal only	×

Provision	Requirement	Proposed	Compliance
Minimum Building Height	Within 10 m of front & corner side lot lines ground floor must be 4.5 m and total height must be at least 2 storeys (7.5 m)	Ground floor height is 5m. Portions of building are not 2-storeys A portion of the front facade and corner facade at 5.0 metres and 1 storey. On Montreal Road, 65.3% of the front façade is above 7.5m. On Blair, 86.7% is above 7.5m.	✓ ×
Maximum Building Height	Within 20 m of R1 zone: 11 m 20-30 m from R1 Zone: 20 m 30+ m from R1 Zone: 30 metres/9 storeys	Within 20 m of R1: 11 m 20-30 m from R1: 14 m 30+ m from R1: 88 m	✓ × ×
Minimum Parking (Area C on Schedule 1A)	Residential: 217 units @ 1.2/unit = 260 Visitor: 217 units @ 0.2/unit: 43 Non-res varies, typically: 526 m^2 @ 10/100 m^2 GFA: 57	Residential: 217 Visitor: 43 Commercial: 57 (restaurant) Total: 317	× ✓ ✓ ×
Parking Location	Not in required front or corner side yard	Below-grade/rear yard	✓
Drive Aisle Width	Minimum 6 m drive aisles for parking garage	Varies/ min 6 m	✓
Driveway Width	Minimum 3m for a single traffic lane and 6m for a double traffic lane	Single traffic loop: 5.1 m Two-way Driveway: 6 m	✓
Parking Space Dimensions	Minimum Width: 2.6 m Minimum Length: 5.2 m Up to 40% may be reduced to a width of 2.4 m x 4.6 m where they are in a garage with at least 20 spaces and are identified for small cars	277 spaces at 2.6 x 5.2 m 30 spaces at 2.4 x 4.6 m (10% of provided)	✓
Loading	0 spaces for < 1,000 m^2 non-residential GFA	0 spaces	✓
Landscaping	3 m abutting streets and 15% landscape area	>3 m buffer 17.8% landscaped area	✓
Outdoor Loading	Within parking lot, set back min 9 m from street frontages and 3 m from other lot lines	Provided along driveway	✓
Bicycle Parking	Res: 217 units @ 0.5 spaces per unit: 109 Non res: 526 m^2 @ 1/250 m^2 GFA: 2	376	✓
Minimum Bicycle Parking Spaces Dimensions 50% can be vertical; 25% must be indoors; Minimum 50% horizontal	Horizontal: 0.6 m wide x 1.8 m long Vertical: 0.6 m wide x 1.5 m long	Horizontal: 0.6 m wide x 1.8 m long Vertical: 0.6 m wide x 1.5 m long	✓

Provision	Requirement	Proposed	Compliance
at-grade (i.e. stacked allowed).		50% Stacked bike parking is provided	
Bicycle Parking Access	Minimum Aisle Width: 1.5 m	Minimum Aisle Width: 1.5 m	✓
Amenity Area	217 units @ 6 m^2 per unit = 1,302 m^2 50% communal: 651 m^2	Total: 2,599 m^2 Communal: 1,310 m^2	✓
Outdoor Commercial Patio	At least 30m from a lot in a residential zone and screened and physically separate from that same lot by a structure, screen, or wall that is 2m or more in height so as to mitigate noise and light from the outdoor commercial patio	>30m from residential zone	✓

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the AM10 zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule, and site-specific provisions through an exception. All amendments noted above are proposed to be addressed through the previously submitted Zoning By-law Amendment.

4.7.1 High-Rise Zoning Provisions

In September 2019, City of Ottawa Council adopted new High-Rise Zoning provisions, however, these provisions were appealed and remain under appeal as of the writing of this report. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Proposed Provisions	Area A – Outside MD Zone but within Greenbelt	Proposed	Compliance
Minimum Lot Area (Interior Lot)	1,350 m^2	4,903 m^2	✓
Definition of Tower	That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less		
Minimum Interior Side and Rear Yard Setbacks for a Tower	10 m	Interior Side Yard: 11 metres Rear Yard: 30 metres	✓ ✓

The proposed design meets the general intent of the high-rise zoning provisions. As illustrated in the submitted plans, the location of the tower will not limit development potential on the adjacent property and is still able to achieve the stated goals of the provisions.

Further, the proposal adheres to the intent of the provisions as the design and location of the proposed building will minimize wind and shadowing impacts, maintain access to views and sunlight along the public realm of Montreal Road, Blair Road, and within the established low-rise community to the north, while also maintaining privacy through strategic landscaping and window orientation and preserving sky views through the application of a compact tower design.

5.0
Summary of Supporting Studies

5.1 Environmental Site Assessment

Paterson Group was engaged to complete Phase 1 and 2 Environmental Site Assessment. The findings of the Phase 1 assessment noted that a Phase 2 report was required. The Phase 2 recognizes the higher level of contaminants than are acceptable for residential development or certain portions of the lands. The property will be remediated through the development applications and will require a Record of Site Condition. It is the reports recommendation that an environmental site remediation program be completed in conjunction with site redevelopment.

5.2 Functional Servicing and Stormwater Management Report

CIMA prepared a Functional Servicing and Stormwater Management Report for the proposed development. As a result of the conclusions drawn within their report, it is expected that the proposed development can be serviced by the existing municipal services network surrounding the site.

- The anticipated water demands for the proposed site are 1.77 L/s (average day), 87.73 L/s (max day + fire flow), and 8.02 L/s (peak hour). The boundary conditions received from the City of Ottawa indicate that the existing watermain network can provide the required water demands for the proposed site.

- The estimated sanitary flow for the proposed development is 1.43 L/s (average dry weather), 4.82 L/s (peak dry weather), and 4.98 L/s (peak wet weather). The City of Ottawa has indicated that the existing sanitary sewer network near the proposed site is flooding due to excess extraneous flows form holes in maintenance hole covers and underground infiltration. As a result, the maintenance hole covers will be replaced with solid sealed covers as part of the development project to offset the added sanitary flow, which was satisfactory to the City.

- Storm runoff in excess of the allowable 5-year pre-development release rate, up to and including the 100-year storm event, will be detained on site via an internal cistern prior to being discharged to the municipal storm sewer system.

- The allowable stormwater release rate for the proposed site is 66.4 L/s. It is expected that this will be achieved by means of underground retention and surface storage. To achieve this release rate, a storage volume of 129.0 m^3 is required on-site.

- The existing site is approximately 41% impervious with no existing stormwater measures on site (i.e., catch basins, sewers, etc.) and it is thus assumed that there are no current stormwater management controls on site. Thus, stormwater flows from the redeveloped site are anticipated to be considerably less than the stormwater flows from the existing site. The RVCA mentioned that onsite water quality control of 80% TSS removal will be required given the scope of the driveway including a turning area. This is expected to be achieved via a raingarden equipped with a pre-treatment stone diaphragm.

5.3 Geotechnical Investigation

Paterson Group was commissioned to conduct the geotechnical investigation for the proposed development. The intention of the study is to determine sub-surface soil and groundwater conditions by means of bore holes and to provide geotechnical recommendations which may affect the design of the development. The report concludes that the site is suitable for the proposed use and make a series of recommendations to be followed during the construction of the development.

5.4 Roadway Traffic Noise Report

Gradient Wind Engineering was retained to undertake the Traffic Noise Assessment. The results of the analysis indicated that noise levels will range between 52 and 73 dBA during the daytime period (07:00-23:00) and between 52 and 65 dBA during the nighttime period (23:00-07:00).

The highest noise level (73 dBA) occurs at the south façade, which is nearest and most exposed to Montreal Road. Noise levels at the 5th Floor terrace, and therefore 2nd Floor terrace, fall below the ENCG criterion for outdoor living areas, therefore OLA mitigation is not required. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA.

Results of the calculations also indicated that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. The Type D Warning Clause will also be required be placed on all Lease, Purchase and Sale Agreements.

Regarding stationary noise, impacts from the surroundings on the study building are expected to be minimal. Sources associated with commercial buildings to the east and west are at a sufficient setback distance, and smaller units associated with adjacent residential are expected to be in compliance with the MECP's noise guideline.

Stationary noise impacts from the development on the surroundings can be minimized by judicious placement mechanical equipment such as its placement on a roof or in a mechanical penthouse, or the incorporation of silencers and noise screens as necessary. It is recommended that any large pieces of HVAC equipment be placed in the middle of the roof, avoiding line of site with the surrounding residential dwellings.

5.5 Pedestrian Level Wind Study

Gradient Win Engineering was retained to undertake the Pedestrian Level Wind Assessment for the Site Plan Control application. The study conclusions are as follows:

All 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, bus stops, within the landscaped areas at the north and west of the subject site and the POPS at the northwest corner, and in the vicinity of the main residential entrance, are predicted to be acceptable for the intended uses on a seasonal basis without mitigation. Three exceptions are described as follows:

- The bus stop to the southeast of the proposed development (eastbound on Montreal Road at Blair Road), is predicted to be suitable for a mix of standing and strolling during the winter season. However, since wind conditions are only expected to marginally exceed the standing comfort class during the winter season, we recommend that the noted conditions be considered acceptable.

- The proposed seating area at the southwest corner of the building is predicted to be suitable for a mix of sitting and standing during the summer, mostly suitable for standing during the spring and autumn, and suitable for strolling or better during the winter season. If possible, we recommend locating seating near to the building façade, where conditions are predicted to be calmest. If this is not possible, local wind barriers may be required to protect designated seating areas. Mitigation could be explored using the same methodology as the present study.

- While the architectural drawings do not illustrate access points for the commercial units, which serve the ground floor at the south end, wind mitigation will be required if access points will be provided in this area.

Specifically, we recommend that the access points be recessed into the building façade by a minimum of 2 meters (m) or be served by vertical barriers on either side, extending 2 m from the building façade.

Wind conditions on the amenity terrace at Level 2, on the north and east sides of the proposed development, are predicted to be suitable for sitting at least 70% of the time during the typical use period. Mitigation will be required to provide conditions suitable for sitting around the swimming pool, and within the seating areas at the northeast corner of the terrace.

5.6 Transportation Impact Assessment

CGH Transportation has completed a Transportation Impact Assessment for the proposed development. The report assessed the existing conditions, background conditions, and all aspects of the proposed development. A thorough review of the proposal, including recommended Transportation Demand Management (TDM) measures is included in the report. The report recommends the proposed development from a transportation perspective.

6.0 Conclusion

The proposed Site Plan Control application implements the proposed Zoning By-law Amendments for the subject property. Those amendments will need to be resolved before the proposed Site Plan Control Application can be approved.

It is our professional planning opinion that the proposed Site Plan Control Application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, managing growth, and the land use policies for the Arterial Mainstreet designation. The proposed development also conforms to urban design objectives and compatibility criteria established in Sections 2.5.1, and 4.11 of the Official Plan, respectively;
- The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings and for Arterial Mainstreets;
- The proposed development is supported by the submitted plans, studies, and reports; and,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Tim Beed

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