FOTENN

1815 Montreal Road

Planning Rationale
Zoning By-law Amendment + Site Plan Control Application
June 6, 2023

FOTENN

Prepared for Creative Dev Ventures

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by 14193679 Canada Inc (“owners”) to prepare this Planning Rationale in support of a Zoning By-law Amendment and Site Plan Control Application for lands municipally known as 1815 Montreal Road, located in the Rothwell Heights-Beacon Hill neighbourhood of the City of Ottawa (“subject property”). The application seeks to rezone the property to facilitate a future mid-rise residential development.

The development proposes to rezone the subject property to permit a nine (9)-storey residential use building with 130 dwelling units and below-grade parking. The building responds to its site context and surrounding area by using variation in building height and massing to achieve a gradual transition to ultimate nine (9) storey building heights along Montreal Road.

1.1 Application Overview

The subject property carries its former legacy low-density residential zoning and does not permit mid-rise uses. To facilitate the proposal, a Zoning By-law Amendment and Site Plan Control Application are being submitted to update the current zoning on the property to align it with policies of the Official Plan for sites designated as Mainstreet Corridors within the Outer Urban Transect.

The subject property is currently zoned Residential First Density, Subzone AA (R1AA). The Zoning By-law Amendment proposed to implement an appropriate Arterial Mainstreet (AM) Zone with site specific exceptions ([XXXX]) associated with a site-specific Schedule (S(YYYY)) denoted as “AM [XXXX] S(YYY).”

The new site-specific zoning schedule will establish permitted building heights, required setbacks and step-backs while the site-specific exception will detail the necessary provisions and performance standards to facilitate the proposed building as detailed in Section 4.6 of this report such as addressing minimum required visitors and residential parking to support transit-oriented development on a Mainstreet Corridor designation.

The site plan control process allows the City to influence land development so that it is safe, functional and orderly. It is also used to ensure that the development standards approved by the City and other agencies are implemented and maintained. Building use, location, site programming, landscape treatment, pedestrian/vehicle access, servicing & drainage control, and parking layout are addressed during the Site Plan Control review.

1.2 Proposed Public Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, in-person meetings and open houses are held in a virtual format.

The following steps in the consultation strategy are proposed throughout the application review process:

- A Pre-Application meeting with the City of Ottawa and representatives of the Rothwell Heights Community Association has occurred to inform of the development and design process and review feedback from involved stakeholders;
- Correspondence has occurred with Councillor Tierney’s Office and the Rothwell Heights Community Association during the lead up to submission of this application;

- An information meeting with the Rothwell Heights Community Association will be scheduled to occur in mid-2023 to further discuss the Zoning By-law Amendment and Site Plan Control applications and proposed building design and site lay-out;
- Notification of neighbouring property owners and posting of public signage, to be completed by the City of Ottawa;
- Statutory public meeting for the Zoning By-law Amendment application at Planning Committee;
- In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

2.0
Site Context and Surrounding Area

The subject property is municipally addressed as 1815 Montreal Road, legally described as Lot 141, on Registered Plan 652 with the City of Ottawa. The lot is an irregular triangular shape with a gross area of approximately 4,200 square meters, a lot depth of 124.62 metres, and approximately 55 metres of frontage along Montreal Road; an Arterial Road and Transit Priority Corridor.

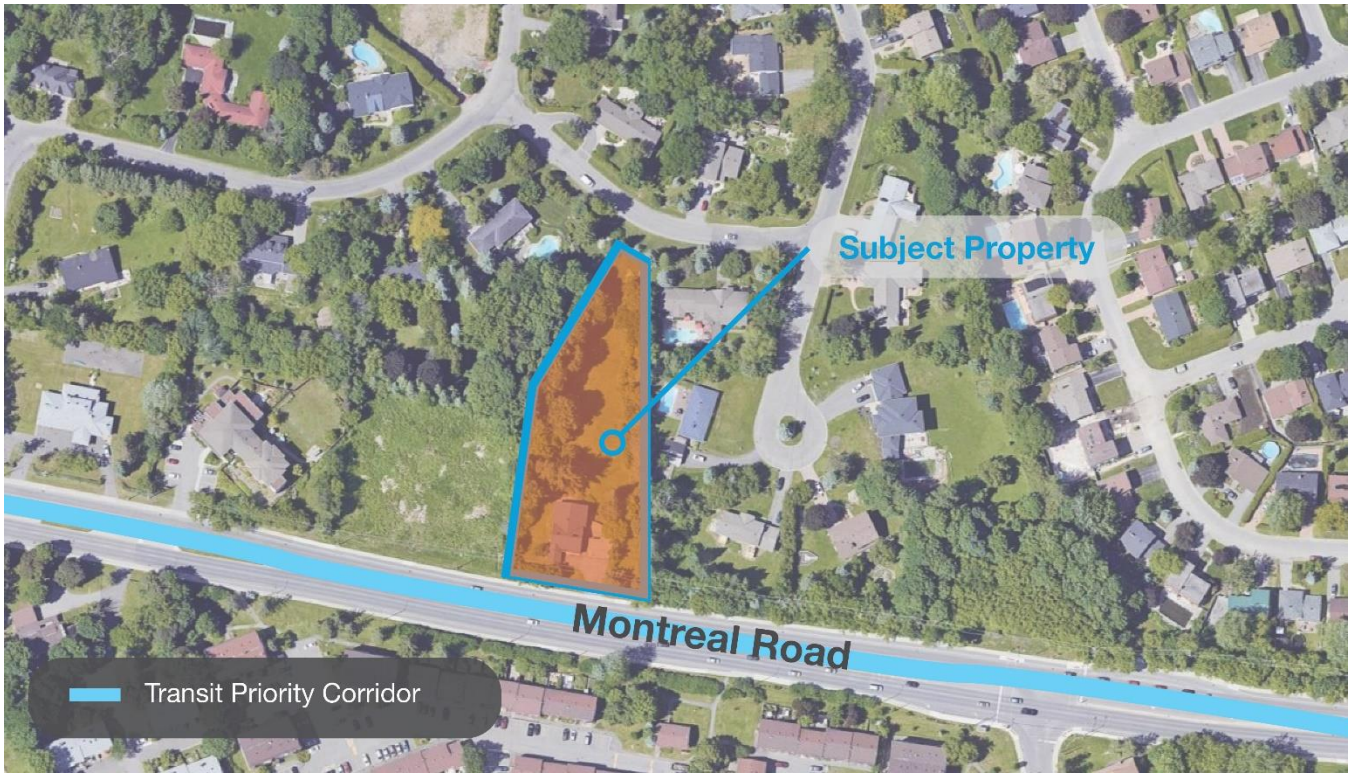

Figure 1: Subject Property and Surrounding Context, extract from Google Maps Satellite View.

The lot has historically been occupied by a brick-veneered single-family home with an attached car-port and free-standing garage structure. The garage structure was in poor shape and has since been removed. The existing single-storey bungalow is modest sized and sits closer to the main road where it separated from Montreal Road by a swale, and over-head hydro wires. Along its rear the building has a deep rear yard where the property experiences a steep change in grade. The rear and side yards are densely treed with tall mature tree's providing dense coverage over most of the lot.

Figure 2: Subject Property Frontage view from Google Maps--Streetview (May 2021).

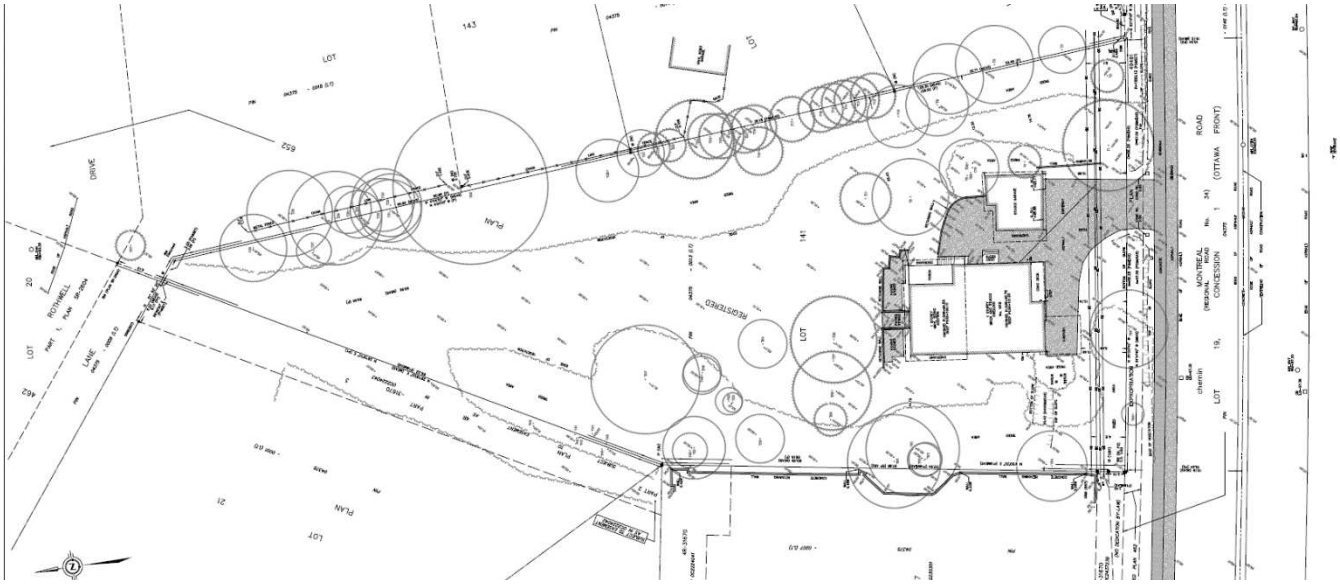

Figure 3: Topographic Survey

2.1 Surrounding Area

The lands are located along the southern edge of the broader Rothwell Heights-Beacon Hill North neighbourhood of the City of Ottawa, and along Montreal Road Arterial Road and Transit Priority Corridor. The Rothwell-Heights neighbourhood is a generally well established, outer-urban neighbourhood that is east of the City's downtown. The neighbourhood can

be characterized as traditional suburban consisting of low-rise single detached homes situated on large, densely landscaped lots with deep front and rear yard setbacks. The property sits on a lot that transitions between this low-rise residential context and the transit-oriented Arterial Road context along Montreal Road. Montreal Road is a two-way, east-west arterial road that provides connections to key destinations including Highway 174, the Aviation Parkway and the City's Downtown core further west. It is characterized by a range of low- to mid-rise mixed-use development that includes commercial, institutional and residential use buildings.

The proposed development benefits from its broader community which is well serviced by amenities including commercial plazas, services, institutions, and employment opportunities and convenient access to the City's major urban road network.

The property fronts onto Montreal Road which is designated as an Arterial Road and a Transit Priority Corridor with a right-of-way width of over 30 meters. It is a major east-west corridor that provides connections to key destinations including Highway 174 to the east, and City's Downtown core to the west. The corridor is well served by a range of amenities which include commercial, institutional uses as well as restaurants, hotels, full-service grocery stores within two (2) kilometers of the property. The City of Ottawa has recently completed a Montreal-Blair Road Transit Priority Corridor Design Study and associated Environmental Assessment(EA) Study as part of the City's Transportation Master Plan (TMP). The TMP identifies several modifications to the road and transit infrastructure along Montreal Road to accommodate future travel demand and meet multi modal transportation options. Therefore, the property is subject to a right-of-way widening, and is encumbered by overhead hydro wires within its front yard.

Figure 4: Surrounding Context

NORTH: Immediately to the north the property abuts yards of multiple single-detached homes that have frontage on Rothwell Drive and Cedar Road. The general area to the north here is low-rise residential and is part of the previously noted Rothwell Heights neighbourhood. The community is defined by its suburban pattern of development of single-

detached homes on large lots with deep landscaped lots. The community is serviced by many neighbourhood amenities which include municipal parks and schools that are all within walking distance. These include:

Parks:
- Ski Hill Park
- Quarry Park
- Combermere Park Rink
- Le Verendrye Park
- Birdland Park

Schools:
- Le Phare Elementary School
- Thomas D'Arcy McGee Catholic School
- Robert Hopkins Public School
- Le Verendrye Catholic Elementary School

Further north is Sir George Etienne Cartier Parkway which is a federally owned road. Beyond this is the Ottawa River.

EAST: To the east are the side yards of single-detached properties with frontage on Rothwell Circle, which is also part of the Rothwell Heights-Beaconwood North neighbourhood.

The general area further east of here is relatively denser as compared to the area to the north. The area consists of more compact single-detached homes that transition towards traditional townhomes towards the edge of the neighbourhood. The area here is also well served by many neighbourhood amenities and commercial uses which include:

Schools:
- Colonel By Secondary School
- Beacon Learning Centre
- Henry Munro Middle School

Parks:
- Marquis Park
- Naskapi Ridge Park
- Eastvale Park
- Richcraft Sensplex
- Commercial:
- Beacon Hill Shipping Centre
- Ogilvie Square Mall
- Gas Stations
- Red Swan Plaza

Further east within 1.3 kilometres of the site is Ogilvie Square Plaza which houses a pharmacy, bank, restaurants, and a major full-service franchise grocery store. Further along Montreal Road are a range of other commercial plazas that include restaurants, retail and office uses as well as a gas a station. Beyond this are a number of industrial uses, the Richcraft Sensplex complex and City's Waste Management operations building which include the Ottawa-Carleton Wastewater treatment plant fronting on Shefford Road. Beyond this is the City's Greenbelt, and on- and off-ramps to Regional Highway 174.

SOUTH: Immediately to the south of the property is Montreal Road Arterial Road in the City's Road Network. Along the frontage here are a number of trees and shrubs, a light pole, and overhead hydro wires located within the City's front yard. Further south, across Montreal Road is the mature neighbourhood of Beacon Hill South-Cardinal Heights which is characterized by its general low-rise suburban built. The neighbourhood is more dense than the area to the north, and consists of some traditional suburban homes on compact lots, townhomes, low-rise apartments, and some mid- and high-rise apartments. The neighbourhood here is served by a range of schools and amenities which include:

Schools:
- St. Brother Andre School
- Lester B. Pearson High School
- Charmian Craven Child Care Centre

Parks:
- Elmridge Park Tennis Club
- Elmridge Splash Pad
- Kinsman Park
- Ridge Park
- Appleford Park
- Ogilvie South Park
- Jasmine Park

Further south of this is Ogilvie Road, an Arterial Road which runs east-west, and is a major transportation corridor with connections to the City's Downtown and Aviation parkway to the west. Ogilvie Road is served with a range of large

commercial-retail uses including institutional uses, full-service grocery stores and other businesses. Further south is Regional Route 174, a City owned Freeway.

WEST: To the immediate west the property abuts 1795 Montreal Road which has recently been approved for a commercial-warehouse use development. The property is currently vacant with construction activities starting shortly. Montreal Road here consists of a range of low-rise residential and commercial uses; however, the area is subject to numerous recent development applications which will result in a change of character of the road to mixed-use mid- and high-rise developments.

Commercial uses in the area currently include the Cardinal H. Plaza and other commercial use buildings with independent business occupancies; dental clinics, institutional uses such as childcare services, animal hospitals, as well as other health, and restaurant uses, motel and financial institutions.

Further west is Blair Road, which is designated as an Arterial Road south of Montreal Road and a Major Collector to its north which serve as a major north-south road in the City's transportation network. Further west of this is the National Research Council (NRC) Campus, a major employment hub in the City of Ottawa's eastern area. The campus occupies a large portion of the north-west and south-west blocks of Montreal Road and Blair Road. The portion of the campus abutting Blair Road is currently underdeveloped and consists of soft landscaping and trees.

2.2 Road Network

As discussed above, the subject property has southern frontage on Montreal Road, which is a designated Arterial Road on Schedule C4-Urban Road Network of the City of Ottawa Official Plan. Arterial roads are major roads in the City's Road network that carry higher volumes of traffic to collector and local roads with limited direct access from major parcels of adjacent lands. Montreal Road is an established east-west arterial and is well served by numerous amenities and connections to key destinations including Montfort Hospital, the Aviation Parkway, Highway 174 in the east, and Ottawa's Downtown Core to the west.

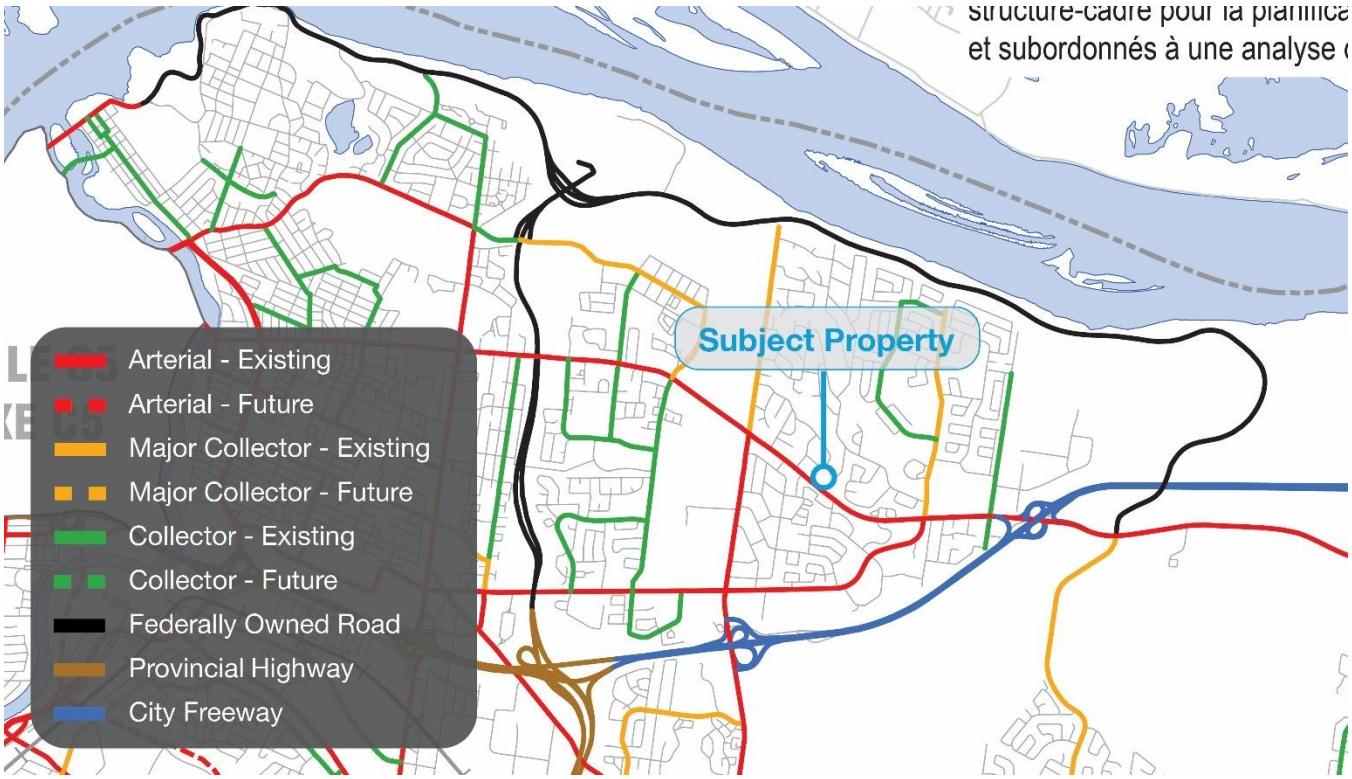

Figure 5: Schedule C4 - Urban Road Network, City of Ottawa Official Plan

Due to their nature as primary corridors, arterial roads function as major public and infrastructure corridors that accommodate a bulk of public utilities and multi-modal transportation including vehicles, bicycles, pedestrians, public transit. To support this function arterial roads are generally large enough to be well suited to handle increased activity stimulated by residential and commercial intensification.

2.3 Transit Network

Montreal Road is also identified as a Transit Priority Corridor on Schedule C2-Transit Network Ultimate of the City of Ottawa Official Plan (Figure 6). Transit Priority Corridor refers to roadways with frequent street transit that is prioritized by the implementation of transit priority measures. The Transit Priority Corridor work with the City's Rapid Transit System to provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses. The site is served by two bus stops located within 90 metres of the building frontage on Montreal Road. As well, the property is within 1.8 km from a future Montreal O-train station that is part of O-trains Stage 2 construction (Figure 6).

2.3.1 Montreal-Blair Road Transit Priority Corridor Study

The City of Ottawa has completed a Phase One (1) Montreal-Blair Road Transit Priority Corridor Design Study and associated Environmental Assessment (EA) Study for the road segment abutting the subject property. The EA developed a recommended plan for transit priority measures and active transportation improvements on Montreal Road which include segments of bus-only lanes, segregated cycle tracks, wider sidewalks, protected intersections, and a multiuse pathway (Figure 7).

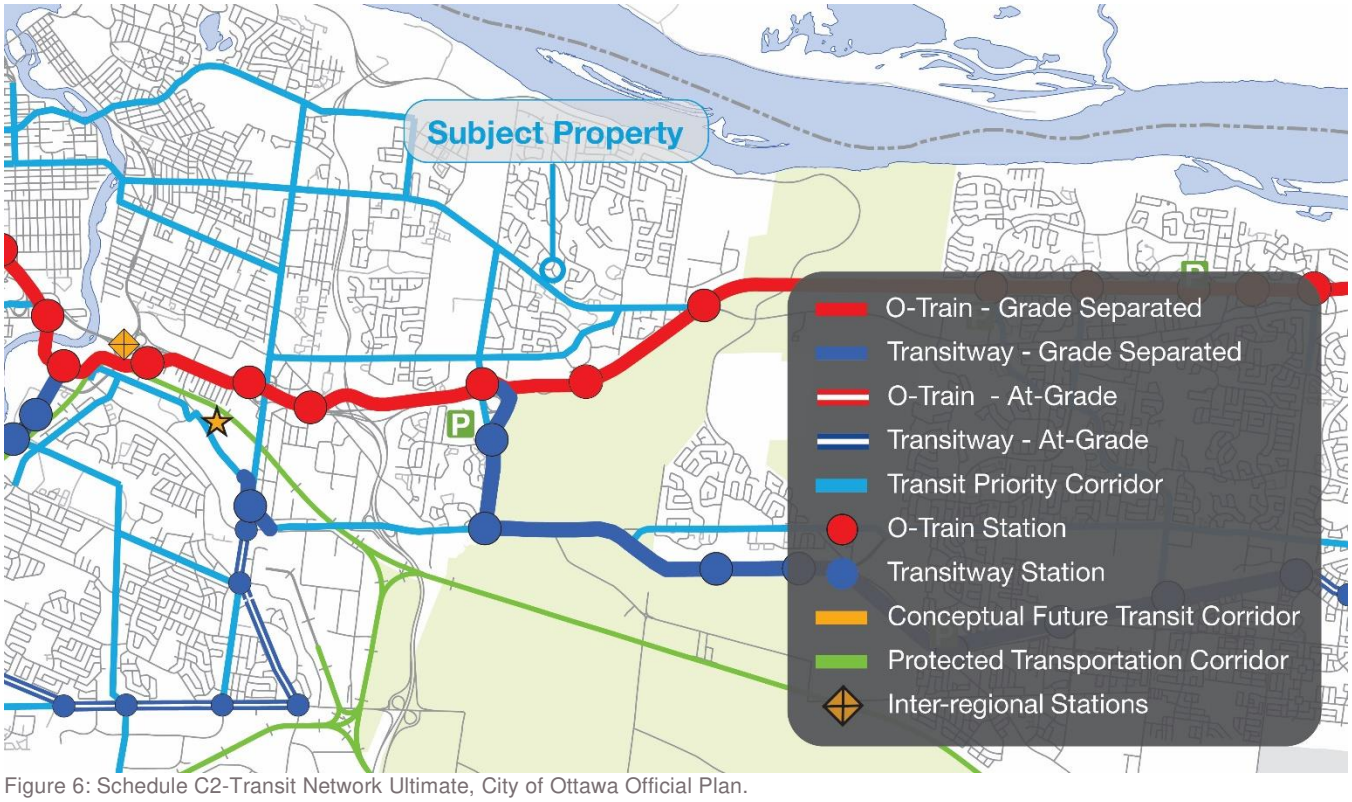

Figure 6: Schedule C2-Transit Network Ultimate, City of Ottawa Official Plan.

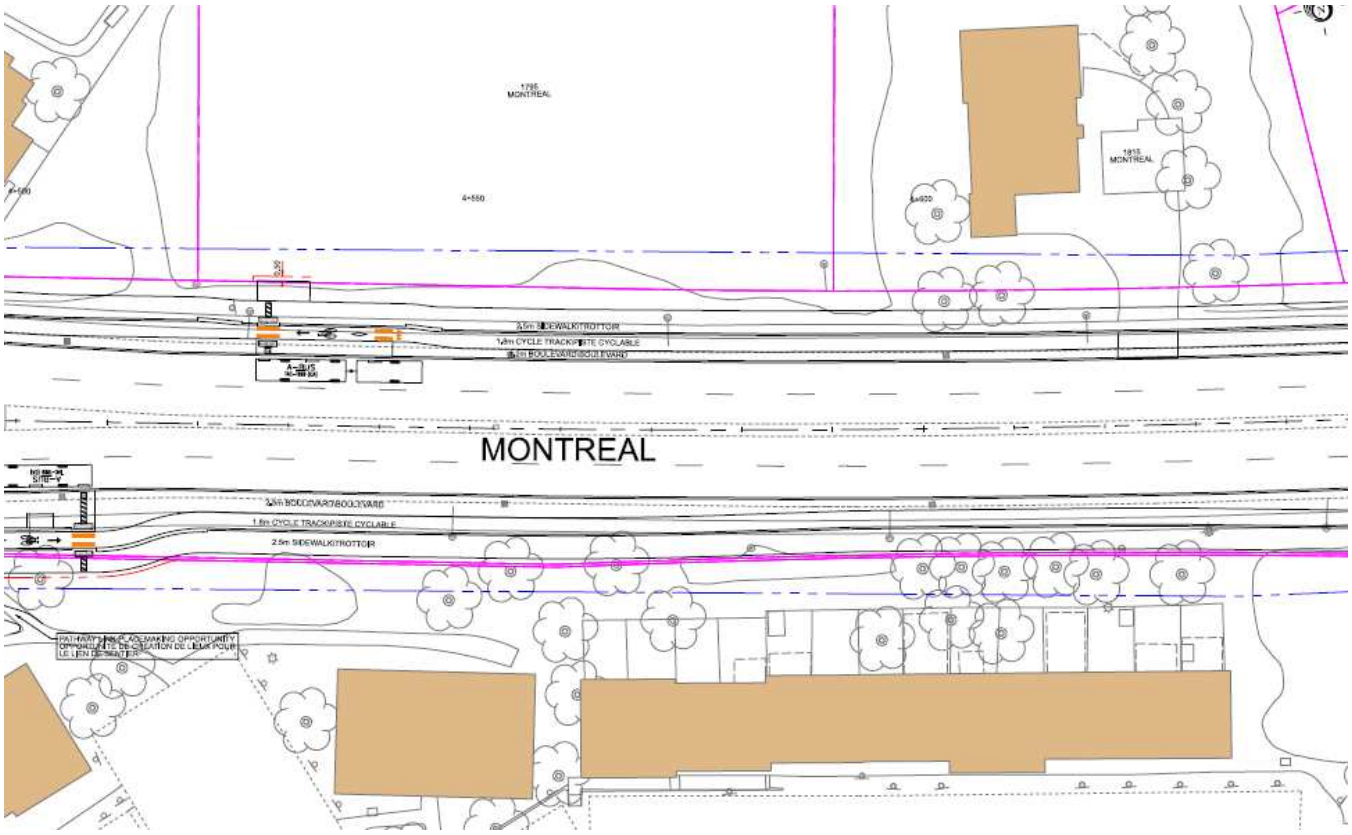

Figure 7: Environmental Assessment, Montreal-Blair Transit Priority Corridor.

2.4 Active Transportation

The subject property will have convenient access to a proposed new major bike pathway within the City's active transportation network which will provide direct connections to the City's broader cycling network. The City's Official Plan designates all arterial and collector roads in the urban area as cycling routes that will, over time, be upgraded with appropriate cycling facilities as per the City's Transportation Master Plan. A draft Transportation Master Plan approved in April of 2023 shows cycling infrastructure upgrades along Montreal Road that will make it a major bike path within the City's Crosstown Major Bike Network. Infrastructure upgrades as demonstrated in the Montreal-Blair Road Transit Priority Corridor EA (Figure 7) demonstrate how Montreal Road will be upgraded to provide a large public right of way including wider sidewalks and bike paths which provide convenient and comfortable areas that encourage active transportation modes through the neighbourhood.

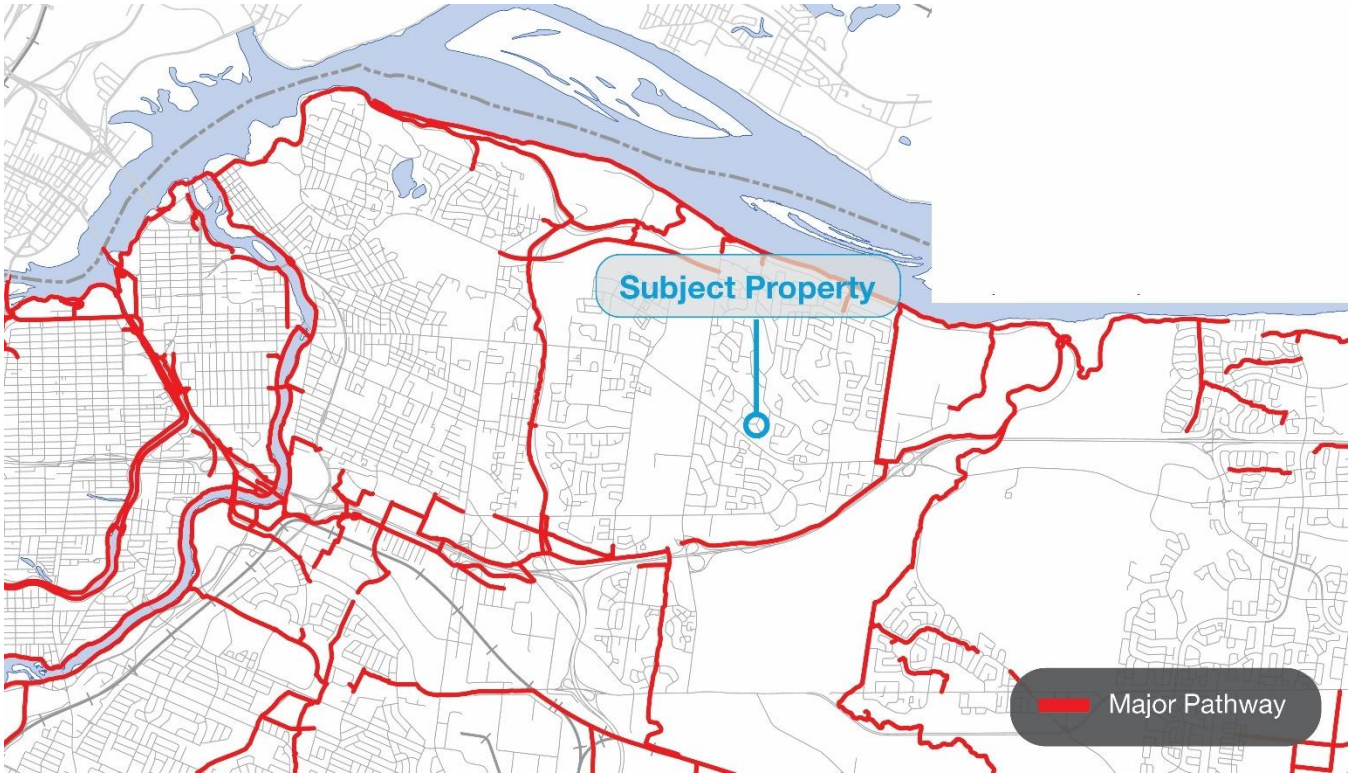

Figure 8: Schedule C3 - Urban Major Pathways, City of Ottawa Official Plan.

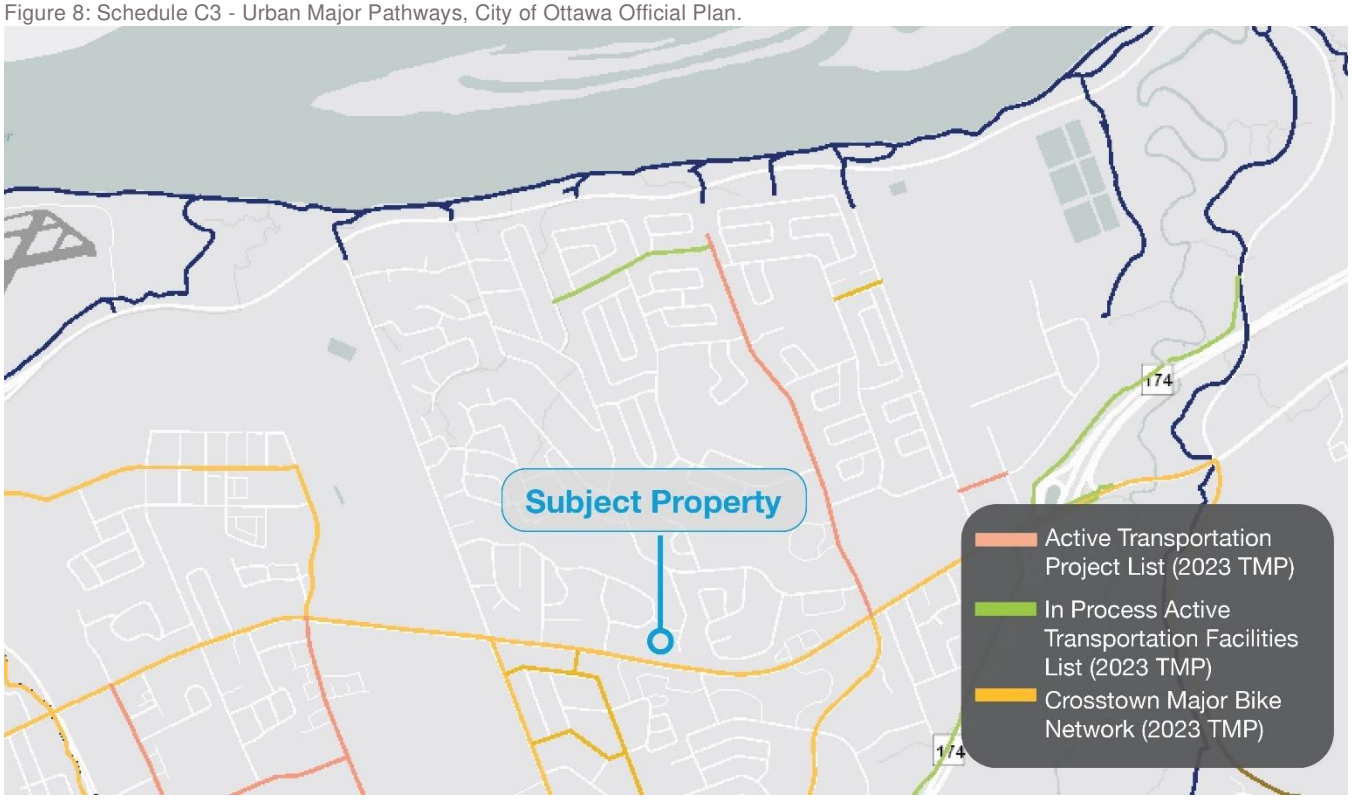

Figure 9: GeoOttawa Cycling Layer.

3.0
Proposed Development

The proposed development is for a nine (9)-storey, mid-rise apartment building consisting of 130 total residential apartments on a Mainstreet Corridor where high-rise of up to 40-storeys are contemplated by the Official Plan. When completed, the proposed building will have an approximate total height of 32 metres from the average finished grade along all building walls, which is achieved through gradual stepbacks from the building podiums. Height refers to the average vertical distance between the average grade and the top of the flat roof at each level. Average grade refers to the average of all finished grades abutting a building wall.

The proposed development provides a mix of unit types which include five (5) bachelor units, 67 total one-bedroom apartments, 50 two-bedroom apartments, and two (2) three-bedroom apartments. In addition, six (6) total ground-oriented multi-level apartments are also proposed along the building podium towards the east and north.

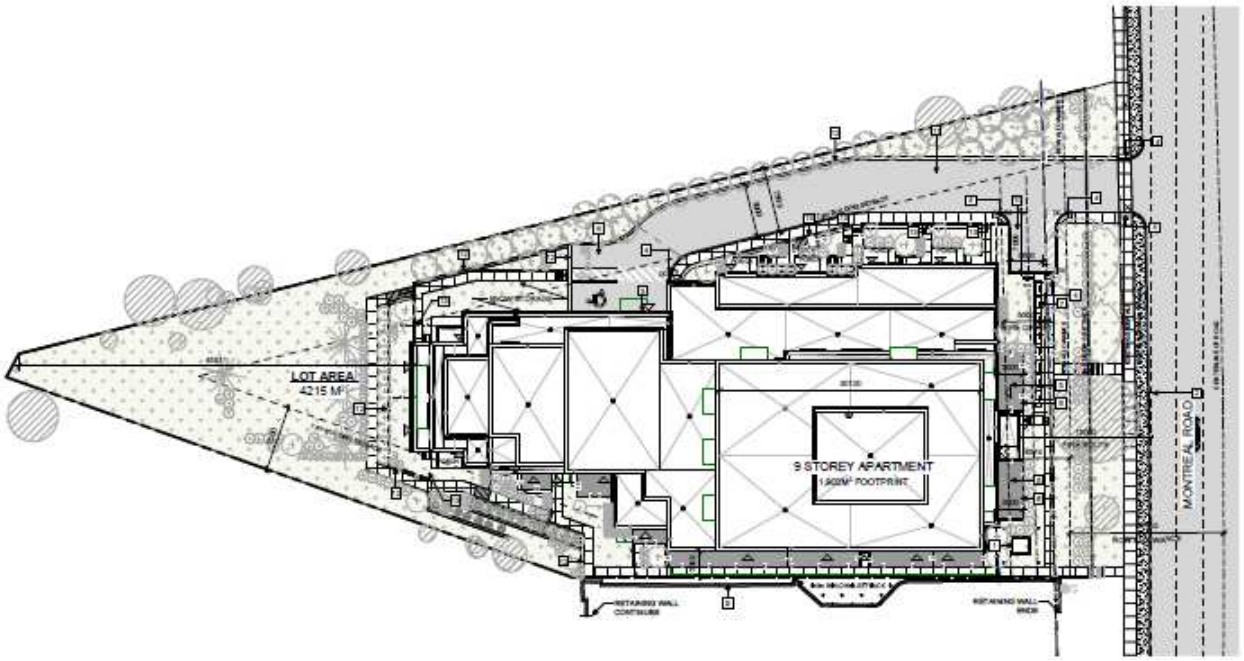

Figure 10: Site Plan - Proposed Development.

Vehicle parking is located indoors in two-level parking garage located mostly below grade. Parking is provided here for 104 residents including one (1) barrier-free parking spot, and two spots are provided at grade in the rear yard of which one (1) is barrier-free residential, and one (1) visitor parking. Additionally, 63 bicycle parking spaces are provided with the majority located indoors within the ground floor lobby which is secure and protected from weather elements and providing easy and direct access to Montreal Road through the residential lobby without having to compete against the steep grades at the rear. Additional eight (8) bicycle parking spaces are located within the front yard where they are easily accessible for visitors for a total of 71 bicycle parking spaces throughout the site.

Amenity spaces will be provided as a combination of communal indoor and outdoor spaces as well as private balconies, patios, terraces on various levels of the building. Outdoor amenity is proposed in the form of a 770.2 square meter highly landscaped rear yard. The rear yard is thoughtfully designed to provide vast soft landscaped areas connected to the building by hard landscaped pathways. The rear yard amenity considers pedestrian comfort and creates interesting niches that incorporates retaining walls within a well-thought-out landscape plan. The rear and side yards are designed with a variety of trees and shrubs that work with the existing tree canopy to provide shade and create enjoyable spaces that are

protected from various weather elements for residents to enjoy. The location of the rear yard away from Montreal Road reduces the impact of noise and pollution generated along the Arteria Road improving enjoyment and usability of this important communal amenity area.

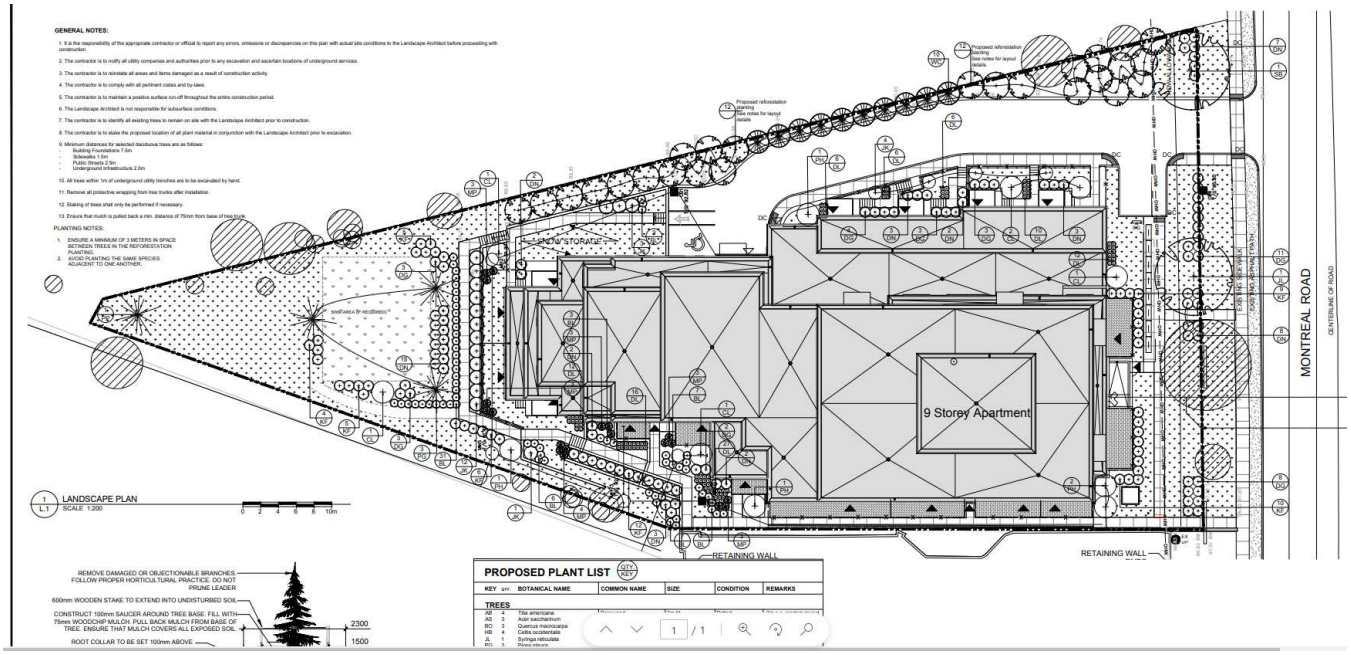

Figure 11: Proposed Landscape Plan.

Additional outdoor amenity areas are provided in the form of private balconies, patios and private and communal rooftop terraces for most units. Terraces are provided at various frontages on the second, fifth, sixth, seventh, and eight levels, of which two rooftop terraces are communal and located on the second and seventh floor joined to indoor communal amenity areas designed for use as party rooms. Indoor communal amenities are provided in the form of theatre and co-working space on the ground-floor, and two (2) party rooms located on the second floor facing Montreal Road, with direct access to a rooftop terrace on the 1st floor podium to the east; and one on the seventh floor situated at the rear, with rooftop terrace on the northern frontage.

The development proposes ground-oriented apartments that are designed to respond to its surrounding low-rise context along the east. These units are situated distanced from the mid-rise portion of the building with a strong roofline that defines them as multi-level townhomes. These units have covered porches with stairs that provide direct pedestrian access to Montreal Road through a common sidewalk, and contribute to the animation of the interior side yard, while also relating to the low-rise residential context further east. These units are also designed to have direct access to a private underground parking garage. Most ground floor units are designed to have private porches with secondary access that have connections to walkways that lead to an internal circulation pattern.

3.1 Massing and Design

The proposed development responds to its unique lot configuration, topography, site limitations and transitionary site context through its architectural articulation that incorporates various stepbacks. As a triangular lot situated between a low-rise neighbourhood and a Mainstreet Corridor, the development proposes a built form and massing that responds to the Mainstreet Corridor context by locating tallest heights and greatest densities abutting Montreal Road setback minimally from the property front line while respecting the encumbrances of the overhead hydro wires. The building design changes in response to the low-rise context along its rear (north), east and west where it introduces a range of architectural features to achieve a compatible built form and articulation with the low-rise abutting low-rise uses. The buildings introduce a gradual step down in height, and reduction of massing and considers ground-oriented typologies to

define a human scale podium and divides the mass virtually through the use of architectural treatment and building stepbacks into distinct base, middle and tower section.

Figure 12: Architectural Perspectives Showing South and East Elevations.

Figure 13: Architectural Perspectives Showing Building Front (South) Elevations.

The development is designed to be finished in lighter-colour materials which include a combination of brick-veneer, fibre cement, and paneling on all exterior facades, and light-colour tones are considered for the rooftop areas. These features visually reduce the building mass, and contribute to the reduction of the urban heat island effect. Mechanical equipment will be located within an enclosed rooftop mechanical penthouse which is further protected by fencing. The enclosed mechanical penthouse limits noise from mechanical equipment housed here, and creates a positive views of the rooftop.

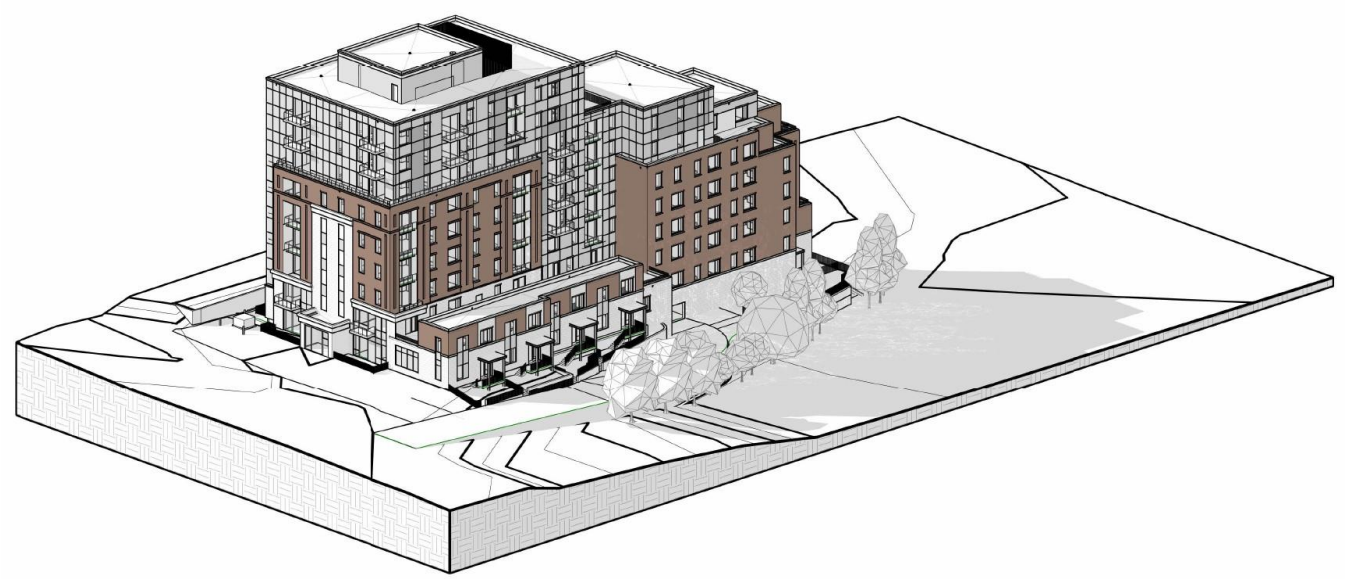

Figure 14: Building Cross Section Showing South and East Facades (Coloured).

The development recognizes constraints and its context as a Mainstreet Corridor and creates an interesting building design that establishes active frontages along Montreal Road that are setback to accommodate the overhead hydro wires. Here the building mass is articulated to consider pedestrian comfort and is broken into three distinct sections. The two (2) storey podium is created by using light-toned brick veneer and fibre cement cladding and architectural detailing that define the base as distinctly different from the mass above. The mass is visually separated at the third floor by incorporating a horizontal architectural cornice that defines the roof of the multiple podiums. A single storey residential lobby protrudes to create a focal point for the frontage while appearing to be a part of the podium mass.

The middle-section is well defined and designed to reduce its visual mass. Architectural treatment, materiality and design is used to vertically divide the mid-section into two-distinct sections and visually reduce the impact of the mass. A distinct centre forecourt draws focus upwards and reduces the visual mass of the mid-section. The forecourt is defined by using a combination of light-tone brick veneer and fibre cement along with architectural detailing and window placement. The mid-section of the building is then completed in a darker-tone brown brick which flags both sides of the forecourt, up to the six (6)-storey portion where the building steps back to a lighter tones fibre cement façade that visually reduces the mass of the building up to the ninth (9^{th}) floor. The surface treatment and architectural design make the building top appear as a background building, providing prominence to the heights below.

The same treatment is applied along other facades where a distinct well-defined mid-section is established through higher degree of architectural articulation, window placement and the use of darker-toned brick veneer; and the mass is divided into three (3) distinct vertical and horizontal segments where the top and side facades use lighter toned fibre cement and simplified architectural articulation to reduce the buildings visual mass. The sides also use a greater degree of stepbacks that respond to the topography and adjacent uses to establish the varied building heights.

Figure 15: South Elevation (Front).

Figure 16: North Elevation (Rear).

Figure 17: East Elevation (Coloured).

Figure 18: West Elevations (Coloured).

Figure 19: Architectural Perspectives Showing Building West Elevations.

3.1.1 Transitions

The development is designed to gradually step down to transition to the low-rise residential character of the neighbourhoods to the north (rear), east and west. This is achieved by introducing variation in heights that are established by the application of a 45-degree angular plane. The development proposes a two (2)-storey podium along the east that relates to the low-rise context on the adjacent properties, and gradually steps back to achieve the ultimate nine (9) storey building heights towards the west.

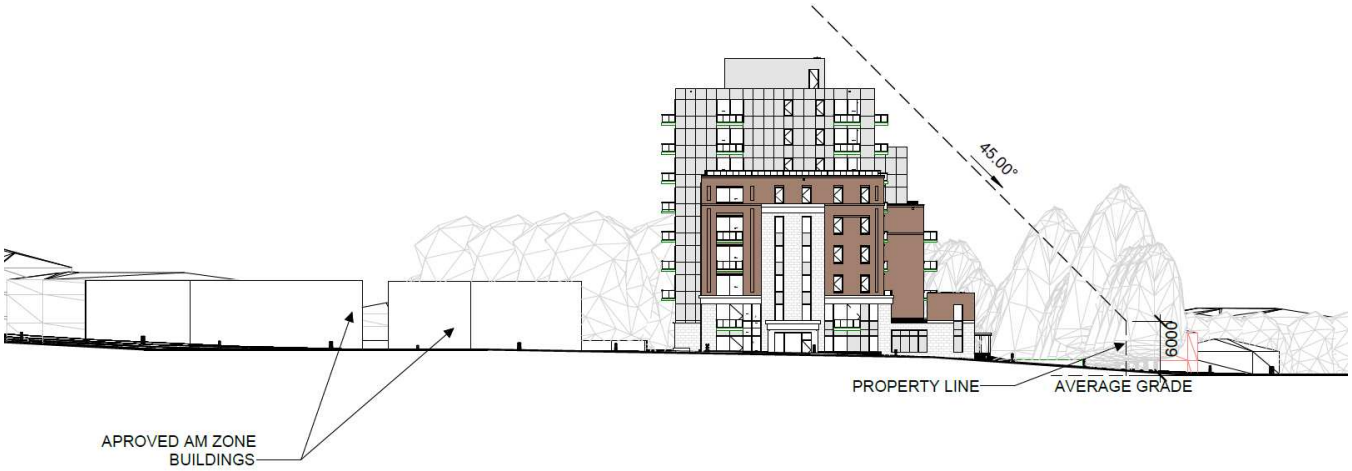

Figure 20: Architectural Rendering Demonstrating 45 Degree Angular Plane from Adjacent Low-Rise.

The two (2)-storey podium is proposed to offer ground-oriented townhomes built form. The podium mass is further broken up by covered porches along the frontage. The bulk of the mid-rise is then pushed further back towards the west and south, creating an opportunity to provide terraces between the podium and tower.

Figure 21: Architectural Perspectives showing the application of a 45-degree angular plane from the East.

Along the rear (north) the building is setback significantly from the rear property line, where it abuts low-rise neighbours. Along the west, the building abuts low-rise neighbour for a short portion of the shared interior property line. The building here proposes a narrow five (5)-storey height, which is appropriately setback from the neighbouring low-rises, before it gradually steps back to six (6) and seven (7) total storeys at a point where the lot abuts a non-residential use before achieving the full nine(9)-storey building heights closest to the front.

The building uses a slender design to create minimal shadows on neighbouring properties is expected to cast daytime shadows during the summer months on its non-residential neighbouring on Montreal Road. The shadows are expected to reduce by late-morning, and project eastwards on the low-rise neighbouring property in briefly mid-evening. Winter shadows are expected to on the neighbouring north-western residential property during the mornings and travel eastwards towards the neighbouring residential property to the north during early afternoon.

3.1.2 Views

The segment of Montreal Road immediately surrounding the subject property is characterized by dense over-grown shrub and tree's which are occasionally interrupted by some views of low-rise built form. When constructed, the proposed development will offer significant improvements to views along Montreal Road by establishing a highly articulated building frontage here that sets the stage for mid- and high-rise mixed-use further west along Montreal Road.

Montreal Road will be addressed by the six (6)-storey podium that is articulated in color and mass to be interesting and establish a comfortable pedestrian realm here. The upper storeys are stepped back and finished with lighter tones to create a background that highlights the prominence of the podium in front along the public realm. The views of the

building are expected to be interesting because of the varied heights and step backs which emerge from the dense brush that surrounds the site.

3.2 Landscape and Amenity

The site is carefully designed to create high-quality communal amenity areas in all yards. The development features a high-quality front and rear yard area that includes a variety of landscape treatment that defines the public realm and compliments the building design to frame building features such as residential lobbies. Trees and shrubs are considered in a 770.20 square meter rear yard to provide protection from weather, and increase site privacy, while a combination of soft and hard landscaping is proposed to create comfortable outdoor spaces that can be enjoyed by residents year-round.

Communal rooftop amenity is also proposed on the second and seventh floor as a 44.75 square meter terrace on the second floor with frontage on Montreal Road, and 90.25 square meter terrace on the seventh floor with northern frontage. Both terraces are served as an extension of the indoor communal amenity area. The terraces are designed with features that buffer noise impacts from the adjacent road.

Additionally private amenity areas are provided in the form of terraces on the fifth, sixth, seventh and eight floors as well as balconies for some residents. Rooftop terraces are located along building stepbacks and defined by glazed fencing. Private Amenity spaces are designed to be enjoyable by residents and are protected from noise and pollution from Montreal Road. They are articulated to be in less sensitive areas to minimize the impacts of overlook onto neighbouring properties rear yards.

Communal indoor amenity is provided in the form of a 46.96 square meter co-working space, a 58.9 square meter theater within the first floor of the building, and a 85.9 square meter party room on the second floor, and a 58.38 square meter amenity area on the seventh floor for residents to enjoy.

3.3 Sustainability

The development is designed with modern materials and building standards that are subject to regulations that ensure high performance standards. The development is designed with 25% fenestration, which maximizes heat/ cooling retention while also increasing access to natural light into the units year-round. Balconies and terraces are provided which create opportunities for greater air flow and natural lighting.

The building envelope is highly air-tight and insulated with modern insulation materials. This, along with compact unit design minimizes heating and cooling loss year-round.

The development uses lighter color palette along all exterior surfaces and rooftops, which contributes to a reduction in the urban heat-island effect. The development benefits from its surrounding area context and proposed landscaping treatment that includes a high-degree of soft landscaped surfaces and a mature tree-canopy that reduce the urban heat-island effect.

The development minimizes hard asphalt surfaces by providing limited access from a drive-aisle and locates vehicle parking below grade thereby increasing opportunities for soft landscaped areas. The proposed development will generate clearer storm water from building rooftops majority of which will be contamination free due to the limited size of driveway.

Modern appliances, and LED lighting are considered in all indoor and outdoor areas which maximize energy efficiency throughout the building.

The proposal is considered Infill development which is critical to accommodating growth and redesigning communities in Ottawa to be environmentally and socially sustainable.

As encouraged throughout the Official Plan, infill development positively impacts established communities in a variety of ways. Underdeveloped lots such a this are typically already integrated into existing infrastructure, including sewers, roads, and public transit services. Capitalizing on existing infrastructure greatly reduces the cost of development and the need for additional resources associated with having to connect to these essential utilities and services. Further, infill development helps reduce the need for urban expansion and development on important woodlots, habitats, and farmland.

Finally, as per the Official Plan, the City of Ottawa encourages an evolution towards 15-mintue communities and decreasing reliance on private automobiles. The proposed development will benefit from its context in a well-serviced, built-up community and will increase the density of the area which, in combination with expanded public transit, can decrease the emission of greenhouse gases.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

In Ontario, the Provincial Policy Statement (PPS), enacted in 2020, provides direction on land use planning and development matters of provincial interest. Decisions impacting planning matters "shall be consistent with" the policy statements within the PPS.

The PPS encourages the formation of, "strong, liveable, healthy and resilient communities", through efficient land use patterns and infrastructure development incorporating increased densities and a mix of uses. Development within designated "settlement areas" should be based on densities and a mix of land uses that efficiently use land and resources; are appropriate for the infrastructure and public service facilities which are planned or available; minimize negative impacts to air quality and climate change; support active transportation; and are transit-supportive.

Healthy, liveable and safe communities are also sustained by:

- Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society (1.1.1(f));
- Preparing for the regional and local impacts of a changing climate (1.1.1 (i)); and
- Accommodating an appropriate affordable mix of residential types, including affordable housing and housing for older persons (1.1.1 (b)).

Policies 1.1.3.2 to 1.1.3.5 of the PPS particularly recognize intensification as a development pattern that efficiently uses land and can be used to form healthy, safe and liveable communities.

Section 1.4 contains policies specific to housing, stating that planning authorities shall provide a suitable range of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- 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 future projected needs;
- Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be development; and,
- Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.7.4 states that land use patterns, densities, and a mix of uses should be promoted to minimize the length and number of vehicle trips and to support the development of viable choices for public transit and other alternative transportation modes.

The proposed development is consistent with the policies of the Provincial Policy Statement. The development exemplifies an efficient land use pattern as set out in the PPS. The development proposes to infill an underdeveloped property along an Arterial Road that is also a Transit Priority Corridor. The development proposes to intensify this land from its current low-rise residential context to establish a mid-rise residential use that provides required density on the lot to support existing transit along Montreal Road. The development does this by accommodating the proposed densities through a built form and mass that responds to its unique lot configuration and surrounding context while also achieving compatibility with its surrounding low-rise residential neighbourhoods.

The development makes efficient use of land to increase housing options in close proximity to existing and planned transit and neighbourhood amenities, and will work with neighbouring development along the corridor to establish vibrant mixed-use communities. The proposed development will be subject to modern construction standards, thereby making the building equitable and sustainable through the use of high-performance materials and construction methods that mitigate greenhouse gas emissions and improving adaptability and resilience for future, hotter climate conditions.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan (the "Plan") was approved by the Ministry of Municipal Affairs and Housing (MMAH) with amendments on November 4th 2022. The Plan sets out policies that are designed to guide growth within the City to the year 2046. The Plan is organized by five (5) Strategic Policy directions which form the foundation for making Ottawa the most livable mid-sized city in North America over the next century. Section 2.1 of the Official Plan outlines these broad policy directions as follows:

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.** Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households, the majority of which are to be accommodated by intensification, to minimize the need for further urban boundary expansions.

2) **By 2046, the majority of trips in the city will be made by sustainable transportation.** Currently, 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Vibrant, 15-minute neighbourhoods rely on and support the use of sustainable transportation options.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.** The Official Plan recognizes the different contexts across the City through use of transects. Land use designation policies are tailored to reflect each transects' context, age and function in the city.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.** The Official Plan recognizes that the future liveability of Ottawa depends on a healthy environment, and contains policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, encourage the evolution of healthy 15-minute neighbourhoods, increase urban canopy cover to 40 per cent and to increase the City's resiliency to the effects of climate change.

5) **Embed economic development into the framework of our planning policies.** The Official Plan takes an economic development lens to support long-term economic sustainability.

The proposed development will implement several Big Policy Moves objectives, specifically those of intensification, sustainable transportation, urban and community design and climate mitigation and resiliency. The development will intensify the site with residential densities that exceed the minimum targets as set out in Section 3 (table 3a) for Mainstreets and be transit-supportive. The development creates a sense of place and community through its neighbourhood design with many units oriented towards the ground, and high-quality amenity areas and pathways. The development employs high-performance building design and construction techniques to reduce operational emissions and increase safety and comfort for occupants under future climate conditions.

4.2.1 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city which are implemented through the policies in multiple sections of the Official Plan:

- Intensification
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender Equity
- Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Outer Urban Area that is within close proximity to public transit infrastructure along a Transit Priority Corridor and future critical bicycle route.

Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the Official Plan with opportunities to walk that suite many of future resident's day-to-day needs. The unit make-up also includes variety of unit-types, offering potential to attract a wide-selection of new tenants to the community including multiple two- and three-bedroom units to accommodate families.

Through a commitment to first-rate design accomplishments and diversity of unit types within this established corridor, the development will become an attractive place for people that live and work. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.2 Growth Management Framework

In order to achieve the City's growth management objectives of more growth through intensification than greenfield development over the planning horizon, intensification is anticipated to occur throughout the urban area in a variety of built forms and height categories. The proposed development will fit in the mid-rise height category, defined as between five (5) to nine (9) storeys.

Residential intensification is permitted in all designations where residential development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (S.3.2.8). The Official Plan defines two broad dwelling size categories:

- Small-household dwellings with up to two bedrooms, typically within apartment-built forms; and,
- Large-household dwellings with three or more bedrooms, typically within ground-oriented built forms.

Table 3a of the Official Plan sets out residential intensification targets for residential intensification for Mainstreets Corridors. The Official Plan targets residential intensification at the rate of 120 minimum area-wide people and jobs per gross hectare, and 120 minimum dwellings per net hectare, with no minimum target for large-household dwellings within the intensification area.

The proposed development meets the definition of intensification. It proposes densities of 304 dwelling units per net hectare, thereby doubling the Official Plan minimum requirement. Of these two (2) are proposed as large household dwellings of three-bedrooms, with six (6) ground-oriented, multi-level, two-bedroom units each intended to accommodate a range of family households.

4.2.3 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural). Schedule B3 of the Official Plan further informs the City's land use planning and growth management objectives through assigning land-use designations.

The subject property is designated **Mainstreet Corridor** with an **Evolving Neighbourhood Overlay** on Schedule B3, within the **Outer Urban Transect Policy Area on Schedule A**.

The **Outer Urban Transect** is defined as the part of the city located within the Greenbelt and built within the last third of the twentieth century. It consists of a traditional suburban pattern of development which is characterized by an auto-

dependant development pattern and includes separation of land uses, large lots with generous setbacks and low-rise residential built form with small footprints. Policies of the Official Plan seek to introduce a more urban environment that considers a diversity of compatible uses and transit-supportive densities to the establish 15-minute communities.

This will be achieved through intensification of underdeveloped sites with mixed-use developments along key locations on sites that are well served by transit. Residential intensification is envisioned to be in the form of ground-oriented with some mid- and high- rise buildings in strategic locations within transit hubs to provide a diversified housing stock for an evolving demographic(S. 5.3.1(1)).

Mainstreet Corridors are segments of Arterial roads that are serviced by street transit and are planned to accommodate high-density, mixed-use development at higher rates than Neighbourhood Designations, but lower than Hub Designations (S.6.2). Building heights of two (2) storeys up to high-rise (maximum 40 storeys) are permitted along Mainstreets that front onto street segments with a right-of-way width of 30 metres or wider (after widening) and are large enough to achieve a transition in built form and massing to neighbouring uses. (5.3.3(3)).

As per the Official Plan, Mainstreet Corridors are envisioned to be animated by creating a well defined public realm where tallest heights and greatest densities are located closest to the Mainstreet and the ground floor provides active frontages (S. 6.2.1(2)). Heights and densities are subject to appropriate transition to neighbouring uses and development character (S. 6.2.1(2)a)). The **Evolving Overlay** signals a transition in the character of the area around the Corridor from suburban to a denser more urban built form consisting of greater densities and diverse land uses (S. 5.6.1), where more form-based regulations will guide their evolution (S. 6.3.2 (3)).

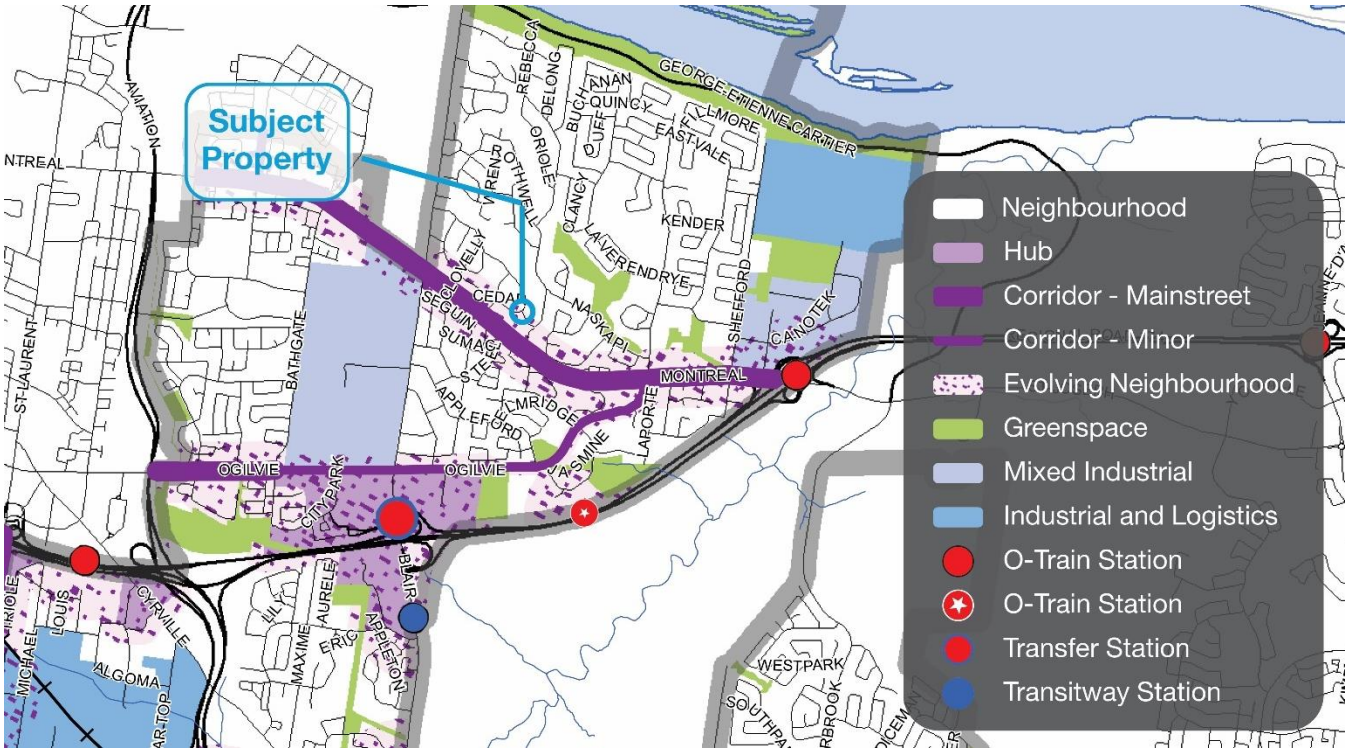

Figure 22: Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan

The proposed mid-rise development conforms to the Official Plan policies for development on Mainstreet Corridors with an Evolving Neighbourhood Overlay in the Outer Urban Transect and is well within the height maximum established in the Official Plan and the angular plane control suggested within the OP and Design Guidelines. The development proposes a mid-rise development of nine (9) storeys height, where the Official Plan contemplates high-rises of up to 40 storeys on sites designated Mainstreet Corridor.

The development proposes to intensify an underutilized lot designated Mainstreet Corridor with direct frontage onto Montreal Road which is also a Transit Priority Corridor. The proposed mid-rise development establishes densities that support transit and animate the street through a high-quality building design. The building considers pedestrian comfort and includes a design that establishes greatest densities along Montreal Road. It creates active and animated frontages through the placement of residential entrances that provide direct connection to Montreal Road and the pedestrian realm interface. Landscaping treatments within the front yard create enjoyable recreation areas in the front yard where the property is encumbered by overhead hydro wires.

The lot is of sufficient size to accommodate the proposed mid-rise building heights, and achieves appropriate transition to neighboring low-rise residential uses. The development provides gradual transition in heights, massing, and architectural design to achieve compatibility with it's varied site and surrounding context as it transitions into the established low-rise community to the north.

The built form is supplemented by appropriate setbacks within all yards and high-quality landscape treatment that buffer the property from its neighbouring uses. Zoning relief will be required to achieve the proposed development. These requested changes including the proposed Arterial Mainstreet Zone, conform to the direction towards form-based and context-sensitive regulations and help implement the Official Plan direction for Evolving Neighbourhoods without undue adverse impacts on surrounding properties.

4.2.4 Urban Design and Compatibility

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives, including building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy	Proposed Development
Policy 4.6.4.1 states that innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by High-performance Development Standard (HPDS), which will apply to Site Plan applications. The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaption goals and objectives.	**While Council voted against implementation of HPDS until further notice, the proposed development is a high-performance building which is designed to minimize energy consumption and maximize occupant comfort. Sustainable design choices to minimize overall heat loss include a compact building envelope, high performance roof and wall assemblies, high-performance construction materials and technologies, strategic fenestration ratio of 25%with high performance windows.** **Further, the development minimizes the heat island effect through its choice of lighter-toned surface covering and roof materials, and a site design that minimizes asphalt driveways and parking to prioritize soft landscaping. A large softly landscaped rear yard area is provided that designed for social interaction. The site also benefits from its surrounding context which includes a mature dense tree canopy.** **The parking reduction sought through the Zoning By-law Amendment will encourage the use of sustainable modes of transit helping to achieve the Official Plan's sustainable transportation objectives.** **These features will contribute to creating a climate resilient community.**

Policy 4.6.5.2 states that development along Corridors shall respond to context, transect area and overlay policies, and that it should generally be located adjacent to street, park or greenspace and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.	**The proposed development responds to its policy context and is located adjacent to the street while respecting the required setbacks from overhead hydro wires within the front yard.** **The building frontage consists of direct connection from the public sidewalk to the residential lobby through a landscaped front yard. The ground floor here features units with private balconies fronting onto the main road and work together with the landscaping in the encumbered front yard and architectural detailing such as highly articulated front faced, and well defined podium to frame the adjacent street and create an enjoyable public area for building residents.**
Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicle and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.	**Parking, waste storage, loading and electrical rooms are located within the building basement and accessed by a driveway that follows the eastern contours of the building. Mechanical equipment and utilities are integrated into the design of the building, and trees and landscaping are proposed in all unused outdoor areas including the rear yard amenity area. Collectively, these features minimize vehicle-pedestrian conflicts and create a well-defined amenity area for building residents and an attractive building design.**
Policy 4.6.5.4 suggests that development should be universally accessible in accordance with City's Accessibility Design Standards. Doing this addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.	**The development considers accessibility through the site. The site provides accessible parking spaces, and access ramps to supplement stairs where access is encumbered by grades.** **Barrier Free Parking is provided at-grade in the rear, while drop-off spot is located in the front yard near the building entrance.**
Policy 4.6.6.1 requires the impacts of high-density infill on low-rise area be minimized by providing transitions in building heights and design within the Corridor.	**The proposed mid-rise development achieves an appropriate transition in built form and height within the Corridor by locating greatest heights and densities along the Mainstreet and stepping down to lower-heights towards the east and north where ground-oriented townhome uses are proposed. .**
Policy 4.6.6.2 requires transition between Mid-rise and High-rise buildings and adjacent Neighbourhoods be achieved through a gradual change in height and massing through stepping down of buildings, an stepbacks form Low-rise properties, generally guided by the application of an angular plane.	**The development generally meets the 45-degree angular plane from neighbouring low-rise uses, despite the sites unique lot configuration and topography. It establishes building heights that gradually step down from mid-rise building heights along the Mainstreet to lower heights with appropriate setbacks to the low-rise properties.**
Policy 4.6.6.4 require amenity areas in residential developments in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs	**The proposed development provides residential amenity areas as indoor amenity spaces, outdoor private and communal amenity spaces. It includes indoor co-working areas, theater and party rooms that provide a range of uses that are accessible year-round.**

of all age groups, and consider year-round comfort of residents, and consider future climate conditions. For mid-rise buildings, amenity areas should provide protection from heat, wind, extreme weather, noise and air pollution; and for indoor amenity areas be multi-functional spaces including some with access to natural light and designed to support extreme heat events, power outages and other emergencies.	**Outdoors amenity is provided in the rear and front yards as well as in the form of private balconies and terraces at various levels of the building. The rear and front yards consists of large high-quality landscaped area consisting of a range of trees, shrubs mostly soft-landscaped areas with defined paths that will provide year-round amenity space for building residents. Its location here provides protection from street noise and air pollution generated from Montreal Road at the front of the property.** **Trees around the property provide shade, and will grow to provide a dense canopy which will work with soft landscaping to reduce the urban heat island effect, and provide protection from severe weather events.** **Private terraces are and balconies provide individual outdoor amenity spaces for individual unit residents to enjoy year round.**
Policy 4.6.6.7 requires mid-rise buildings to be designed to respond to context, and transect area policies and be located to frame the street block, include active frontages in the base, provide a middle portion that relates to the scale and character of the surrounding buildings, be proportionate in height to the width of the right of way, and provide sufficient setbacks and stepbacks to provide landscaping and tree planting, create a comfortable street edge, and minimize microclimate impacts on public realm and private amenity spaces.	**The proposed mid-rise development is designed to relate to the context of its abutting Arterial Road and considers stepbacks at various sections that define appropriate base, middle and top portions that relate to the right-of-way width, designed in an architectural style that relates to the character of the surrounding area.** **While currently there are no mid- or high-rise buildings in the immediate vicinity, the proposed development incorporates desirable architectural characteristics within its design. The subject property is encumbered by overheard hydro wires in the front yard which require a deep front yard setback and limits the buildings' ability to locate immediately adjacent to the road. Despite this, the building provides active entrances which include direct connection between the public sidewalk and residential lobby within the front yard, paired with ground units with private amenity spaces that work collectively with the landscaped front yard to create a well-defined public realm for the Outer Urban Transect context.** **The buildings are appropriately setback from all property lines and have ample space to achieve full growth of trees and landscaping treatment.**

4.2.5 Schedule C16: Road Classification and Rights-of-Way Protection

The section of Chamberlain in which the subject site abuts has a right-of-way protection of 37.5 metres as identified in schedule C16 of the Official Plan.

It is also important to note that the ROW protection varies and is subject to unequal widening, see the Montreal-Blair Road Transit Priority Corridor Environmental Study Report

The ROW protection and Montreal Road Re-design requirements have been respected in the proposed site plan and building location submitted.

4.2.6 Housing

The Official Plan states that adequate, safe and affordable housing makes Ottawa a good place to live and do business. Housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses.

Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope; and application processing priority, and consider new policies or development application requirements through a housing- and mobility- affordability lens.

Policy 4.2.1.1 states that a diverse range of flexible and context- sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;

b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and

e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Policy 4.2.1.2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and

c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development provides for a diverse range of flexible and context sensitive housing options by providing a dense residential mid-rise building that includes a diversity of unit sizes including two- and three-bedroom units and at-grade residential units as well.

4.2.7 Support the shift towards sustainable modes of transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

Policy 4.1.4.2 states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

a) Hubs and Corridors;

b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;

c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;

d) Other areas determined by Council.

4.3 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were created to fulfill design strategies of the City's Official Plan. They provide a general framework to guide the physical layout, massing, function and relationship of development along Arterial Mainstreets. The proposed development meets the following guidelines:

Guideline 2 Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way

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 and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices, and lobbies

Guideline 19 Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites

Guideline 20 Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks to building entrances.

Guideline 24 Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation

Guideline 27 Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.

Guideline 30 Provide a consistent width of landscape and pedestrian areas across the front of the site.

Guideline 31 Use continuous landscaping to reinforce pedestrian walkways within parking areas

Guideline 32 Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.

Guideline 37 Plant trees, shrubs, and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development.

Guideline 39 Protect and feature heritage, specimen, and mature trees on site by minimizing grade changes and preserving permeable surfaces.

Guideline 50 Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage, and recycling container storage, loading docks and ramps and air conditioner compressors.

Guideline 51 Design lighting so that there is no glare or light spilling onto surrounding uses.

Guideline 52 Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

The proposed development responds to many of the relevant Urban Design Guidelines for development along Arterial Mainstreet. The building is highly articulated to respond to the design guidelines and provides an interesting façade that offers a human scale podium with gradual physical and visual step back of the building to define the frontage along Montreal Road. It accomplishes an appropriate stepdown transitions to neighbouring low-rise residential uses, and an architectural design that reduces visual mass through the use of stepbacks, colour, and materiality. The development offers well designed pathways that prioritize pedestrian movement through the site and are defined by high-quality landscaping treatment. Landscaping defines residential amenity areas that are designed ot be comfortable and enjoyable.

4.4 High Performance Development Standards (HPDS)

The City of Ottawa High Performance Development Standards are a set of voluntary and required standards that raise the performance of new building projects to achieve sustainable and resilient design.

It is important to note that City Council voted to delay the implementation of these standards indefinitely until the impacts of recent legislative changes are better now. These standards may change substantially pending review of the provincial legislation.

4.5 Hydro Ottawa Separation Distance Requirements

Hydro Ottawa has established required separation distances from its infrastructure to ensure public and worker safety, prevent a power outage and allow space for operating, maintaining, and replacing their infrastructure. Hydro Ottawa regulations state that permanent structures within the "restricted zone" surrounding overhead lines are prohibited.
The zone is defined by Hydro Ottawa's OLS0002 standard (below) which states:

- No permanent structure shall be within 5m measured radially from any primary voltage conductor or equipment. Measured from the closest primary conductor (at rest) to the closest point of the structure.
- A minimum horizontal separation of 1.5m from the building or structure to secondary conductor
- No permanent structure shall be placed or constructed within 2m horizontal separation from the outermost overhead primary conductor (at rest).
- Zero voltage support wires (i.e.. Span guys) may cross over the customer's structure and shall maintain at least 2.5m vertical clearance to the closest part over the building or structure.

4.6 City of Ottawa Zoning By-law

4.6.1 Current Zoning

The subject property is currently zoned Residential 1st Density Subzone AA ("R1AA"). The purpose of the Residential First Density (R1) zone is to restrict building form to detached dwellings and provide other residential uses that provide additional housing choices within detached dwellings in areas designated General Urban Area in the old Official Plan (and neighbourhood within the current Official Plan). The R1 Zone is intended to maintain and enhance the single detached dwelling residential character of a neighbourhood.

The following uses are permitted within an R1 Zone:

- Bed and Breakfast (maximum 3 guest bedrooms)
- Group Home (maximum 10 residents)
- Retirement Home, Converted (maximum 10 residents)
- Detached Dwelling
- Diplomatic Mission
- Home-Based Business
- Home-Based Daycare
- Park
- Secondary Dwelling Unit
- Urban Agriculture

In addition to the above listed uses, the R1 Zone also permits six (6) rooming units in a home containing a secondary dwelling unit situated on a lot fronting on and having direct vehicular access to an Arterial or Major Collector Road; and seven (7) rooming units for properties without a secondary unit.

R1AA Zoning	Requirement	Provided	Compliance
Minimum Lot Width	30 m	54.9m (after ROW)	✓
Minimum Lot Area	1,390 m^2	4,215 m^2 (after ROW)	✓
Minimum Front Yard Setback *S.144*	Average of abutting, min. 5 m no less than 1.5m	5.6m	✓
Minimum Rear Yard Setback *S.144*	30% of lot depth = 36.3m, 20% must be landscaped	45.5m	✓
Minimum Interior Side Yard Setback *S.144*	3m + 20m, (additional 1m for each additional 1m of lot width above 36m up to maximum of 40% of lot width and one yard no less than the minimum interior side yard setback of the applicable subzone.)= 22.4m	East: 7.5m West: 7.5m, 3.0m	✘
Maximum Lot Coverage	N/A	N/A	✓
Maximum Building Height (m)	8.5m	31.28 m	✓

4.6.2 Proposed Zoning

In order to develop the site into a Mid-Rise Apartment, a Zoning By-law Amendment is proposed to change the affective "R1AA" zone on the subject property to an appropriate Arterial Mainstreet ("AM") Zone. The intent of the AM Zone is to accommodate a broad range of uses that include retail, office and residential uses in mixed-use buildings or side by side

in separate buildings in areas that are designated as Arterial Mainstreet in the former Official Plan (Mainstreet Corridors in the Current Official Plan).

When evaluating the appropriate AM Zone, the specific zone provisions of the Arterial Mainstreet Subzone 10 were considered. The AM10 subzone is specifically considered for locations where the objective is to promote a high-quality of design and establish active frontages that animate the public realm along the Arterial Road. This is achieved through zone provisions requiring minimal front yard setbacks, minimum ground floor glazing, and minimum height and width of ground floor walls in relation to the front property line. While the broader intent of subzone AM10 is desirable, the subzone is not appropriate for the subject property as it is encumbered by overhead hydro wires within the front yard, and grades which create deeper setback between the road and building frontage. Instead, the parent AM zone is considered as an appropriate Arterial Mainstreet Zone for the site with certain site-specific exceptions that meet the desired active frontages that are contemplated by the AM10 Zone.

The Arterial Mainstreet (AM) Zone permits a range of residential and non-residential uses as follows:

- Low-Rise Apartment Dwelling
- Mid-Rise Apartment Dwelling
- Bed and Breakfast
- Dwelling Unit
- Group Home
- Home-Based Business
- Home-Based Daycare
- Planned Unit Development
- Retirement Home (Converted)
- Rooming House
- Stacked Dwelling
- Townhouse Dwelling

AM Zoning	Requirement		Provided	Compliance
Minimum Lot Width	No minimum		54.9m (after ROW)	✓
Minimum Lot Area	No minimum		4,215 m^2 (after ROW)	✓
Minimum Front Yard Setback	3m		5.6m	✓
ROW Dedication Requirement	17.75 from centreline (2.39 m)		2.4m	✓
Hydro Setback	5m		5m	✓
Minimum Rear Yard Setback	Abutting a residential zone	7.5m	45.5m	✓
Minimum Interior Side Yard Setback	Abutting a residential zone (East)	7.5m	East: 7.5m West: 7.5m	✓
	Other cases (West)	0m	West (AM): 3.0m	✓
Maximum Building Height (m) *(height is from average grade)*	Up to 20 meters from a R1, R2, R3 Zone	11m	East:24.8m West: 31.28m	✘
	20m to 30m from R1-R3 Zone	20 m	31.28m	✘

AM Zoning	Requirement		Provided	Compliance
	30m from property line abutting R1-R4 Zone	30 m, max. 9 storeys.		
	In all other cases	30m, max. 9 storeys.		

Landscape Provisions				
Landscaped Area	Abutting a residential zone	Min 3 m; reduced to 1 m where 1.4 m high opaque fence is provided	East: 1.0m. 1.4m opaque fence is provided.	✓
	In all other cases	No minimum		✓

Amenity Areas	Requirement	Provided	Compliance
Amenity Space Requirements	$6m^2$ per dwelling unit. Min 50% communal, aggregated into areas of $54m^2$ and where more than one aggregated area is provided, at least one must be minimum $54m^2$ = 780 m^2 (Can count towards landscape requirements)	Balconies= 805.7 m^2 Communal Rooftop Terrace (2^{nd} and 7^{th} floor): 135 m^2 Outdoor Private Patio (ground floor): 127 m^2 Interior amenity space = 249.82 m^2 Rear Yard Area: 770.2 m^2 Total amenity area= 2,087.2 m^2	✓

Waste Management	Requirement	Provided	Compliance
Waste / Garbage Collection Location	If outdoor: Located within 9m from lot line abutting a public street, 3m from any other lot line, and screened from view with an opaque screen of minimum height of 2m.	Provided indoors within the basement.	✓

Parking Requirements Area C on Schedule 1A	**Requirement**		**Provided**	**Compliance**
Residential Parking	1.2 spaces / unit (130 units) = 156 spaces		105 spaces (includes 2 accessible)	✗
Visitors Parking	0.2 spaces / unit (130 units) = 26 spaces		1 visitors, exterior.	✗
Location	Not permitted within required front, or extension of side yard into required rear yard.		Located in the rear yard and in underground parking.	✓
Parking Space Dimensions	Width: 2.6m to max. 3.1m Length: 5.2m, or 6.7m for parallel parkin. 50% (52 spaces) can be **compact sized** 4.6m x 2.4m wide provided they are visibly identified for being a compact car. Up to 5% of parking spaces may be minimum 1.3m x 3m for smaller vehicles such as motorcycle, and cannot be part of minimum required parking.		Regular: 80 spaces (2.6m x 6m) Compact: 23 spaces (2.4m x 6.0m)	✓
Aisle and Driveway Provisions	Driveway for Parking Garage:	Width: min 6.0m up to 6.7m for double traffic lane for more than 20 spots in parking garage. Vertical Clearance: according to Building Code.	6.0m	✓

Bicycle Parking	**Requirement**	**Provided**	**Compliance**
Bicycle Parking Requirement	0.5/unit X 130 units = 65	Residential: 63 Visitors: 8 Total: 71	✓
Bicycle Parking Dimensions	Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m *minimum 50% must be horizontal spaces at ground level. Minimum 25% must be located indoors or in secure bicycle lockers.	100 % horizontal	✓
Bicycle Parking Aisle Dimensions	Min. 1.5m wide	1.5	✓

	Where 4 or more spaces provided must be anchored to the ground.		
Bicycle Parking Location	Convenient access to main entrances and well-used areas. Greater of Maximum 50% or 15 spaces can be located in a landscaped area.	Mostly indoors with some visitors spaces outdoors in front yard.	✓

Other Provisions	Requirement	Provided	Compliance
ROW Dedication Requirement	17.75 from centreline (2.39 m)	2.4m	✓
Hydro Setback	5m	5m	✓

As demonstrated in the table above, the proposed development adheres to the general intent and meets majority of the provisions of the AM zone. The proposed Zoning By-law Amendment seeks to address building height, and parking reductions through site specific schedule. The proposed amendments are outlined in Section 5.0.

5.0
Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment seeks to amend the current zoning of the subject property and implement an appropriate Arterial Mainstreet zone that aligns the property with the Official Plan Designation of a Mainstreet Corridor. By updating the current Residential First Density Subzone "AA" (R1AA) to an appropriate Arterial Mainstreet (AM) Zone with site specific exceptions ([XXXX]) and schedule (S(YYYY)) the property will be provide consistent AM Zoning along Montreal Road while respecting the intent of the Zoning By-law to accommodate a broad range of uses that foster compact, pedestrian-oriented mixed-use environments that are pedestrian scaled. A site-specific exception will establish new maximum permitted heights (in meters) from residential zones, and minimum parking rates for the specific property.

- **Amendment to Arterial Mainstreet Zone:** The proposed Arterial Mainstreet Zone with site specific zoning schedule and exception is deemed appropriate for the lands given the existing and planned context of the area including the direction of the Official Plan, and nearby properties also zoned within the Arterial Mainstreet zoning family.

  Presently, the subject property is zoned Residential First Density, Subzone AA (**R1AA);** a low-density residential zone which does not permit mid-rise uses such as those proposed and envisioned in Ottawa's overarching development and planning framework. To facilitate the proposed development, a Zoning By-law Amendment is proposed to update the zoning on the property to an Arterial Mainstreet zone, to better align with policies of the Official Plan for sites designated as Mainstreet Corridors within the Outer Urban Transect.

- **Building Heights:** As described in this report, the proposed building heights are supported by Official Plan policies for Mainstreet Corridors within the Outer Urban Transect as well as Montreal Road's classification is an Arterial Road and a Transit Priority Corridor. The Official Plan contemplates heights of up to high-rise of 40 storeys within Mainstreet Corridors with similar context provided that appropriate transition to adjacent low-rise residential uses is maintained.

  The Arterial Mainstreet zone implements Official Plan policies for Mainstreet Corridors and has provisions that require buildings to be minimally setback from the public right of way and to achieve an appropriate and gradual stepdown transition to neighbouring Residential zones.

  The site is a unique triangular shaped lot with significant grade changes towards the rear (north) where the lot narrows and abuts the low-rise residential neighbourhoods along the east and west sides. The site is also encumbered by overhead hydro wires within its front yard, which require minimum setbacks that exceed the minimum front yard setback as per the zoning.

  The mid-rise development of nine (9) storeys is carefully articulated to meet the general intent of the AM zone and establishes a building design that animates the Montreal Road frontage, while providing height variations that see the building achieve a gradual step-down transition towards neighbouring low-rise residential uses.

  The front yard responds to the overhead hydro wires by providing high-quality landscaping, residential entrance, and pedestrian pathways that provide direct connection to the Montreal Road.

  The building is designed with the intent of the AM zone which has building stepback provisions that see a transition in heights to neighbouring low-rise residential uses. The building is designed to locate its tallest heights and greatest mass closest to Montreal Road and abutting neighbouring AM zoned property, and implements gradual stepdown to a two-storey podium in proximity to low-rise residential neighbours.

  Here the buildings step down from a 31.28m tower, to 24.8m, to 21.56m ultimately reaching a height of 18.32m along the north-east and north-west, and 8.6m along the east. The development implements an appropriate 7.5m interior yard setback to ensure appropriate transition in heights.

  The zoning table demonstrates the tallest segment of the building within proximity from a residential zone. It does not demonstrate that only a portion of the corresponding height is located within the corresponding

distance from a residential zone. Figure 20 and Figure 21demonstrate that bulk of the building mass is designed to be furthest away from low-rise residential neighbours, and that only a portion of these heights are within specified distance from the residential zone.

The proposed development considered a 45-degree angular plane to establish building heights, and responds to the City's design objectives and compatibility criteria as listed in section 4.6 of the Official Plan. It advances several of the City's Urban design Guidelines for developments along Arterial Mainstreets.

The proposed Zoning By-law Amendment will introduce a site-specific exception to amend the provisions of the AM zone, and a site specific schedule to amend maximum permitted heights in proximity to a residential zone as follows:

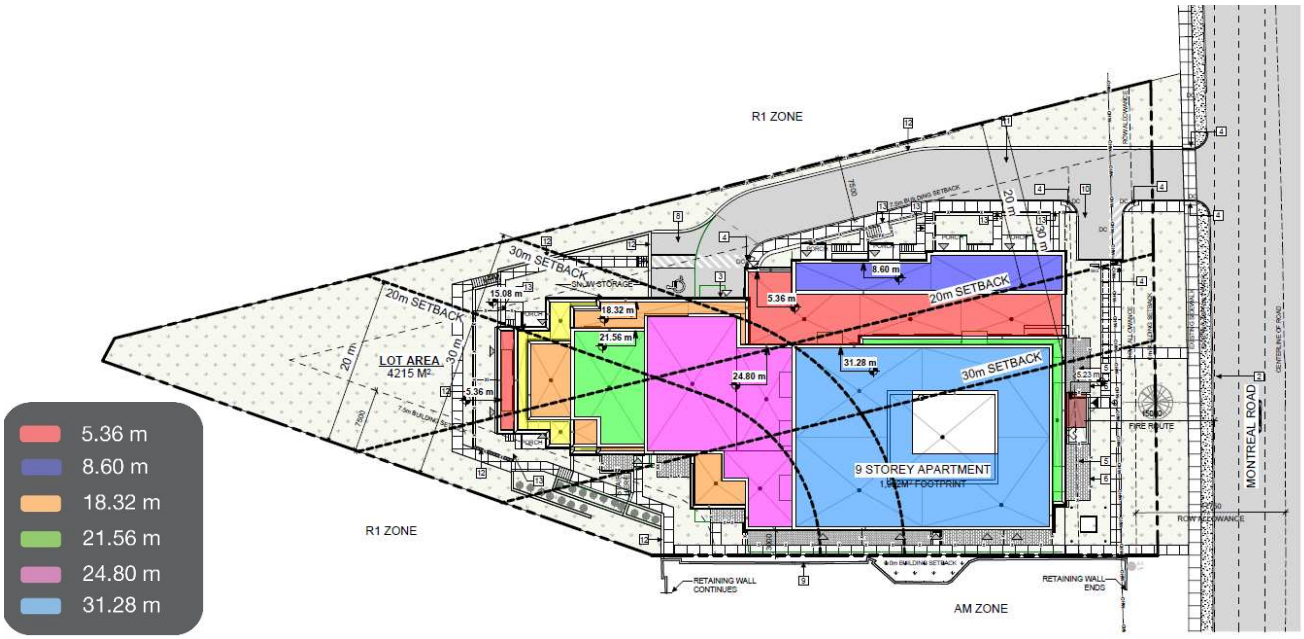

Figure 23: Site Plan Demonstrating Heights within Proximity to Residential Zone.

Table 1 AM Zone Height Transition Provisions.

AM Zone Provisions		**Required**	**Exception XXXX**
Maximum Building Height (m) *(height is from average grade)*	Up to 20 meters from a R1, R2, R3 Zone	11m	East: 25 m West: 32 m
	20m to 30m from R1-R3 Zone	20 m	32 m , no greater than 9 storeys.
	30m from property line abutting R1-R4 Zone	30 m, max. 9 storeys.	
	In all other cases	30m, max. 9 storeys.	

/ **Minimum Required Parking:** Relief from the minimum required residential and visitors parking is requested to align the development with the policies of the Arterial Mainstreet Zone and the Official Plan both of which contemplate transit-oriented densities and building design that make transit use more desirable. While the proposed development recognizes its existing site context is outer urban, the property has direct frontage on

Montreal Road that is currently well served by amenities, and is expected to transition to provide more mixed-use development. Montreal Road is also a Transit Priority Corridor, and the site is within 2 kilometers of a future rapid transit station. The proposed reduction in the minimum required residential and visitors parking is deemed appropriate and desirable for the function of the site to establish transit-supportive densities and encourage active transportation that discourage car dependence.

/ A reduction to the minimum required residential parking is sought to **reduce the required 156 residential vehicle parking** spaces to **105 total spaces**; and to **reduce the 26** required visitors parking spaces to **one (1)** vehicle parking space.

/ 71 total bicycle parking spaces are provided located in comfortable and secure indoor storage lockers with some located within the front yard to make bicycle use more attractive, and to reduce dependence on vehicles.

6.0
Supporting Studies

6.1 Geotechnical Investigation

Paterson Group was retained to conduct a Geotechnical Investigation for the proposed development. The objectives of the report were to determine the subsoil and groundwater conditions at the site by means of boreholes and to provide geotechnical recommendations pertaining to the design of the proposed development, including construction considerations which may affect the design.

The investigation was carried out in April 2023, and consisted of a total of 4 boreholes and 1 probe hole to a maximum depth of 11.2m below the existing grade. Borehole locations were distributed through the site to get appropriate coverage of the site. Groundwater was tested using flexible standpipe piezometers installed in all boreholes to permit monitoring of the groundwater levels. The results found hard to very stiff, brown silty clay underlying the fill layer within the northern portion of the site which transitioned to stiff to firm, grey silty clay. Glacial till deposit was observed underlying the fill and/or silty clay at some boreholes in the southern end of the site. Practical refusal to augering was encountered on the bedrock surface at depths of 1.3 and 1.7m at the southern portion of the site.

Groundwater levels are expected to range between approximate geodetic elevations 89.5 to 91.5, however these are subject to seasonal fluctuations, therefore groundwater levels could vary at the time of construction.

The report finds the site suitable for proposed development and is expected that the proposed building will be found on conventional spread footings placed on combination of clean, surface sounded limestone bedrock and undisturbed, compact to dense glacial till. Bedrock removal will be required in the southern portion of the development to complete the underground parking levels. In the northern portion a grade raise restriction has been provided due to presence of a silty clay deposit throughout the northern portion of the site. The report provides additional technical recommendations on construction responses to the existing soil conditions.

6.2 Phase I Environmental Site Assessment (ESA)

Paterson Group was retained to conduct a Phase I Environmental Site Assessment (ESA). The purpose of the Phase I ESA was to research the past and current use of the subject property and the surrounding area (Phase I Area) to identify environmental concerns. The report concluded the site has consistently been developed as a residential property, and the surrounding uses have been primarily residential with some commercial and community land uses.

The report noted the presence of some off-site potentially contaminating activities (PCAs) within the study area, and are not deemed to be of concern for contamination (APECs) of the subject property based on orientation and/or separation distances.

Based on the age of the existing building there are some concerns that ACM's may be present on the site due to asbestos-containing materials and lead-based paint, but these were observed to be in good condition. Appropriate disposal of construction debris is recommended. No existing off-site PCAs were identified within the study area. Based on these findings a Phase II Environmental Site Assessment (Phase II ESA) was not required.

6.3 Tree Conservation Report

A Tree Conservation Report was prepared by James B. Lennox Landscape Architects. The report is presented in the form of a plan and provides details on 74 total trees on site. The report notes the ownership information and health of each tree, and provides recommendation on their removal and retention.

6.4 Noise Study

Gradient Wind Engineers and Scientists was retained to perform a traffic noise assessment for the proposed development. The purpose of the study was to identify the primary source of noise and to evaluate its impact on the building residents. The assessment is based on theoretical noise prediction methods that conform to the Ministry of Environment, Conservation and Parks (MECP) and City of Ottawa requirements.

The study finds high noise levels during daytime along the south facing portion of the building along Montreal Road. The report recommends using higher Sound Transmission Class (STC) rated building materials to attenuate the high noise levels here, as well as central air conditioning units to create comfortable living environments without having the need to open windows. Warning Clause are required on all lease, purchase, and sale agreements.

High levels of noise were observed at the two (2) public terraces as well. The report recommends installing a two (2) metre high noise barrier to reduce noise levels by five (5) dBA. The barriers should be designed to keeping in mind architectural, administrative and economical restrictions.

The building is not expected to experience stationary noise impacts from neighbouring residential and commercial properties as it is sufficiently setback and neighbouring properties are equipped with standard HVAC equipment that is considered to have already undergone stringent noise regulations. Therefore, this is not a concern.

The report recognizes that the mechanical equipment will primarily reside on the mechanical level located on the high roof, therefore the noise level impact on the surrounding properties are expected to be negligible, and can be mitigated thoughtful selection and placement of equipment.

6.5 Wind Study

Gradient Wind Engineers and Scientists also undertook a pedestrian level wind study to evaluate the wind conditions within and surrounding the site post development. The report identified areas where conditions may interfere with certain pedestrian activities and what mitigations may be required.

The study involved simulation of wind speeds for selected wind directions in a three-dimensional computer model combined with meteorological data integration to assess pedestrian wind comfort and safety within and surrounding the site. The data was evaluated based on City of Ottawa wind comfort and safety criteria.

The report found at grade-level areas within and surrounding the site, common amenity terrace on the second and seventh floors are considered to be suitable and typical for year-round use and no further measures are recommended. The report acknowledges that this does not include exceptional weather conditions during extreme weather events.

6.6 Servicing & Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by McIntosh Perry to present water, servicing and stormwater management design for the proposed development. The report corresponds to the recommendations and guidelines provided by the City of Ottawa, Rideau Valley Conservation Authority (RVCA), and the Ministry of Environment, Conservation and Parks (MECP).

The site is currently serviced by municipal watermains and there is no sewer within Montreal Road. Water service will be connected to Montreal Road, and dual connection is proposed for redundancy within connections. The water connection to the existing building will be removed.

The FUS calculations yielded required fire flow of 6,000 L/min, and results of the OBC calculations require fire flow rates of 9,000 L/min. Boundary conditions have been requested form the City but were not available at the time of submission. Two (2) Fire hydrants are located within 150 meters from the building one of which is private and the other is public.

Sanitary service will be gravity based, and connect to an existing private sanitary main along the western servicing easement which is connected to the municipal sanitary main on Rothwell Drive. The existing main is sufficient to accommodate the development.

Stormwater runoff is overland towards Rothwell Drive and a small portion of the site directs runoff to the existing swale on Montreal Road which terminates just east of the site and the flow is directed through the neighbouring residential properties. The proposed development establishes an enhanced swale at the rear of the site which will direct runoff to an existing municipal ditch along Rothwell Drive that is collected into an existing municipal catch basin that drains into Green's Creek located 2.7 kilometres from the site.

Rooftop runoff will be stored on site internally and released as per the allowable release rate. Runoff from the drive aisle and east landscaped areas will be collected by a trench drain and catch basin and will be conveyed to a proposed depressed surface storage area at the rear of the site. The flow will be restricted to match allowable release rate.

Runoff from the front will be collected by a new catch basin and conveyed to a storm sewer within Montreal Road. A foundation drain is proposed and will be drained via sump pump with a back flow preventer and appropriate backup power.

Stormwater will be managed by locating roof storage and surface storage. The controlled release of water will be directed to existing municipal ditch within Rothwell Drive. All stormwater release is designed to match predevelopment flow rates.

Erosion and sediment control is managed by screens and dams at runoff outlets from the property, specifically along downstream property limits. Permanent measures include topsoil and seeding/sodding of disturbed areas.

7.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment and Site Plan Control Application represents good planning and is in the best public interest for the following reasons:

- The proposed development is **consistent with the Provincial Policy Statement** which promotes efficient land use development by intensification to provide diverse housing supply within established neighbourhoods in close proximity to existing services and transit. The development facilitates intensification of under-utilized lands with mid-rise building in close proximity to transit, thereby increasing housing options and making efficient use of land.
- The proposed development **conforms to the policies of City of Ottawa Official Plan** as it implements several objectives of the Big Policy Moves and the City's Growth Management Framework as it proposed to intensify land within the urban boundary to provide sustainable, transit supportive densities that include larger-bedroom units.
- The development **conforms to the Official Plan policies for development within Mainstreet Corridors designation with an Evolving Neighbourhood Overlay located within the Outer Urban Transect** as it intensifies a property with frontage along an Arterial Road that is well served by transit, and effectively accommodates mid-rise heights while respectfully transitioning to neighbouring low-rise residential neighbourhoods. The development will not generate undue adverse impacts on the neighbouring properties and fulfils the compatibility objectives and design principles of Section 4.6 including policies related to building height and massing.
- The proposed development **meets the applicable Design Guidelines for Development along Arterial Mainstreets.** The proposed development infills an underutilized property situated at transitionary point between low-rise residential uses and the Arterial Mainstreet Context. The development achieves a compatible built form massing and design while respecting its surrounding existing and future context.
- The proposed development **maintains the general intent of the Zoning By-law** by introducing moderate density along Arterial Roads in conformity with the Official Plan.
- The proposed development is supported by **technical plans and studies** submitted as part of this application.

The proposed development advances several key policy objectives of the Provincial and Municipal level policies and represents good planning and is in the best public interest.

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