

Subject: Official Plan and Zoning By-law Amendment - 200 Clearview Avenue

File Number: ACS2023-PRE-PS-0115

Report to Planning and Housing Committee on 4 October 2023

and Council on 11 October 2023

**Submitted on September 21, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Kitchissippi (15)

**Objet: Modification du Plan officiel et du Règlement de zonage – 200,
avenue Clearview**

Dossier : ACS2023-PRE-PS-0115

Rapport au Comité de la planification et du logement

le 4 octobre 2023

et au Conseil le 11 octobre 2023

**Soumis le 21 septembre 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne-ressource: John Bernier, Urbaniste, Examen des demandes
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Quartier: Kitchissippi (15)

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve the following:
 - a. An amendment to the Official Plan, Volume 2a, Scott Street/Westboro Secondary Plan, to permit a maximum permitted height of 80 metres (25 storeys) for the property municipally known as 200 Clearview Avenue, as detailed in Document 2;
 - b. An amendment to Zoning By-law 2008-250 for 200 Clearview Avenue to rezone from R5C H(28) S216, O1[313] S216 and O1 [313] to R5C [XXXX] S216 to permit a 25-storey residential high-rise building, as detailed in Documents 3 and 4.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of October 11, 2023," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :
 - a. Une modification au Plan officiel, volume 2a, Plan secondaire du secteur de la rue Scott à Westboro, afin de permettre une hauteur maximale autorisée de 80 mètres (25 étages) sur le bien-fonds dont l'adresse municipale est le 200, avenue Clearview, comme l'expose en détail le document 2;
 - b. Une modification au Règlement de zonage 2008-250 visant le 200, avenue Clearview, afin de faire passer la désignation de R5C H(28) S216, O1[313] S216 et O1 [313] à R5C [XXXX] S216 et ainsi permettre la présence d'une tour résidentielle de 25 étages, comme l'exposent en détail les documents 3 et 4.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et

orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil municipal prévue le 11 octobre 2023 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

BACKGROUND

Site location

200 and 210 Clearview Avenue

Owner

Homestead Land Holdings Limited

Applicant

Patricia Warren - Fotenn Consultants Inc.

Description of site and surroundings

The site, which spans approximately 11.7 hectares, is located south of Clearview Avenue. To the north lie environmental protection lands and a variety of residential use buildings ranging from low-rise to mid-rise. Lanark Avenue borders the site to the east, beyond which are three-storey, low-rise residential buildings. To the south is Ellendale Crescent along with a development consisting of three-storey townhomes abutting the 32-storey Minto Metropole residential high-rise building. To the west are institutional lands, presently in the form of an expansive two-storey school building (Centre Jules-Léger) set back approximately 60 metres from the site and separated by a surface parking area. Currently, the subject property features a 26-storey 226-unit residential building, with surface and underground parking options.

Summary of proposed development

The development plan aims to replace an existing surface parking lot with a 25-storey residential building, with a three- to four-storey podium. The proposal provides 184 dwelling units, a mix of one- and two-bedroom units. Parking requirements are accommodated via a 245-space underground facility, accessible via Clearview Avenue, which is intended to be shared between the new and existing residential buildings on site. Furthermore, the plan allocates 215 spaces for bicycle parking. Proposed common

amenity areas are located at-grade, on the roof of the podium structure, and on the top of the building.

Summary of requested Official Plan Amendment

The proposed amendment aims to amend the Richmond Road/Westboro Secondary Plan for the subject property and permit a maximum building height of 80 metres (25 storeys) on Schedule C – Maximum Building Height.

Summary of requested Zoning By-law Amendment

A Zoning By-law amendment is required to rezone from Residential Fifth Density, Subzone C, Maximum Height of 28 Metres, Schedule 216 (R5C H(28) S216, O1[313] S216) and Parks and Open Space Zone, Exception 313 (O1 [313]) to Residential Fifth Density, Subzone C, Exception XXXX, Amended Schedule 216 (R5C [XXXX] S216) to permit a 25-storey residential high-rise building, as detailed in Documents 3 and 4. Details of the recommended rezoning includes the following:

- Rezone the development area (western portion of the property) to R5C [XXXX] Schedule 216.
- Urban Exception “XXXX” will require minimum yard setbacks, minimum building setbacks and maximum building heights as defined in the amended Schedule 216 (Document 4).
- Amend Schedule 216 to identify the minimum yard setback, minimum building setbacks, and maximum building height as per the proposed development.
- Allow relief from permitted projections, and projections above the height limits (Section 64 & 65), for elements such as balconies and awnings and rooftop equipment.
- Increase the number of required bicycle parking spaces to a minimum of one per unit.
- Provide relief from Table 55 (8) to allow the outdoor amenity area to extend to the edge of the building, whereas a 1.5m setback is required.

DISCUSSION

Public Consultation

A virtual public information session, organized by the applicant together with Councillor Leiper, was held on December 15, 2022. Approximately 40 residents attended. The

applicant gave an overview of the development proposal, and attendees participated by sharing their comments and questions.

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s) and policies

Per Schedule A of the Official Plan, the subject property is situated in the Inner Urban Transect policy area. Schedule B1 designates the property as within the Evolving Neighbourhood Overlay, a policy that is applied to areas near Hubs and Corridors. This overlay anticipates a gradual transformation over time, shifting in character to support intensification. It includes guidance for a transition from suburban to urban development, fostering the emergence of new architectural forms and a more varied utilization of land.

The property is also within the boundaries of the Richmond Road/Westboro Secondary Plan, within the Westboro Beach - Planning Sector 6, on Schedule A. This plan is meant to provide a framework for change as the neighbourhood experiences intensification.

Other applicable policies and guidelines

Richmond Road/Westboro Community Design Plan (CDP) formed the basis of the Secondary Plan under the same name. This CDP outlines a comprehensive framework for guiding future development in the Richmond Road and Westboro areas. It emphasizes sustainable growth, transit-oriented development, and community enhancement, aiming to balance new high-rise intensification areas with the preservation of existing neighborhood character. Should any new development be proposed, it must be compatible with the existing adjacent residential community.

[Urban Design Guidelines for High-rise Buildings](#) are applicable and look to ensure that taller buildings include appropriate setbacks and proper transitions in building heights, with the goal of minimizing the impact of tall structures on neighboring properties and public spaces. The guidelines also emphasize sustainable and climate-resilient design, pedestrian-friendliness, and the inclusion of amenities that contribute positively to the urban fabric.

[Transit-Oriented Development \(TOD\) Guidelines](#) prioritize development strategies that facilitate easy and convenient access to higher-order transit options. They promote higher-density residential buildings in close proximity to transit routes and stations to maximize ridership and reduce reliance on personal vehicles.

Planning rationale

Official Plan

The subject amendments align with the principles and policies of the Inner Urban Transect (Section 5.2.1) of Ottawa's Official Plan. As part of this transect, the proposed development is situated within an area characterized by a mix of residential, commercial, and institutional uses. Specifically, Policy 3 supports high-rise development within the Inner Urban Transect for sites within proximity and access to street or rapid transit. Building heights and massing are guided by any relevant secondary plan policies, along with tower separation and urban design policies contained in Section 4.6. Furthermore, any additional density should be supported by existing water, sewer and stormwater capacity. Plans and studies have been submitted to demonstrate that adequate servicing capacity is available to support the added density.

Section 5.2.2 (Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect) encourages developments within proximity to transit stations to provide minimal at-grade parking spaces. The proposed redevelopment would replace a 90-space surface parking lot with an apartment building and locate parking within an underground parking garage. Additionally, the new building will allocate parking at a rate of 0.67 spaces per residential unit, a strategy designed to support the use of public transit and other active transportation options.

Under the Neighbourhood designation of the Official Plan, the development seeks to enhance the local character and identity of the community by acknowledging the low-rise character of the area while complementing the existing high-rise nature of the immediate context. Section 6.3.1, Policy 2 asserts that the Neighbourhood designation will be predominately low-rise unless there is precedence in the area in the form of either pre-existing zoning relief for greater heights, or where the secondary plan allows for greater heights, or if the area is characterized by taller buildings. While the height is limited to low-rise in the Secondary Plan, in this instance, the site was previously zoned R5C H(28) S216 which allows a mid-rise apartment building to a maximum height of 28 metres, or approximately nine storeys. Additionally, the subject site has an existing 26-storey residential building, there is a 12- and 24-storey building immediately north of Clearview Avenue, and the 32-storey Minto Metropole building is 150 metres to the south of this property. Therefore, the development proposal is reasonable given the previous zoning and an established pattern of high-rise development in the immediate area.

The proposed 25-storey high-rise development aligns with the key urban design policies in Section 4.6.6 meant to guide mid- to high-rise development. It adds to an existing cluster of high-rises in the immediate area, contributing variation in height and fulfilling the mandates of Policy 3. The inclusion of multiple amenity areas at-grade, on the podium and inside the building responds directly to Policy 4, offering year-round utility for the residents. Policy 5 emphasizes walkability and sustainable modes of

transportation for large developments. The proposed walkways and large number of bicycle parking spaces fulfils this policy objective and will be further developed through a future site plan control application. Furthermore, the building's orientation and floorplate sizing adhere to Policy 8 and 9 by providing optimal tower separation distances and design that allows for future high-rise developments on adjacent lots, satisfying Policy 10. Overall, the development represents a well-considered, context-responsive approach to urban intensification.

Finally, Section 4.1.2 is a City-wide policy that supports 15-minute neighbourhoods. The site is well within walking distance to transit (Westboro Station) and is close to cycling routes (Ottawa River, Kichi Zībī Mīkan, and Scott Street multi-use paths). The proposal is supportive of these modes with a reduced parking rate and by providing a bicycle parking rate that exceeds the best-practice of a 1:1 ratio (units to spaces). Furthermore, the service and amenity rating for this site is a nine, the highest possible rank given to sites that have many options within a short walking distance. Specifically, Scott Street is approximately 300 metres away and Richmond Road 600 metres away, well within the 15-minute/900 metre radius.

The Richmond Road/Westboro Secondary Plan

This plan is generally supportive of compatible intensification in areas that can contribute to the urban fabric and support transit-oriented development, especially around future O-Train stations, such as Westboro Station.

Schedule C identifies the maximum building heights within this policy area. The greatest heights on this schedule are planned along key locations adjacent to the transit stations. Where this document does not specify heights, it is understood a maximum height of four storeys is permitted. Specifically, Policy 17 within Sector 6 states that the area shall be maintained as a low-rise neighbourhood. However, large lots, and site context, such as the subject site, provide opportunity for their ability to provide the necessary height transitions and proper angular plane to provide transition to low-rise developments (Sec 2.2, Policy 5).

This plan contains detailed guidance on factors such as compatibility with adjacent uses, transitions in building heights, design guidelines, sustainable and climate-resilient design, and measures to avoid creating a street canyon effect (Section 2.2), all aimed at preserving the character of the area while facilitating growth and intensification.

The proposed tower is appropriately located on the southern side of the development parcel closest to Westboro transit station, towards areas identified for greater heights. Transition to the north is achieved through a 45-degree angular plane and a three-storey podium expression that is consistent with the townhomes on the north side of

Clearview Avenue. A large part of the fourth storey portion of the podium is stepped back and glazed to minimize its appearance and dominance of the street.

The southern section of the podium is proposed to be three storeys, which is in-keeping with the existing heights of the townhomes to the south and will contribute to a more comfortable pedestrian environment at the street. Furthermore, the existing residential buildings to the south are oriented in an east-west fashion, in line with the proposed high-rise building, and therefore will not be impacted by shadows from the development.

Adequacy of Services

An Assessment of Adequacy of Public Services Report was submitted in support of the application. Staff have reviewed the report and are satisfied with the findings of the report.

Adequacy of Transportation Network

A Transportation Impact Assessment was also submitted in support of the application. Upon buildout, the development is anticipated to generate approximately 75 two-way vehicle trips during the AM peak hour and 74 two-way vehicle trips during the PM peak hour based on a 23 per cent and 28 per cent automobile modal share target. In summary, the proposed development is projected to have a minor impact on the surrounding road network and transit facilities. Transportation demand management measures such as: displaying local area maps with walking, cycling, and transit route information at all major entrances; providing multimodal travel option information packages to new residents; installing bike and car-share spaces; and, unbundling parking costs from the purchase or rental price, will be further considered and implemented through a future site plan control application.

Recommended Zoning Details

As detailed in Document 3, the proposed Zoning By-law Amendment has the effect of rezoning the site to Residential Fifth Density, Subzone C, subject to an amended height schedule (R5C, [XXXX] S216). The original R5C H(28) S216 site zoning is reflective of when the site was first developed in the early 1970s and a second mid-rise apartment building was anticipated but not built. The O1[313] S216 and O1[313] portions reflected lands that were to be protected for a Hydro One utility corridor, which is no longer needed.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications as a result of this proposal.

COMMENTS BY THE WARD COUNCILLOR

Councillor Jeff Leiper provided the following comment:

“I am supportive of this proposal given that it supports many of the goals and policies of the OP’s Growth Management framework and conforms with its policies to support intensification. It also helps the City meet address the increasing need – and achieve our targets - for more housing. The proposed density and height are appropriate given its site context and close proximity (within 350 m) to the future Westboro LRT station.

The building design – which incorporates a podium varying from 3 to 4 storeys as well as stepbacks on the higher levels – will help contribute to the pedestrian scale and reduce the massing on the adjacent residential area.

The nearby community has had an opportunity to be consulted, and I am hopeful that some of their concerns (i.e. around traffic management/access) will be addressed at the Site Plan review stage.

The car parking provided does exceed the minimum requirement and given its close proximity to the future LRT, I’d prefer to see a lower ratio. A high number of bicycle parking spaces are also being provided (215 bicycle parking spaces for 184 dwelling units).

Since Community Benefit Charges will apply to this site, I will be exploring ways to apply funds to improve the nearby pathway from Lanark Avenue to the future Westboro LRT station and/or a ward specific project in coordination with Staff.”

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications associated with this report.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The Accessibility for Ontarians with Disabilities Act requirements for site design will also apply and will be reviewed through future development applications.

TERM OF COUNCIL PRIORITIES

This project addresses the following 2023-2026 Term of Council Priorities:

- A city that has affordable housing and is more liveable for all;
- A city that is more connected with reliable, safe and accessible mobility options;
- A city that is green and resilient;
- A city that has a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Number: D01-01-22-0012 and D02-02-22-0099) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of issues involved and scheduling conflicts.

SUPPORTING DOCUMENTATION

Document 1 – Zoning Key Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Zoning

Document 4 – Zoning Schedule

Document 5 – Perspectives and Plans

Document 6 – Consultation Details

CONCLUSION

The proposed high-rise development conforms with the overall growth management intent of Ottawa's Official Plan and an amendment is required to Schedule C –

Maximum Building Height of the Richmond Road/Westboro Secondary Plan to permit the 25-storey building height. With its focus on pedestrian-friendly design and transit accessibility, the development is both a compatible and beneficial addition to the community.

The amendments required to implement the concept shown in Document 5 support building livable communities, intensification, and efficient development of serviced, underutilized lands located within settlement areas. The proposed amendments generally align the Richmond Road/Westboro Community Design Plan (CDP) and with the City's guidelines for Urban Design Guidelines for Transit Oriented Development and Urban Design Guidelines for High-Rise Buildings.

A site plan application will be required for staff approval prior to construction. The proposal represents good planning, and the Planning, Real Estate and Economic Development Department recommends that the proposed amendments to the Richmond Road/Westboro Secondary Plan within Volume 2A of the Official Plan and Zoning By law 2008-250 be approved.

DISPOSITION

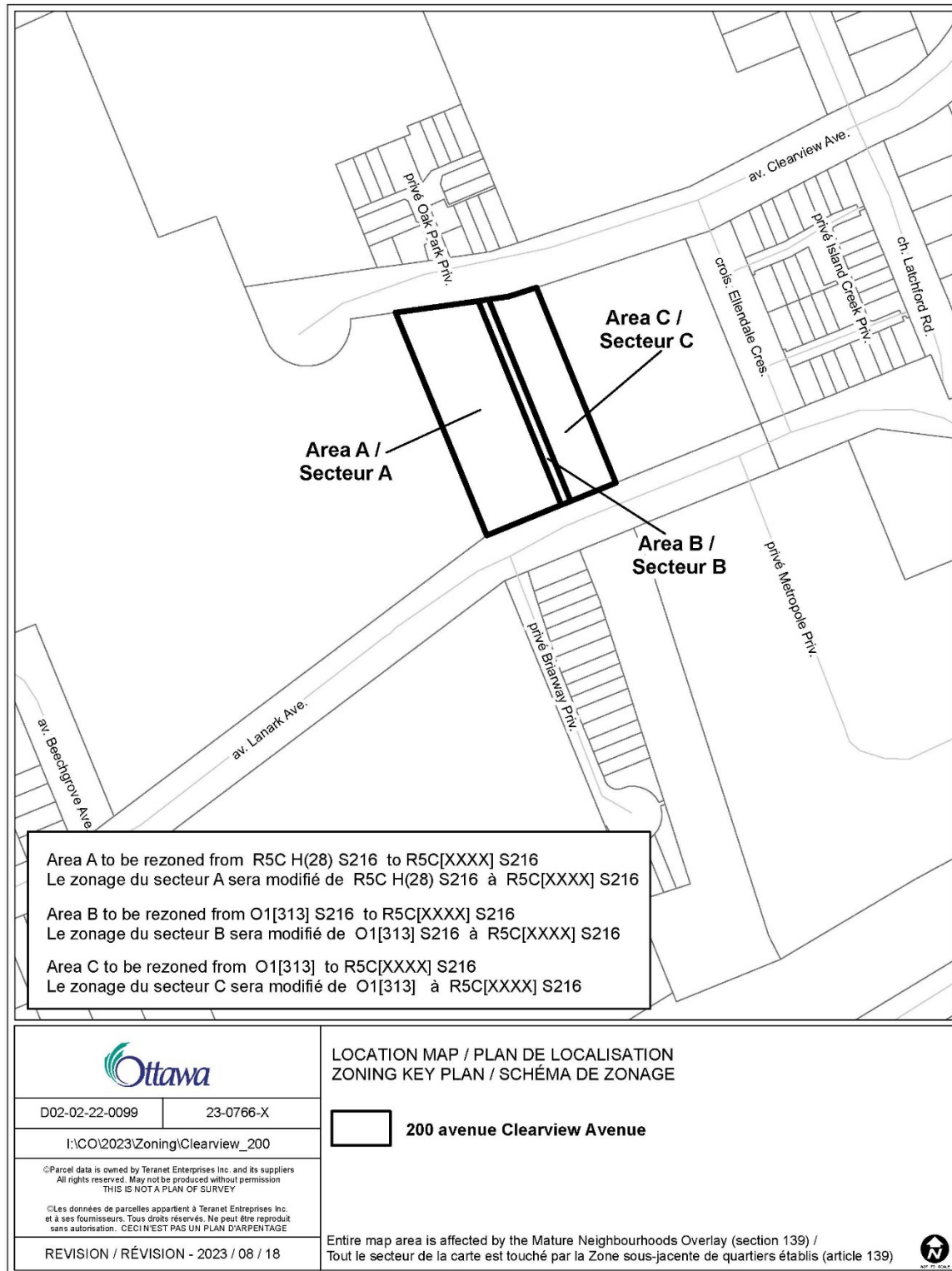
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map



Document 2 – Details of Recommended Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Schedule 1 of Amendment XX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Official Plan – Volume 2A, Richmond Road/Westboro Secondary Plan, specific to 200 Clearview Avenue, by identifying the maximum building height. The summary of proposed amendments and changes to the Richmond Road/Westboro Secondary Plan made through this amendment are as follows:

- a. Increase the maximum building heights from unspecified to “Maximum 4 Storeys” and “10 or more Storeys”.
- b. Provide site specific policy for 200 Clearview Avenue to allow a high-rise apartment building up to 25 storeys.

2. Location

The subject lands are 200 Clearview Avenue, located on the northwest corner of Ellendale Crescent and Lanark Avenue, between Clearview Avenue and Lanark Avenue.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to build a 25-storey, residential high-rise building.

4. Rationale

The proposed development generally aligns with the Official Plan, and will permit intensification consistent with the Official Plan policies of the Inner Urban Transect, as well as those related to Evolving Neighbourhoods and Urban Design. The amendment, increasing building height, supports a diverse range of housing options within an established neighbourhood. By situating the project in an area already supported by existing amenities and accessible through active transportation options, it minimizes its impact on the surrounding community. The thoughtful design approach, including strategic stepbacks and landscaping, ensures a harmonious integration with the existing urban fabric. Additionally, the project is consistent with the larger objectives of enhancing local character, intensifying residential offerings, and promoting sustainable development. Overall, the proposed amendments represent good planning.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2a, Richmond Road/Westboro Secondary Plan, is hereby amended as follows:

2.1 by amending Schedule C –Maximum Building Height, by re-designating a portion of 200 Clearview Avenue from an unspecified height to “Maximum 4 Storeys” and “10 or more Storeys” as shown on Schedule 1 of this document, in Part C – The Appendix.

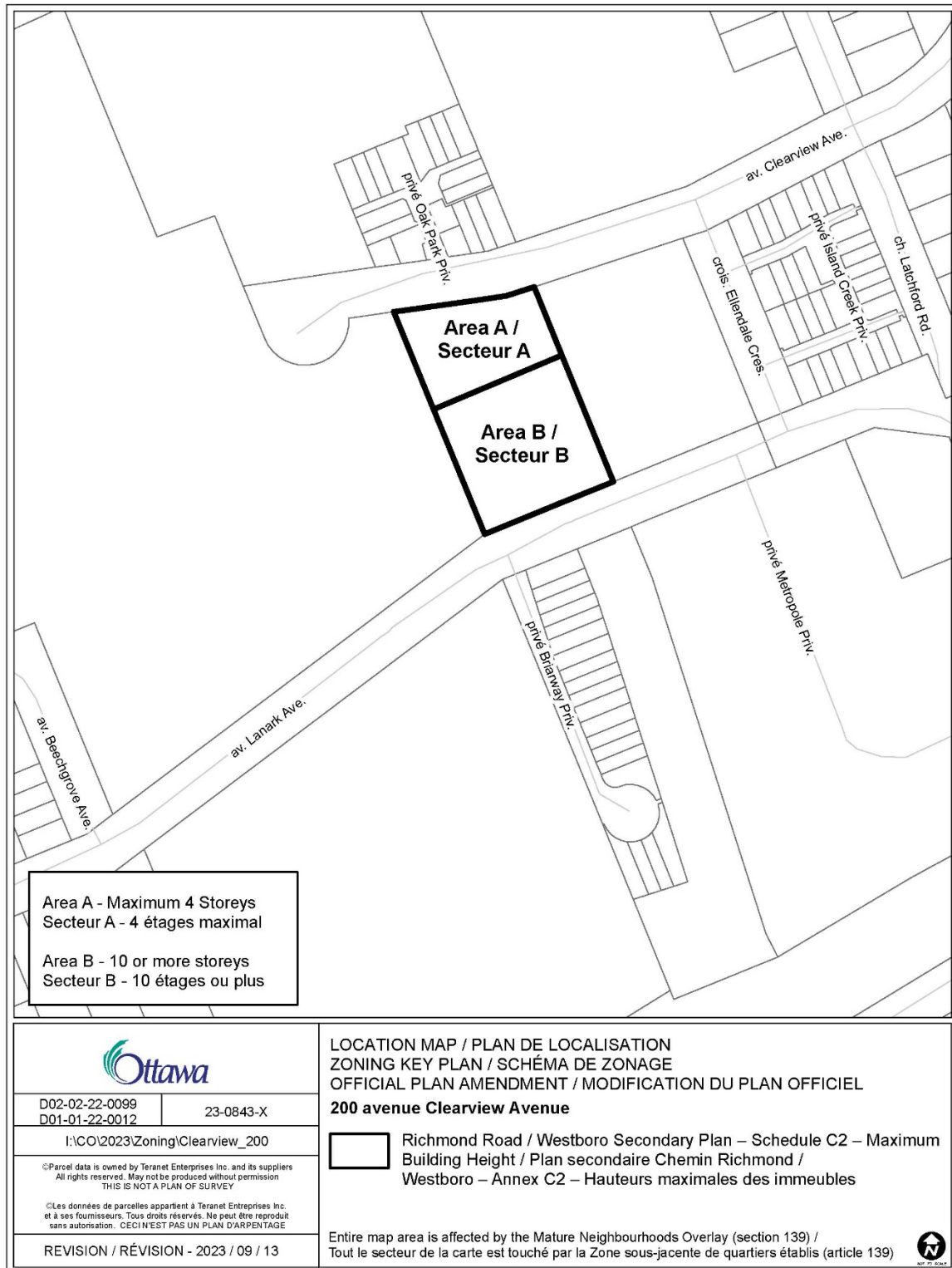
2.2 by adding a new policy in Section 5.7 Westboro Beach (Sector 6), as follows:

“For the property municipally known as 200 Clearview Avenue, despite Schedule C - Maximum Building Height for the portion of the property identified as 10 or more Storeys”, the maximum permitted height is 80 metres (25 storeys).”

3 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – THE APPENDIX

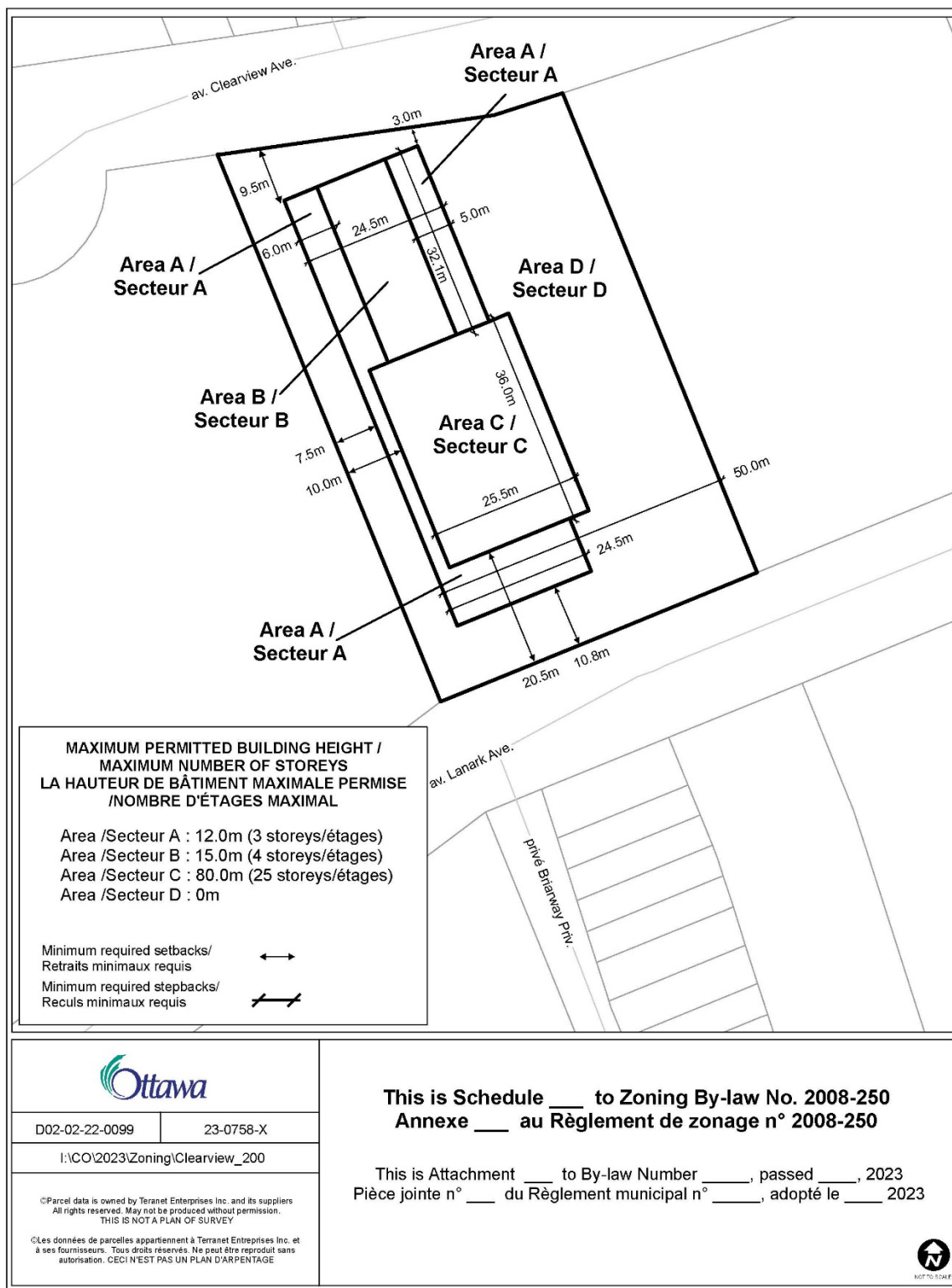


Document 3 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 200 Clearview Avenue are as follows:

1. Rezone the land as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by deleting exception [313].
3. Replace Schedule '216' to Part 17 – Schedules with the amended Schedule 216 as shown in Document 4.
4. Add a new exception 'XXXX' to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text "R5C [XXXX] S216";
 - b. In Column V, Provisions, add the following text:
 - i. Maximum building heights and minimum building setbacks and stepbacks are as per Schedule 216
 - ii. The following provision apply to an Apartment Dwelling, High-Rise:
 - a. Permitted projections listed in Section 64 and 65 are not subject to the height limits identified on Schedule 216;
 - b. Minimum bicycle parking: 1 space per unit;
 - c. Table 55 (8) does not apply to Area A and B of Schedule 216.

Document 4 – Zoning Schedule



Document 5 – Perspectives and Plans

LOOKING NORTHWEST



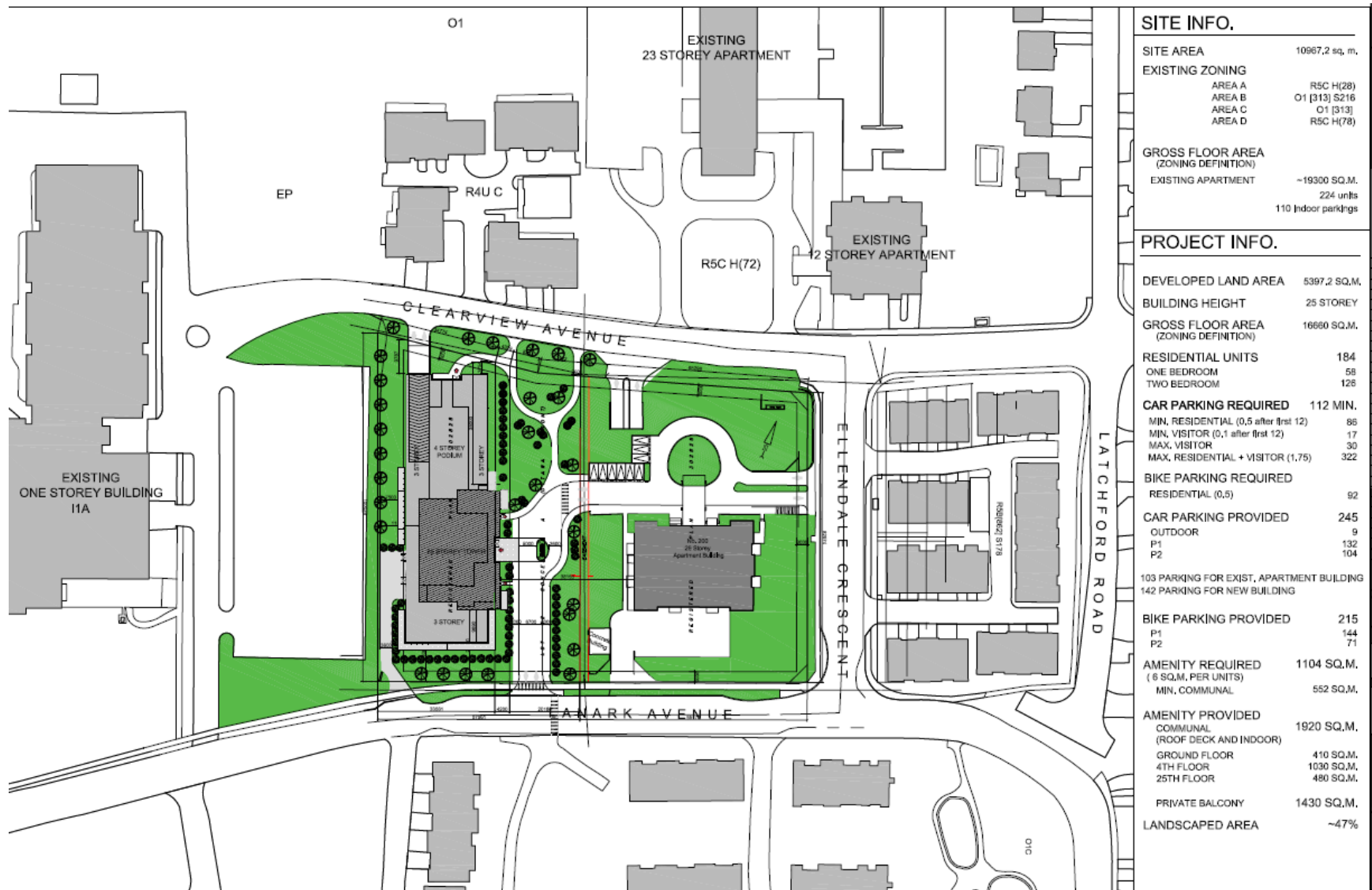
LOOKING NORTHEAST



LOOKING SOUTHEAST



LOOKING SOUTHWEST



Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. A community consultation session was also hosted by the Councillor virtually on December 15, 2022. Approximately 40 residents attended this meeting.

Comments in Support:

Comment:

1. A few residents expressed excitement of new development, and the need for housing options during a shortage.

General Concerns:

Comments:

1. Concerns that proposal may dictate property values of homes in nearby neighborhoods.
2. Concern regarding Homestead Management.

Response:

Property values and the performance of specific user groups is beyond the purview of the merits of a planning application.

Building Height and Design Concerns:

Comments:

1. Concern that proposed building is too tall, will create shadow impacts, wind impacts, loss of privacy and views will be lost. Desire to see a lower built form considered.
2. Desire to see the 210 Tower North, staggering the tower from 200 Clearview Avenue; this may significantly change the shadow analysis.
3. Concern that building is not consistent with the Westboro character; has no regard to architectural elements of the surrounding neighborhoods.

4. Concern regarding amenity spaces on 4th and 25 floor not being appropriate for children and families to enjoy the spaces. The applicant should focus on ground-floor recreational spaces.
5. Desire to see proposed garage exit to be moved west end of Clearview to share the existing Clearview garage exit or exit onto the planned throughway between Ellendale and Lanark.
6. Desire to see more landscaping features and a park for residents and community members to share.

Response:

Shadow and wind studies have been undertaken to evaluate these impacts and they have been deemed acceptable. Detailed architectural review will occur when a Site Plan Application is received, presently, the discussion is mainly focused on height and massing of the structure. The garage cannot be connected with the existing garage as there is a hydro easement that bisects the property and restricts development within this space both above and below grade. However, there will be two accesses, one for parking and one for loading and garbage removal, to lessen the impact on any one street. Finally, a detailed landscape plan will be provided during the Site Plan review. The proposed amenity space located throughout the site and within the building meets the Zoning By-law for size and location. Staff explored the potential for a park on site, but it was determined that the space was too small to accommodate this.

Traffic and Parking Concerns:

Comments:

1. Concern with increased traffic congestion; and the safety of pedestrians and cyclists.
2. Concern that the proposal is too “car-centric”.
3. Concern with number of parking, as the subject site is in close proximity to the Westboro Station and active transportation networks.
4. Concern with lack of parking that may increase street parking on local streets.
5. Concerns regarding increased cut-through traffic in local streets of Lanark, Ellendale and Clearview.

Response:

Traffic and parking are key concerns for many residents. To address this, staff required a traffic impact study to examine the impacts. While the new garage contains 248 spaces, only 158 parking spaces will be assigned to the new tenants and visitor parking, the remaining 90 spaces are replacements of the existing surface parking lot for the tenants of the existing high-rise building on site. Site-wide, there will be a total of 355 parking spaces (including visitor spaces) for the 410 residential units. The development is a transit-oriented and walkable design, with close proximity to Westboro Station. In terms of on-street parking, the development has ample resident and visitor parking spaces and therefore this is not anticipated to become an issue. Cut-through traffic is an existing situation that cannot be solved through this development.

Construction Concerns:

Comments:

1. Concern with construction; the increase of disruption, vibrations, safety, noise and decrease of quality of life.
2. Safety concerns regarding construction impacts on Centre Jules-Léger – a school for children with serious development disability.
3. Concerns regarding construction light forcing homeowners to cover up windows during night.

Response:

The construction of the proposed development is required to follow all applicable City and Provincial regulations and industry best practices relating to safety, noise, dust, blasting and construction. Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. High-rise developers work with the City to prepare construction management plans, but specific construction details are not available at this time. Light spillage during construction is not something that can be controlled through a planning application. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws.

Affordable Housing Comments:

Comments:

1. Desire to see more affordable housing units in the application.

Response:

Presently staff are not aware of plans for these units to be affordable. The Official Plan's objective is to increase housing affordability and choice; however, there are no enforceable tools that require affordable housing in this area.

Infrastructure and Engineering Comments:

Comments:

1. Concern regarding lack of infrastructure to accommodate a large development.
2. Concerns regarding engineering documents; are inaccurate to proceed with blasting and excavation; and lacks crucial information regarding services and infrastructure.

Response:

Infrastructure capacity is another focal point of the discussion. Necessary studies have been conducted to ensure that existing infrastructure can handle the increased demand. All final documentation has been deemed to be in-keeping with municipal and provincial regulation.

Homeowner and Community Association Comments:

Oaks of Island Park Homeowner Association

The homeowners of the Oaks of Island Park, situated adjacent to the proposed development, held a meeting on December 20, 2022, to discuss mutual concerns regarding this planning proposal. The following is a list of questions and comments from individual homeowners that the association would like addressed and answered by the proponents of this project.

Design Concept

1. What is the maximum height the proposed building? Will the new building ultimately be taller than 200 Clearview?
2. Whatever tower height is approved, the zoning approval should be 'shrink-wrapped' to specify that the tower be located at the south end as per the existing plans, to minimize shading of the Oaks properties.
3. What are the timelines for construction? When would it begin, how long would it take?
4. What will be required for site servicing? Is the current sewage system adequate to accommodate such a huge new building? We require more information on the

effects of the overland drainage from the proposed site. There currently are significant run-off issues already the existing parking lot, particularly in freeze/thaw cycles.

5. What is the path of the shade that will be cast; will it affect trees on our property? Several trees will be removed in the current surface parking lot. The proposed site plan appears to include a number of trees/shrubs. What assurances do we have that Homestead will in fact plant these trees? Is it part of the landscape plan? What types/ species?
6. What are the specific impacts to our property vis a vis the wind effect caused by the new building? Has this been addressed in the wind study? There are already four towers, including the Metropole, Minto town houses and single-family homes within a square kilometer of this project. As the area north of Scott doesn't have any commercial zoning, is there a limit to population density?
7. Is there any consideration for the potential negative impact on our property values during and after construction?
8. The existing entrance to underground parking at 200 Clearview should be modified to become the entrance to the new development underground parking as well. If the existing underground access cannot be used, the new underground access should be from Ellendale and Lanark, as is the case for the proposed surface parking. Clearview currently serves as an entry point to Riverside Terrace Park, so re-locating the parking garage entrance would help protect the many children, off-leash dog walkers and others who access the wooded park in the Clearview cul de sac.
9. The Planning Rationale suggests that a building setback of 10.9 metres is "sufficient transition and separation" from residential developments on Lanark, but suggests a mere 3.7 metres on the Clearview side (page 8), barely one-third of that on Lanark. The proposed setback on the western side, which faces only a large grassy area and a parking lot, is 7.5 metres. We consider this to be disproportionate, especially given that i) the podium proposed on the Clearview side is four storeys, as opposed to 3 on Lanark (page 9); ii) the land elevation on the north side of the property is approximately 1.5 metres higher than Clearview, whereas Lanark to the south is at grade; and iii) the townhomes directly to the south face away from the building, whereas the six units of the Oaks front directly onto the building. We therefore request that the building be shifted so that the setback on Clearview is equal to that on Lanark, at about 7.3 metres. This would allow for an approximately equal setback on all three sides."

10. The previous development application in 2001 called for a ten storey building, which included a specific shade study limiting the impact on the Oaks property. The current proposal does not address the impact of a 80 metres. Building height. We note that such consideration was requested by the Westboro Community Association at the October 2021 pre-application consultation.
11. Has the potential effect of light pollution on our property been studied or addressed? What are the results if this has been done and is integrated into the building design?
12. We request that there be residents/visitors-only permit parking on Clearview, with a priority given for Oaks residents.
13. A traffic study was done and included in the proposal documents, however the findings are based on outdated traffic counts. Our review of this document has outlined several assumptions that do not appear accurate when describing the existing traffic flows due to significant recent and ongoing neighbourhood developments. Traffic counts for pedestrian, intersection, cycling, and peak hour vehicle traffic are too low. What are the thoughts of re-working this analysis with fresh data? A proposal of this size with the added parking spaces will add to the already difficult traffic situation.
14. There appears to have been no study made of the noise impact of the development on the surrounding residential areas, including the Oaks; the study only evaluates the impact of external noise sources on the development itself. Is there a requirement for the former?
15. Can a compromise proposal considering using the podium design at four storeys with a tower of 10 or 12 or 15 floors might be an alternative that could be financially viable for the proponent?

Comments re: Construction Phase

1. How can the blasting work best be mitigated, given there appears to be bedrock at a depth of 3 - 5 metres under the site, and two levels of parking are planned? The geotechnical report (page 7) notes the blasting vibrations associated with construction could be “very disturbing” to nearby residents and recommends a survey be conducted. The Recommendations section of the report, however, makes no reference to such a survey. Does their developer plan to undertake such a survey and what can it best achieve in the way of mitigation of residents’ concerns to possible damage to their foundations?

2. The geotechnical report (page 21) suggests that neighbouring properties “are expected to be founded on the bedrock surface”. This is almost certainly untrue for the Oaks townhomes, which are built on concrete slabs without basements. We are concerned that the geotechnical report is therefore an inadequate basis for proceeding to plan construction activity, including blasting.
3. The excavation for the foundation would appear to involve the removal of many thousands of cubic feet of material. What are the plans for removal of this material? We are concerned that the road surface of Clearview Avenue is not adequate for heavy traffic of this sort, and request that consideration be given to removing it via Lanark instead.
4. Where will construction access to the site be?
5. Where will trucks and equipment be stored when not in use?
6. Parking on Clearview will be congested. Is there a plan to repave Clearview? The current condition of the road is poor.
7. There are no sidewalks on Clearview; we don’t want sidewalks on the north side. Putting in sidewalks could be a problem while the construction phase is occurring, but it could also be a problem for the long-term. Some service vehicles to the Oaks, ie. landscapers, are too large to park in the courtyard and currently use parking spots on Clearview, as do visitors and even homeowners’ owners during maintenance of the Oaks property.
8. Where will the 90 apartment residents, who currently park their cars in the surface parking lot, park their cars during construction?
9. Where will the construction site office be located?
10. What are the plans for noise mitigation to the Oaks? Can we advocate for set working hours?
11. Where is the proposed staging area to be located (i.e., where construction materials and heavy equipment are positioned and drawn against during construction)?
12. Can the developer strike an arrangement with Health Canada to use the empty field on the NE corner of the Graham Spry lot as the construction staging area and worker parking lot? This site is directly across Lanark Avenue from the construction site.

13. Where will construction workers park during their workday? It should not be on Clearview.

14. Where will porta potties be located? How many will there be?

15. Is there a risk of losing services during construction? If so, how will this be mitigated?

Westboro Beach Community Association

The purpose of this note is to contribute to the public consultation on the potential development of a 25 storey tower at 210 Clearview Avenue. We realize that the public consultation took place over the winter. We would like to add our community association perspective.

The Current Proposal:

The proposed development is for a 25 storey building consisting of a 21 tower sitting atop a four storey podium. The proposal shows that it will accommodate 177 units, 211 parking spaces, and 182 bike spaces. A small landscaped area will be located on the south side of the site fronting Lanark avenue. Communal amenity space is proposed to be provided indoors, and outdoors on the 4th and 25th floors.

What is Important to the Westboro Beach Community Association (WBCA)

As a community association, we look at the holistic impact of a construction project of this scope on the residents, the environment and the infrastructure. We need smart, sustainable development that takes into account the needs of current and future residents and facilitates social inclusion. We do not feel that the proposed project adequately address these issues.

Our Concerns:

Our community association shares many of the same concerns already expressed by immediate neighbours - noise, privacy, congestion, traffic problems, the potential loss of green spaces and habitat for birds and wildlife.

Traffic volume and congestion have increased over the last few years as a result of new high-rises and in-fill developments. The Traffic Impact Assessment notes that congestion is already an issue in the area, and we are concerned it will only get worse as more and more high-density developments get built. Mitigation measures need to be put in place to minimize the adverse impacts of increased vehicular traffic and congestion. In terms of noise, we note that the Noise Impact Study was unable to assess the noise impacts from the development on the neighbourhood because detailed

mechanical equipment information was not available at the time of the study. We are concerned about the impacts of noise pollution on the community.

As a neighbourhood, we are also concerned about the cumulative impact of multiple high rises and the stress that it will place on our limited green space and infrastructure (roads, sewers, power supplies). Quality of life components in our community includes quiet environments, green spaces, mixed demographics, public safety and access to recreation.

We care deeply about our green space and the birds and wildlife who live there. The proposed development will be very close to our green spaces - Westboro Beach, Selby Plains, Atlantis Woods, Kitchissippi Woods and NCC pathways. These spaces provide habitat for wildlife, and are breeding grounds to migratory birds. The WBCA is committed to the maintenance and restoration of these natural spaces. We would like details on how the green spaces will be maintained and protected as well as a review of the construction plans to determine how to minimize the impact on birds and wildlife.

What we like:

We like the fact that the developer is planning for family friendly apartments. Quality of life components in our community includes mixed demographics and the provision of a variety of housing choices. We feel that there are opportunities here to increase the variety of housing choices by providing family-oriented units that are affordable and accessible to a range of family types. We appreciate that the land for the proposed development is already owned by the developer. No houses or buildings will be demolished if the development is approved. We also like the fact that the developer will include bike parking and EV charging stations.

The WBCA would like to work with both the city and developer to ensure that these issues are discussed so that we are prepared to welcome new residents. Please forward this email to the developer, Homestead Land Holdings. We are looking forward to hearing from you and seeing up a time for discussion.

Response:

The proposed development is for the construction of a 25-storey building, which will stand approximately three metres taller than the existing 26-storey structure at 200 Clearview Avenue, excluding permitted projections. This discrepancy in height is attributed to the more considerable floor-to-ceiling heights common in contemporary buildings. To mitigate shading impacts, the tower will be situated at the southern end of the site, a stipulation indicated in the recommended zoning schedule documented in Document 4. Construction is slated to commence in the 2025/2026 period.

In regard to site servicing, studies have been conducted to assess both the capacity of the existing sewage system and potential drainage concerns. These investigations affirm that the current infrastructure is adequately equipped to accommodate the proposed development. Additionally, a sun-shadow study was conducted, illustrating that the shadows cast by the building will be slender and therefore not significantly detrimental to the neighbouring trees.

A landscape plan will be included in the forthcoming site plan control application. This will necessitate the provision of securities by the owners to guarantee the planting of the proposed trees. While the impact on property values is not a principal concern in the planning process, substantial evidence indicates that property values tend to increase in the vicinity of new developments.

Addressing the architectural dynamics, the setbacks proposed are deemed suitable, ensuring a seamless transition with the existing low-rise surroundings largely by aligning the podium heights. Notably, the portion fronting Clearview Avenue predominantly features a three-storey structure, with a considerable section of the fourth-floor indoor amenity space set back from the building's edge. Despite a minimum setback of 3.75 metres, it extends up to 9.78 metres, which includes a larger distance from the building to the street edge compared to the north of Clearview. Moreover, a 45-degree angular plane from the northern properties to the tower's summit has been maintained.

Light spillage will be a condition of approval at Site Plan. Detailed parking configurations will be examined at Site Plan. The existing Transportation Impact Assessment has undergone a meticulous review, incorporating feedback from the community, and has secured the approval of the Transportation Department as per prevailing policies and guidelines.

Regarding potential noise disturbances, the proposal excludes a dedicated noise study given that the development is not anticipated to generate considerable noise. The noise study submitted is for the protection of the users from outside noise impacts.

While many questions pertain to construction nuances, it is pertinent to note that several aspects fall outside the jurisdiction of planning. Consequently, the regulation of construction methodologies is not within our mandate. However, specific blasting conditions will be incorporated in the subsequent site plan agreement, including a mandatory pre-construction survey of adjacent properties and sustained monitoring to comply with provincial regulations.

To anticipate the potential ramifications on the neighbouring areas, a geotechnical report has been formulated, extrapolating the subsurface conditions based on samples obtained from the 200 Clearview Avenue site. This guides the mitigation strategies to

minimize disruptions in the transportation network through a comprehensive construction traffic management plan. Lastly, temporary relocation and reduction of parking for the existing building will be undertaken to facilitate the construction process, ensuring that any damage inflicted on city streets during this period will be duly repaired.