

**Subject: Official Plan Amendment and Zoning By-law Amendment - 335 and 339
Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue**

File Number: ACS2024-PDB-PSX-0034

Report to Planning and Housing Committee on 5 November 2024

and Council 13 November 2024

**Submitted on October 30, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: John Bernier, Planner II, Development Review Central

613-580-2424 ext.21576, John.Bernier@ottawa.ca

Ward: Kitchissippi (15)

**Objet: Modification du Plan officiel et modification du *Règlement de zonage* – 335
et 339, avenue Roosevelt, 344 avenue Winston ainsi que le 379 et le 389, avenue
Wilmont**

Dossier : ACS2024-PDB-PSX-0034

Rapport au Comité de la planification et du logement

le 5 novembre 2024

et au Conseil le 13 novembre 2024

**Soumis le 30 octobre 2024 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : John Bernier, Urbaniste II, Examen des demandes
d'aménagement centrale**

613-580-2424 ext.21576, John.Bernier@ottawa.ca

Quartier: Kitchissippi (15)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council:
 - a. Approve an amendment to the Official Plan, Volume 2A - Urban Secondary Plans, Richmond Road / Westboro Secondary Plan, for 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue, in order to permit a 13 and a 14-storey high rise apartment, as detailed in Document 2.
 - b. Approve an amendment to Zoning By-law 2008-250 for 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue to permit a 13 and a 14-storey high rise apartment, and land for a new public park, as detailed in Documents 3 and 4.
2. 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 November 13, 2024," 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 et du logement recommande au Conseil municipal:
 - a. D'approuver la modification à apporter au volume 2A (Plans secondaires urbains, Plan secondaire du secteur du chemin Richmond à Westboro) du Plan officiel pour le 335 et le 339, avenue Roosevelt, le 344, avenue Winston, ainsi que le 379 et le 389, avenue Wilmont, afin d'autoriser la construction d'un immeuble d'appartements de grande hauteur de 13 et de 14 étages selon les modalités précisées dans la pièce 2;
 - b. D'approuver la modification à apporter au Règlement de zonage (no 2008 250) pour le 335 et le 339, avenue Roosevelt, le 344, avenue Winston, ainsi que le 379 et le 389, avenue Wilmont afin d'autoriser la construction d'un immeuble d'appartements de grande hauteur de 13 et de 14 étages et l'aménagement d'un terrain pour un nouveau parc public, selon les modalités précisées dans les pièces 3 et 4.

2. **Que le Comité de l'urbanisme 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 tenue par le Conseil municipal le 13 novembre 2024 », 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 for 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue to permit a 13 and a 14-storey high rise apartment.

In response to a staff requirement for the inclusion of a new public park within the proposed development, and in an attempt to redeploy densities lost through the subsequent removal of previously proposed low-rise apartment dwellings, the applicant has requested to increase the height of the two proposed high-rise buildings from 12 storeys to 13 and 14 storeys.

The proposal aligns with applicable Official Plan policies for the Inner Urban Transect Policy Area and the Evolving Neighbourhood Designation, as well as Urban Design policies. The proposal also aligns with applicable policies contained within the Richmond Road / Westboro Secondary Plan for the Scott Street / Westboro O-Train Station planning area.

Applicable Policy

The following policies support this application:

The proposal is consistent with the Official Plan's Evolving Neighbourhood designation within the Inner Urban Transect Policy Area, which is applied to areas in close proximity to Hubs and Corridors and is meant to signal a gradual evolution over time that will see a change in character to support intensification. The proposal is located in close proximity to rapid transit and reflects the designation's intent for greater intensification.

The heights proposed are consistent with Secondary Plan policy 4.2(2), which considers greater heights to be acceptable when proposed on larger properties where appropriate

transition can be provided. The proposed buildings are sculpted in a manner which provide a gradual transition into the neighbourhood, and their siting provides ample space to further provide sensible transition into the neighbourhood through open space, landscaping, etc.

Other Matters

N/A

Financial Implications

Indicate the bottom-line cost and whether funds are available or new funds are required. Also indicate the financial impact on the public.

- See document [Extract](#)

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from 7 individuals, one of which expressing full support. Concerns related to parking, traffic, density, built form and construction noise and disruption were raised.

An open house event was hosted by the Owner's planning consultants in February 2024 (prior to application submission) to present the proposed changes to the approved development with the introduction of the park parcel.

Résumé

Recommandation du personnel

Le Service de planification recommande d'approuver la modification du Plan officiel et la modification du *Règlement de zonage* pour le 335 et le 339, avenue Roosevelt, le 344, avenue Winston, ainsi que le 379 et le 389, avenue Wilmont afin d'autoriser la construction d'un immeuble d'appartements de grande hauteur de 13 et de 14 étages.

Parce que le personnel de la Ville exige l'aménagement d'un nouveau parc public dans le complexe proposé et afin de redéployer les densités perdues en raison de l'enlèvement subséquent d'immeubles d'appartements de faible hauteur proposé auparavant, le requérant a demandé de rehausser la hauteur des deux immeubles de grande hauteur proposés pour passer de 12 à 13 et 14 étages.

La proposition cadre avec les politiques applicables du Plan officiel pour le secteur d'application des politiques du transect du secteur urbain intérieur et pour la désignation

de quartier évolutif, de même qu'avec les politiques sur l'esthétique urbaine. La proposition cadre aussi avec les politiques applicables reproduites dans le Plan secondaire du chemin Richmond à Westboro pour le secteur de la rue Scott et de la station Westboro de l'O-Train.

Politiques applicables

Les politiques suivantes justifient cette demande.

La proposition concorde avec la désignation de quartier évolutif du Plan officiel dans le secteur d'application des politiques du transect urbain intérieur, qui s'applique aux zones proches des carrefours et des couloirs, et est destinée à télégraphier une évolution graduelle dans le temps, qui permettra d'en transformer le caractère pour étayer la densification. Le complexe proposé est proche des transports en commun rapides et rend compte de l'objectif de la désignation pour l'accroissement de la densification.

Les hauteurs proposées concordent avec la politique 4.2 (2) du Plan secondaire, qui considère que les hauteurs supérieures sont acceptables quand on les propose sur des propriétés plus vastes dans les cas où on peut assurer la transition voulue. Les immeubles proposés sont modelés de manière à assurer une transition graduelle avec le quartier, et leur implantation prévoit suffisamment de place pour mieux promouvoir une transition sensible dans le quartier grâce aux espaces verts et au paysagement, entre autres.

Autres questions

Sans objet

Répercussions financières

Indiquer le coût final et préciser si les fonds sont disponibles ou s'il faut prévoir un nouveau financement. Indiquer également les répercussions financières sur le public.

- Veuillez consulter l'extrait du document.

Consultation et commentaires du public

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement. Nous avons reçu la correspondance de sept personnes, dont l'une fait savoir qu'elle est tout à fait favorable à ce projet. On a exprimé des inquiétudes à propos du stationnement, de l'achalandage, de la densité, de la forme bâtie, ainsi que du bruit et des inconvénients causés par les travaux de construction.

Les experts-conseils en planification du maître de l'ouvrage ont organisé une séance portes ouvertes en février 2024 (avant le dépôt de la demande) afin de présenter les changements apportés au projet d'aménagement déjà approuvé, dont une parcelle est destinée à l'aménagement d'un parc.

BACKGROUND

Site location

335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue

Owner

Uniform Properties Limited

Owner's Consultant

Fotenn Planning + Design

Applicant

City of Ottawa, Planning Services

Description of site and surroundings

The subject property is located in the Westboro community and has frontage on multiple public rights-of-way including Roosevelt Avenue (west), Winston Avenue (south), Wilmont Avenue (south), and the Transitway (north). The site has total lot area of 77,070 square metres and is formed by the consolidation of the following properties: 335 and 339 Roosevelt Avenue, as well as 344, 379 and 389 Wilmont Avenue.

Along Roosevelt Avenue, Winston Avenue and Wilmont Avenue are multiple single-detached dwellings. Immediately abutting to the north is the Transitway. The Dominion Station (currently under construction as the future Kichi Zibi O-Train Station) is located less than 200 metres walking distance from the subject property, accessed via an elevated pedestrian walkway at the northern end of Roosevelt Avenue.

Brief history of the proposal

2011

A Zoning By-law Amendment was submitted in 2011 for the construction of a 14-storey and a 16-storey high-rise building. The application was supported by staff, approved by Council, but was ultimately appealed by members of the community to the Ontario Municipal Board (OMB).

2012

The OMB ruled that the proposed height required an Official Plan Amendment to the Secondary Plan, and the Zoning By-law was repealed. Uniform Urban Developments Inc., with support from the City, filed a request to the OMB for a review of the ruling, accepting the need for an OPA but not the dismissal of the Zoning By-law Amendment. The developer requested that the Panel (a) allow a new OPA to be adopted; (b) if any appeal arose therefrom, to permit that appeal to be consolidated with this hearing; and, further, (c) to have this original Member then continue to hear the matter. The request was granted.

During and following this hearing the developer submitted Official Plan Amendment and Zoning By-law Amendment (which mirrored the previous Amendment) applications, respectively.

2013

These applications were supported by staff, but ultimately did not meet statutory timelines, which the Developer appealed based on lack of decision. The Westboro Community Association, and Westboro Beach Community Association joined the appeal. They opposed the OPA and rezoning, preferring a midrise scenario.

2014

The OMB rendered its decision to allow the amendments to the Secondary Plan permit a height of “up to eight storeys” rather than the requested “up to ten storeys”, along with a variety of Zoning amendments related to the heights, lot coverage, and a reduced northern setback. The appeal was otherwise dismissed.

2020

An Official Plan Amendment and Zoning By-law Amendment were submitted in 2020 for an 18-storey and a 21-storey high-rise building, as well as three low-rise buildings. Following consultations with the community, the proposal was revised for two 12-storey high-rise buildings and two three-storey low-rise buildings, which was supported by staff.

2022

City Council approved the OPA. An appeal was filed by a member of the community to the Ontario Land Tribunal (OLT). The appeal was dismissed without a hearing as it was determined that the appeal was not done on land use planning grounds and was not done in good faith.

2023

During a Pre-application Consultation meeting with City Staff for the Site Plan Control application, City staff identified the need for parkland dedication to be provided as land, in accordance with the new Official Plan's 'Land First Policy' (Section 4.4.1). This policy was introduced through the new Official Plan (2021) as the Roosevelt/Winston proposal was evolving, and had the effect of increasing the City's ability to prioritize land for parks on-site over cash-in-lieu of parkland. In response to these comments, the applicant removed the two low-rise apartment dwellings in favour of park land, but also increased the height of the two remaining high-rise buildings to 13 and 14 storeys respectively, in order to recuperate the loss in density/units. Given the complex history of the site and given staff's continued support of the proposal through its evolution and iterations, it was agreed that the Official Plan and Zoning By-law amendments necessary for establishing the park space would be initiated by staff, with the supporting application material provided by the owner's consultants.

Subject to the non-disclosure agreement process within pre-consultation meetings, the Westboro Community Association participated in the process and was made aware of the Department's intent to provide the City-initiated applications. Additionally, the applicant held a public meeting with the Community Association and residents in February 2024 to go over the proposed revisions.

Summary of proposed development

The current proposal consists of 13-storey and 14-storey high-rise residential buildings containing a total of 341 residential units. The units will be provided as a mix of bachelor, one-bedroom and two-bedroom units. Parking will be provided within three levels of underground parking, with vehicular accesses from Wilmont Avenue and Roosevelt Avenue. A new public park is also being proposed as part of this development, the design of which will be subject to future public consultation. Pedestrian pathways throughout the site will be provided to increased connectivity to nearby transit options.

Despite the slight increase in height and the removal of the two low-rise apartment dwellings to provide space for the creation of a new public park, the total gross floor area (GFA) of the proposed buildings remain consistent with the previously approved proposal.

Summary of requested Official Plan Amendment

The proposed Official Plan Amendment would amend Schedule C – Maximum Building Height in the Richmond Road / Westboro Secondary Plan by amending the designation

of the subject site from “Up to 12 Storeys” to “Up to 14 Storeys”, and the area reserved for the park will be redesignated to an unspecified height. An amendment to Schedule B – Greenspace Network is also necessary to include this new park.

The proposed Official Plan Amendment would also amend Section 5: Land Use Strategy and Maximum Building Height Ranges, Subsection 5.6 Future Westboro O-Train Station Area (Sector 5), bullet 15.1 by amending the site-specific policy to state the following: “Recognize the 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue site, which is within 200 metres from the future Kichì Sibi O-Train Station, as a regeneration opportunity for two high-rise buildings not exceeding thirteen and fourteen storeys, including stepbacks to provide appropriate transition to the adjacent low-rise neighbourhood.”

Summary of requested Zoning By-law amendment proposal

The site is currently zoned R5B [2772] S454 (Residential Fifth Density, Subzone B, Exception 2772, Schedule 454), as per the previous Zoning By-law Amendment. In addition to the zoning provisions currently included under Exception 2772, the following amendments are being sought:

- Permit a driveway width of six metres for the surface parking area, whereas the By-law requires a maximum width of 3.6 metres for a driveway leading to a parking area containing less than 20 parking spaces.
- Permit a 1.2 metre-wide landscape buffer abutting a street for a parking lot containing ten or fewer spaces, whereas the By-law requires a buffer of 3 metres.
- Permit a required or provided visitor parking space located in surface parking lot to be used for either visitor parking or car-share parking, whereas the by-law allows this flexibility for resident parking spaces.
- The additional building height being requested will be reflected in a revised Zoning Schedule 454, as shown in Document 4.
- The area identified for the new public park will be rezoned from R5B[2772] S454 (Residential Fifth Density, Subzone B, Exception 2772, Schedule 454) to O1 (Parks and Open Space Zone), as shown in Document 1.

DISCUSSION

Public Consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondences were received from 7 individuals, one of which expressing full support. Concerns related to parking, traffic, density, built form and construction noise and disruption were raised.

An open house event was hosted by the Owner's planning consultants in February 2024 (prior to application submission) to present the proposed changes to the approved development with the introduction of the park parcel.

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

Official Plan designation(s) and policies

According to Schedule A of Volume 1 of the Official Plan this property is located within the Inner Urban Transect Policy Area, and Schedule B2 further identifies the property as being within the Neighbourhood designation. The lands are also affected by the "evolving" overlay, which is applied to areas in close proximity to Hubs and Corridors and is meant to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

These areas are generally planned for mid- to high-density development, subject to proximity and access to frequent street or rapid transit. Large parcels of land within the Inner Urban Transect notably require permanent and high-quality public pedestrian networks within development sites. With its proposed high rise apartment buildings, and frontage along the transitway between Westboro and Kichì Sibì O-train stations, the proposed development is consistent with what is envisioned for the Inner Urban Transect Policy Area.

According to secondary plan, Schedule A – Planning Area Sectors within the Richmond Road / Westboro Secondary Plan, the property is located within Planning Area Sector 5, being the Scott Street / Westboro O-Train Station area. This sector encourages the development of transit-supportive uses in a higher and more compact form. This secondary plan further supports high-rise development on larger lots where compatibility and transition can be achieved to adjacent low-rise neighbourhoods.

Planning rationale

Understanding that the Official Plan Amendment and Zoning By-law Amendment is primarily focused on an increase in height from 12 storeys (39 metres) to 13 and 14 storeys (43 and 46 metres respectively) as a result of the introduction of a new public park and the subsequent redeployment of the lost low-rise units into the high-rise

buildings, the rationale provided below will be focused on the continued alignment of the proposal with the City's Official Plan policies.

Official Plan

Acknowledging that the Inner Urban Transect Policy Area is generally planned for mid- to high-rise developments, and that the Evolving Neighbourhood Overlay anticipates an evolution in character to a higher density urban built form, Staff are not concerned with the minor increase in height compared to the current approvals in place.

Urban Design policies within the Official Plan seek to enable the sensitive integration of new developments to ensure Ottawa meets its intensification targets while considering liveability for all. These policies strive to achieve developments that are located to frame the adjacent streets while giving adequate space on site for landscaping and trees. Within Neighbourhoods, compatibility between taller buildings and existing low-rise is expected to be achieved by providing a gradual change in height and massing through setbacks and stepbacks. While the proposed amendments will introduce an increase in height, this would only affect the top-most storeys of the high-rise building, which would match the 12th-storey footprint of the previous proposal. In other words, the buildings will retain their previously approved sculpting which includes many stepbacks and generous setbacks towards the low-rise neighbourhood and will generally retain its previously approved footprint on site. An updated sun-shadow analysis was submitted with this application which demonstrates a very minimal increase in the shadow impacts, especially given the large separation between the site and community to the north due to the presence of the LRT corridor and Workman Avenue to the north. The previously approved low-rise buildings will be replaced by a new public park and a surface parking and landscaped area, both of which will introduce new opportunities for large tree plantings which will help maintain the site's intended transition into the low-rise neighbourhood.

Richmond Road / Westboro Secondary Plan

The proposed amendments are consistent with the Secondary Plan by providing greater heights on a large site supported by higher order transit. Furthermore, the proposal is consistent with intensification policies for additional heights allowed in situations where the lots are deeper and where a building form can step down in height to existing low-rise buildings and provide buffering through landscaping.

Zoning By-law

The property is currently zoned R5B[2772] S454 (Residential Fifth Density, Subzone B, Exception 2772, Schedule 454). As detailed in Document 3, the proposed Zoning

By-law Amendment has the effect of rezoning the site to include additional site-specific provisions (maintaining those currently included in exception 2772) as well as updating the previous zoning schedule (Schedule 454). The following summarizes the additional site-specific zoning provisions and planning rationale:

- The proposed increase in building heights from 39 metres (12 storeys) to 43 metres (13 storeys) and 46 metres (14 storeys), respectively, will be reflected in an updated Schedule 454 (Document 4). This increase in height is suitable for the area as the proposed buildings will continue to respond positively to its surrounding context through careful use of articulation and high-quality materials intended to mitigate massing impacts on its surroundings. These elements will ensure the new buildings are successful in being properly integrated within the abutting low-rise context.
- A surface parking area with eight spaces is proposed on the western portion of the site primarily to serve as visitor parking and short-term drop off. It is requested to permit an increased driveway width of 6.0 metres, whereas the By-law requires a maximum width of 3.6 metres for a driveway leading to a parking area containing less than 20 parking spaces, as well as to permit a decreased landscape buffer abutting a street of 1.2 metres, whereas the By-law requires a buffer of 3 metres. The surface parking area is intended to serve an additional purpose of an optional loading area for the westerly building when needed, and a wider width of six metres would be functionally appropriate for this purpose. Furthermore, a six-metre driveway will better align with the required 6.7-metre-wide drive aisle within this same parking area. The proposed landscape buffer reduction is also considered to be appropriate as it will accommodate an east-west pedestrian connection between Wilmont Avenue and Roosevelt Avenue, and allow for larger aggregation of soft landscaping immediately to the west, where an amenity area is proposed, and where it will be better suited to accommodate large tree plantings.
- A further amendment is proposed to permit a required or provided visitor parking space in the surface parking lot to be used either as a visitor parking space or a car-share parking space. This allows the flexibility to provide a car-sharing space in a convenient location and further supports the Transportation Demand Management of the proposed development.
- The area that will accommodate the new public park is to be rezoned to O1 (Parks and Open Space Zone). This is consistent with the 'Land First' policy in the Official Plan, improves compatibility to the south, and provides a welcomed

public amenity. The parkland dedication and conveyance of the land to the City will be secured through conditions of Site Plan Control.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with 2020 and 2024 Provincial Policy Statement. Staff note that the 2024 Provincial Policy Statement will come into force on October 20, 2024, and as of that date, will replace the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications in association with this report due to the location of the subject site.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Jeff Leiper offered the following comments:

These City initiated OPA and ZBL amendments relate to a site with a unique and long history, involving four OMB/OLT appeals (of previously Council approved OP and ZBL amendments).

I am aware that these amendments were triggered from Staff's request for parkland on the site. The additional parkland will take the place of two previously planned low rise buildings – resulting in a request for a density shift onto the other buildings for the site (thereby increasing their heights). Considering the site's location (in close proximity to the Kichi Sibi LRT station), the sun shadow study and the overall conformity with the Official Plan's design guidelines, I consider these changes to be reasonable.

LEGAL IMPLICATIONS

As City-initiated official plan and rezoning applications, there is no right of appeal should the proposed amendments not be adopted. With the passage of Bill 185, as amended, an official plan and/or zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, as well as by the property owner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

Intensification development will demand more capacity from sanitary sewer, drinking water, and fire protection infrastructure. Developments with deep underground structures must also consider protection from overland flow, groundwater, and other sub-surface conditions and constraints.

Information was provided by the proponent in support of the application and capacity constraints were communicated to the proponent.

The details of the capacity demanded, how the site is serviced, and whether and to what extent upgrades are required to provide capacity are issues that will be further addressed during the site plan application process.

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.

Areas of the site to be accessed by the public will be reviewed under the Accessibility Guidelines at the time of Site Plan Control.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.
- A city that is green and resilient.

APPLICATION PROCESS TIMELINE STATUS

The statutory 120-day timeline for making a decision on these applications under the *Planning Act* will expire on January 8, 2025.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Proposed Height Schedule

Document 5 Consultation Details

Document 6 Development Images

DISPOSITION

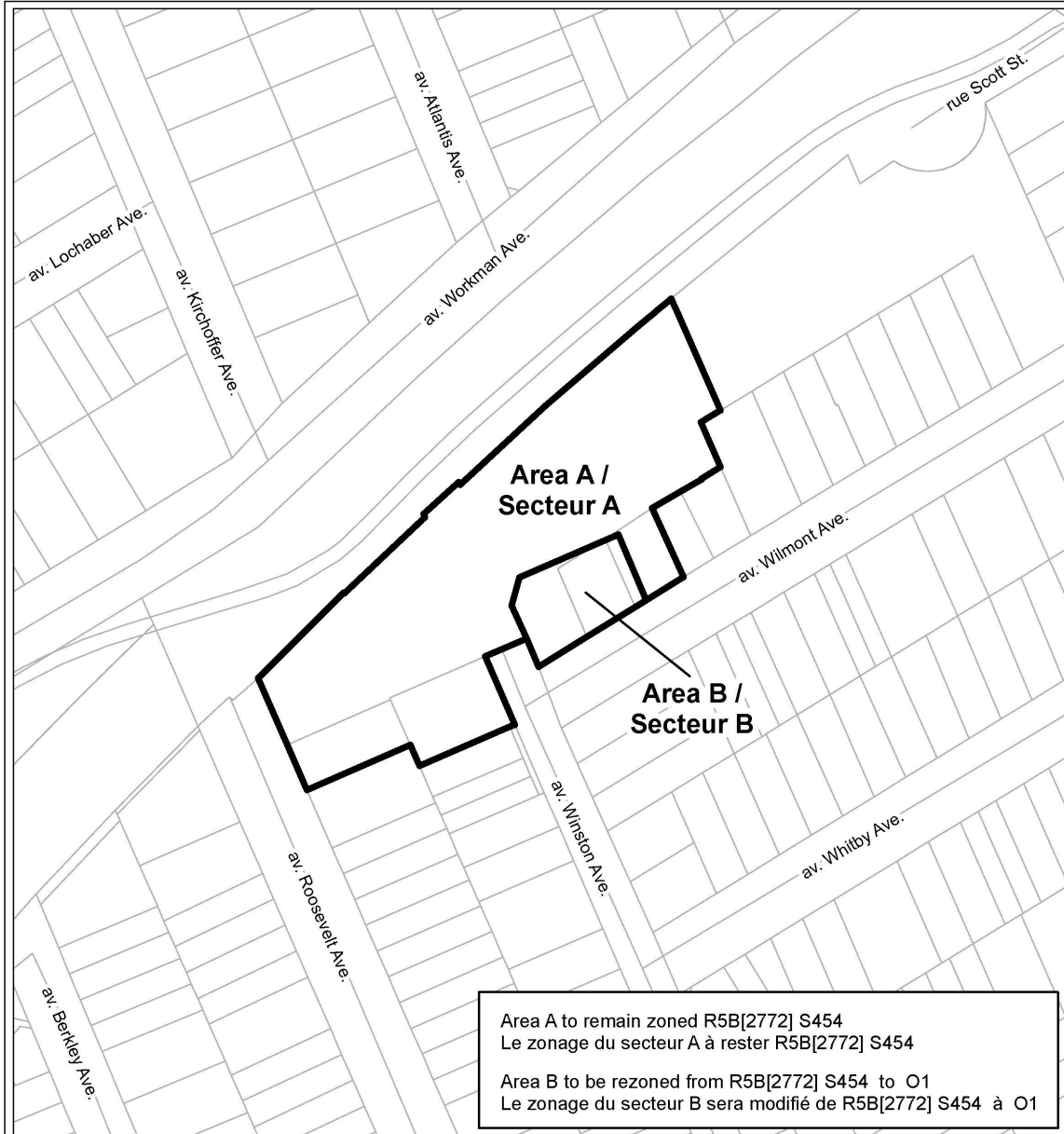
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Planning, Development and Building Services Department will prepare a implementing by-law and forward it to Legal Services.

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


Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map




Area A to remain zoned R5B[2772] S454
 Le zonage du secteur A à rester R5B[2772] S454

Area B to be rezoned from R5B[2772] S454 to O1
 Le zonage du secteur B sera modifié de R5B[2772] S454 à O1




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REVISION / RÉVISION - 2024 / 10 / 15	

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE

 **335, 339 avenue Roosevelt Avenue, 344 avenue Winston Avenue,
 379, 389 avenue Wilmont Avenue**

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)

 NOT TO SCALE

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

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C - APPENDIX

PART A – THE PREAMBLE

Purpose

Amend the Richmond Road / Westboro Secondary Plan, specific to 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue, by re-designating the lands on Schedule C to increase the maximum building height from “up to 12 storeys” to “up to 14 storeys”.

Basis

The proposed Official Plan Amendment was City-initiated to permit a 13-storey and a 14-storey high rise apartment building containing 341 units, as a result of removing the previously approved low-rise buildings on the property to provide land for a new public park.

Rationale

The proposed development will be located in close proximity to two future O-train stations (Kichì Sibì and Westboro), which is consistent with the Official Plan, Richmond Road / Westboro Secondary Plan, which both promote for denser development to be located in areas that support the Rapid Transit and Transit Priority networks.

The large size of the subject site, the substantive stepbacks applied to the proposed high rises, and the proposed public park are in keeping with the Richmond Road / Westboro Secondary Plan which requires for higher buildings to be limited to sites that have deeper lots and where a step down in height can be provided abutting existing low-rise buildings.

By concentrating density to two high-rise buildings of 13 and 14 storeys the proposed development will significantly reduce the allowable lot coverage, thus providing a significant increase in the amount of open space.

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 Richmond Road / Westboro Secondary Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Richmond Road / Westboro Secondary Plan:

- a) Amend Schedule C – Maximum Building Height of the Richmond Road / Westboro Secondary Plan by amending the legend designation from “Up to 12 Storeys” to “Up to 14 Storeys”, and the southern portion of the site from “Up to 12 Storeys” to and unspecified height as shown in Schedule A.
- b) Amend Schedule B – Greenspace Network is amended to add a new park to the southern portion of the site, as shown in Part C, Schedule B.
- c) The proposed Official Plan Amendment would also amend Section 5: Land Use Strategy and Maximum Building Height Ranges, 5.6 Future Westboro O-Train Station Area (Sector 5), 15) by replacing clause 15.1 with:

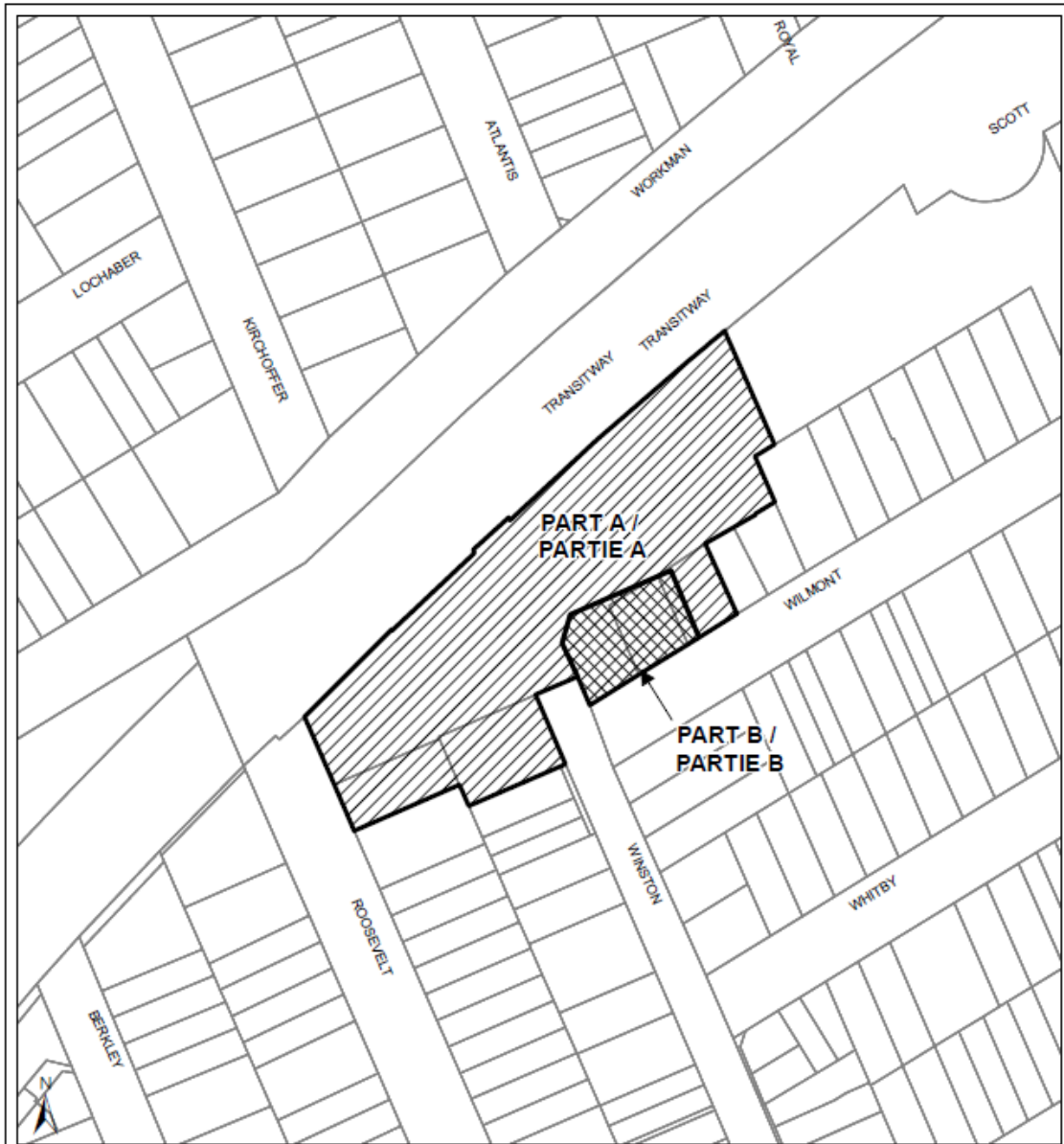
15.1) Recognize the 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue site, which is within 200 metres from the future Kichì Sibì O-Train Station, as a regeneration opportunity for two high-rise buildings not exceeding thirteen and fourteen storeys, including stepbacks to provide appropriate transition to the adjacent low-rise neighbourhood.

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 – APPENDIX

SCHEDULE A



Prepared by Planning, Development and Building Services Department,
Geospatial Analysis, Technology and Solutions

Préparé par : Direction générale des services de planification, de l'aménagement
et du bâtiment, Analyse géospatiale, technologie et solutions

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Revision:

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**SCHEDULE A to
AMENDMENT NO.**

to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Volume 2A Richmond/Westboro
Secondary Plan
Schedule C – Maximum Building Height

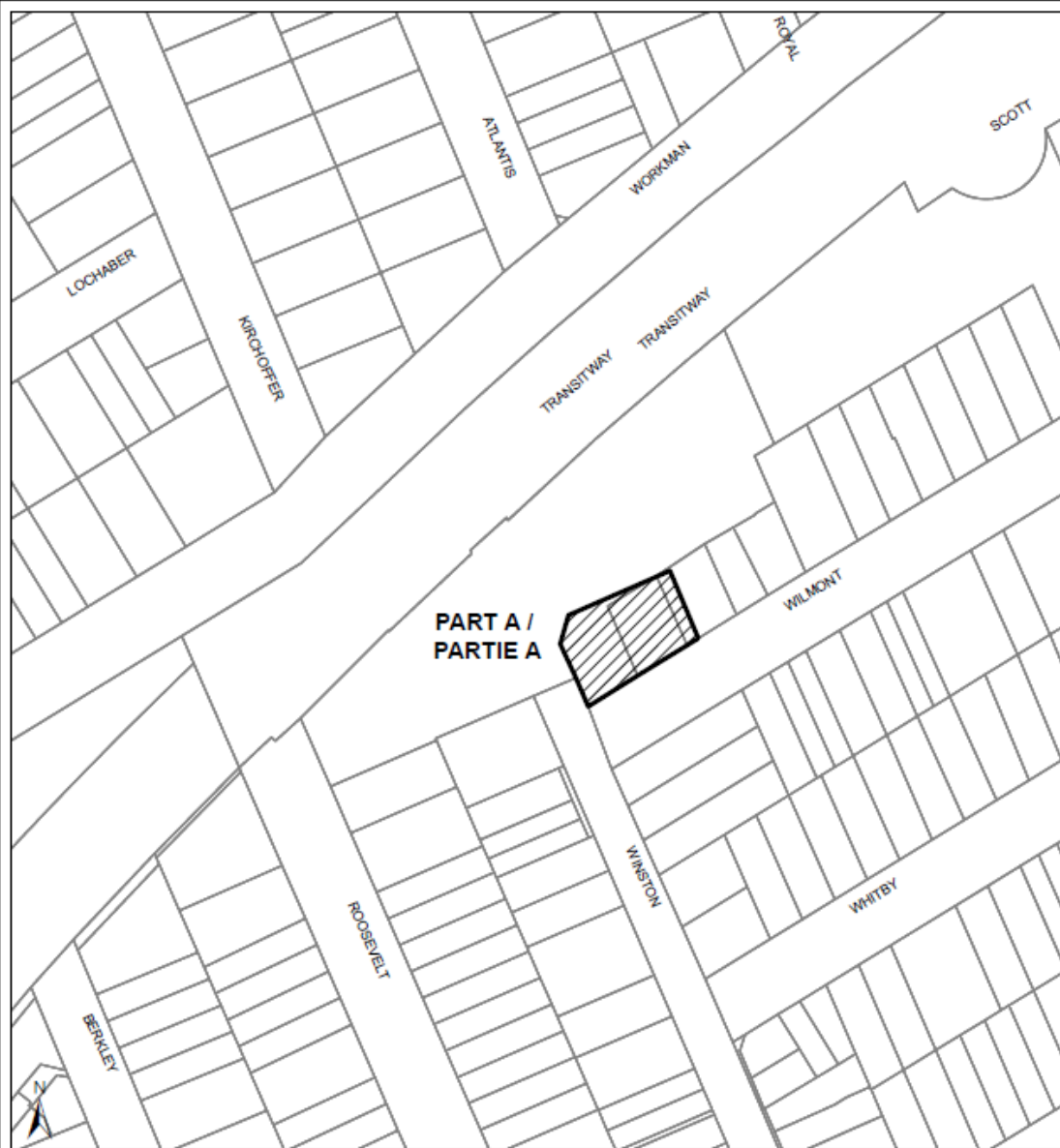
**ANNEXE A de
L' AMENDEMENT No.**

au PLAN OFFICIEL
de la VILLE D'OTTAWA


Annexe A: Modification du volume 2A Plan secondaire
du secteur du chemin Richmond à Westboro.
Annexe C – Hauteurs maximales des immeubles

- PART A - LANDS REDESIGNATED FROM 'UP TO 12 STOREYS' TO 'UP TO 14 STOREYS'
PARTIE A – TERRAINS DONT LA DÉSIGNATION PASSERA DE « JUSQU'À 12 ÉTAGES » À « JUSQU'À 14 ÉTAGES »
- PART B - LANDS REDESIGNATED FROM 'UP TO 12 STOREYS' TO 'HEIGHT UNSPECIFIED' (PARK)
PARTIE B – TERRAINS DONT LA DÉSIGNATION PASSERA DE « JUSQU'À 12 ÉTAGES » À « HAUTEUR
NON-SPECIFIÉE »

SCHEDULE B



Prepared by Planning, Development and Building Services Department,
Geospatial Analysis, Technology and Solutions



Préparé par l'Division générale des services de planification, de l'aménagement
et du bâtiment, Analyse géospatiale, technologie et solutions

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Revision:

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**SCHEDULE B to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

**ANNEXE B de
L' AMENDEMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Amending Volume 2A Richmond/Westboro Secondary Plan
Schedule B - Greenspace Network

Modification du volume 2A Plan secondaire du secteur du chemin Richmond à Westboro,
Annexe B – Réseau d'espaces verts

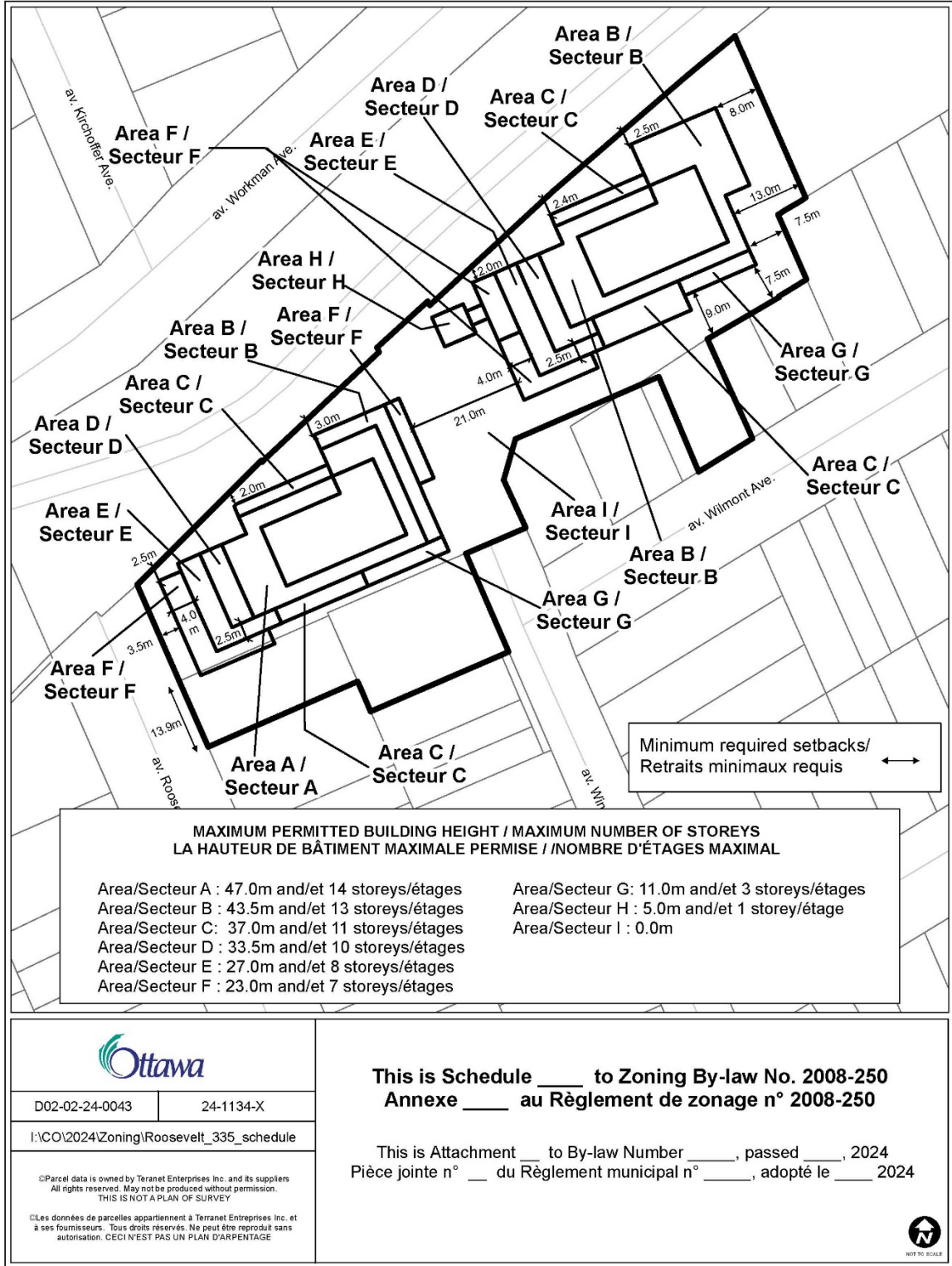
 PART A - LANDS TO BE REDESIGNATED FROM UNSPECIFIED TO 'PARK'.
PARTIE A – TERRAINS DONT LA DESIGNATION PASSERA DE « NON-SPECIFIÉ » À « PARC »

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 335 and 339 Roosevelt Avenue, 344 Winston Avenue, and 379 and 389 Wilmont Avenue:

1. To rezone the lands shown in Document 1.
2. Amend Part 17 – Schedules, by replacing Schedule 454 with the revised Schedule 454 as shown in Document 4.
3. Amend Exception 2772 in Section 239 – Urban Exceptions to add provisions similar in effect to the following:
 - a) Add to Column V, Provisions, the text:
 - Minimum required width of landscaped buffer abutting a street: 1.2m for a parking lot containing 8 or fewer spaces;
 - Maximum permitted width for a double traffic lane that leads to less than 20 parking spaces: 6.0 metres.
 - Despite Section 102, one required or provided visitor parking space in a surface parking lot may be used either for visitor parking or as a car-sharing space.

Document 4 – Proposed Height Schedule



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This is Schedule ___ to Zoning By-law No. 2008-250
Annexe ___ au Règlement de zonage n° 2008-250

This is Attachment ___ to By-law Number ____, passed ____, 2024
Pièce jointe n° ___ du Règlement municipal n° ____, adopté le ___ 2024



Document 5 – 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 public meeting was also held in the community in February 2024.

Public Comments and Responses

Comment: This proposal will make traffic worse than it currently is within the neighbourhood. Cut-through traffic has already rendered local streets unsafe for children. A lack of parking within the neighbourhood has led to an excess of illegal on-street parking with no enforcement by the City.

Staff response: City Transportation Staff were satisfied with the Transportation Impact Assessment prepared within the context of the previous iteration of the proposal. The current proposal represents a reduction in the number of parking spaces, and the impacts on traffic and parking are not expected to worsen. Issues related to enforcements should be communicated to By-law Services Staff.

Comment: Construction-related disruptions already exist within the neighbourhood and this development will only contribute to them.

Staff response: Construction-related disruptions such as noise or vibrations are a temporary measure during the time of construction and are permitted within the limits established by the Noise By-law (No. 2017-255).

Comment: The proposal's built-form does not fit in within the low-rise neighbourhood.

Staff response: The high-rise built form is currently permitted at this location under the Secondary Plan and the Zoning By-law. The building's design includes stepbacks and sculpting that strive to provide better transitions into the neighbourhood. The public park and ample room for greenspace and tree plantings help the proposed building better introduce itself within the existing context. It is staff's opinion that the current proposal's increase in height of 1 and 2 storeys will not affect the building's fit within the neighbourhood.

Westboro Community Association Comments:

Mr. Renaud

These are the comments from the Westboro Community Association regarding the application at 335 Roosevelt Ave.

Although the community is always looking for adding park land in this case it has come with some significant changes to the project. We feel that in this case the developer did act in good faith and in consultation with the city to design a project without giving parkland to the city and instead contribute cash in lieu of parkland.

At the time of the original design the community did weight the question of would it be better to receive land instead of cash. We did understand that the existing parks within this area were in need of some badly needed upkeep. With discussions with Mr. Leiper, we saw the benefits of receiving cash. At that time the city did seem to agree that asking for cash instead of land was an acceptable course of action.

As a result of the city's change to request parkland, we feel that it has put the developer in a difficult position. We feel that the developer's design team could have come up with a much different and better design if they were asked to incorporate parkland from the beginning.

It was impractical and very expensive for them to start over just to accommodate the city's wish for parkland. It is clear that the design team was force to work within the footprint of the existing tower design to achieve a proper density.

While the proposed increase in height does not make any significant increase in the shadowing or the 45-degree angular the removal of the low-rise blocks on Wilmont does have an impact. We feel that to some degree the low-rise blocks acted as a transition to the towers behind. Now from the south you will see the full south face of both towers.

The removal of the low rise has also meant a change to the underground parking lot exit directly onto Wilmont. The old design had that exit within the site and cars existing the site right at the intersection of Wilmont and Winston. The old design clearly had a far safer entrance and exit to the site. A position where it is much easier for the city to control traffic movement. The noise factor for the opening and closing of the garage door and the car light will now fall on the few Wilmont residents.

To be clear we understand why the design team was forced to make this change and see that as an undesirable consequence of the addition of parkland.

The WCA also see the change in percentages of the different types of units within the project as another negative consequence of the parkland being added.

The developer certain have a right to keep a similar overall unit count as the already approved project. But there is a significant reduction in the number of larger units and we have serious concerns over that. The WCA is constantly asking for more family sized units in these projects. The forced removal of the low-rise blocks was where the

highest number of the larger units were contained and resulted in a major decrease the larger unit.

Not everyone either wants to or is comfortable living in a high-rise building. We saw the low-rise blocks as an important and positive feature of the original design. The WCA want to see a wide variety of unit types and sizes and the original design did a much better job of that.

From Table 3 “unit breakdown” in the planning rational document, you can see that there is a 6% reduction in 1 bedroom+ units, a 20% reduction in 2-bedroom units and a 8% reduction in 2 bedroom + units. Even though the overall number of units has increased the number of larger units has decreased, that is a concern.

We see the latest design as a step backward when all factors are considered. Hobin Architects have a stellar reputation and set a high standard on themselves. We believe if the parkland had of been ask for when they had a clean slate to work with the overall design would be better than the one, we have now. The city handcuffed the design team by the late hour park request and the city should take responsibility for a least than prefect project. Properties of this size are fewer and fewer and it is important that the design gets the most out of these projects as possible.

Another major concern that the WCA has always had with the development of this property is the turning circle being constructed in the greenspace at the end of Roosevelt Ave.

This greenspace is designated in the Transportation Master Plan for the expansion of the crosstown cycle plan. The city’s insistence to ignore that fact puts a safe active transportation infrastructure through Westboro in jeopardy.

The placement of the turning circle so far into the greenspace creates a serious safety issue at this important cycling intersection. The bridges over the LRT corridor that connects Westboro and Westboro Beach will be reinstated at a cost of millions. It is clear that any consideration for the safety of both cyclist and pedestrians was given in the design of the turning circle. The site plan doesn’t even acknowledge the fact that a cycle path must be built in this greenspace corridor.

We have a concern that the city and more importantly the LRT contractor will see a simply MUP as adequate for the Crosstown Cycle path. A MUP is no more than a sidewalk that the city encourages people to ride their bikes on.

The city’s policy has set goals and guidelines for the percentage of active transportation usage on new developments and particularly TOD developments. Achieving those numbers are difficult even on a project so close to an LRT station but when the city staff

does not support the construction of safe active transportation infrastructure when it is mandated by the Transportation Master Plan.

The TMP acknowledges that building the LRT isn't good enough, people have to get to and from it in a safe and efficient way or they will not use transit. The LRT station nearest this site will have no bus access. It must rely on car drop off and pickups or active transportation to access the station. Having the proper active transportation infrastructure at this station is essential.

This project also allows for the construction of a outdoor seating area in the city greenspace between the two towers. Again, the site plan shows the MUP going through the seating area.

We respect the developer trying to supply their tenants with an outdoor amenity space. A space we believe they would allow the general public to also enjoy. After all it is on city property. We believe that now the city has insisted on parkland the need for this outdoor amenity is not there when the tenants can enjoy the new city park.

The city again needs to follow the TMP and put active transportation infrastructure as the priority in this greenspace.

The WCA has had some meaningful dialog with the developer's planner. He understands our concern over the amount of parking in a project that should be considered a TOD. In return the planner has been very opening in explaining some of the economics of the development. We totally understand that a project must be profitable and there are many factors in getting apartments rented at a competitive rate.

The WCA has ask the developer to consider making 1 or 2 outdoor parking spaces available for a carsharing service. As well give a free basic membership to that car sharing service for one year.

Our hope is that it will allow tenants a better opportunity to live without owning a car. The project is very near an LRT station and within a 15-minute neighbourhood. It may also allow a couple of family to sell their second car and replace it with access to a car sharing service.

Adding 1 or 2 car sharing cars also will be a benefit to the surrounding neighbours. They would also have easy access to cars along with the project tenants.

To the developer's credit they see this as a positive option and will seriously explore carsharing.

After the west tower is finished and the building is being rented out the developer will see if the amount of up take there is for parking spaces. If they see the demand for

parking is lower than expected they will reduce the amount of parking in the second tower. The WCA always like to see the parking rate in TOD as near 50% as possible but we understand that project must be profitable and developers do want to build parking that they can not rent. We appreciate the developer working to find a middle ground on parking.

The WCA has a long history concerning the development of this property and overall, we see the project as positive. It will add density on a property that is very near a future LRT station.

Unfortunately, we see the city is responsible for the project not achieving its full potential. The city should have asked for parkland from the beginning of the projects design if they felt it was so important. The developer may have been able to develop the site with a much better layout knowing a park was a priority for the city.

We see the total lack of planning on the city's part to insure the TMP is being followed as a failure to the community. The WCA believes that far more people per day will need to use active transportation modes to get to and from the LRT station than will ever use the new park that the city sees as so necessary. The community could have had both with proper planning.

Regards

Tim Gray

WCA

Staff response:

City staff acknowledge community feedback concerning the change from a cash-in-lieu of parkland agreement to the direct inclusion of parkland at 335 Roosevelt Avenue. There are merits to taking cash in-lieu of parkland to fund existing parks or acquiring land for parks. However, this adjustment aligns with the City's current parkland dedication strategy known "Land First" policy, which prioritizes land conveyance over financial contributions to enhance liveability and accessible public amenities. The introduction of parkland, though a late development in the long history of this file, is seen as a significant benefit to the community, providing both recreational space and natural transition/buffering to the residential area to the south.

The increase in building heights to accommodate the parkland was determined to be the most feasible solution to maintain residential density while accommodating the City's request for parkland. These changes, including the design adjustments to parking exits, were carefully evaluated to ensure minimal impact on the community. Traffic

management strategies will be further reviewed during the forthcoming site plan application, and the design will be refined to address potential safety concerns, including safety concerns related to the cycle path.

The change in unit composition has changed mostly based on the removal of the larger units that were contained within the low-rise buildings in the former design. Staff continue to be satisfied with the overall unit mix proposed, which includes 2+ bedroom units, as well as smaller units with dens.

Enhancements to active transportation infrastructure have been prioritized, ensuring that pedestrian and cycling access to nearby transit options remains safe and efficient. The development's proximity to the future Kichì Sibì O-Train Station underpins the importance of these enhancements. Additionally, the stepbacks, and slight modifications to the building massing ensure a compatible transition from the high-rise structures to the low-rise neighborhood, with substantial setbacks and landscaping efforts to soften the visual impact. The Secondary Plan is supportive of either or both natural and built form measures being used to achieve compatibility with adjacent low-rise.

