

Subject: Official Plan Amendment and Rezoning – 2475 Regina Street

File Number: ACS2023-PRE-PS-0109

Report to Planning and Housing Committee on 20 September 2023

and Council on 28 September 2023

**Submitted on September 8, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Bay (7)

Objet: Modification du Plan officiel et rezonage – 2475, rue Regina

Dossier : ACS2023-PRE-PS-0109

Rapport au Comité de la planification et du logement

le 20 septembre 2023

et au Conseil le 28 septembre 2023

**Soumis le 8 septembre 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource: Lisa Stern, urbaniste 3, Examen des demandes
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Quartier: Baie (7)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to the Official Plan, Volume 2C, for 2475 Regina Street in order to permit buildings up to 28 storeys, as detailed in Document 2;**
- 2. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2475 Regina Street (Parkway House) to rezone from Parks and Open Space Zone (O1) to Residential Fifth Density Subzone**

C with a site-specific schedule and a holding provision (R5C[XXXX] SYYY-h) to permit seven-, 16- and 28-storey residential buildings, as detailed in Documents 3 and 4;

3. That Planning and Housing 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 September 27, 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 la planification recommande au Conseil municipal d'approuver une modification à apporter au volume 2C du Plan officiel pour le 2475, rue Regina afin d'autoriser la construction d'immeubles pouvant atteindre 28 étages selon les modalités précisées dans la pièce 2;
2. Que le Comité de la planification recommande au Conseil municipal d'approuver une modification à apporter au *Règlement de zonage* (n° 2008-250) pour le 2475, rue Regina (Parkway House) afin de rezoner le secteur pour passer de la zone de parc et d'espace vert (O1) à la sous-zone C de la zone résidentielle de densité 5, d'après une annexe propre au site et une disposition d'aménagement différé (R5C[XXXX] S YYY-h) pour autoriser la construction d'immeubles résidentiels de 7, de 16 et de 28 étages selon les modalités précisées dans les pièces 3 et 4;
3. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans le cadre de la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux « explications obligatoires » de la *Loi sur l'aménagement du territoire* à la réunion que tiendra le Conseil municipal le 27 septembre 2023 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment at 2475 Regina Street to facilitate the development of seven-storey, 16-storey and 28-storey residential buildings. The operation of Parkway House, a non-profit residential care home for adults with physical disabilities, would continue on the site.

The requested Official Plan Amendment for additional height supports the Official Plan goals for growth management, and the proposal otherwise aligns with applicable Official Plan policies for this area.

The Zoning Bylaw amendment seeks to rezone the site from Parks and Open Space Zone (O1) to Residential Fifth Density Subzone C with site-specific exceptions and a holding symbol (R5C[XXXX] SYYY-h) to permit increased heights, reduced parking and other performance standards. The holding symbol is added to ensure that servicing and walkway connections are in place prior to development.

Applicable Policy

- The proposed height in this unique context is appropriate for an area-specific policy, and supports the Official Plan goals by allowing higher densities in areas closer to transit stations, Corridors, and major neighbourhood amenities, and in an area contributing to a 15-minute neighbourhood.
- The proposed mid-rise building responds well to the policy direction in Section 4.6 Urban Design as it incorporates successful materiality and setback/stepback transitions to neighbouring low-rise properties.
- The proposed high-rise buildings reflect the policy direction of the Neighbourhood designation as well as the complementing “evolving” overlay as it provides an opportunity to reach the City’s intensification goals in an area anticipated for evolution in building typologies.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. In addition, a virtual public information meeting was held by the Councillor’s office on August 10, 2022.

Approximately 165 residents provided comments on the applications and a petition with 41 signatures in opposition was received. Concerns were related to increased traffic

along Regina Street, increased heights of the buildings, additional residents, loss of views from existing high-rise towers, concern about impacts to Mud Lake and loss of green space.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel et la modification du *Règlement de zonage* au 2475, rue Regina afin de permettre d'aménager des immeubles résidentiels de 7, de 16 et de 28 étages. On continuerait d'exploiter sur le site la résidence Parkway House, établissement de soins en résidence à but non lucratif pour les adultes en situation de handicap physique.

La modification que l'on demande d'apporter au Plan officiel pour augmenter la hauteur permet d'atteindre les objectifs du Plan officiel; par ailleurs, la proposition cadre avec les politiques applicables du Plan officiel pour ce secteur.

La modification du *Règlement de zonage* vise à rezoner le site pour passer de la zone de parc et d'espace vert (O1) à la sous-zone C de la zone résidentielle de densité 5, en prévoyant des exceptions propres au site et une disposition d'aménagement différé (R5C[XXXX] SYYY-h) pour autoriser l'augmentation des hauteurs, la réduction du nombre de places de stationnement et l'application d'autres normes de rendement. La Ville ajoute le symbole de l'aménagement différé pour veiller à ce que le site soit viabilisé et doté d'allées piétonnes avant d'être aménagé.

Politiques applicables

- La hauteur proposée dans ce contexte particulier est adaptée à une politique sectorielle, et malgré l'augmentation de la hauteur, le projet d'aménagement permet d'atteindre les objectifs du Plan officiel en autorisant un accroissement des densités dans les secteurs rapprochés des stations de transport en commun, des couloirs et des grandes infrastructures du quartier, dans un secteur qui permet d'aménager un quartier du quart d'heure.
- L'immeuble de moyenne hauteur proposé est bien adapté à la politique-cadre exprimée dans la section 4.6 (L'esthétique urbaine), puisqu'il s'intègre harmonieusement, en raison de ses qualités matérielles et de ses éléments de transition dans les marges de retrait et de reculement, avec les propriétés de faible hauteur du quartier.
- Les immeubles de grande hauteur proposés tiennent compte de la politique-cadre de la désignation du quartier, en plus d'assurer l'appoint de la surzone

« évolutive », puisque la construction de ces immeubles offre l'occasion d'atteindre les objectifs de densification de la Ville dans un secteur dans lequel devraient évoluer les typologies des bâtiments.

Consultation et avis du public

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation, approuvée par le Conseil pour les demandes d'aménagement. En outre, le bureau de la conseillère municipale a animé en virtuel, le 10 août 2022, une séance d'information publique.

Environ 110 résidents ont fait des commentaires sur les demandes. Au total, 20 résidents étaient favorables aux demandes et les autres ont exprimé des inquiétudes sur l'accroissement de l'achalandage dans la rue Regina, l'augmentation de la hauteur des bâtiments, le surcroît de résidents, le masquage des panoramas depuis les tours de grande hauteur existantes, les incidences sur le lac Mud et la disparition des espaces verts.

BACKGROUND

Site location

2475 Regina Street

Owner

Parkway House and Windmill Development

Applicant

John Moser

Description of site and surroundings

The approximate size of the property is 1.035 ha. The site is currently home to Parkway House, a residential care home for adults with physical disabilities. The subject site is in the Lincoln Fields neighbourhood, which features a mix of low-density residential housing typologies to the west, and high-rise apartment towers to the south along Richmond Road.

Surrounding land uses include:

- To the north are the Byron Linear Pathway and the Byron Linear Tramway Park, a city park that connects to the National Capital Commission's Ottawa River Pathway.

- To the east is the Kichi Zībī Mīkan and associated pedestrian walkways, which are owned and operated by the National Capital Commission and which provide direct connectivity to the Lincoln Fields LRT station to the south. The area directly across the Kichi Zībī Mīkan to the east is also characterized by high-rise buildings near the future New Orchard LRT Station.
- To the south is high-rise residential development facing Richmond Road with heights up to 21 storeys.
- To the west are low-rise single-detached dwellings facing Lincoln Heights Road.

Summary of proposed development

Parkway House in conjunction with Windmill Development Group is proposing to demolish the existing one-storey building and construct a new residential care facility and a residential development consisting of three buildings. The proposed structures consist of: one seven-storey building incorporating Parkway House on the ground floor and six storeys of residential units above; one 16-storey building providing residential units; and one 28-storey building consisting of market value residential units. With a total of 510 residential units, the buildings are planned to include a range of units from studios, one-bedroom, two-bedroom units, and family-friendly three-bedroom units. The proposed development is to include two levels of underground parking for both residents and visitors, and a surface parking lot servicing Parkway House. A bicycle parking space will be provided underground for each unit. The development is planned to be completed in two phases. The new seven storey Parkway House facility and residential building, the 16-storey tower, and the western portion of the underground parking garage are to be constructed in the first phase while the existing Parkway House facility remains operational. The 28-storey tower and the eastern portion of the underground parking are planned as the second phase.

Summary of requested Official Plan Amendment

The Official Plan Amendment seeks to establish an area-specific policy to address an amendment associated with the Neighbourhood designation policies in Section 6.3.1(2) within the Official Plan – Volume 1, to permit building heights up to 28 storeys.

Presently, these policies limit building heights to those of a low-rise building typology (up to four storeys). This amendment would add an area-specific policy within Volume 2C – Area Specific Policies, stating that, notwithstanding Section 6.3.1(2), building heights up to 28 storeys are permitted at 2475 Regina Street.

Summary of requested Zoning By-law amendment

The subject site is zoned Parks and Open Space Zone (O1), which is intended to permit parks and open spaces with related uses.

The requested Zoning Bylaw amendment proposes to rezone the site to Residential Fifth Density Subzone C with a site-specific schedule and a holding provision (R5C[XXXX] SYYY-h) to accommodate the proposed uses. The purpose of the R5 zone is to regulate residential development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced. The applicant has requested relief as follows for the proposed development:

- A new zoning schedule to permit a mid-rise building and two high-rise buildings with heights of 50.5 metres (16 storeys) and 88.5 metres (28 storeys) and to define setbacks and stepbacks;
- Introducing regulations to permit the continuation of the existing Parkway House on the site;
- Permitting a reduced landscape strip around a parking lot from 1.5 metres to 1.2 metres;
- Permitting parking in a defined front yard;
- Permitting a minimum setback to an accessory structure of 1.2 metres;
- Reduced parking requirements;
- Introducing a holding zone provision which requires the approval of a Site Plan Control Approval and/or Plan of Subdivision application addressing:
 - Upgrades to the Lincoln Heights sanitary pumping station;
 - Public access through the site;
 - Active transportation connections be explored to rapid transit, which could include lighting and winter maintenance of the NCC pathway.

As described in Document 3, the proposal will result in a number of Zoning By-law amendments. Schedule YYY, as shown in Document 4, incorporates maximum building heights, setbacks and stepbacks for the proposed development.

DISCUSSION

Public Consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. In addition, a virtual public information meeting was held by the Councillor's Office on August 10, 2022.

Approximately 165 residents provided comments on the applications and a petition with 41 signatures in opposition was received. Concerns related to increased traffic along Regina Street, increased heights of the buildings, additional residents, loss of views from existing high-rise towers, concern about impacts to Mud Lake and loss of green space.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s) and policies

The subject lands are designated as Neighbourhood in the Inner Urban Transect (Schedule A). Within Neighbourhoods, the development is to be characterized as low to mid-density, low-rise development to create the conditions for 15-minute neighbourhoods. The subject lands are located within approximately 400 metres of the Lincoln Fields LRT station located at the Kichi Zībī Mīkan and Carling Avenue (Schedule C-2). The Evolving Overlay is generally applied to properties within 150 metres of a Hub or Mainstreet Corridor designation and 400 metres of a rapid transit station. This overlay is intended to provide opportunities to guide the gradual change in character based on the site's proximity to the Corridor and allow for new building forms.

Other applicable policies and guidelines

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

The Urban Design Guidelines for High-rise Buildings aims to promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city,

while creating human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities.

URBAN DESIGN REVIEW PANEL

- The property is not within a Design Priority Area and was not subject to the Urban Design Review Panel.

Planning rationale

This application has been reviewed under the Official Plan (2022).

The Official Plan increases the share of future growth within existing built-up areas to avoid or delay expansions to the urban boundary. The Plan envisions directing residential intensification towards Hubs, Corridors and surrounding neighbourhoods. (Policies 2.2.1.1, 3.2.3).

Adjacent lands to the south along Richmond Road are designated Hub. Furthermore, the site is located within approximately 400 metres of the Lincoln Fields LRT Station. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. Hubs in the inner urban transect are anticipated for high-rise development where the parcel is of sufficient size to allow for a transition in built form massing (5.2.3.1).

Further, the subject property is within the boundaries of the ongoing Lincoln Fields Station Secondary Plan study. The purpose of this study is to prepare a Secondary Plan to guide future development in the Lincoln Fields Station Area that complements the City's newly adopted Official Plan. The main objectives of the study and the Secondary Plan are to facilitate a more urbanized place that helps meet the City's intensification targets and to strategically locate density in proximity to the future Lincoln Fields LRT station.

Policy 6.3.1(2) states that permitted building heights in Neighbourhoods shall be low-rise, except in areas already characterized by taller buildings. While the intent of this policy is for these "areas already characterized by taller buildings" to be observed only within the Neighbourhood designation, as opposed to taller buildings within other designations, this particular location is uniquely situated compared to other areas characterized by the Neighbourhood designation in that it is located on the edge of its designation, is in very close proximity to other more dense designations (Hub), and is a large underutilized site within the boundaries of Lincoln Fields Station study area intended to facilitate increased densities within close proximity to LRT. This site has a unique lot size, location, zoning and historical land use compared to the residential lot fabric along nearby streets within the Neighbourhood designation. It is sited within the

Kichi Zībī Mīkan context, which has other high-rise development along it. Staff are of the opinion that the integrity of the Neighbourhood designation is maintained despite the introduction of these taller buildings and support the site-specific Official Plan amendment. Additionally, the development supports the Official Plan goals by allowing higher densities in areas closer to transit stations, Corridors, and major neighbourhood amenities, and in an area contributing to a 15-minute neighbourhood.

Policy 12.3.1 establishes the direction for area-specific policies including:

- a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;

The proposed development provides for residential and supportive housing uses on the site which are permitted by the existing neighbourhood designation on the property.

- b) The proposed type, scale and phasing of development of the site in its entirety are provided;

The Zoning By-law amendment includes a zoning schedule which identifies the proposed building massing which as further discussed below, is appropriate in scale and transition. The development will also be constructed in two phases to allow for the redevelopment of Parkway House and the smooth relocation of its residents.

- c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;

The applicant submitted an urban design brief which resulted in a proposed built form that staff is satisfied conforms to the Official Plan.

- d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;

The proposal provides housing within Lincoln Fields Station Secondary Plan study area which provides services and amenities necessary to support the proposed density within a short walk.

- e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;

The site is well connected to Regina Street for vehicular traffic, as well as pathways which connect pedestrians and cyclists to transit and the Ottawa River Valley Pathway. The proposed zoning includes a holding provision to ensure that lighting and winter maintenance of the pathway are explored prior to redevelopment of the site.

- f) A housing approach that meets the intent of Subsection 4.2;

The proposal enables the continuation of Parkway House and also provides additional housing to increase the housing options in Ottawa.

- g) A landscape concept plan that demonstrates that the existing trees are retained and incorporated into the development. New tree planting is also proposed and the development meets the urban forest canopy cover policies in Subsection 4.8;

The setbacks proposed allow for on-site landscaping and buffer plantings to be provided. Further, a detailed landscape plan including tree plantings will be required with a future site plan control application.

- h) Identification of locations, sizes and shapes of future parks;

Parks Planning staff have reviewed the proposal and have not identified the requirement for a park on the site. Cash-in-lieu of parkland will be provided through the future site plan control application. Through the creation of the Lincoln Fields Secondary Plan, a comprehensive parkland and recreation strategy will be developed for the Hub.

- i) Demonstration that, where a high-rise building is proposed, the site is within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or funded rapid transit station, and of sufficient dimension to allow for a transition to abutting areas in built form massing;

The site is within a 400 metre walk of the Lincoln Fields station by pathways alongside the Kichi Zībī Mīkan.

- j) Where taller building height is proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of proposed land uses, with the surrounding existing or planned land uses;

The site is within an area characterized by high-rise development to the south. The proposed development provides appropriate transitions to the low-rise neighbourhood to the west.

- k) Reduced private automobile ownership strategies to encourage new residents to use public transit, such as reduced parking requirements, car-sharing services and transit pass subsidies;

The requested zoning proposes a reduced parking rate, and the site is located within close proximity of rapid transit. Future transportation demand management measures can be included as conditions within the site plan agreement.

- l) Demonstration that the development exceeds the large dwelling unit requirement and provides development types that contribute to missing middle housing in accordance with Subsection 3.2.

The project will provide a variety of housing typologies including retaining the Parkway House on site as a residential care home for disabled adults, some studio units and a variety of one-, two- and three -bedroom units that will be made available as rental accommodation and condo ownership to provide options for housing types and tenure within the new community.

Urban Design

Section 4.6 of the Official Plan sets out Urban Design guidance with the intent of achieving design excellence and innovation, while also being sensitive to the integration of new developments within existing neighbourhoods. These policies seek to minimize impacts on neighbouring properties and on the public realm. High-rise buildings are intended to be designed to respond to the context and transect area policies, and be designed to have a well-designed base, middle and top. The proposal responds to the Official Plan and Guidelines for High-Rise Buildings by providing appropriate transitions and building separations. It is situated in an area where existing high-profile development is located immediately to the south and across Kichi Zībī Mīkan to the east, it is adjacent to vast open space areas to the north and along the Kichi Zībī Mīkan and it is located within 400 metres of the Lincoln Fields LRT Station. The site also is of a size that allows the proposed three building development to be arranged with appropriate transition to the low-profile neighborhood to the west and to integrate into the surrounding urban fabric by providing a built form which generally respects a 45-degree angular plane. The proposed development is well connected to pedestrian and cycling infrastructure with access available to the Byron Linear Pathway, Regina Street and the Kichi Zībī Mīkan pathways. Through a future site plan control application, public connections through the site and to the NCC trails will be provided.

Staff are of the opinion that the proposed high-rise buildings and the accompanying height increase are consistent with Official Plan policies and the guidelines for both transit-oriented development and high-rise buildings.

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. Through review, it was identified that upgrades to the Lincoln Heights Pumping Station are required for adequate sanitary sewage servicing capacity. A capital project planned for the Lincoln Heights Pumping Station will not add sufficient additional pumping capacity for this development. Additionally, watermain looping is required. As a result, a holding provision for servicing is proposed with the rezoning. Through the review of the site plan application, further site servicing studies and plans will be required to demonstrate that the proposed design and construction methods are satisfactory.

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 59 two-way vehicle trips during the AM peak hour and 61 two-way vehicle trips during the PM peak hour based on a 30 per cent automobile modal share target. Through the review of the site plan application, any required road modifications or signal timing changes will be identified and required as a condition of development. In summary, and despite existing background traffic volumes, the proposed development is projected to have minor impact on the surrounding road network and transit facilities. Additional transportation demand management measures will be implemented through a future site plan control application.

Details of Recommended Zoning

The subject application proposes to rezone the property from Parks and Open Space Zone to Residential Fifth Density Zone with a site-specific exception and a holding symbol:

- Increase heights to seven, 16 and 28 storeys

As discussed above, the site is appropriate for a high-rise building due to its location near rapid transit and in an area characterized by high-rise buildings. The high-rise buildings have been limited to the central and eastern portions of the site and are located outside of the angular plane of the low-rise residential buildings to the west. The height schedule also implements transitions down to four storeys at the western portion of the site. The proposed height is appropriate and compatible with existing and planned development in the area.

- Introduce regulations to permit the continuation of the existing Parkway House on the site.

The Parkway House has been operating on the site since the 1970's. The addition of the residential care facility use will permit the continuation of this use. Residential care facility is defined by the Zoning By-law as "an establishment providing supervised or supportive in-house care for those who need assistance with daily living, that may also provide on-going medical or nursing care or counselling and social support services and which may include services such as medical, counselling, and personal services".

- Permit a reduced landscape strip around a parking lot from 1.5 metres to 1.2 metres and permit parking in a defined front yard.

A small amount of surface parking (12 spaces) is provided along the western portion of the site. The purpose of prohibiting front yard parking is to limit parking between a building and a street. The parking is not located immediately adjacent to Regina Street, and will be well screened from the surrounding properties by the existing cedar hedge. The 1.2 metres landscape buffer is a minor reduction will provide the opportunity for parking to be well screened from surrounding properties.

- Permit accessory structures within 1.2 metres of the front property line whereas 3 metres is required.

This will facilitate the development of a small, covered parking structure in the area noted above. It is the intention of the developer to provide a photovoltaic integrated canopy to provide on-site power generation.

- Permit a reduced parking rate.

Area Z rates apply which are intended for areas near LRT. Area Z requires no minimum parking for residential units and 0.1 spaces per unit for visitors. The Parkway House will also require parking for staff. The Official Plan seeks to limit parking in proximity to rapid transit and states that no parking shall be required as a condition of development within Hubs in the Inner Urban Transect. Despite this, the development is proposed to provide 261 parking spaces at a rate of 0.48 spaces per unit plus 12 spaces for Parkway House.

- Implement a holding zone provision to require the following to be provided before development can occur on the site:

- Upgrades are provided to the Lincoln Heights sanitary pumping station to ensure that there is adequate sanitary capacity to serve the site.
- Looping of the watermain through the Byron Linear Pathway, or another acceptable solution to ensure water service standards are met.
- Active transportation connections be explored to rapid transit, which could include lighting and winter maintenance of the NCC pathway.
 - Through the Secondary Planning process, the City is looking into funding opportunities for adding lighting and ensuring the long-term winter maintenance of the pathways. While supported in principle, an off-site connection to the pathway will require NCC approval.

The proposed Official Plan and zoning bylaw amendments provide for transit-supportive densities in a location that is contiguous with the Hub and within 400 m of a rapid transit station. The site is appropriate for tall buildings and will contribute to the development of 15-minute neighbourhoods.

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

COMMENTS BY THE WARD COUNCILLOR

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There has been flooding in the sanitary system upstream of the Lincoln Heights pumping station. There is insufficient capacity in the sanitary system to support the

proposed development. The site will also have limited available fire flow to support the proposed development.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

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 the Site Plan Control application.

CLIMATE IMPLICATIONS

The applicant has committed to ensuring that the development will follow the principles of One Planet Living®. The Parkway House project is pursuing international endorsement as a One Planet Living® community. The One Planet Action Plan will be submitted to Bioregional, the third-party verifier of One Planet Living® community plans, who will evaluate Parkway House's outcomes, indicators, targets, and performance requirements. Once endorsed, Parkway House would become only the third One Planet Living® community in Canada and the second in Ottawa.

ENVIRONMENTAL IMPLICATIONS

A Phase One Environmental Site Assessment was provided and no areas of concern were identified. A Stage 2 Archaeological Assessment resulted in no indication of archaeological remains with cultural heritage value or interest within the proposed development area. As part of the Site Plan Control application, detailed plans and studies will be required that will address grading and drainage, stormwater management, landscaping and geotechnical matters.

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

The Zoning By-law Amendment application (Development Application Number: D02-02-22-0053) was not processed by the "On Time Decision Date" established for the processing Zoning By-law amendments due to complexity associated with Official Plan policy changes, transportation and servicing. The Official Plan amendment (Development Application Number: D01-01-23-0012) was processed on time.

SUPPORTING DOCUMENTATION

Document 1 – Location Map

Document 2 – Official Plan Amendment

Document 3 – Zoning Details

Document 4- Zoning Schedule

Document 5 – Consultation Details

Document 6 – Concept Plan

DISPOSITION

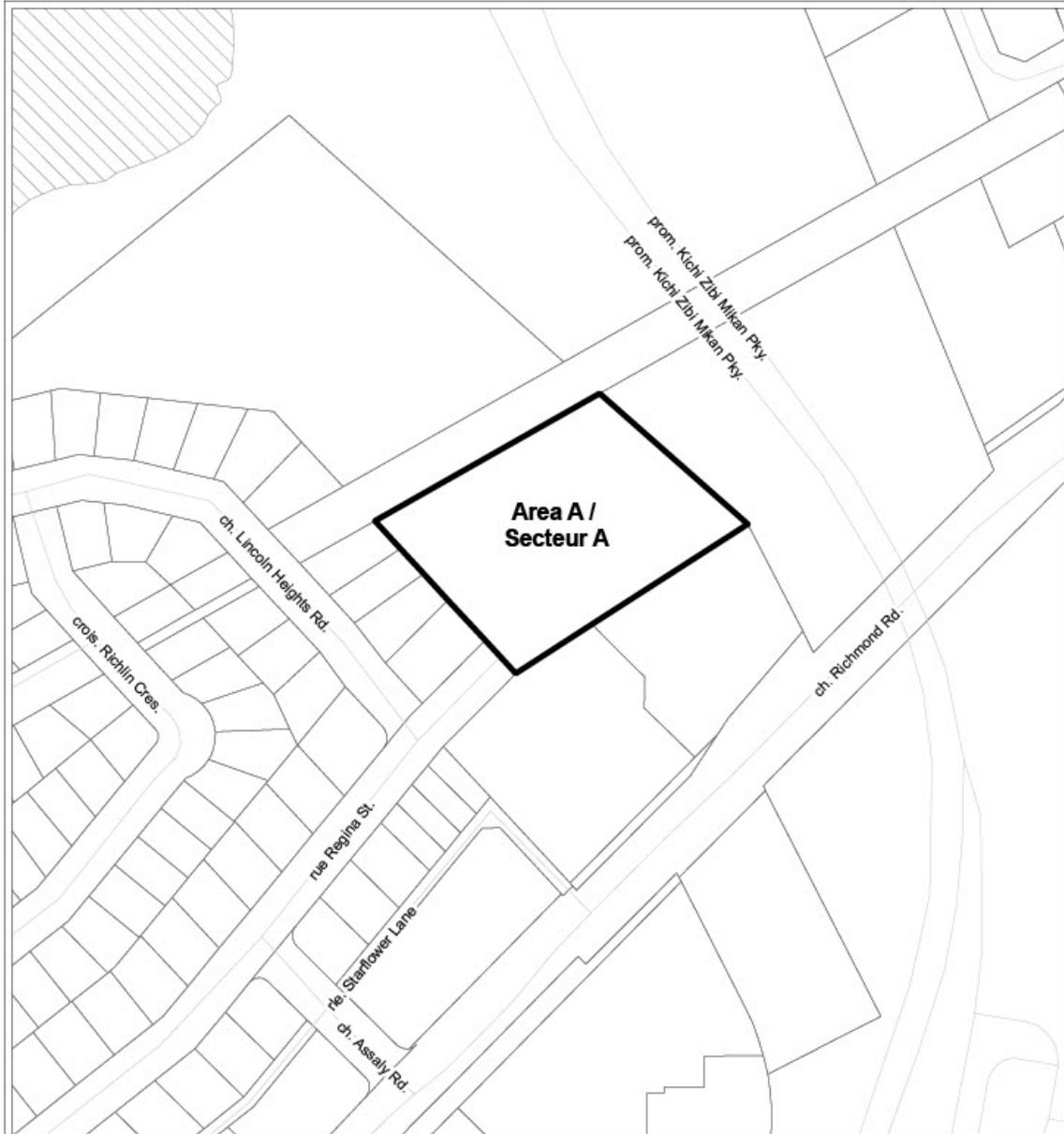
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

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

Legal Services, City Manager's Office to forward the implementing by-laws to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0053	23-0788-X	2475 rue Regina Street	
I:\COI\2023\Zoning\Regina_2475		 Area A to be rezoned from O1 to R5C[XXXX] SYYY-h Le zonage du secteur A sera modifié de O1 à R5C[XXXX] SYYY-h	
<small>©Parcel data is owned by Teramet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
<small>©Les données de parcelles appartiennent à Teramet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
REVISION / RÉVISION - 2023 / 08 / 24			

Document 2 – 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

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Official Plan – Volume 2C, specific to 2475 Regina Street, by adding an area-specific policy to permit a maximum height limit of 28-storeys. The summary of proposed amendment and change to the Official Plan is as follows:

- (a) Provide a new area-specific policy for 2475 Regina Street to allow high-rise buildings up to 28-storeys.

2. Location

The site is located at 2475 Regina Street, located north of Richmond Road, south of the Byron Linear Pathway and Byron Linear Tramway Park, and west of the KichiZībī Mīkan .

3. Basis

The proposed development consists of: one seven-storey building incorporating a supportive housing use on the ground floor and six storeys of residential units above; one 16-storey building providing residential units; and one 28- storey building consisting of residential units.

The Official Plan amendment was requested in order to facilitate increased heights on the property.

Rationale

The proposed Official Plan amendment represents good planning as the amendment will allow for intensification consistent with the Official Plan policies of the Inner Urban Transect, as well as those related to Evolving Neighbourhoods and Urban Design. The site is uniquely located within the boundaries of the Lincoln Fields Study area and future Secondary Plan and adjacent to other designations that allow for greater heights. The amendment is consistent with broader goals of the Official Plan and represents quality city building and 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 constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

1.1 by adding a new area “x”, titled “2475 Regina Street” in Volume 2C – Area-specific Policies, with the policy as follows:

“Notwithstanding Section 6.3.1, Policy 2, the maximum permitted height is 28 storeys.”

3. Implementation and Interpretation

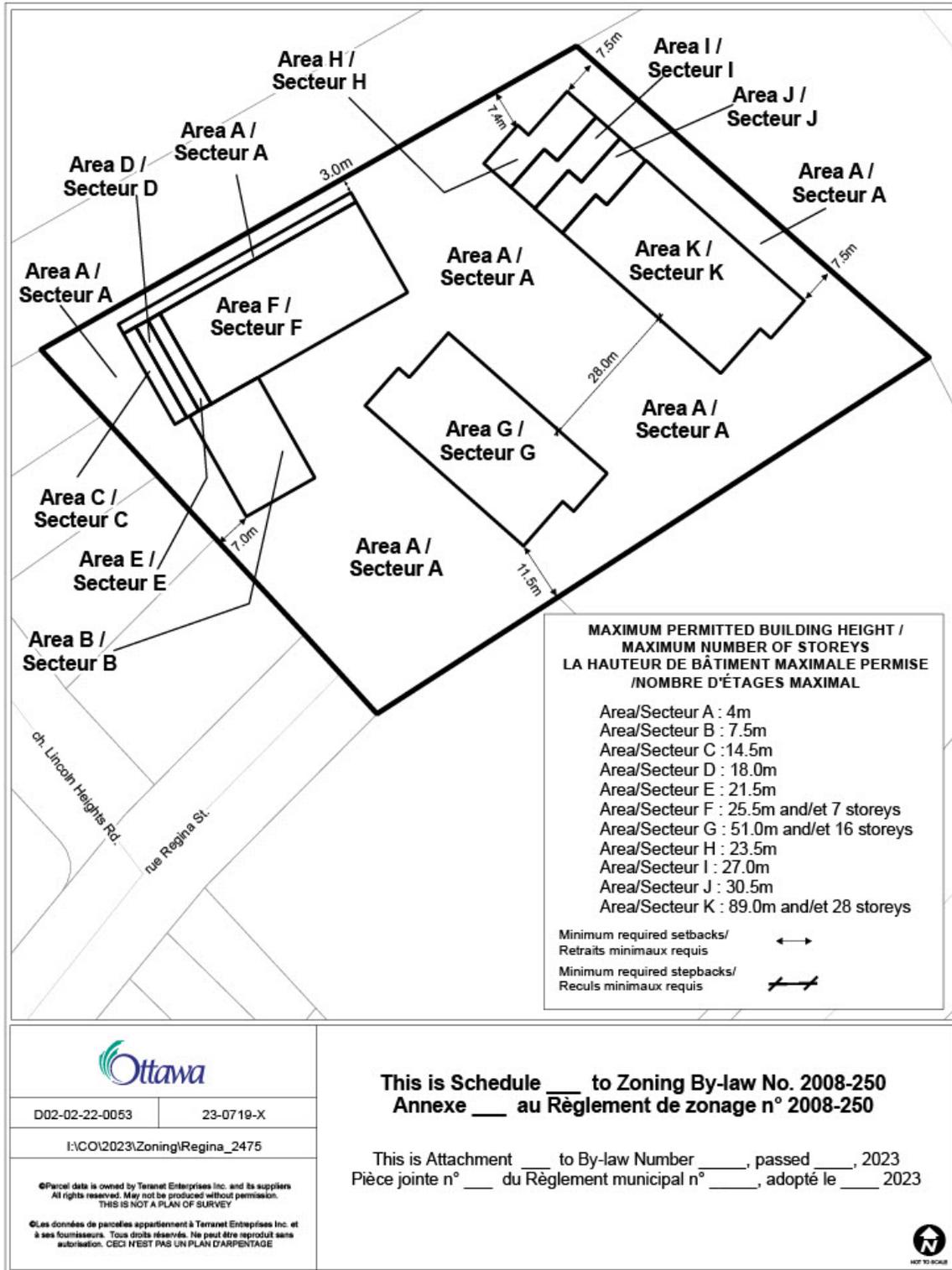
Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Details of Recommended Zoning

1. Rezone the site as shown in Document 1 from O1 to R5C[XXXX] SYYY-h.
2. Amend Part 17, Schedules, by adding a new Schedule 'YYY', as shown in Document 4
3. Amend Section 239, Urban Exceptions, by adding a new exception [XXXX] with provisions similar in effect as follows:
 - a. In Column II, add "R5C [XXXX] SYYY-h"
 - b. In Column II, add Residential Care Facility
 - c. In Column IV, add "all uses except existing uses until the holding provision is lifted"
 - d. In Column V, include provisions similar in effect to the following:
 - i. Maximum permitted building heights and minimum setbacks are as per Schedule YYY.
 - ii. Schedule YYY does not apply to permitted projections under Section 65. Projections are permitted in accordance with Section 65.
 - iii. Section 93 – One Lot for Zoning Purposes applies.
 - iv. Despite Section 109, parking may be established within a required or provided front yard.
 - v. Parking Area Z rates apply.
 - vi. Despite Section 110, minimum landscape buffer of a parking lot is 1.2 metres.
 - vii. Despite Section 55, minimum setback to an accessory structure: 1.2 metres.
 - viii. Minimum number of 3-bedroom dwelling units: 33

- ix. The holding symbol may only be removed at such time as the following has been completed to the satisfaction of the General Manager of Planning, Real Estate and Economic Development:
 - 1. Exploration of options for enhanced active transportation connections to rapid transit, which may include lighting and winter maintenance of the National Capital Commission (NCC) pathway within the Kichi Zībī Mīkan between the Byron Linear Pathway and Lincoln Fields LRT Station.
 - 2. Site Plan Control Approval and/or Plan of Subdivision addressing:
 - a. Upgrades to the Lincoln Heights sanitary pumping station;
 - b. Watermain looping;
 - c. Public access through the site from Regina Street to the Kichi Zībī Mīkan; and
 - d. Connection to the NCC pathway within the KichiZībī Mīkan.
- x. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

Document 4 – Zoning Schedule



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. In addition, a virtual public information meeting was held by the Councillor's Office on August 10, 2022.

Approximately 165 residents provided comments on the applications and a petition with 41 signatures in opposition was received. Concerns were related to increased traffic along Regina Street, increased heights of the buildings, additional residents, loss of views from existing high-rise towers, concern about impacts to Mud Lake and loss of green space.

Public Comments and Responses

Traffic/Transportation

- Concern about increased traffic on Regina Street and Assaly Road.
- Concern that there is no direct path to the Transit Station
- Concern about lack of parking

Response

The policies of the Inner Urban Transect encourage intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within 400 metres of a transit station along the extension of the light rail transit (LRT) corridor. A holding zone provision has been placed on the property which requires the exploration of enhanced active transportation connections to rapid transit to ensure that direct access to the LRT station is available. As a part of the ongoing Secondary Planning exercise, funding options will be explored.

Similarly, a Transportation Impact Analysis (TIA) was submitted in support of the study. Staff are satisfied with the findings included in this report. As part of the Site Plan Control process, additional servicing studies and Transportation Impact Assessments will be required.

Height/Density

- Concern about increased pressure on City services due to increasing population.
- Concern that the proposed buildings will block views from existing high-rise buildings.
- Concern about shadow impacts.
- Concern the proposed high rise is out of character with the character of the community.
- Concern that this land was restricted for a charitable organization use only.

Response:

The height and scale of the building was reviewed in accordance with the Official Plan and design guidelines as discussed in this report. This location represents a unique opportunity for intensification as it is a large, underdeveloped site in proximity to transit, and the specific policies in the Official Plan that allow for the consideration of taller buildings have been satisfied.

The project has been reviewed under the Guidelines for High-Rise Buildings and Transit Oriented Development; in particular, the Design Guidelines for High-Rise Buildings provide direction on tower separation, angular plane transition, sightlines, wind and sun shadowing. The proposed development provides adequate tower separation and aligns with the directions presented in the Design Guidelines. A Pedestrian Level Wind Study and Sun/Shadow Study were submitted in support of the application and reviewed by staff, who found the studies to be satisfactory.

The site is within close proximity to rapid transit, Richmond Road, and Lincoln Fields Shopping Centre to serve the day-to-day needs of residents. Further, the site is within the boundaries of the Lincoln Fields Secondary Plan Study which will identify opportunities for additional services, amenities and parks to serve future residents of the Hub.

Environmental Impact

- Concern about the impact on Mud Lake Conservation Area
- Concerns regarding tree removal.
- Concern about the loss of greenspace.

- Concern about pollution and dust/noise impacts as a result of construction.

Response:

The subject property is located approximately 100 metres from the Mud Lake Conservation Area. The NCC, Rideau Valley Conservation Area and the City's Natural Systems and Rural Affairs Branch were circulated on the application and had no concerns. As part of the Site Plan Control application, detailed plans and studies will be required that will address grading and drainage, stormwater management, noise, landscaping and geotechnical matters.

The City's Parkland Dedication By-law requires that the applicant convey land for park purposes or pay cash-in-lieu of parkland (CIL); as there is no suitable parkland on the subject site, the applicant will be required to submit a payment for CIL prior to the issuance of a building permit. As a part of the Lincoln Fields Secondary Plan process opportunities for parkland within the neighbourhood will be examined holistically.

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. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws.

Document 6 – Concept Plan

