

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

File Number: ACS2022-PIE-PS-0015

Report to Planning Committee on 14 April 2022

and Council 27 March 2022

Submitted on March 29, 2022 by Lily Xu, Acting Director, Planning, Real Estate and Economic Development

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Ward: Kitchissippi (15)

Objet : Modification du Plan officiel et Modification du Règlement de zonage - 335 et 339, avenue Roosevelt, 344, avenue Wilson et 379 et 389, avenue Wilmont

Dossier : ACS2022-PIE-PS-0015

Rapport au Comité de l'urbanisme

le 14 avril 2022

et au Conseil le 27 avril 2022

Soumis le 29 mars 2022 par Lily Xu, Directrice par intérim, Direction générale de la planification, des biens immobiliers et du développement économique

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Quartier : Kitchissippi (15)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve the following:**
 - a. Amend the current Official Plan, Volume 2a, Secondary Plans, Richmond Road / Westboro Secondary Plan for 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont**

Avenue to permit two 12-story high rise apartments and three three-story low rise apartments, as detailed in Document 2a.

- b. Amend the new Official Plan, Volume 2A, Urban Secondary Plans, Richmond Road / Westboro Secondary Plan for 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont Avenue to permit two 12-story high rise apartments and three three-story low rise apartments, as detailed in Document 2b.
 - c. Amend the Zoning By-law 2008-250 for 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont Avenue to permit two 12-story high rise apartments and three three-story low rise apartments, as detailed in Documents 3 and 4.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of April 27, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

- 1. Que le Comité de l'urbanisme recommande au Conseil municipal d'approuver ce qui suit :
 - a. Modifier le Plan secondaire du secteur du chemin Richmond à Westboro dans les Plans secondaires du volume 2a du Plan officiel actuel pour les 335 et 339, avenue Roosevelt, le 344, avenue Wilson et les 379 et 389, avenue Wilmont afin de permettre d'aménager deux immeubles d'appartements de grande hauteur (12 étages) et trois immeubles d'appartements de faible hauteur (3 étages) conformément aux précisions reproduites dans la pièce 2a;
 - b. Modifier le Plan secondaire du secteur du chemin Richmond à Westboro dans les Plans secondaires des secteurs urbains du volume 2A du nouveau Plan officiel pour les 335 et 339, avenue Roosevelt, le 344, avenue Wilson et les 379 et 389, avenue Wilmont

afin de permettre de construire deux immeubles d'appartements de grande hauteur (12 étages) et trois immeubles d'appartements de faible hauteur (3 étages) conformément aux précisions reproduites dans la pièce 2b;

- c. **Modifier le *Règlement de zonage n° 2008-250* pour les 335 et 339, avenue Roosevelt, le 344, avenue Wilson et les 379 et 389, avenue Wilmont afin de permettre de construire deux immeubles d'appartements de grande hauteur (12 étages) et trois immeubles d'appartements de faible hauteur (3 étages) selon les précisions reproduites 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 27 avril 2022 », 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 amendment to the Official Plan and the Richmond Road / Westboro Secondary Plan and Zoning By-law for 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont Avenue to permit two 12-story high rise apartments and three three-story low rise apartments containing 263 units.

The proposed Official Plan Amendment would amend Schedule C2/C – Maximum Building Height of the current and new Richmond Road / Westboro Secondary Plan by amending the designation of the subject site's from “Up to 8 Storeys” to “Up to 12 Storeys/39 metres”.

The proposed Zoning By-law amendment would change the existing R5B[1897] and R3S zoning to a new R5B[xxxx] zoning containing a site-specific exception. The

exception would allow 12 storeys whereas eight(8) is permitted, reduce yard setbacks, and allow for the projection of the rooftop amenity space. As this proposal does not represent a significant increase in density over the current zoning, Section 37 of the *Planning Act* is not applicable.

Applicable Policy

Current Official Plan

Section 3.6.1 – General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment retail, service, cultural, leisure, entertainment and institutional uses. Subject to the policies of Section 3.6.1, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the City.

New Official Plan

Section 6.3 – Neighbourhoods

The subject site is designated as Neighbourhoods under the new Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Section 5.6.1.1 – Evolving Neighbourhood Overlay

The Evolving Overlay will apply to areas that are in a location or at a stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

Current and new Richmond Road / Westboro Secondary Plan

Sector 5 – Scott Street and Westboro Transitway Station Area

The sector is characterized by two (2) distinct areas, each having its own set of applicable policies. None of the policies provide directions for sites that are not adjacent to Scott Street or Dominion Station (to become Kìchì Sìbì Station).

Section 2.1/2.2 - Overlying Objectives and Principles

Policy 5 c) states that High-rise buildings will be limited to sites that are compatible with adjacent uses, that have deeper lots, or that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings.

Public Consultation/Input

The applicant presented the original proposal at a public information session held on September 17, 2021. The session was organized by Councillor Leiper who attended with his staff, along with the local community, the development team, and City Staff. The local community attended in a large number to oppose the proposal that was at the time contemplating for two high-rise apartment buildings of 18 and 21 storeys.

A second public information session was held on November 24, 2021, to present a revised proposal for two 12-storey apartment buildings where significant building stepbacks ranging from 3 to 4.5 metres were introduced. The local community attended again in a large number.

SYNTHÈSE ADMINISTRATIVE

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel, du Plan secondaire du secteur du chemin Richmond à Westboro et du *Règlement de zonage* pour les 335 et 339, avenue Roosevelt, le 344, avenue Wilson et les 379 et 389, avenue Wilmont afin de permettre de construire deux immeubles d'appartements de grande hauteur (12 étages) et trois immeubles d'appartements de faible hauteur (3 étages) regroupant 263 logements.

La modification qu'on propose d'apporter au Plan officiel aurait pour effet de modifier l'Annexe C2 (Annexe C) – Échelles de hauteur maximale générale de bâtiment de la version actuelle et de la version nouvelle du Plan secondaire du secteur du chemin

Richmond à Westboro en modifiant la désignation du site visé pour remplacer « jusqu'à huit étages » par la mention « jusqu'à 12 étages/108 mètres ».

La modification qu'on propose d'apporter au *Règlement de zonage* aurait pour effet de remplacer le zonage existant R5B[1897] et R3S par le nouveau zonage R5B[xxxx] assorti d'une exception propre au site. L'exception prévoirait 12 étages alors qu'on en permet actuellement huit (8), en plus d'avoir pour effet de réduire les retraits de cour et d'autoriser l'aménagement en saillie d'un espace d'agrément sur le toit. Puisque cette proposition n'a pas pour effet d'accroître considérablement la densité par rapport au zonage actuel, l'article 37 de la *Loi sur l'aménagement du territoire* n'est pas applicable.

Politique applicable

Version actuelle du Plan officiel

Section 3.6.1 – Secteur urbain général

La désignation « secteur urbain général » permet d'aménager différents types de logements pour répondre aux besoins de tous les groupes d'âge, de tous les niveaux de revenus et de toutes les circonstances de la vie, de concert avec l'aménagement de pôles d'emploi, de commerces de détail, d'établissements de services et d'établissements culturels, de loisirs, de spectacles et institutionnels commodément situés. Sous réserve des politiques de la Section 3.6.1, la Ville est favorable aux aménagements intercalaires et aux autres travaux qui favorisent la densification du secteur urbain général de manière à rehausser et à étoffer les caractéristiques souhaitables, de même qu'à assurer la vitalité à long terme des nombreuses collectivités existantes qui constituent la Ville.

Nouveau Plan officiel

Section 6.3 – Les quartiers

Le site visé porte la désignation de « quartier » dans le nouveau Plan officiel. Les quartiers sont des secteurs urbains contigus, qui constituent le cœur des collectivités. L'intention de ce plan est donc de permettre, de concert avec les carrefours et les couloirs, un ensemble de formes et de densités de bâtiment. Les quartiers sont planifiés pour des travaux d'aménagement continus graduels, intégrés, durables et adaptés au contexte ou, dans les cas où la surzone oriente l'évolution, pour des travaux de transformation graduels mûrement planifiés.

Section 5.6.1.1 – La surzone évolutive

La surzone évolutive s'appliquera aux secteurs aménagés dans un site ou se situant à une étape de leur évolution qui offre l'occasion de réaliser une forme urbaine du point de vue de l'utilisation, de la densité, de la forme bâtie et de la conception du site. La surzone évolutive s'appliquera généralement aux propriétés dont la ligne de lot lisère un couloir mineur, aux terrains situés à 150 mètres à partir du périmètre d'un carrefour ou d'une rue principale désigné(e), ainsi qu'aux terrains situés dans un rayon de 400 mètres d'une station de transport en commun rapide. Cette zone vise à permettre à la Ville d'atteindre les objectifs de son Cadre de gestion de la croissance pour la densification grâce au Règlement de zonage.

La version actuelle et la version nouvelle du Plan secondaire du secteur du chemin Richmond à Westboro

Secteur 5 – Secteur de la rue Scott et de la station Westboro du Transitway

Ce secteur est caractérisé par deux (2) zones distinctes; chacune est dotée de son propre ensemble de politiques applicables. Aucune de ces politiques ne prévoit de directives pour les sites qui ne sont pas attenants à la rue Scott ou à la station Dominion (qui s'appellera la station Kìchì Sìbì).

Sections 2.1 et 2.2 –Objectifs et principes sus-jacents

La politique 5 c) précise que les bâtiments de grande hauteur seront limités aux sites compatibles avec les aménagements voisins, dont les lots sont plus profonds ou qui ont d'autres séparations naturelles ou construites permettant d'atténuer les répercussions liées à ces travaux d'aménagement et dans les cas où l'on peut prévoir un abaissement de la hauteur non loin des bâtiments de faible hauteur existants.

Consultation et commentaires du public

Le demandeur a déposé la proposition originale à l'occasion de la séance d'information publique tenue le 17 septembre 2021. Cette séance était organisée par Jeff Leiper, conseiller municipal, qui y a participé avec son personnel et avec des représentants de la collectivité locale, de l'équipe du projet d'aménagement et du personnel municipal. Les représentants de la collectivité locale ont été nombreux à s'opposer à la proposition qui consistait à l'époque à construire deux immeubles d'appartements de grande hauteur de 18 et 21 étages.

Une deuxième séance d'information publique a eu lieu le 24 novembre 2021 afin de présenter une proposition révisée pour deux immeubles d'appartements de 12 étages, dans lesquels on a présenté des marges de reculement importantes des bâtiments,

comprises entre 3 et 4,5 mètres. Les représentants de la collectivité locale ont à nouveau été nombreux à participer au débat.

BACKGROUND

Site location

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

Owner

Uniform Properties Limited

Applicant

Fotenn Planning + Design

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). It contains a total lot area of 77,070 square metres and is formed by the consolidation of the following properties:

- 335 Roosevelt Avenue
- 339 Roosevelt Avenue
- 344 Winston Avenue
- 379 Wilmont Avenue
- 389 Wilmont Avenue

Along Roosevelt Avenue, Winston Avenue and Wilmont Avenue are multiple single-detached dwellings. Immediately abutting to the north is the Transitway, currently a bus-rapid transit (BRT) line to be converted to a light-rail transit (LRT) line as part of the Confederation Line Stage 2 West project. The Dominion BRT 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. As part of its conversion and the Transitway to a full LRT line, Dominion station is being relocated eastward, 50 metres closer to the subject property.

Summary of requested Official Plan Amendment

The proposed Official Plan Amendment would amend Schedule C2 / C – Maximum Building Height of the current and new Richmond Road / Westboro Secondary Plan by amending the designation of the subject sites from “Up to 8 Storeys” to “Up to 12 Storeys/39 metres”.

The proposed Official Plan Amendment would also add to Section 1.3.4 Land Use Strategy and Maximum Building Height Ranges, Sector 5 – Scott Street and the Westboro Transitway Station Area, Westboro Transitway Station Area / Section 5: Land Use Strategy and Maximum Building Height Ranges, 5.6 Future Westboro O-Train Station Area (Sector 5), 15):

Sixth bullet / 15.1) Recognize the 335 Roosevelt Avenue site, which fronts light rail transit and is within 200 metres from the future Kìchì Sìbì O-Train Station, as a regeneration opportunity for low high-rise buildings not exceeding twelve storeys and presenting step backs at the higher floors. The south part should be developed in the form of low-rise buildings, not exceeding three storeys to provide an appropriate transition to the adjacent low-rise neighbourhood.

Summary of requested Zoning By-law amendment proposal

The subject site is split zoned. The north portion is zoned R5B[1897] Residential Fifth Density Zone, Subzone B, Urban Exception 1897, and the south R3S Residential Third Density Zone, Subzone S.

The proposed use of apartment dwelling, high rise, is permitted in the R5B zone. The proposed use of apartment dwelling, low rise, is not currently permitted in the R3S zone.

The intent of the proposed Zoning By-law amendment is to consider all properties (R3 and R5) as “one lot for zoning purposes” and re-zone the entirety of the property as R5B with a new exception. The following relief is also being sought:

1. Maximum building height of 39 metres (12 storeys), whereas seven storeys is presently permitted with 40% of the footprint that can be eight storeys.
2. Minimum corner side yard of 1.5 metres, whereas 3 metres is presently permitted.
3. Minimum interior side yard of 1.2 metres, whereas 7.5 metres is presently permitted.

4. Minimum rear yard setbacks of 1.5 metres, whereas 7.5 metres is presently permitted.
5. A rooftop indoor amenity space is permitted to project above the maximum building height for a maximum of 4.5 metres over a maximum area of 150 square metres per residential building.
6. Minimum bicycle parking rate: one per dwelling unit.

The requested relief relating to height and setbacks would be implemented through a height schedule, as detailed in Document 4. As this proposal does not represent a significant increase in density over the current zoning, Section 37 of the *Planning Act* is not applicable.

Brief history of proposal

The property owner initially proposed the development of two (2) high-rise residential buildings and three (3) low-rise residential buildings on the subject property, containing a total of 361 residential units. The two (2) towers were initially proposed at 21-and 18-storeys in height, the tallest being 65 metres in height. The low-rise residential buildings were three (3) storeys in height (11 metres) and designed to provide transition to the existing low-rise area to the south.

Following the circulation period, an information session was held with the community, along with several discussions with Staff and the local councillor. As a result, the proposal was revised to two 12-storey 39-metre-high buildings. The low-rise residential buildings remained as initially proposed. In addition to reducing the height, the revised design introduced significant building setbacks ranging from 3 to 4.5 metres starting at the eighth floor through the 11th floor. The east building will now also feature a setback at the 4th floor on the south-east to ensure proper transition in scale with the remaining two residential properties at 375 and 377 Wilmont Avenue, which were not acquired as part of this development.

DISCUSSION

Public Consultation

The applicant presented the original proposal at a public information session held on September 17, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, the development team, and Development Review Staff. The local community attended in a large number to oppose the proposal

that was at the time contemplating for two high-rise apartment buildings of 18 and 21 storeys.

A second public information session was held on November 24, 2021 to present a revised proposal for two 12-storey apartment buildings where significant building stepbacks ranging from 3 to 4.5 metres were introduced. The local community attended again in a large number.

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

Official Plan designation(s) and policies

Current Official Plan

Section 2.2.2 - Managing Intensification Within the Urban Area

Policy 10 under Intensification and Building Height states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, which often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

Section 2.5.1 - Designing Ottawa

This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of these objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the character of established surrounding development.

The design objectives to guide how the City wants to influence the built environment as the city matures and evolves are:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development.
3. To create places that are safe, accessible and are easy to get to, and move through.

4. To ensure that new development respects the character of existing areas.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes

Policy 13 states that the City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas.

Section 3.6.1 - General Urban Area

The subject site is designated 'General Urban Area' under Schedule B of the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre. Generally, development within the General Urban Area is to be of a low-rise form (Policy 3 of Section 3.6.1). However, notwithstanding this policy, Policy 3.6.1 (4) permits consideration for new taller buildings on sites that front an Arterial Road as per Schedule E or F of the Official Plan and are on a Transit Priority Corridor as per Schedule D.

Policy 5 states that intensification can be supported in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and
- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

Section 4.11 – Urban Design and Compatibility

Policy 12 states that transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

New Official Plan

The subject site is located in the Inner Urban Transect under Schedule A – Transect Policy Area, which includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. The Inner Urban Transect is generally planned for mid- to high-density development, subject to proximity and access to frequent street transit or rapid transit.

Section 6.3 – Neighbourhoods

The subject site is designated as Neighbourhoods under the new Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Section 5.6.1.1 – Evolving Neighbourhood Overlay

The Evolving Overlay applies to the subject site. This Overlay applies to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Evolving Overlay will be applied

generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

Current and new Richmond Road / Westboro Secondary Plan

The maximum height for the subject site under Schedule C2 / C – General Maximum Building Height Ranges of the current secondary plan / Maximum Building Height of the new secondary plan is “Up to eight storeys”.

Sector 5 – Scott Street and Westboro Transitway Station Area / Scott Street / Westboro O-Train Station area

The sector is characterized by two (2) distinct areas, each having its own set of applicable policies. None of the policies provides directions for sites that are not adjacent to Scott Street or Dominion Station (to become Kìchì Sìbì Station).

Section 1.2 / 2.2 - Unifying Vision, Overlying Objectives and Principles / Overlying Objectives and Principles

The third bullet of Section 1.2 states that buildings higher than six storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided.

Policy 5 c) of Section 2.2 states that High-rise buildings will be limited to sites that are compatible with adjacent uses, that have deeper lots, or that have other natural or constructed separations enabling impacts associated with such development to be mitigated and where a step down in height can be provided abutting existing low-rise buildings.

Other applicable policies and guidelines

Urban Design Guidelines

Transition in Scale

Section 1.10 recommends that when a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre”.

Section 1.13 recommends that an angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

Lot Conditions for Infill Development

Section 1.17 recommends that when a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:

- a. In the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20-metre tower setback from the abutting low-rise residential properties (Diagram 1-5); and
- b. In other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

Point Tower vs Bar Building

Section 2.8 recommends that when abutting a low-rise residential area at the rear, an angular plane, typically 45°, measured from appropriate lot lines should apply to determine the heights of various portions of a bar building.

Urban Design Review Panel

The property is not located within a Design Priority Area.

Planning rationale

Current Official Plan

The proposed apartments buildings are consistent with the General Urban Area designation (Section 3.6.1) in that they will contribute to the achievement of a balance of

housing types and tenures to provide a full range of housing for a variety of demographic profiles. They will also be proximate to retail, service, leisure, and entertainment. Although not fronting an Arterial Road, where consideration for new taller buildings is permitted under Policy 4, the proposed development will have frontage on the Transitway and the multi-use pathway. As part of the consideration, the Policy also requires that additional height be located along a Transit Priority Corridor. Staff is of the opinion that the general intent is maintained in that the proposed development will be fronting two major transportation infrastructures.

By being in close proximity to two future LRT stations (Kichì Sibì and Westboro), the proposed development is consistent with Section 2.2.2 (Managing Intensification Within the Urban Area), which states that denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks.

The proposed development is consistent with many of the design objectives of Section 2.5.1 (Designing Ottawa) by featuring a public space/mid-block connection between Winston Avenue and the multi-use pathway/transit corridor, by incorporating low rise apartments to transition with the existing low-rise community, and by introducing new choices in housing types.

As previously mentioned, by being in close proximity to future LRT stations, the proposed development is also consistent with Policy 13 of Section 2.5.6 (Collaborative Community Building and Secondary Planning Processes) which states that the City intends for the highest density of development, including High-rise buildings, to locate where rapid transit is being provided. This policy recommends that secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective.

With its proper building setbacks, along with the three-storey apartments buildings, the proposed development is consistent with Policy 12 of Section 4.11 (Urban Design and Compatibility) which states that proponents for developments that are taller in height than the existing or planned context shall demonstrate that an effective transition in height and massing, such as a stepping down or variation in building form, has been incorporated into the design.

New Official Plan

The proposed development will be located in the Inner Urban Transect, which is generally planned for mid-to high-density development, subject to proximity and access

to frequent street transit or rapid transit. With its proposed low rise and high rise apartment buildings, and by fronting onto the transitway between Westobro and Kìchì Sìbì stations, the proposed development is consistent with what is envisioned for the Inner Urban Transect.

The Evolving Neighbourhood Overlay (Section 5.6.1.1) applies to the subject site. This overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law. The proposed Official Plan Amendment and rezoning are meant to slightly increase the permitted density on the subject site, thus contributing to achieving intensification of the subject neighbourhood.

Current and new Richmond Road / Westboro Secondary Plan

The large size of the subject site (77,070 square metres), the significant step backs applied to the proposed high rises, along with proposed low rise apartments are consistent with Section 1.2 / 2.2 (Unifying Vision, Overlying Objectives and Principles / Overlying Objectives and Principles) which states that higher buildings will be limited to sites that have deeper lots and where a step down in height can be provided abutting existing low-rise buildings.

Zoning By-law

Lot Coverage

The below table compares the as-of-right building area with the proposed.

	As-of-right	Proposed
Total Building Area	27,964 m ²	30,309 m ²
Net	22,790.5 m ²	24,702 m ²
Efficiency	81.5% (same as project)	81.5%
Uplift Value	22,790.5 / 24,702 = 9.2%	

The proposed lot coverage will be 48.6%. Where a maximum lot coverage of 60% applies due to a 2014 OMB decision, the proposed development will represent only 81% of the maximum allowable lot coverage ($[48.6 / 60] \times 100 = 81\%$). This means 19% under the maximum allowable lot coverage, which is owed to the massing redistribution. By taking the middle of the as-of-right eight-storey building and shifting it to two 12-storey buildings, this significantly reduces the lot coverage and provides a significant increase in the amount of open space when compared to the as-of-right.

This proposal leaves 19% of potential lot coverage to open space, while only increasing the total GFA by 9%. Staff is of the opinion that the true impact of the density redistribution will be positive as it will create proportionately significantly more open space than the minor increase sought over the as-of-right GFA.

In terms of landscaping, the R5 zoning requires 30% of the lot to be landscaped, whereas 51.4% open space is being proposed, of which the vast majority is landscaped, except for the vehicular access and loading zones. More specifically, the percentage of landscaping will be 42% (hard and soft) with a total of 23 % greenspace across the full site.

Built form

To bring certainty that the proposed building stepbacks will be applied, that low rise apartment buildings will be located south, that the open space will be provided, a height schedule will be applied to the subject property.

Setbacks

Staff has no issues with the proposed setbacks as such reductions are necessary to achieve a layout where the proposed buildings will be oriented to front/interact with the different streets surrounding the subject site.

Urban Design Guidelines

The proposed development is consistent with Guidelines 1.10 and 1.13 (Transition in Scale) which recommends that when high rises are proposed within an identified growth area, the buildings nearer the edge are to be progressively lower, and that an angular plane, typically 45°, be used to provide a frame of reference for transition in scale down to lower scale areas. This is exactly what this development is achieving by applying significant stepbacks to the high rises and proposing three-storey low rises against the existing lower scale neighbourhood.

The proposed development is also consistent with Section 1.17 (Lot Conditions for Infill Development) which recommends that when a proposed high rise building abuts lots where only low rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition. The large, consolidated site will allow for the proposed high rises to be 33.4 metres apart. With the exception of the east high rise building, which is to be 10 metres away on the south-east from the low rise residential properties at 375 and 377 Wilmont Avenue, the proposed high rises will be more than 20 metres away from existing low rise residential properties. Again, apart

from the east high rise building where adjacent to the properties at 375 and 377 Wilmont Avenue, the proposed development will stand in its large majority below a 45° angular plane. To compensate for the encroachment upon the angular plane behind 375 and 377 Wilmont Avenue, a 3-metre stepback is provided above the third storey to achieve transition in scale.

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 associated with this report.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

As previously mentioned, the applicant presented the original proposal at a public information session held on September 17, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, the development team, and Development Review staff. The local community attended in a large number to oppose the proposal that was at the time contemplating for two high-rise apartment buildings of 18 and 21 storeys. A second public information session was held on November 24, 2021 to present a revised proposal for two 12-storey apartment buildings where significant building stepbacks ranging from 3 to 4.5 metres were introduced. The local community attended again in a large number.

COMMENTS BY THE WARD COUNCILLOR

Councillor Leiper provided the following comments:

"The application for 335 Roosevelt has been a roller-coaster for residents since prior to 2014 when it was proposed in a 2011 application to be a 16- and 14-storey development. Approved by Council, but appealed by residents to the Ontario Municipal Board, the original proposal was fiercely opposed in light of the newly-approved Westboro secondary plan that generally envisioned heights no greater than six storeys. In 2014, the Board applied an eight-storey height limit to the site. The applicant in 2020 re-applied for an 18- and 21-storey development in the context of new Official Plan

policies but is now before Planning Committee with the current 12- and 12-storey proposal after opposition by residents, myself, and presumably feedback from the Planning department.

I continue to oppose the height of this development.

In the 2014 Board decision, Member Denhez wrote: “If the purpose of ‘planning’ is for municipalities and stakeholders to know what is expected of them, then it is the antithesis of that purpose to suppose that readers of normal intelligence are incapable of reading a map, that official documents do not mean what they say, or that predictability is impossible without resorting to the subjective interpretations of a handful of insiders.”

Member Denhez’s assertion is no less true today, and likely even more, as general policies in the high-level Official Plan become more and more defining in the absence of compliant zoning and secondary plans. The controversy over this site is due in no small part to the significant lack of clarity about development in this area in the absence of an up-to-date secondary plan – something I, developers and the community has consistently been asking for years.

I would be remiss not to recognize that several facets of this proposal have remained relatively constant throughout the years. The current proposal before Committee is a re-working of the same magnitude of density, with the same number of cars and likely traffic impact. The lot coverage is less than allowed by the OMB decision; there is more green space. There are significant setbacks on both buildings that mitigate the impact of the greater height. A corridor to connect Winston to the multi-use path to the north is as wide as Winston itself. These are all positive attributes of the proposal.

Size, however, matters.

It makes a difference to the community whether a building is a low-rise, a mid-rise, or a high-rise. Mid-rises and high-rises are anticipated in our new Official Plan to be on major corridors – on arterials at the edge of neighbourhoods anticipated to be low rise. Taller buildings are inevitable in our ward, but they have the effect of reducing light, increasing wind impacts and reducing wide open vistas of sky and creating shadows.

Vehicular access to this site will be via local roads that will also serve as heavily-used pedestrian and cycling connections from the community to a key active transportation network with no infrastructure upgrades to those streets proposed or contemplated. The connectivity to the local Kichì Sibì transit station is a double-edged sword. A large

development with too much parking will compromise the broader active transportation network. We will have to hope that the new residents embrace active and public transportation to reduce that impact.

I am pleased that early proposals to convert the active transportation path to the north of this site into an extension of Scott have been resisted. I will continue to resist any such initiative.

Residents undertook a very expensive OMB appeal in 2013/2014 that resulted in at least clarity as to what the constraints on this site will be. I continue to be disappointed that the developer cannot develop within that envelope.”

ADVISORY COMMITTEE(S) COMMENTS

No comments were received from Advisory Committees.

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting official plan amendment and zoning by-law are appealed to the Ontario Land Tribunal, it is expected that a five day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the applications be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The Nepean collector sewer and water service are located two (2) metres north of the subject site. As part of the OPA and rezoning process, Asset Management requested a 4.5-metre maintenance easement. The proposed development was setback 2.5 metres from the north property limit to accommodate the easement. The latter will be implemented through the site plan control approval process.

A temporary bus detour resulting from the Stage 2 LRT construction works will run immediately north of the subject property. The Stage 2 LRT Office was informed of the proposed OPA and rezoning and will be closely involved in the site plan control approval process.

FINANCIAL IMPLICATIONS

There are no direct financial implications. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Control Approval and Building Code review.

ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications associated with this report. Detailed environmental assessment will be conducted as part of the Site Plan Control Approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities: Promote safety, culture, social and physical well-being for our residents.

APPLICATION PROCESS TIMELINE STATUS

This application (D01-01-20-0013 and D02-02-20-0071) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendment and Zoning By-law amendment applications due to the proposal being very controversial.

SUPPORTING DOCUMENTATION

Document 1	Location Map
Document 2a	Official Plan Amendment
Document 2b	New Official Plan Amendment
Document 3	Details of Recommended Zoning
Document 4	Proposed Height Schedule
Document 5	Consultation Details

Document 6 Proposed Site Plan

Document 7 Renderings

Document 8 Angular Planes

CONCLUSION

As this proposal satisfies the intent of all relevant policies within the current and new Official Plan and represents good planning, Staff are supportive of the proposed Official Plan Amendment and Zoning By-law Amendment for this site.

DISPOSITION

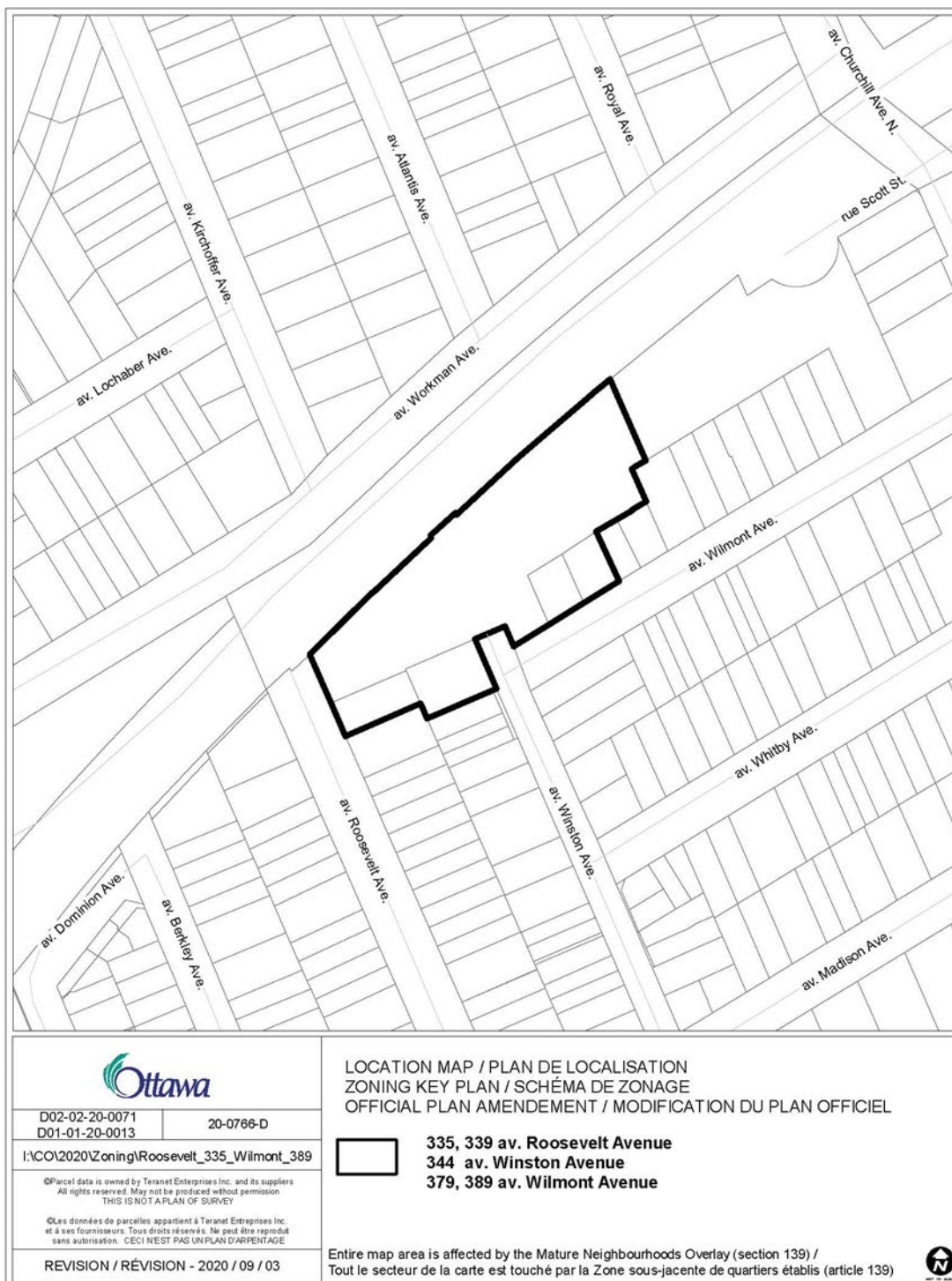
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

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

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

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

Document 1 – Location Map



Document 2a – 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 to increase the maximum building height of eight storeys on the subject site to 12 storeys.

Basis

To permit two twelve story high rise apartments and three three-story low rise apartments containing 263 units.

Rationale

The proposed development will be located in close proximity to two future LRT stations (Kìchì Sìbì and Westboro), which is consistent with the Official Plan, Richmond Road / Westboro Secondary Plan, which all 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 low rise apartments abutting most of the existing low rise buildings 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 taking the middle of the as-of-right eight-storey building and redistributing it to two 12-storey buildings, 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:

Amend Schedule C2 – General Maximum Building Height Ranges of the Richmond Road / Westboro Secondary Plan by amending the designation of the subject site's from "Up to 8 Storeys" to "Up to 12 Storeys/39 metres".

The proposed Official Plan Amendment would also add to Section 1.3.4 Land Use Strategy and Maximum Building Height Ranges, Sector 5 – Scott Street and the Westboro Transitway Station Area, Westboro Transitway Station Area:

Sixth bullet Recognize the 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont Avenue site, which fronts light rail transit and is within 200 metres from the future Kichì Sibì O-Train Station, as a regeneration opportunity for low high-rise buildings not exceeding twelve storeys and presenting stepbacks at the higher floors. The south part should be developed in the form of low-rise buildings, not exceeding 3 storeys, to provide an 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.

Document 2b – New 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

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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:

Amend Schedule C – Maximum Building Height of the Richmond Road / Westboro Secondary Plan by amending the designation of the subject site's from "Up to 8 Storeys" to "Up to 12 Storeys/39 metres".

The proposed Official Plan Amendment would also add to Section 5: Land Use Strategy and Maximum Building Height Ranges, 5.6 Future Westboro O-Train Station Area (Sector 5), 15):

15.1) Recognize the 335 and 339 Roosevelt Avenue, 344 Wilson Avenue, and 379 and 389 Wilmont Avenue site, which fronts light rail transit and is within 200 metres from the future Kichì Sibì O-Train Station, as a regeneration opportunity for low high-rise buildings not exceeding twelve storeys and presenting stepbacks at the higher floors. The south part should be developed in the form of low-rise buildings, not exceeding 3 storeys, to provide an appropriate transition to the adjacent low-rise neighbourhood.

3. Implementation and interpretation

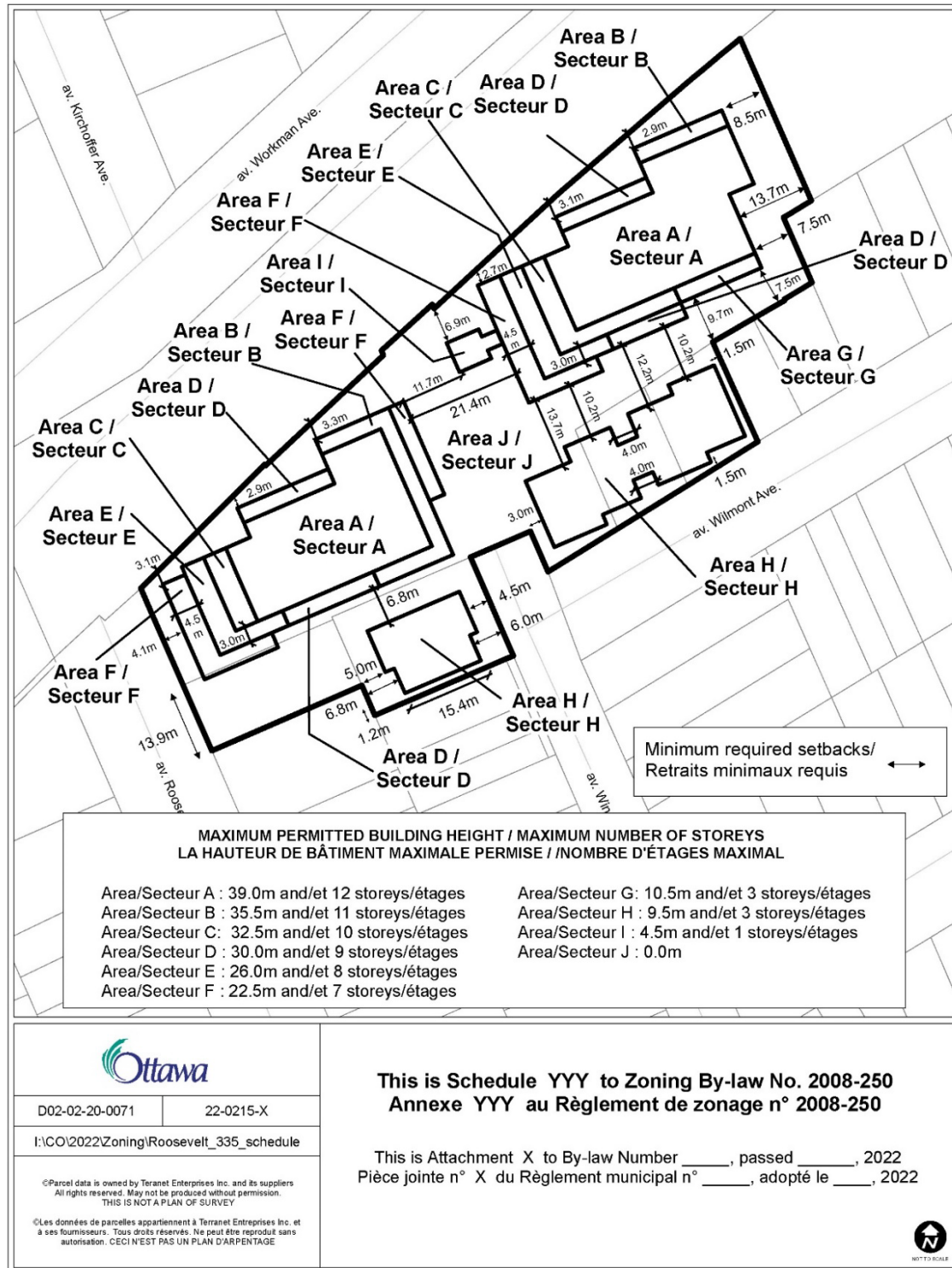
Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

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 Wilson Avenue, and 379 and 389 Wilmont Avenue:

1. To rezone the lands shown in Document 1 from R5B[1897] and R3S to R5B[XXXX] SYYY.
2. Amend Part 17 – Schedules, by adding Schedule YYY, as shown in Document 4.
3. Add a new Exception, [XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) Add to Column II the text R5B[XXXX] SYYY
 - b) Add to Column V, Provisions, the text:
 - The lands zoned R5B[XXXX] SYYY are considered one lot for zoning purposes;
 - The maximum building heights and minimum setbacks are as per Schedule YYY;
 - A rooftop indoor amenity space is permitted to project above the maximum building height for a maximum of 4.5 metres over a maximum area of 150 square metres per residential building;
 - Minimum bicycle parking rate: one per dwelling unit.
4. Delete Exception 1897 from Section 239 – Urban Exceptions.

Document 4 – Proposed Height Schedule



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

As previously mentioned, the applicant presented his proposal at a public information session held on September 17, 2020. The session was organized by Councillor Leiper who attended with his staff, along with the local community, the development team, and Development Review Staff. The local community attended in a large number to oppose the proposal that was at the time contemplating for two high-rise apartment buildings of 18 and 21 storeys. A second public information session was held on November 24, 2021 to present a revised proposal for two 12-storey apartment buildings where significant building setbacks ranging from 3 to 4.5 metres were introduced. The local community attended again in a large number.

Public Comments and Responses

Comment:

The proposed development disrespects the current zoning, Official Plan, Secondary Plan, and the 2014 OMB ruling.

Response:

The current proposal is in keeping with the relevant policies of the current and new Official Plan. As well, the proposed lot coverage will be 48.6% rather than the as-of-right maximum lot coverage of 60%. By relocating the middle mass of the as-of-right seven to eight-storey building up into two 12-storey buildings, the amount of open space will be increased of 19 %, while only increasing the total ground floor area by 9%.

Comment:

Towers are not compatible with the character of this neighborhood and shadows will negatively impact residences in Westboro Beach.

Response:

In addition to the towers being reduced to 12 storeys, they will now feature meaningful setbacks, which helps allow for compatible integration with the surrounding

community. The proposed three-storey low rises along the south will provide transition with the existing lower scale neighbourhood.

Comment:

Roosevelt is the throughway to Westboro Beach and the bike path. Winston Avenue is extremely narrow. There are presently traffic problems at the intersection of Richmond and Churchill. The cumulative effect of development is devastating for this neighbourhood. There must be consideration of a holistic view.

Response

The proposed development is not expected to have a significant traffic impact on the surrounding community. As well, parking demand will be monitored through the first phase of development and can be readjusted/reduced as part of the second phase, if need be.

Document 7 – Renderings

South perspective



Document 8 – Angular Planes

South perspective

