

# 200 Clearview Avenue

Urban Design Brief  
October 18, 2024

# Table of Contents

01 Introduction	
<b>Introduction</b>	<b>3</b>
01 Site Context & Analysis	
<b>Site Context</b>	<b>5</b>
<b>Surrounding Area</b>	<b>6</b>
<b>Planned Functions of Surrounding Area</b>	<b>7</b>
02 Design Directives	
<b>Response to Urban Design Comments Received Through Pre-Consultation</b>	<b>9</b>
03 Design Research	
<b>Built Form Transition</b>	<b>11</b>

# INTRODUCTION

01

# Introduction

This Urban Design Brief has been prepared to satisfy the requirements of a Site Plan Control application to facilitate the proposed development at 200 Clearview Avenue. This Urban Design Brief has been prepared by Fotenn Planning + Design, with architectural graphics provided by RLA Architecture.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Patricia Warren, MCIP RPP  
Planner

# SITE CONTEXT & ANALYSIS

02

# Site Context

The subject property, municipally known as 200 Clearview Avenue, is located on the south side of Clearview Avenue, north of Lanark Avenue, between Ellendale Crescent to the east and Beechgrove Avenue to the west in Kitchissippi Ward (Ward 15) in the City of Ottawa. The lands for development make up a portion of the subject property, approximately 5,031.7 square metres in area. The entirety of the subject property has frontage of approximately 124.87 metres along Clearview Avenue to the north, 123.13 metres along Lanark Avenue to the south, and 82.95 metres along Ellendale Crescent to the east, and a total lot area of approximately 10,956 square metres (1.10 hectares).

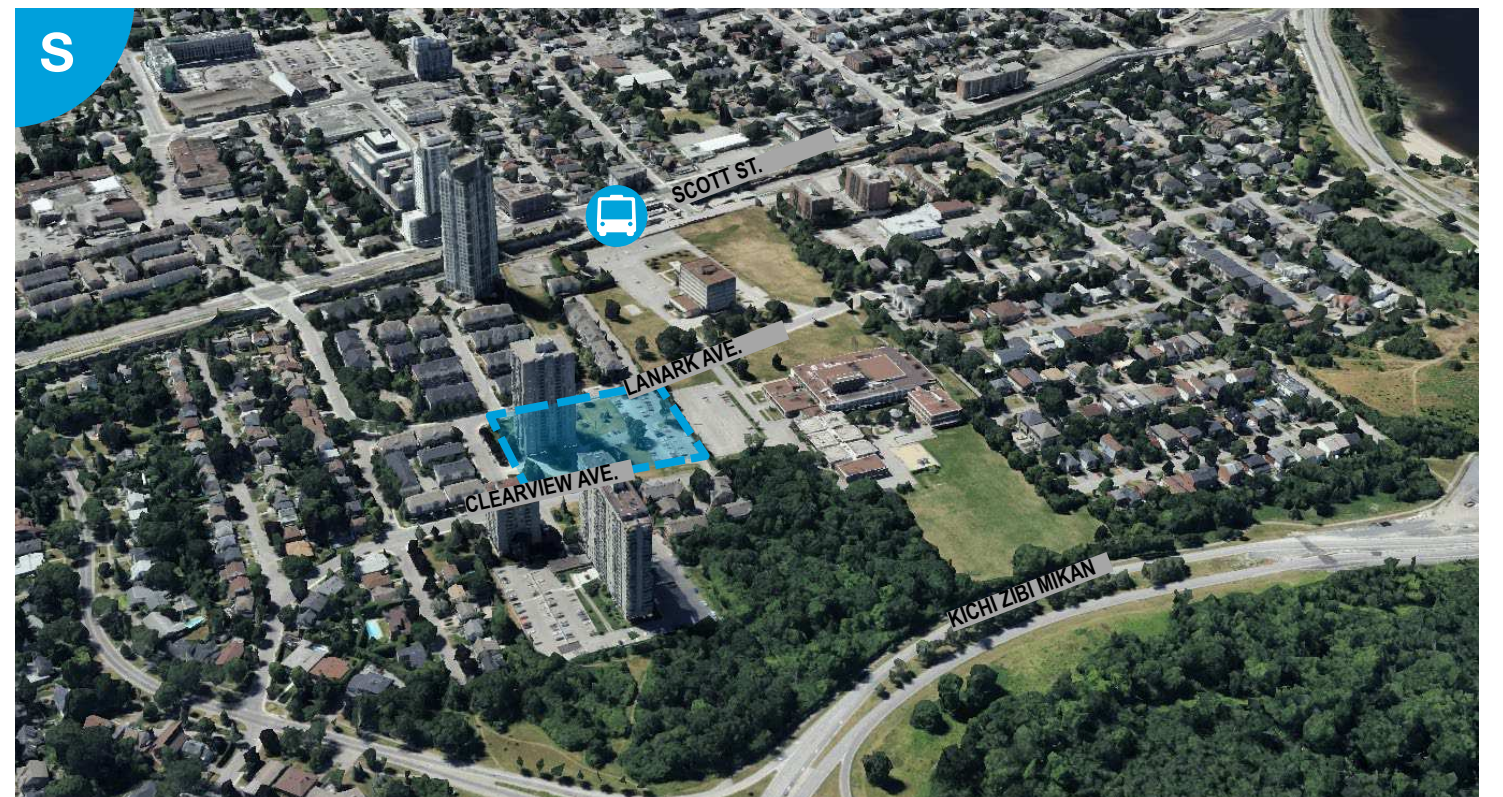
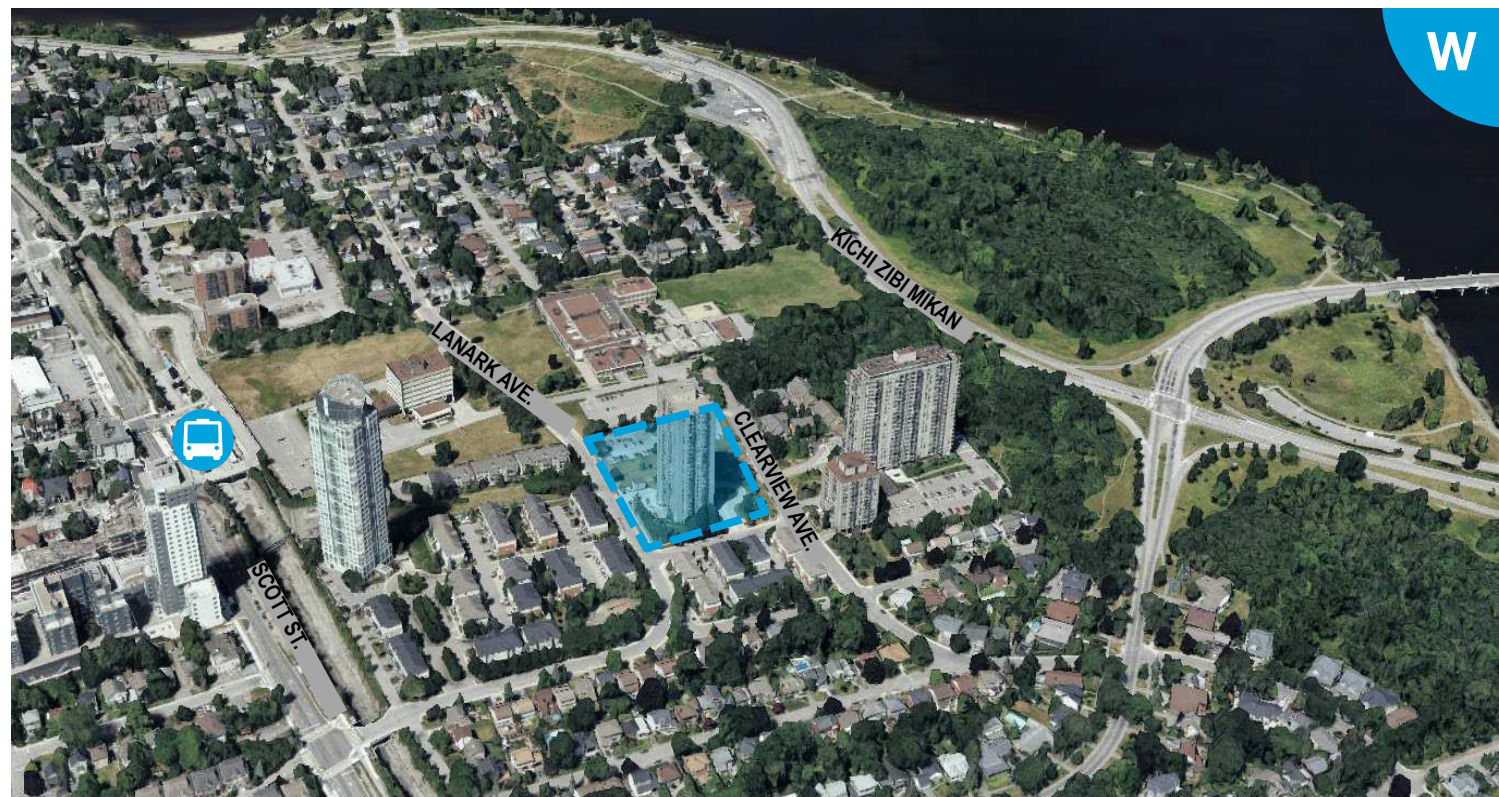
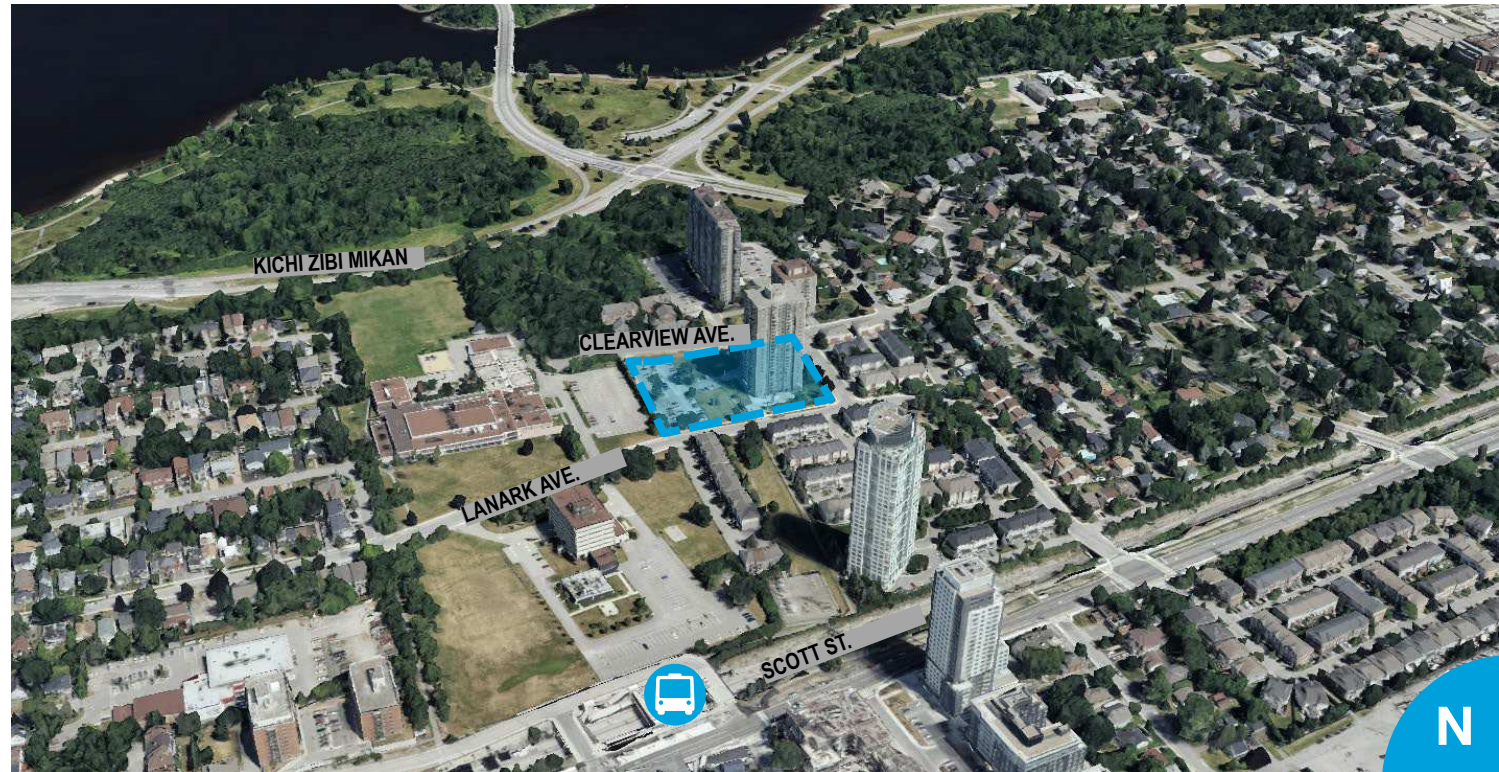
The subject property is currently developed with one (1) high-rise residential building. The existing 26-storey tower is located along the southeast corner of the property. The property is currently accessed from all three street frontages, with one (1) existing surface parking lot accessed from Clearview Avenue and Lanark Avenue. Existing underground parking access is provided from Clearview Avenue. The existing high-rise building is serviced by 201 parking spaces, 110 of which are provided underground and 91 surface parking spaces. The existing 91 surface parking spaces are proposed to be replaced with the proposed high-rise development.

Primary vehicular access to the property is from Ellendale Crescent, where an east-west internal road provides direct access to the surface parking on the west-side of the property. This internal road connects with a pedestrian walkway that lines the west side of the existing high-rise building, which connects to the sidewalks on the north side of Lanark Avenue. Sidewalks are provided along the street frontage of Lanark Avenue and Ellendale Crescent, while no sidewalks are provided on either side of Clearview Avenue. Street parking is provided abutting the subject property on all frontages.

The property is currently landscaped with pockets of soft landscaping located in the northeast and southeast corners, as well as in the middle of the property between the existing high-rise building and surface parking lot. Between the proposed development and existing building is a hydro corridor that extends from Clearview Avenue to Lanark Avenue, and further south past the Transitway. Hydro lines are present on the subject property.



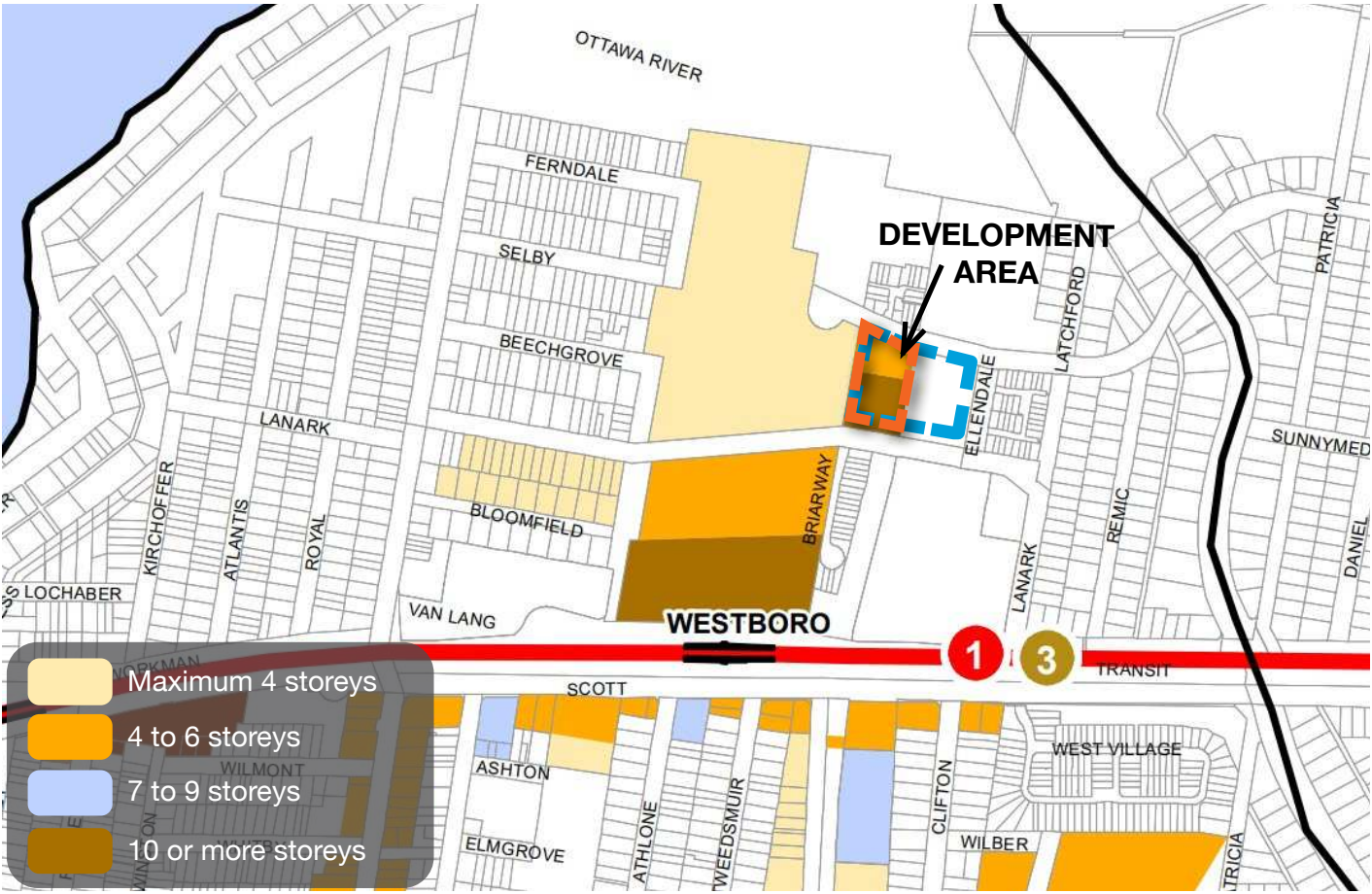
# Surrounding Area



# Planned Functions of Surrounding Area

The planned function of the surrounding area is guided by both the Richmond Road / Westboro Secondary Plan and the City of Ottawa Comprehensive Zoning By-law (2008-250). As outlined below, the Richmond Road / Westboro Secondary Plan identifies the site with a maximum permitted building height of 4 to 6 storeys on the north side of the site and 10 or more storeys on the south side of the site. Immediately abutting the site is identified as having a maximum permitted building height of 4 storeys maximum, while most of the area surrounding the site has not had the maximum permitted building heights identified on this Secondary Plan Schedule.

The Zoning By-law, which implements the height direction of the Official Plan and Secondary Plans, generally allows for building heights that range from 10 m to 61 metres immediately adjacent to the subject property and portion of the site proposed to be developed. As you move further away from the site, the maximum permitted building heights transition downwards towards a low-rise built form (8 metres to 11 metres).



Schedule C - Maximum Building Heights, Richmond Road / Westboro Secondary Plan



City of Ottawa Comprehensive Zoning By-law (2008-250) Zoning Map



# DESIGN DIRECTIVES

03

# Response to Urban Design Comments Received During Pre-Consultation

A Phase 1 Pre-Consultation (PC2024-0006) meeting was held on February 1, 2024. The materials submitted as part of the Pre-Consultation meeting included the Site Plan that was provided as part of the Official Plan and Zoning By-law Amendment applications approved in October 2023. Given that the materials provided were unchanged from the previously approved proposal, the urban design comments were limited to the following:

## Submission Requirements:

- / An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation of the submission.
- / The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 - Contents of these Terms of Reference.
- / The following elements are particularly important for this development application:
  - / Ground floor relationship.

**Response: An Urban Design Brief has been prepared and included in the Site Plan Control application submission. The Urban Design Brief follows the City's Terms of Reference. The architectural package included with the Site Plan Control application submission includes ground floor plans to illustrate the relationship between the ground floor units and the external areas of the site.**

## Comments on Preliminary Design:

- / The Site Plan has not been updated from the re-zoning application stage, so more material needs to be submitted for us to perform a fulsome review.

**Response: A revised site plan and architectural package has been included as part of the Site Plan Control application submission. The proposed development is relatively unchanged from the proposed development that received Official Plan Amendment and Zoning By-law Amendment approval.**

## Recommendations:

- / We recommend the ground floor be detailed in the application to facilitate review of site relationships and grade related units.

**Response: As noted above, a ground floor plan is included in the architectural package to illustrate the grade-related units.**

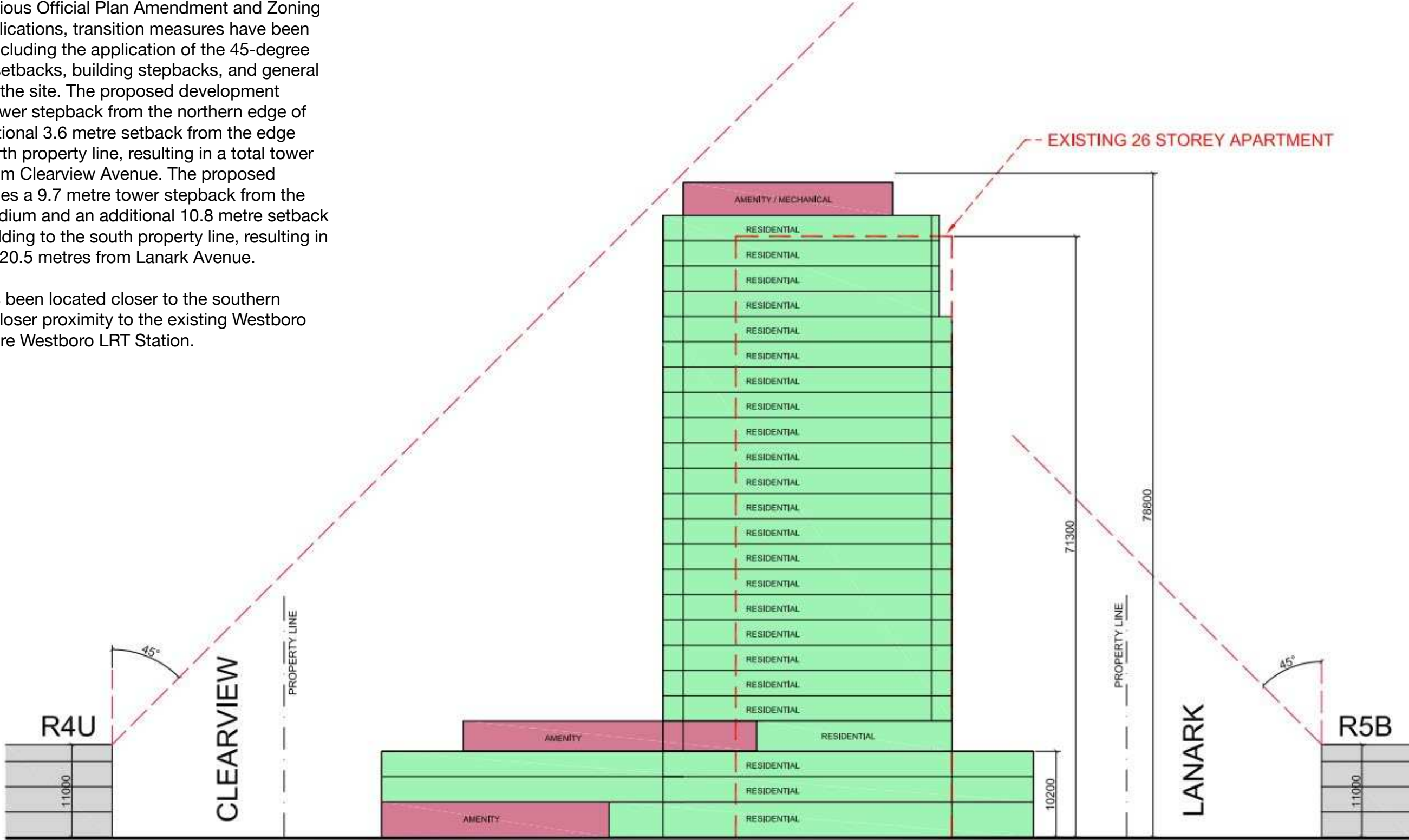
# DESIGN RESEARCH

04

# Built Form Transition

Consistent with the previous Official Plan Amendment and Zoning By-law Amendment applications, transition measures have been employed on this site, including the application of the 45-degree angular plane, building setbacks, building stepbacks, and general location of the tower on the site. The proposed development includes a 34.4 metre tower stepback from the northern edge of the podium and an additional 3.6 metre setback from the edge of the building to the north property line, resulting in a total tower setback of 38 metres from Clearview Avenue. The proposed development also includes a 9.7 metre tower stepback from the southern edge of the podium and an additional 10.8 metre setback from the edge of the building to the south property line, resulting in a total tower setback of 20.5 metres from Lanark Avenue.

The proposed tower has been located closer to the southern property line to ensure closer proximity to the existing Westboro BRT station and the future Westboro LRT Station.



**FOTENN**  
Planning + Design