

**Subject: Official Plan and Zoning By-Law Amendment – 1071 Ambleside Drive**

**File Number: ACS2022-PIE-PS-0095**

**Report to Planning Committee on 22 September 2022**

**and Council 5 October 2022**

**Submitted on August 29, 2022 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Laurel McCreight, Planner II, Development Review West**

**613-580-2424 ext. 16587, Laurel.McCreight@Ottawa.ca**

**Ward: Bay (7)**

**Objet : Modification du Plan officiel et modification du Règlement de zonage  
– 1071, promenade Ambleside**

**Dossier : ACS2022-PIE-PS-0095**

**Rapport au Comité de l'urbanisme**

**le 22 septembre 2022**

**et au Conseil le 5 octobre 2022**

**Soumis le 29 août 2022 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

**Personne ressource : Laurel McCreight, Urbaniste II, Examen des demandes  
d'aménagement ouest**

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**Quartier : Baie (7)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee Recommend Council**
  - a. Approve an amendment to the Cleary and New Orchard Area Site-Specific Policies in the Official Plan Volume 2b by adding a new**

policy permitting building heights of up to 32 storeys, specific to the site at 1071 Ambleside Drive, as detailed in Document 2a.

- b. Approve an amendment to Zoning By-law 2008-250 for part of 1071 Ambleside Drive to permit a residential development with heights up to 32 storeys, as detailed in Documents 3 and 4.
  - c. Direct staff to incorporate an amendment to the Sherbourne and New Orchard Secondary Plan in the New Official Plan Volume 2a, as detailed in Document 2b, as part of the new Official Plan being considered for approval by the Ministry of Municipal Affairs and Housing.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the Planning Act 'Explanation Requirements' at the City Council Meeting of October 5," 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 :
  - a. d'approuver une modification à apporter aux politiques propres aux secteurs de l'avenue Cleary et de l'avenue New Orchard dans le volume 2b du Plan officiel en y ajoutant une nouvelle politique permettant de construire des immeubles dont la hauteur peut atteindre 32 étages et spécifiques au site du 1071, promenade Ambleside, selon les modalités précisées dans la pièce 2a.
  - b. d'approuver la modification du *Règlement de zonage n° 2008-250* pour le 1071, promenade Ambleside, afin d'autoriser l'aménagement d'un immeuble résidentiel de grande hauteur de 32 étages, selon les modalités précisées dans les pièces 3 et 4.
  - c. de demander au personnel de la Ville d'apporter une modification au Plan secondaire du chemin Sherbourne et de l'avenue New Orchard dans le volume 2a du nouveau Plan officiel selon les modalités

précisées dans la pièce 2b, dans le cadre du nouveau Plan officiel soumis à l'approbation du ministère des Affaires municipales et du Logement.

2. Que le Comité de l'urbanisme approuve l'intégration de la section Détails de la consultation du rapport dans 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 5 octobre 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 Council approve amendments to the Cleary and New Orchard Area Site-Specific Policies within Volume 2b of the Official Plan, to the Sherbourne and New Orchard Secondary Plan within Volume 2a of the new Official Plan and to Zoning By-law 2008-250 for 1071 Ambleside Drive for a residential development on the north portion of the site with approximately 312 residential dwelling units. The new building is to be a maximum of 32 storeys or 102 metres high with a two-storey (8-metre) townhouse component to the east of the tower, as well as a two-storey (8-metre) podium lobby component.

The Official Plan amendment will amend the in-force Cleary and New Orchard Area Site-Specific Policies and the Sherbourne and New Orchard Secondary Plan proposed within the new Official Plan by adding a site-specific exception to permit a taller building height than that afforded to them by the underlying zoning.

The Zoning By-law amendment seeks to rezone the site to increase the maximum permitted height, increase the bicycle parking minimum rate to 0.92 spaces per dwelling unit, and carry forward the provisions of the existing exception zone.

## **Applicable Policy**

The site is designated General Urban Area and Policy 3.6.1.4 states that new taller buildings may be considered for sites that front on an arterial road and that are within 800 metres walking distance of a rapid transit station.

Policy 17 of Section 2.2.2 states that for OPAs to increase building heights, they must demonstrate the following:

- The impacts on the surrounding area have been assessed;
- The direction in Policy 10 is met (locating taller buildings near transit stations); and
- The requirements of Section 2.5.6 where the proposal involves a high-rise building are met; and an identified community amenity is provided.

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods.

The proposed development is consistent with Policy Sections 2.2.2, 2.5.6 and 4.11 of the Official Plan and represents a good example of intensification of an under-utilized site which respects the area character and planned function. The proposal is compatible with the surrounding area, which is already characterized by taller building heights.

Staff are of the opinion that the proposal maintains the overall intent and goals of the Official Plan. The proposal represents appropriate residential intensification which minimizes effects on stable residential areas and provides a built form that is consistent with the Official Plan policies noted above.

## **Public Consultation/Input**

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

Approximately 200 comments were submitted during the application review process. Few were submitted in support, with the majority in opposition based on height and density, obstruction of views, parking and traffic impacts, and design.

## SYNTHÈSE ADMINISTRATIVE

### Recommandation du personnel

Le personnel des Services de planification recommande au Conseil municipal d'approuver les modifications à apporter aux politiques propres aux secteurs de l'avenue Cleary et de l'avenue New Orchard dans le volume 2b du Plan officiel, au Plan secondaire du chemin Sherbourne et de l'avenue New Orchard dans le volume 2a du nouveau Plan officiel et au *Règlement de zonage n° 2008-250* pour le 1071, promenade Ambleside afin d'aménager, dans la partie nord du site, un immeuble résidentiel d'environ 312 logements. Ce nouvel immeuble doit avoir un maximum de 32 étages ou une hauteur d'au plus 102 mètres et être doté d'un complexe de maisons en rangée de deux étages (8 mètres) à l'est de la tour, ainsi que d'un hall d'entrée dans le podium de deux étages (8 mètres).

La modification du Plan officiel aura pour effet de modifier les politiques propres aux secteurs de l'avenue Cleary et de l'avenue New Orchard, ainsi que le Plan secondaire du chemin Sherbourne et de l'avenue New Orchard proposé dans le nouveau Plan officiel, en prévoyant une exception propre aux sites pour permettre d'aménager un immeuble de plus grande hauteur que ce que prévoit pour ces sites le zonage sous-jacent.

La modification du *Règlement de zonage* vise à rezoner le site pour augmenter la hauteur maximum permise, hausser à 0,92 place par logement le taux minimum de stationnement des vélos et reporter les dispositions de la zone d'exception existante.

### Politiques applicables

Le site porte la désignation de secteur urbain général, et la politique 3.6.1.4 précise qu'on peut aménager éventuellement des immeubles de plus grande hauteur pour les sites qui donnent sur une artère et qui se sont compris dans un rayon de marche de moins de 800 mètres d'une station de transport en commun rapide.

La politique 17 de la section 2.2.2 précise que pour accroître la hauteur des immeubles dans le cadre des MPO, il faut démontrer :

- que les répercussions sur le secteur environnant ont été expertisées;
- que la directive de la Politique 10 est respectée (en implantant les immeubles de plus grande hauteur non loin des stations de transport en commun);

- que les exigences de la section 2.5.6, dans les cas où la proposition consiste à construire un immeuble de grande hauteur, sont respectées et que les commodités communautaires définies sont aménagées.

Les nouveaux projets d'aménagement sont revus et évalués en appliquant les politiques de la section 4.11, qui porte sur l'esthétique urbaine et la compatibilité. Ces aspects de l'esthétique urbaine et de la compatibilité comprennent le profil et la hauteur des bâtiments, les répercussions potentielles, les transitions de la forme bâtie et la densification dans les quartiers établis.

Le projet d'aménagement proposé cadre avec les politiques des sections 2.2.2, 2.5.6 et 4.11 du Plan officiel et constitue un bon exemple de densification d'un site sous-utilisé qui respecte le caractère du secteur et la fonction planifiée. La proposition est compatible avec le secteur environnant, qui est déjà caractérisé par des immeubles de plus grande hauteur.

Le personnel de la Ville est d'avis que la proposition respecte dans l'ensemble l'intention et les objectifs du Plan officiel. Elle fait état d'une densification résidentielle appropriée, qui minore les effets produits sur les zones résidentielles stables et qui donnent une forme bâtie cadrant avec les politiques du Plan officiel évoquées ci-dessus.

### **Consultation et commentaires du public**

La notification et la consultation publique se sont déroulées conformément à la Politique sur la notification publique et sur la consultation publique approuvée par le Conseil municipal pour le Plan officiel et pour les modifications du *Règlement de zonage*.

Environ 200 commentaires ont été déposés pendant le processus d'examen de la demande. Peu de commentaires étaient favorables; la majorité des commentaires étaient défavorables à la demande, d'après la hauteur et la densité, l'obstruction des perspectives, les incidences sur le stationnement et l'achalandage, ainsi que l'esthétique.

## **BACKGROUND**

### **Site location**

1071 Ambleside Drive

### **Owner**

Osgoode Properties

## **Applicant**

Fotenn Planning + Design, c/o Lisa Dalla Rosa

## **Description of site and surroundings**

The subject property is located north of Ambleside Drive and west of New Orchard Avenue North. The site measures approximately 14,690 square metres and has approximately 105 metres of frontage along Ambleside Drive and 28 metres of frontage along New Orchard Avenue North. The site is currently occupied by a 13-storey residential building situated along Ambleside Drive and an associated surface parking lot to the rear of the site.

Surrounding land uses include high-rise residential buildings to the west; low- and mid-rise residential buildings, a retirement home and car dealerships to the east; a community centre and a car dealership to the south; and the National Capital Commission (NCC) Capital Pathway and Sir John A. MacDonald Parkway to the north. The subject site is located less than 400 metres west of the New Orchard Light Rail Transit station, which is currently under construction.

## **Summary of Proposed Development**

The applicant is proposing to develop a 32-storey apartment building with 312 dwelling units. The new development will be located on the portion of the site which is currently occupied by a surface level parking lot that serves the existing 13-storey residential building. The existing building, which has 252 dwelling units, will be retained. A two-level underground parking garage providing a total of 315 underground parking spaces and 519 bicycle parking spaces for both the existing and new building are proposed. A total of 2,297 square metres of amenity space for the new building is proposed. Access to the development is proposed via existing accesses off of Ambleside Drive and New Orchard Avenue North. The underground parking garage is proposed to be accessed from New Orchard Avenue North.

## **Summary of requested Official Plan and Zoning By-law Amendments**

The OPA seeks to amend Section 3.4. of the Cleary and New Orchard Area Site-Specific Policies, to add a site-specific exception stating that:

“In the case of the property identified as PIN 039700163 and municipally addressed as 1071 Ambleside Drive, height maximums are determined by the Zoning By-Law

Amendment establishing the R5C[XXXX] F(3.0) SYYY zone, which sets out a height schedule, and permits building heights of up to 32 storeys.”

The Zoning By-law amendment requests to increase the minimum permitted bicycle parking space rate to 0.92 spaces per dwelling unit, to add a schedule for height and setbacks, to require a 23-metre separation distance between high rises, and to bring forward the provisions of the existing zoning exception.

## **DISCUSSION**

### **Public Consultation**

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

Approximately 200 comments were submitted during the application review process. Few were submitted in support, with the majority in opposition based on height and density, obstruction of views, parking and traffic impacts, and design.

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

### **Official Plan designation(s) and policies**

Applications must be evaluated against the existing Official Plan and must also include an evaluation of the application against the Council approved new Official Plan (and new Secondary Plan, where applicable). In this current period, between Council approval of the new OP and the Minister’s approval of the new OP, staff are to apply whichever provision, as between the Current and new OP, is more restrictive.

### **Current Official Plan**

The site is located within the General Urban Area designation as shown on Schedule B of the City’s Official Plan.

#### **Section 2.2.2 – Managing Growth Within the Urban Area**

This section directs where growth will occur within Ottawa. Policies within this section support the opportunity for intensification within the General Urban Area and recognizes that such areas will continue to mature and evolve through intensification and infill, but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community. Growth will be directed where services



already exist, and infill and redevelopment will be compatible with the existing context or planned function of the area. All intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

#### Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and a high quality of design. These design objectives include enhancing the sense of community; defining quality public and private spaces through development; ensuring that new development respects the character of existing areas; and considering the adaptability and diversity of places that can adapt and evolve easily over time.

#### Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. These aspects of urban design and compatibility include building profile and height, potential impacts, building transitions, and intensification within established neighbourhoods. The purpose of reviewing these design aspects is to ensure that new development is sensitive and compatible to the existing context while providing appropriate transitions between densities and land uses. Furthermore, taller buildings should be located around rapid transit, and a strong emphasis is placed on human-scale and pedestrian-oriented street environment through measures such as a podium design, which is generally two to six storeys and responds to the surrounding character and tower(s) are stepped back. Tower design and separation is important to minimize wind and sun shadowing impacts.

#### **Cleary and New Orchard Area Site-Specific Policies**

The Cleary and New Orchard Area Site-Specific Policies provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Cleary and New Orchard O-Train stations.

The vision of the policies is that the area will continue to evolve into an attractive and liveable urban community, with prominent green space components as well as a wide mix of uses including a range of housing types and excellent transit service. The policies direct intensification to be compatible and complement adjacent neighbourhoods, with an emphasis on “human-scale” pedestrian interaction to foster

and support the Cleary and New Orchard O-Train stations and the built environment that leads to the stations.

The subject site is designated as Apartment Neighbourhood by the Area Site-Specific Policies. Redevelopment of under-utilized land within this area is encouraged in a way that integrates the existing tower into proposed redevelopments and complements the adjacent urban fabric.

### **New Official Plan**

The subject site is located within the Inner Urban Transect, with an Evolving Neighbourhood overlay.

The Inner Urban Transect speaks to enhancing and establishing an urban pattern of built form, site design and mix of uses. Within this transect, the City seeks to encourage tower-in-the-park sites to infill underused lands on their sites so as to increase housing choice and integrate existing towers with the physical and social fabric of abutting neighbourhoods. The Inner Urban Transect is generally planned for mid- to high-density development, subject to contextual factors such as proximity to LRT. Limits on building heights and massing, their underlying functional design, and the separation of tower elements is to be established through secondary plans. The evolving neighbourhood overlay signifies areas identified for context-appropriate change over time.

### **Sherbourne and New Orchard Secondary Plan**

The Cleary and New Orchard Area Site-Specific Policies will be carried forward to the new Official Plan as the Sherbourne and New Orchard Secondary Plan, to reflect the change of name for the station. The Secondary Plan is found in Volume 2a of the new Official Plan, and the text is carried forward in full, albeit some minor composition and formatting changes.

### **Other applicable policies and guidelines**

The Urban Design Guidelines for Transit-Oriented Development apply as the site is within 600 metres of a transit station (New Orchard Transit Station). The guidelines aim to provide a mix of uses and densities that complement both transit users and the local community; ensure that the built form is designed and oriented to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles and parking; and create quality public spaces that provide direct, convenient, safe and attractive access to transit.

Also applicable to the site are the Urban Design Guidelines for High-rise Buildings. Particularly relevant to the proposal are the guidelines specific to building orientation, human-scale, building mass, active at-grade uses, public realm, tower separation and floor-plate size.

### **Planning rationale**

The site is designated as General Urban Area (Section 3.6.1) in the Official Plan, which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstance. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures.

With respect to the General Urban Area designation, Policy 3.6.1.4 states that new taller buildings may be considered for sites that front an arterial road and that are within 800 metres walking distance of a Rapid Transit Station. Another criterion for permitting new taller buildings is those areas where taller buildings already exist.

The proposal is well positioned to encourage the use of sustainable transportation modes, as it is in close proximity to the New Orchard Transit Station. Further, the site is within an area already classified with taller buildings, with the existing building on the site being 13-storeys.

Sections 2.5.1 and Section 4.11 of the Official Plan provide policy direction for designing Ottawa, urban design and compatibility.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, and sustainability. The building design incorporates a high standard of materiality and uses architecture and urban design to enhance articulation and breaks down the scale across the site. The proposal is an appropriate addition to the neighbourhood (replacing a portion of the site previously used as a temporary parking lot) and the design provides a human scale and enhances the pedestrian experience. These matters will be further reviewed through the Site Plan Control process to ensure the design of the buildings, as well as the public realm, will not cause undue adverse impacts on surrounding properties.

Section 4.11 references the compatibility of new buildings within their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, and incorporating elements and details of common characteristics of the area.

The proposed setbacks and built form transition well to the surrounding sites and the active frontage contributes to the compatibility of this development.

The Urban Design Guidelines for High-rise Buildings speak to high-rise buildings being well designed, including a mix of land uses to support urban services and amenities, contribute to an area's livability, and shape and define public streets and spaces at a human scale. Guidelines include addressing compatibility through massing, setbacks and transitions, including a podium, orienting the towers to minimize the extent of shadowing, designing with compact floor plates, and improving spaces for pedestrians and the public realm. The proposal has been reviewed under the recently updated guidelines and is consistent with the directions presented.

The Transit-Oriented Development Guidelines encourage transit supportive land uses within a 600-metre walking distance of current and new rapid transit stations. This application is supportive of this guideline and offers housing opportunities in areas served by transit. The proposal upholds various other guidelines, such as the design of floors to be appealing to pedestrians, ensuring that new development is cyclist-friendly, and creating a transition in scale by stepping down building heights to adjacent lower intensity communities.

The Cleary and New Orchard Area Site-Specific Policies / Sherbourne and New Orchard Secondary Plan includes policies for density redistribution, which allow the permitted density in the underlying zoning to be redistributed to reflect the built form principles of the Official Plan and other urban design guidelines in the City. While the policies identify properties that are appropriate for density redistribution, and do not include the subject lot, the principle of density redistribution is still relevant for the proposal. The proposed tower is in keeping with the maximum floor space index (FSI) of 3.0 permitted by the zoning.

Currently, a 39-metre building with a much larger footprint could be intensified on the site in compliance with the existing zoning. Redistributing the density on the site to be in the form of a 32-storey tower as opposed to a 39-metre slab (or "bar") building will have the effect of minimizing the visual impact of the building on the view of the Ottawa River. The City's Urban Design Guidelines for High-Rise Buildings discourage the grouping of two such "bar buildings," as this design would result in the loss of greenspace and inefficient use of land. The taller tower proposed for the site maintains an appropriate density, provides a more desirable built form, maintains views and greenspace, and allows an appropriate transition to lower-rise communities to the south.

### **Adequacy of Services**

An Assessment of Adequacy of Public Services Report was submitted in support of the application. Staff have reviewed the report and are satisfied with the findings that demonstrate that the subject site has appropriate capacity to accommodate the servicing for a building of the proposed density and massing. Through the review of the site plan application, further site servicing studies and plans will be required. The development proposal will not have any negative impacts on the functioning and adequacy of services on the surrounding sites.

### **Adequacy of Transportation Network**

A Transportation Impact Assessment Report was also submitted in support of the application. Upon buildout, the development is anticipated to generate a total of approximately 119 person trips during both peak hours. Vehicle trips are anticipated to be 47 vehicles/hour during both peak hours. Transit trips are anticipated to be 42 trips during the morning and afternoon peak hours respectively. The LRT's New Orchard Station is expected to be constructed by 2025. As such, by horizon year 2028 the proposed development is anticipated to generate more transit trips and fewer vehicle trips, resulting in 18 vehicles/hour and 77 transit trips anticipated to be generated during peak hours. Cycle tracks and sidewalks are also anticipated to be provided on both sides of Richmond Road. The report recommends adjusting the cycle length and adding a protected phase for the eastbound through and left-turn movement to result in improved traffic conditions and decreased congestion. The report also finds no critical operational concerns for traffic along Ambleside Drive or New Orchard Drive North. Through the review of the site plan application, any required road modifications or signal timing changes will be identified and required as a condition of development. In summary, and despite existing background traffic volumes, the proposed development is projected to have a minor impact on the surrounding road network and transit facilities. Additional transportation demand management measures will be implemented through the site plan control application.

### **Contributions to the Public Realm**

The design of the site contributes to the public realm by creating a safe and welcoming pedestrian environment. The proposed two-storey ground-oriented townhouses will face the abutting NCC corridor and provide active entrances fronting the corridor. The landscaped areas in front of the townhouses will enhance transitions to the NCC open space. No new private approaches are required, as the new development will share the existing driveway.

## **Built Form**

Tower design and high-rise building separation are important to minimize wind and sun shadowing impacts. This has been accomplished as demonstrated by the submission of sun shadow study that indicates that the tower's narrow floor plate reduces the potential shadow cast by the proposed development. The wind study also demonstrates that the building has been oriented to limit the effects on the site. The towers are also sufficiently separated from one another through the required 23-metre separation distance between high-rise buildings, which meets the Urban Design Guidelines for High-Rise Buildings.

## **Provincial Policy Statement**

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

## **CONSULTATION**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation approved by Council for Development Applications. Notification of this Official Plan amendment and Zoning By-law amendment was sent by mail to residents within 120 metres and signs were posted on the property. Signs were installed on the site to notify residents of the proposal.

Councillor Kavanaugh held an online Community Information and Comment Session through ZOOM on November 30, 2021. Approximately 200 comments were submitted during the application review process.

## **RURAL IMPLICATIONS**

There are no rural implications.

## **COMMENTS BY THE WARD COUNCILLOR**

Councillor Kavanaugh is aware of the report and its recommendations.

## **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 and possibly a transportation engineer would need to be retained by the City.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at the time of site plan.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the report recommendations. In the event the applications are refused and appealed, it would be necessary to retain external resource(s). This expense would be funded from within Planning Services' operating budget.

## **ACCESSIBILITY IMPACTS**

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The Accessibility for *Ontarians with Disabilities Act* requirements for site design will also apply and will be reviewed through the Site Plan Control application.

## **ENVIRONMENTAL IMPLICATIONS**

At the time of site plan submission, a Landscape Plan demonstrating how the urban tree canopy will be maintained or enhanced will be required.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

These applications (Development Application Numbers: D02-02-21-0117 and D01-01-21-0020) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of the files.

## **SUPPORTING DOCUMENTATION**

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Zoning By-Law Amendment

Document 4 – Zoning Map

Document 5 – Zoning Schedule

Document 6 – Concept Plan

Document 7 – Summary of Public Consultation

## **DISPOSITION**

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

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

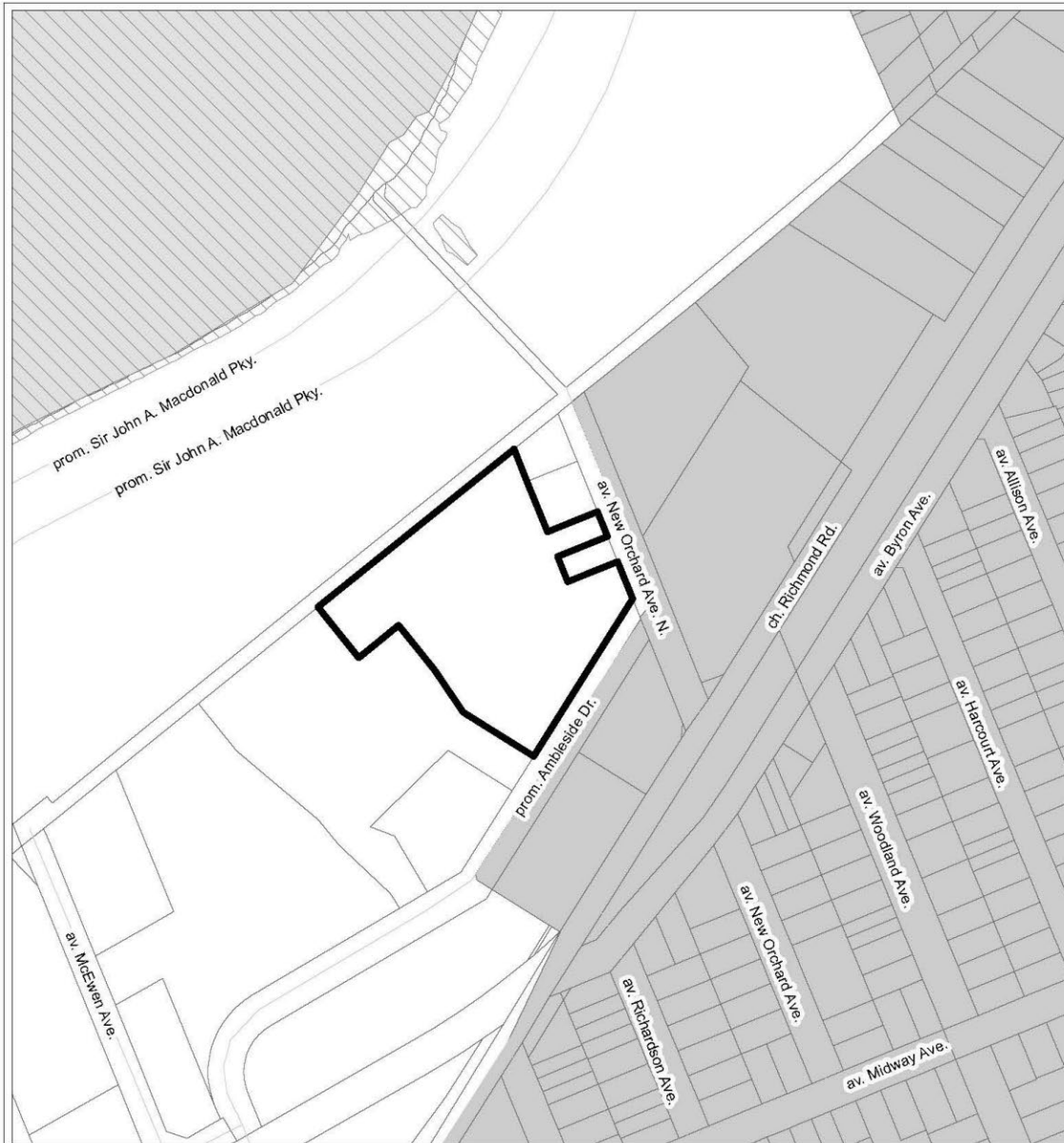
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.






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



**Document 1 – Location Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa).



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-21-0117		21-1327-D	
D01-01-21-0020			
I:\CO\2021\Zoning\Ambleside_1071			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>			
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REVISION / RÉVISION - 2021 / 19 / 18		 <b>1071 prom. Ambleside Drive</b>	 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)
		 Mature Neighbourhoods Overlay (section 139) Zone sous-jacente de quartiers établis (article 139)	

**Document 2a – Details of Recommended Official Plan Amendment**

Official Plan Amendment XX

To the Official Plan of the City of Ottawa

**INDEX**

**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE**

Purpose

Location

Basis

Rationale

**PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

**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**

1. Purpose

The purpose of this amendment is to amend the Cleary and New Orchard Area Site-Specific Policies, by amending Policy 3.4, specific to 1071 Ambleside Drive. The proposed amendment will add a site-specific policy to recognize the proposed height increase in the accompanying Zoning By-Law Amendment for 1071 Ambleside Drive. The summary of proposed amendments is as below:

- a. Add a site-specific policy reference the accompanying Zoning By-Law Amendment as setting the new maximum permitted height for 1071 Ambleside Drive.

2. Location

The proposed Official Plan amendment includes changes only applicable to 1071 Ambleside Drive. The subject lands are bound by the Sir John A. Macdonald Parkway to the north, Ambleside Drive to the south, New Orchard Avenue North to the east, and the property of 1081 Ambleside to the west.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to build a 32-storey residential building.

4. Rationale

The proposed Official Plan amendment to the Area Site-Specific Policies represents good planning as the amendments will allow for a residential high-rise building, which will allow for a range of housing choices and add residential intensification within an existing community. The site represents a good opportunity to accommodate height increase, given its proximity to future rapid transit, its location in an area characterized by other high-rise buildings, the building's design which will minimize shadowing impacts on neighbouring areas, and its separation from low-lying residential areas. The amendment is consistent with broader goals of the Official Plan and represents quality city building and good planning

## **PART B – THE AMENDMENT**

### 1. Introduction

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

### 2. Details

The City of Ottawa Official Plan, Policy 3.6.1, is amended by adding a new policy in Section 3.4. of the Cleary and New Orchard Area Site-Specific Policies, as follows:

“In the case of the property identified as PIN 039700163 and municipally addressed as 1071 Ambleside Drive, height maximums are determined by the Zoning By-Law Amendment establishing the R5C[XXXX] F(3.0) SYYY zone, which sets out a height schedule, and permits building heights of up to 32 storeys.”

#### 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 – Details of Recommended Official Plan Amendment (New Official Plan)**

Official Plan Amendment XX

To the New Official Plan of 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 New Official Plan for the City of Ottawa.

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

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

## **PART A – THE PREAMBLE**

### **5. Purpose**

The purpose of this amendment is to amend the Sherbourne and New Orchard Secondary Plan, by amending Policy 15 of Section 3, specific to 1071 Ambleside Drive. The proposed amendment will add a site-specific policy to recognize the proposed height increase in the accompanying Zoning By-Law Amendment for 1071 Ambleside Drive. The summary of proposed amendments is as below:

- b. Amend the wording to reference the accompanying Zoning By-Law Amendment as setting the new maximum permitted height for 1071 Ambleside Drive.

### **6. Location**

The proposed Official Plan amendment includes changes only applicable to 1071 Ambleside Drive. The subject lands are bound by the Sir John A. Macdonald Parkway to the north, Ambleside Drive to the south, New Orchard Avenue North to the east, and the property of 1081 Ambleside to the west.

### **7. Basis**

The amendment to the Official Plan was requested by the applicant in order to build a 32-storey residential building.

### **8. Rationale**

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for a residential high-rise building, which will allow for a range of housing choices and add residential intensification within an existing community. The site represents a good opportunity to accommodate height increase, given its proximity to future rapid transit, its location in an area characterized by other high-rise buildings, the building's design which will minimize shadowing impacts on neighbouring areas, and its separation from low-lying residential areas. The amendment is consistent with broader goals of the Official Plan and represents quality city building and good planning.

## **PART B – THE AMENDMENT**

### 3. Introduction

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

### 4. Details

The City of Ottawa Official Plan, Volume 2a, is hereby amended by adding a new policy in Section 3, Apartment Neighbourhood, of the Sherbourne and New Orchard Secondary Plan, as follows:

“In the case of the property identified as PIN 039700163 and municipally addressed as 1071 Ambleside Drive, height maximums are determined by the Zoning By-law Amendment establishing the R5C[XXXX] F(3.0) SYYY zone, which sets out a height schedule and permits building heights of up to 32 storeys.”

#### 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.

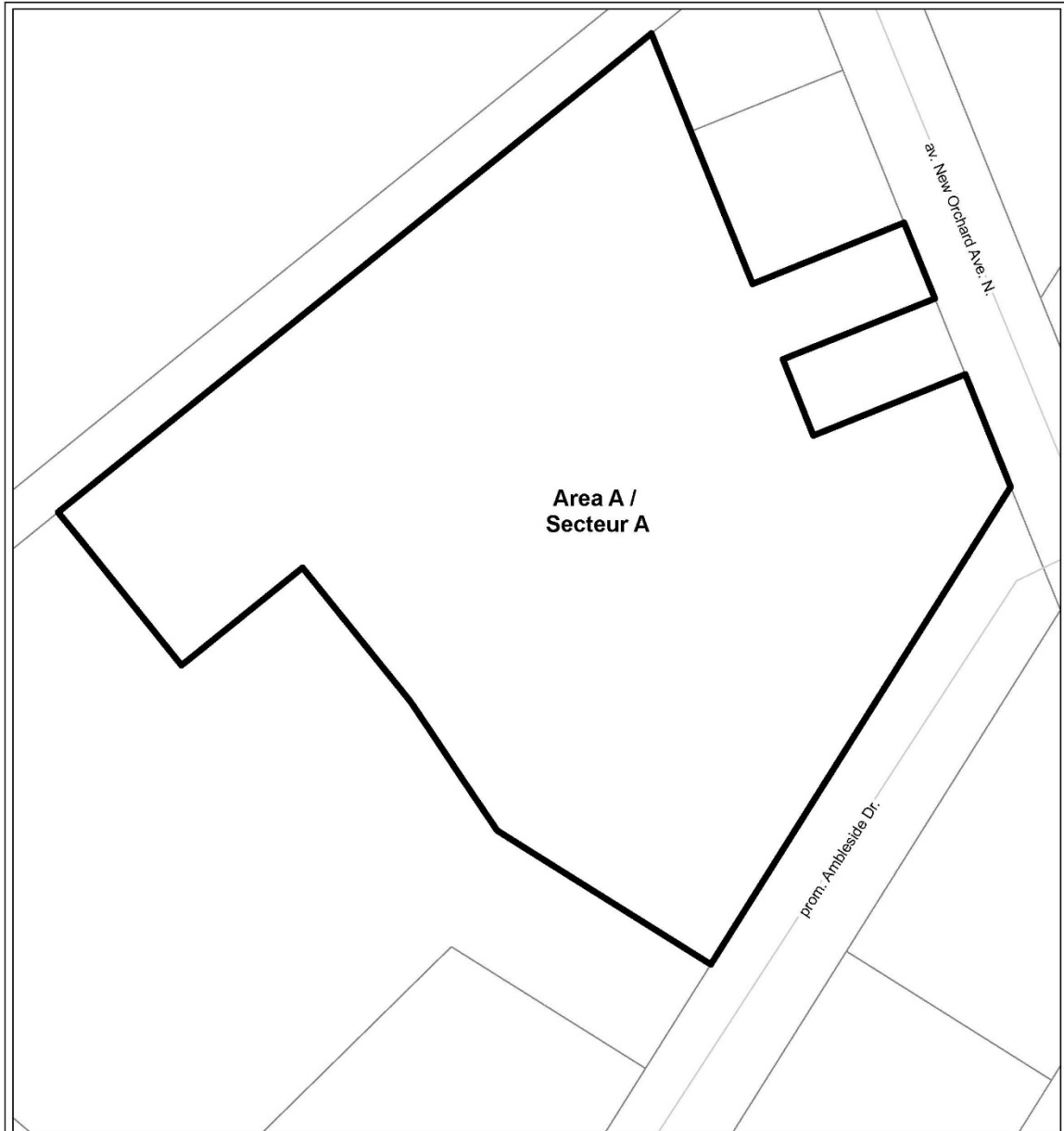
### Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1071 Ambleside Drive is as follows:

1. Rezone the lands as shown on Document 4, as follows:
  - a. Rezone Areas A from “R5C[872]F(3.0)H(39)” to “R5C[XXXX]F(3.0) SYYY”
2. Amend Part 17, by adding a new Schedule “YYY” as shown in Document 5.
3. Add a new Urban Exception XXXX to include provisions similar in effect to the following:
  - a. In Column II, add “R5C[XXXX] F(3.0) SYYY
  - b. In Column III, add the text “retail food store”
  - c. In Column V, add the following provisions:
    - i. Maximum permitted building heights and minimum setbacks as per Schedule ‘YYY.’”
    - ii. The minimum bicycle parking space rate will be 0.92 spaces per dwelling unit.
    - iii. Despite Section 65, Permitted Projections into Required Yards, balconies may project into Area A as shown on Schedule YYY.
    - iv. Maximum gross floor area for any single commercial use of 47 m<sup>2</sup>, with a maximum cumulative gross floor area for all commercial uses of 93 m<sup>2</sup>.
    - v. Minimum front yard setback of 6 m.
    - vi. Minimum corner side yard of 4.5 m.



Document 4 – Zoning Map



Area A /  
Secteur A

av. New Orchard Ave. N.

prom. Ambleside Dr.



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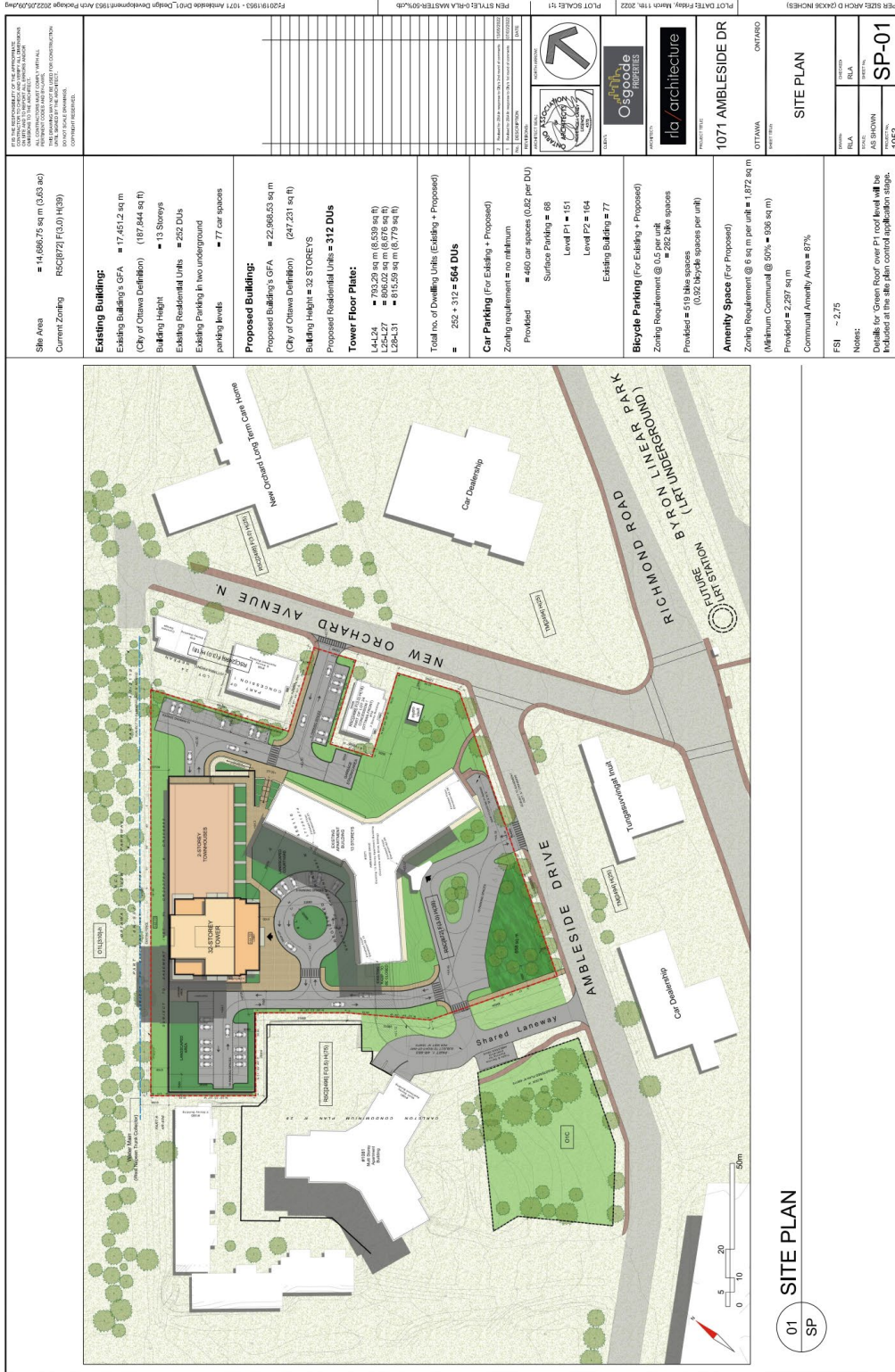
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**This is Schedule \_\_\_ to Zoning By-law No. 2008-250  
Annexe \_\_\_ au Règlement de zonage n° 2008-250**

This is Attachment \_\_\_ to By-law Number \_\_\_\_, passed \_\_\_\_, 2022  
Pièce jointe n° \_\_ du Règlement municipal n° \_\_\_\_, adopté le \_\_\_\_, 2022



Document 6 – Concept Plan



01 SITE PLAN  
SP

<p><b>Site Area</b> = 14,696.75 sq m (3,633 ac)</p> <p><b>Current Zoning</b> R5C(B72) F(3.0) H(39)</p>	<p><b>Existing Building:</b> Existing Building's GFA = 17,461.2 sq m (City of Ottawa Definition) (187,844 sq ft) Building Height = 13 Storeys Existing Residential Units = 252 DUs Existing parking in two underground parking levels = 77 car spaces</p> <p><b>Proposed Building:</b> Proposed Building's GFA = 22,966.53 sq m (City of Ottawa Definition) (247,291 sq ft) Building Height = 32 STOREYS Proposed Residential Units = 312 DUs <b>Tower Floor Plate:</b> L4-L26 = 793.29 sq m (8,538 sq ft) L27-L28 = 815.59 sq m (8,778 sq ft) L29-L31 = 815.59 sq m (8,778 sq ft)</p> <p><b>Total no. of Dwelling Units (Existing + Proposed)</b> = 252 + 312 = <b>564 DUs</b></p> <p><b>Car Parking (For Existing + Proposed)</b> Zoning requirement = no minimum Provided = 460 car spaces (0.82 per DU) Surface Parking = 68 Level P1 = 151 Level P2 = 164 Existing Building = 77</p> <p><b>Bicycle Parking (For Existing + Proposed)</b> Zoning Requirement @ 0.15 per unit = 262 bike spaces Provided = 510 bike spaces (0.90 bike spaces per unit)</p> <p><b>Amenity Space (For Proposed)</b> Zoning Requirement @ 6 sq m per unit = 1,872 sq m (Minimum Communal @ 50% = 936 sq m) Provided = 2,297 sq m Communal Amenity Area = 87%</p> <p>FSI = 2.75 Notes: Details for Green Roof over P1 roof level will be included at the site plan control application stage.</p>
<p>THIS PLAN IS PREPARED BY RIB ARCHITECTURE FOR THE APPLICANT. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA AND THE PROVINCE OF ONTARIO. THIS PLAN IS NOT TO BE USED FOR CONSTRUCTION WITHOUT THE APPLICANT'S WRITTEN CONSENT AND WITHOUT THE APPLICANT'S SIGNATURE AND SEAL.</p>	<p>PROJECT NO. 1071-AMBLESIDE DR DATE: 11/19/2022</p> <p>PROJECT TITLE: 1071 AMBLESIDE DR</p> <p>CLIENT: OTTAWA</p> <p>SCALE: 1:500</p> <p>DATE: 11/19/2022</p> <p>PROJECT NO. 1071-AMBLESIDE DR</p> <p>DATE: 11/19/2022</p>

01 SITE PLAN  
SP

## **Document 7 – 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 Official Plan and Zoning By-law amendments. One public meeting was held virtually over ZOOM on November 21, 2021. During this meeting, the consultant team provided a presentation of the proposal, and the applicants and staff were available to respond to comments and questions. This meeting has been recorded and is accessible on YouTube.

Approximately 200 comments were submitted during the application review process. Few were submitted in support, with the majority in opposition based on height and density, obstruction of views, parking and traffic impacts, and design.

As a result of the input received during the public consultation process, a few changes were made to the proposal. These include the introduction of a two-storey townhouse component on the eastern portion of the site, the inclusion of a path connecting the subject property to the abutting site to the west, the addition of 60 at-grade parking spaces, and the relocation of the proposed amenity area from the basement to higher floors.

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

### **Building Height, Density and Architecture**

- A building height of 32 stories is too tall for this area.
- The height of the building will threaten the privacy of neighbouring buildings.
- The buildings heights are incompatible with the existing buildings.
- Density will be too high for the area to support.

### Response

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

The site is within an area already characterized by taller building heights. To the west of the proposed development are 1081 and 1171 Ambleside Drive, both of which are 27-storey towers. Further west, there are also 30 McEwen Avenue and 1025 Richmond Road, which are both 24-storey towers. Developing high-rise buildings in areas well served by transit and local services and already characterized by similar sized buildings meets the Official Plan's intensification goals.

Numerous studies to ensure the increased density can be supported on the site were provided and reviewed throughout the application process. An Adequacy of Public Services Study was submitted in support of the application. Staff at the City and the Rideau Valley Conservation Authority are satisfied with the findings in this report, and thus have no concerns with infrastructure capacity (stormwater, sanitary, water). Similarly, a Transportation Impact Analysis (TIA) was submitted in support of the study. Staff are satisfied with the findings included in this report and have no concerns that the existing transportation infrastructure and any identified mitigation measures are sufficient to support the proposed development. As part of the Site Plan Control process, additional servicing studies and Transportation Impact Assessments will be required.

### **Parking/Traffic/Public Transit**

- Parking for the buildings seems to be inadequate for both tenants and visitors.
- Concern about the overflow of street parking in the adjacent neighbourhood.
- Concern with inadequate bicycle parking spaces.
- Concerned with pedestrian/cyclist safety.
- Concerned with the increased traffic that the development will bring
- Emergency vehicles won't be able to get in and out efficiently where many elderly people live as well as to access the long-term care home on New Orchard.
- Will traffic lights and/or signage be updated at New Orchard/Richmond, New Orchard/Ambleside & McEwen/Richmond to reflect increased traffic flow?
- Concerned with the competency of the transit services in the area.

## Response

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within 150 metres from a transit station along the extension of the light rail transit (LRT) corridor along Richmond Road. In addition to the LRT, the subject property is also presently served by the Lincoln Fields Bus Rapid Transit Station, which is located 900 metres from the subject property.

Under the Zoning By-law, which recognizes the proximity to LRT stations and the importance of alternative modes of transportation, no on-site parking is required. The proposed number of parking spaces, 460 (or 0.82 per dwelling unit), is well above the requirement and will adequately suit the needs of the development. Additionally, of this number, 29 spaces will be for visitor parking for the new development and 24 spaces will be for the existing apartment building. To support active transportation, 519 bicycle spaces (at 0.92 spaces per dwelling unit) will be provided.

In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the report to be satisfactory. As part of the Site Plan Control application, an updated TIA will be required.

## Construction

- Where will the construction workers park during the construction?
- What else can we expect to occur to our property during the construction of this project, and if damage occurs to any of our buildings, who will cover the cost of repairs?
- Will construction access be limited only to New Orchard Avenue?
- Concern over New Orchard Avenue being difficult to use due to construction trucks.

The construction of the proposed development is required to follow all applicable City and Provincial regulations and industry best practices relating to safety, noise, dust, blasting and construction. Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. High-rise developers work with the City to prepare construction management plans, but specific construction details are not available at this time. If

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

As part of the Site Plan Control application, detailed plans and studies will be required that will address grading and drainage, stormwater management, noise and geotechnical matters. Furthermore, Site Plan Control approval will contain conditions with respect to blasting.

### **Site Layout and Building Design**

- This lot does not have sufficient entry and exit access for a development this size.
- The design of the building is not consistent with the Cleary and New Orchard Area Site-Specific Policies.
- There are only one- and two-bedroom units in the proposal, the design is not inclusive to larger families.
- What are the developers' plans with respect to access for emergency vehicles & Para-Transpo, both during construction and once the new building opens?
- What are the developers' proposed evacuation procedures for the new combined complex?
- This development does not create affordable housing for citizens.
- The proximity of the proposed tower to the existing Ambleside One will hinder resident's mental health.

### **Response**

The Area Site-Specific Policies / Secondary Plan direct intensification to be compatible with emphasis on "human-scale" pedestrian movement to support the Cleary and New Orchard O-Train stations. The subject site is designated as Apartment Neighbourhood by the Area Site-Specific Policies / Secondary Plan, which encourage redevelopment of under-utilized land within this area in a way that integrates the existing tower into proposed redevelopments and complements the adjacent urban fabric. The proposed development is in keeping with the overall growth management intent of the Official Plan and the Area Site-Specific Policies / Secondary Plan, which directs intensification of this scale to areas around rapid transit stations, but this proposal requires a site-specific amendment.

The tower separation distance meets the City's guidelines. During site plan review, the City will review the proposal to ensure that a proper fire route is provided and that emergency vehicles have sufficient access to the site.

### **Environment, Soil, Greenspace**

- Concerned with the soil stability:
  - Underground disturbances will be close to Britannia Filtration Plant/Stormwater Outlet and the Deschenes Rapids.
- Concerns about the storm sewer and power grid capacity.
- What are the effects on NCC land, nature trails, vegetation, and ecology?
- Concerned with the removal of greenspace and the environmental impacts that may be caused by the development.

As part of the Site Plan Control application, detailed plans and studies will be required that will address grading and drainage, stormwater management, noise and geotechnical matters. City staff and the Rideau Valley Conservation Authority will review the reports and ensure that the development can be supported on the site and that there are no adverse runoff impacts on surrounding properties.

The NCC was circulated on the submitted OPA and ZBLA applications, and any concerns raised regarding the proposal have been addressed by the applicant.

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

### **Sun Shadowing, Noise, Wind and Views**

- The buildings would interfere with the view of the river and the amount of sunlight that residents in nearby buildings currently receive.
- Concerned with the wind tunnel issues that may be caused by the tall buildings.
- Concerned with the shadow casting created from the buildings
- Concerned with the noise, debris, air pollution, and disruptions that will be caused by construction.

The project has been reviewed under the Guidelines for High-Rise Buildings and Transit Oriented Development; in particular, the Design Guidelines for High-Rise Buildings provide direction on tower separation, angular plane transitioning, sightlines, wind and sun shadowing. The proposed development provides adequate tower separation and is generally consistent with the directions presented in the Design Guidelines.

Wind and sun/shadow studies were submitted in support of the application and reviewed by staff, who found the studies to be satisfactory.

### **Community/Neighbourhood**

- This development will degrade the quality of life for the surrounding community.
- The community is not a 15-minute neighbourhood as there are very few amenities within walking distance.
- No walk-in clinics around the area to accommodate for the increased population that this development will bring.

### **Response**

The site is proximate to Richmond Road, a Traditional Mainstreet in the City, which includes a number of community amenities such as restaurants, retail, shops, and personal services. The site is well served with access to three large grocery facilities within a kilometre of the subject site. The site is well located with access to multiple active transportation routes and will be within a short walking distance to a future LRT station, which will provide opportunities for quick access to amenities and services surrounding the site.

### **Other Concerns**

- The development does not consider the overall impact of all nearby proposed developments around the neighbourhood:
  - 1047 Richmond Road and 100 New Orchard
- Concerned with the decrease in property values in the surrounding area.



## Response

The relationship between the proposed development and nearby developments have been considered by the relevant technical agencies and departments, and no outstanding concerns regarding the assumptions made for servicing or transportation have been identified.

There is no evidence to suggest that the proposed development will de-value neighbouring properties. The Provincial Policy Statement, City policies and City guidelines do not require analysis of potential impacts to property values through the planning process.