

- 4. Official Plan Amendment and Zoning By-law Amendment – 2 Robinson Avenue and 320 Lees Avenue**
- Modification du Plan officiel et du Règlement de zonage – 2, avenue Robinson et 320, avenue Lees**

Committee recommendations

That Council:

- a. Approve an amendment to the Official Plan, Volume 2a, Sandy Hill Secondary Plan, for 2 Robinson Avenue and 320 Lees Avenue for increased buildings heights, as detailed in Document 2: and**
- b. Approve an amendment to Zoning By-law 2008-250 for 2 Robinson Avenue and 320 Lees Avenue to permit a mixed-use development concept, as detailed in Document 3.**

Recommandations du Comité

Que le Conseil :

- a. Approuve une modification au Plan officiel, Volume 2a, Plan secondaire de Côte-de-Sable, visant le 2, avenue Robinson et le 320, avenue Lees, afin d'augmenter les hauteurs de bâtiment, comme l'expose en détail le document 2; et**
- b. Approuve une modification au Règlement de zonage 2008-250 visant le 2, avenue Robinson et le 320, avenue Lees, afin de permettre un concept d'aménagement polyvalent, comme l'expose en détail le document 3.**

For the information of Council

Councillor M. Fleury introduced the following direction to staff:

Given the significance of the proposed development and the necessity for this development to implement the Transit-Oriented Development principles of the Lees TOD area, as well as ensuring adequate connectivity beyond the site, Planning Committee directs staff as follows:

- In order to achieve appropriate modal split targets for active transportation, the first Site Plan application submitted for 2 Robinson and 320 Lees Avenue shall include the following:
 1. Conditions of approval shall provide the requirement for a signalized intersection at Lees Avenue and Robinson Avenue; and
 2. Consideration to establish a pedestrian crossing across Lees Avenue north of the development site to connect with the Multi-Use Pathway running parallel to the O-Train corridor. Depending on design, the crossing may also include cycling crossing. This may be accomplished through conditions of approval of Site Plan unless other alternatives are determined for implementation through Site Plan application review process; and
 3. During the Site Plan process, review and consider missing links (such as sidewalks, cycling tracks, multi-use pathway) for implementation strategies on or near the property.

Pour la gouvernance du Conseil municipal

Le conseiller M. Fleury introduit la directive au personnel suivante :

Compte tenu de l'importance des travaux d'aménagement proposés et parce qu'il faut, dans le cadre de ces travaux, appliquer les principes de l'aménagement en fonction des transports en commun dans le secteur d'aménagement destiné au transport en commun de l'avenue Lees, en plus d'assurer une connectivité adéquate au-delà du site, le Comité de l'urbanisme demande au personnel de faire ce qui suit :

- Pour atteindre les cibles des parts modales adaptées au transport actif, la première demande de réglementation du plan d'implantation déposée pour le 2, avenue Robinson et le 320, avenue Lees doit comprendre ce qui suit :
 1. les conditions d'approbation doivent prévoir l'obligation d'aménager un carrefour à feux à l'angle de l'avenue Lees et de l'avenue Robinson;
 2. il faut envisager d'établir un passage pour piétons traversant l'avenue Lees au nord du site du projet d'aménagement pour assurer la liaison avec le sentier polyvalent parallèle au couloir de l'O-Train. Selon le

modèle de conception, ce passage pourrait aussi comprendre une traverse cyclable, ce qu'on pourrait réaliser dans le cadre des conditions de l'approbation du plan d'implantation, sauf si on détermine d'autres solutions de rechange pour la mise en œuvre dans le processus d'examen de la demande de réglementation du plan d'implantation;

3. pendant le processus d'établissement du plan d'implantation, revoir et considérer les liaisons absentes (comme les trottoirs, les pistes cyclables et les sentiers polyvalents) pour les stratégies de mise en œuvre sur la propriété ou à proximité.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated September 8, 2021 (ACS2021-PIE-PS-0120)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 8 septembre 2021 (ACS2021-PIE-PS-0120)

2. Extract of draft Minutes, Planning Committee, September 23, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 23 septembre 2021

**Planning Committee
Report 49
October 13, 2021**

116

**Comité de l'urbanisme
Rapport 49
Le 13 octobre 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
23 September 2021 / 23 septembre 2021**

**and Council
et au Conseil
13 October 2021 / 13 octobre 2021**

**Submitted on 8 September 2021
Soumis le 8 septembre 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden,
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: RIDEAU-VANIER (12)

File Number: ACS2021-PIE-PS-0120

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment –
2 Robinson Avenue and 320 Lees Avenue**

**OBJET: Modification du Plan officiel et du Règlement de zonage – 2, avenue
Robinson et 320, avenue Lees**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council:

- a. Approve an amendment to the Official Plan, Volume 2a, Sandy Hill Secondary Plan, for 2 Robinson Avenue and 320 Lees Avenue for increased buildings heights, as detailed in Document 2: and
 - b. Approve an amendment to Zoning By-law 2008-250 for 2 Robinson Avenue and 320 Lees Avenue to permit a mixed-use development concept, as detailed in Document 3.
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 13, 2021 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 ce qui suit au Conseil :
 - a. Approuver une modification au Plan officiel, Volume 2a, Plan secondaire de Côte-de-Sable, visant le 2, avenue Robinson et le 320, avenue Lees, afin d'augmenter les hauteurs de bâtiment, comme l'expose en détail le document 2; et
 - b. Approuver une modification au Règlement de zonage 2008-250 visant le 2, avenue Robinson et le 320, avenue Lees, afin de permettre un concept d'aménagement polyvalent, comme l'expose en détail le document 3.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 13 octobre 2021 », à la condition

que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the amendments to Sandy Hill Secondary Plan and Zoning By-law 2008-250 for 2 Robinson Avenue and 320 Lees Avenue. The amendments will facilitate the permission of a new mixed-use development generally containing six-storey podiums with two towers at 28-storeys and two towers at 32-storeys, with approximately 1,460 residential dwelling units, 950 parking spaces (22 surface) and 1,500 bicycle parking spaces.

The Official Plan amendment seeks to amend the Sandy Hill Secondary Plan, by increasing the maximum permitted heights on Schedule L to 28 and 32 storeys and adding a site-specific policy for the requirement of a community amenity space.

The zoning application proposes to rezone the entirety of the development site into a Transit-Oriented Development Zone, Subzone 2 (TD2), with site-specific provisions including the increased building height. The portion of the property intended for parkland dedication to the City will be rezoned to O1 (Parks and Open Space Zone).

Applicable Policy

The following policies support this application:

- The site is designated as Mixed-Use Centre (Policy 3.6.2) in the Official Plan, a target area for intensification, and a designation that recognizes the importance of supporting the Rapid-Transit Network on sites that act as central nodes of activity for the surrounding community. Development in these areas can achieve high densities with mixed-use development oriented to support rapid transit.
- Policies 2.5.1 and 4.11 provides direction for the consideration of taller buildings, including urban design and compatibility.
- The Sandy Hill Secondary Plan represents an implementation of the Lees TOD Plans where the density targets associated with the minimums of the Secondary Plan are anticipated in the range of 400 to 1000 units per hectare for this site. The proposed development, despite the increase in building height (and Official Plan

amendment), represents a density of approximately 660 units per hectare. Additionally, the Secondary Plan include directions for providing a wide variety of housing, range of socio-economic groups, emphasizing public transportation and bicycle and pedestrian networks over the private auto, and a mix of internal and external site amenities.

- The Urban Design Guidelines for High-rise Housing and for Transit Oriented Development apply to this site, which aim to provide a mix of uses and densities that complement both transit users and the local community and also provides direction on built form transition. The proposal's features relate well to the relevant Urban Design Guidelines.

Public Consultation/Input

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

Councillor Fleury and the applicant organized a community information session, held virtually, on March 4, 2021. Approximately 40 members of the public attended, where the applicant provided a presentation, followed by a question-and-answer period.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and density, transportation, connectivity, and land uses.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de l'urbanisme recommande l'approbation des modifications au Plan secondaire de Côte-de-Sable et au Règlement de zonage 2008-250 visant le 2, avenue Robinson et le 320, avenue Lees. Ces modifications permettront d'autoriser un nouvel aménagement polyvalent comprenant globalement des socles de six étages ainsi que deux tours de 28 étages et deux tours de 32 étages, abritant environ 1 460 logements. L'aménagement de 950 places de stationnement (dont 22 en surface) et de 1 500 places de stationnement pour vélos est également proposé.

La modification du Plan officiel a pour objet de modifier le Plan secondaire de Côte-de-Sable, en augmentant à 28 et à 32 étages les hauteurs de bâtiment maximales

autorisées à l'annexe L, et en ajoutant une politique propre à l'emplacement exigeant un espace d'agrément communautaire.

La demande de modification de zonage attribuerait à l'ensemble de l'emplacement une désignation de Zone d'aménagement axé sur le transport en commun, sous-zone 2 (TD2), assortie de dispositions propres à l'emplacement concernant notamment l'augmentation de la hauteur de bâtiment. La partie de la propriété réservée à la création d'un parc pour la Ville sera désignée O1 (Zone de parc et d'espace vert).

Politique applicable

Les politiques suivantes sont favorables à cette demande :

- L'emplacement est désigné Centre d'utilisations polyvalentes (politique 3.6.2) dans le Plan officiel, c'est-à-dire un secteur cible de densification et une désignation qui reconnaît l'importance de soutenir le réseau de transport en commun rapide sur les emplacements servant de pôles centraux d'activité pour la collectivité environnante. Ces secteurs peuvent accueillir des densités élevées avec des aménagements polyvalents axés sur le transport en commun rapide.
- Les politiques 2.5.1 et 4.11 fournissent des orientations pour la prise en compte d'immeubles plus élevés, notamment en matière de design urbain et de compatibilité.
- Le Plan secondaire de Côte-de-Sable représente une mise en œuvre des plans d'AATC de la station Lees, selon lesquels les objectifs de densité associés aux valeurs minimales du plan secondaire devraient être de l'ordre de 400 à 1 000 logements par hectare sur cet emplacement. L'aménagement proposé, malgré l'augmentation de la hauteur de bâtiment (et la modification du Plan officiel), représente une densité d'environ 660 logements par hectare. En outre, le Plan secondaire fournit des orientations en vue d'obtenir une grande variété de types de logement, une gamme de groupes socioéconomiques, une valorisation du transport en commun et une priorité accordée aux réseaux cyclables et piétonniers par rapport aux déplacements en véhicule privé ainsi qu'une combinaison de commodités internes et externes à l'emplacement.
- Les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur et pour les aménagements axés sur le transport en commun s'appliquent à cet emplacement, destiné à accueillir une variété d'utilisations et de densités qui

comblent les besoins des usagers du transport en commun et de la collectivité locale, tout en fournissant des orientations sur la transition de la forme bâtie. Les caractéristiques du projet s'agencent bien avec les lignes directrices d'esthétique urbaine pertinentes.

Consultation et commentaires du public

Un avis a été donné, et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

Le conseiller Fleury et le requérant ont organisé, sous forme virtuelle, une réunion d'information communautaire le 4 mars 2021. Une quarantaine de membres du public ont participé à cet événement. Le requérant a fait une présentation, qui a été suivie d'une période de questions.

Une vingtaine de personnes et groupes ont formulé des commentaires à l'étape d'examen de la demande. Les préoccupations soulevées portaient essentiellement sur la hauteur et la densité de l'aménagement, le transport, les liens et les utilisations du sol.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

2 Robinson Avenue / 320 Lees Avenue

Owner

2 Robinson Property Limited Partnership (Attn: Ron Lavy)

Applicant

Roderick Lahey Architecture Inc. (Robert Verch)

Architect

Roderick Lahey Architecture Inc. (Roderick Lahey / Robert Verch)

Description of site and surroundings

The subject site is located at the northwest corner of Lees Avenue and Chapel Crescent with 235 metres of frontage along Lees Avenue and 88 metres along Chapel Crescent. The proposed development has a total lot area of 22,948 square metres. The site is located at the south end of Sandy Hill in Rideau-Vanier Ward (Ward 12).

The site is currently vacant and the following land uses surround the site:

- North: The neighbourhood of Sandy Hill is north of the site and predominantly consists of low-rise residential buildings.
- East: The Strathcona Heights housing complex with a mix of low and mid-rise buildings exists east of the subject site. Also, in proximity is Robinson Park, Robinson Village and the Rideau River.
- South: Robinson Avenue, Lees Avenue and Highway 417 are south of the proposed development. Beyond the highway are some high-rise residential buildings surrounding the Lees O-Train Station, as well as some University of Ottawa buildings and facilities.
- West: The Sandy Hill Arena along with surface parking is west of the subject site, with the University of Ottawa campus further west.

Summary of proposed development

The proposed development concept consists of a residential and mixed-use development generally containing six-storey podiums with two towers at 28-storeys and two towers at 32-storeys. Three of the towers are oriented towards Lees Avenue and consist of ground floor commercial and amenity area opportunities. The tower at the rear of the site is residential but also includes ground floor amenity areas. In total, the development is proposing approximately 1,460 residential dwelling units, 950 parking spaces (22 surface) and 1,500 bicycle parking spaces.

A new signalized intersection at Lees Avenue and Robinson Avenue is proposed and will function as the main site access. The development also results in the provision for a new city-owned park, which is will be located at the corner of Lees Avenue and Chapel Crescent, as indicated by the land rezoned to O1.

Summary of requested Official Plan and Zoning By-law amendments

The Official Plan amendment (OPA) seeks to amend the Sandy Hill Secondary Plan (Schedule L – Maximum Building Height) by re-designating the eastern portion of the development site to allow building heights up to 32-storeys and re-designating the western portion of the site to allow up to 28-storeys. Schedule L of the Secondary Plan currently permits heights up to 20-storeys, generally along Lees Avenue, and six-storeys along the rear and Chapel Crescent. In addition to the height increase, the new designations will maintain a minimum density of 250 units per net hectare (residential) and/or 1.0 floor space index (non-residential), which is consistent with current 20-storey height designated area. The recommended amendment also includes a site-specific policy for the requirement of a community amenity space.

The majority of the site is currently zoned as a Transit Oriented Development Zone with the southern portion of the site fronting Lees Avenue currently zoned as TD2[2078] and the northern, rear portion of the site zoned as TD1[2078]. The northern edge of the site is currently zoned I1A, Minor Institutional. These zones permit a broad range of uses and building heights ranging from 20 metres (TD1) and 60 metres (TD2).

The applicant seeks to rezone the entirety of the development site into a TD2 subzone, with site-specific provisions including the increased building height. The portion of the property intended for parkland dedication to the City will be rezoned to O1 (Parks and Open Space Zone).

Details of the recommended rezoning includes the following:

- Rezone the subject site to TD2 [xxxx] SYYY for the portion with the proposed development and O1 for the lands that will be convey for a new City-owned Park.
- Urban Exception “xxxx” will require minimum yard setbacks, minimum building stepbacks and maximum building heights as defined in Schedule “YYY” (Document 4).
- Schedule “YYY” identifies the minimum yard setback, minimum building stepbacks, and maximum building height as per the proposed development.
 - The effect of the amendment increases the permitted building heights from six-storeys (20 metres) and 20-storeys (60 metres) to allow up to 28-storeys (89 metres) and 32-storeys (103 metres).

- Additional provisions, through exception [xxxx], include applying one lot for zoning purposes, defining Lees Avenue as the front lot line, permitting ground floor canopies to project to the front lot line, and to allow the ground floor residential units to include a mezzanine level (despite the definition of storey).

DISCUSSION

Public consultation

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

Councillor Fleury and the applicant organized a community information session, held virtually, on March 4, 2021. Approximately 40 members of the public attended, where the applicant provided a presentation, followed by a question-and-answer period.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and density, transportation, connectivity, and land uses.

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

Official Plan designations

According to Schedule B of the Official Plan, the property is designated as Mixed-Use Centre.

Other applicable policies and guidelines

The subject property is located within the [Sandy Hill Secondary Plan](#). Within this plan, Schedule J designates the site as Mixed Use, and Schedule L identifies a maximum building height of 20-storeys and six-storeys. The Mixed-Use designation seeks to transform the area into a pedestrian and cycling friendly area and promotes intensification in support of the rapid transit network. Densities on the subject site require a minimum of 150 to 250 units per hectare and a 0.5 to 1.0 floor space index for commercial uses.

The [Transit-Oriented Development \(TOD\) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair](#) provides direction for Lees TOD area, which includes the subject site referenced as “the mobin lands”. The plan identifies a future Multi-Use Pathway along the rear of the site and prioritizes pedestrian crossing at Lees/Robinson

and Lees/Chapel. Lees Avenue is identified as a street for active frontage requirements, and the plan also encourages density targets in the range of 400 to 1000 units per hectare.

[The Urban Design Guidelines for Transit-Oriented Development](#) apply as the site is within 600 metres of Lees O-train 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 orientated 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 Housing](#). 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, and transition.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan and Zoning By-law amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting (virtually), on May 7, 2021, which was open to the public.

The panel's recommendations from the formal review of the Official Plan and Zoning By-law amendment applications are provided in Document 7.

Note: two concepts were presented to the panel to focus on site layout and massing strategy. The proposed towers will be subject to additional UDRP review during Site Plan application.

The panel was successful in aiding in the implementation of the following:

- Advancing the recommendations on the “option (2)” that has resulted in the refined design concept subject of this report (images shown in Document 4)
- Redesigning the podium of ‘Building D’ to have a more active frontage and ground-oriented units facing the green corridor along the rear of site and future multi-use pathway

- Additional details have been included into the Concept Plan to address grading changes so that key connection points and routes that are pedestrian and cyclist friendly
- Podium heights were reduced to a six-storey maximum and were further broken down by incorporating one-storey portions at the corners and between buildings with stepbacks
- Providing direction on how to include amenity in the courtyard and greenspace areas and the potential of community supportive uses, such as a grocery store and creating a synergy between active uses and the park land.

Staff are satisfied with the design changes resulting from the UDRP process, and details, such as site layout and connectivity shown in the current Concept Plans were a result of this process. The more details direction of site development will be further analysed with subsequent Site Plan application(s), which include additional UDRP review.

Planning rationale

The proposed development concept brings the entirety of the development site into one zone (TD2), except the portion of the site being rezoned for a new City park and maintains the requirement for intensification and mixed-uses in conformity with the Official Plan. The development provides for an active frontage along Lees Avenue with ground floor retail uses, provides for additional landscaping and outdoor amenity opportunities, internalizes vehicular and loading activity within the site, and the site layout promotes site permeability for pedestrian and cyclist movements.

While the development proposes 903 residential vehicular parking (783 resident spaces, 120 visitor), it has been designed to, and is strategically located to, encourage an active transit supportive development. The residential parking ratio is approximately 0.5 spaces per unit (well below the maximum required by zoning); however, the site layout and design focusing on making transportation choices for alternative modes, includes improvements on site with wider sidewalks along the street frontages and multiple connectivity pathways through the site. Additionally, the intersection of Lees and Robinson will be development as a signalized intersection to enhance and start building upon broader connections beyond the site. The property is well served by public transit including local bus services, and Lees O-Train Station is within 600 metres walking distance.

Official Plan (OP)

The Official Plan (OP) designates the site as Mixed-Use Centre (Policy 3.6.2), a target area for intensification, and a designation that recognizes the importance of supporting the Rapid-Transit Network on sites that act as central nodes of activity for the surrounding community. Development in these areas can achieve high densities with mixed-use development oriented to support rapid transit. Overall, mixed-use centres will become complete, livable communities that attract people, jobs, leisure, lifestyle and business opportunities. The proposed development takes a large, underutilized site, and transforms it into a significant mixed-use development that supports intensification and transit-oriented development, in addition to creating land for a new City-owned park.

Section 2.2.2, Managing Growth, provides policy direction for intensification and acknowledges that denser development, including taller buildings, should be located in areas supported by transit priority networks and areas with a mix of uses. The policy also notes that building heights and densities may be established through a Secondary Plan. Although the application requires an Official Plan amendment to increase maximum permitted building heights, the proposed heights are generally a result of density redistribution across the site in a built form that allows for a greater amount of site permeability, visual interest, and a variety of active uses. The Sandy Hill Secondary Plan calls for a density in the range of 400 to 1000 units per hectare, and despite the height increase, the development concept with 1500 units yields a density of approximately 660 units per hectare. Furthermore, the site has excellent access to a variety of existing and future pedestrian and cycling infrastructure and is located within 600 metres walking distance to Lees O-Train Station.

Sections 2.5.1 and 4.11 of the Official Plan provides policy direction for urban design and compatibility. Document 4 provides supporting images to highlight some of the positive urban design and compatibility features described below.

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, considerations on the adaptability of space in a building, and sustainability. New design and innovation co-existing with existing development without causing undue adverse impacts on surrounding properties is also considered. Attention has been made to provide an appropriate buffer and transition into the adjacent low-rise residential neighbourhood by orienting the towers of site so that they are staggered and having the closest part of the towers to low-rise residential zones at least 25 metres setback.

In accordance with the high-rise guidelines and transit-oriented development guidelines, the site design applies appropriate transition to the neighbouring low- and mid-rise residential areas. Majority of the built-form falls within a 45-degree angular plane from abutting residential, and more importantly in this context the towers exceed the minimum 20 metre separation from low-rise residential.

Section 4.11 further references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design. The proposed development will elevate the vacant property into an urban format mixed-use development that enhances community connectivity to the surrounding area, offers a mix of use, and results in a new City park. The towers have been designed and situated on site to create visual interest on the skyline and setback from the community in a compatibility manner. Furthermore, the design internalizes vehicular and loading activity with majority of the parking below grade and an emphasizes have been placed on pedestrian and cyclist movements through the site and beyond.

The proposed development, despite the requirement for an Official Plan amendment, is consistent with the OP and demonstrates an appropriate mixed-use development in a Mixed-Use Centre in manner supportive of transit-oriented development and the rapid transit network.

Secondary Plan

As per the Sandy Hill Secondary Plan, the subject site is located within the mixed-use designation, and Schedule L requires a minimum density of 150/250 units per hectare. The Secondary Plan represents an implementation of the Lees TOD Plans where the density targets associated with the minimums of the Secondary Plan are anticipated in the range of 400 to 1000 units per hectare for this site. The proposed development, despite the increase in building height (and Official Plan amendment), represents a density of approximately 660 units per hectare. The proposed development is consistent with the intent of the Secondary Plan, and the request of increase building height is appropriate for the location.

Additionally, the Secondary Plan include directions for providing a wide variety of housing, range of socio-economic groups, emphasizing public transportation and bicycle and pedestrian networks over the private auto, and a mix of internal and external site amenities. The proposed development conforms to the Secondary Plan by

developing an underutilized site into a significant mixed-use development with a variety of uses and residential unit types, creates connectivity through the site, offers of variety of public and private amenity, active frontages and a new City park.

Moreover, as a result of public consultation, it was agreed upon with all parties that the policy would include direction to incorporate a community space within the ground floor of the building closest to the City park. The recommendation includes this direction to allow for the discussion to continue through the application(s) for Site Plan, once submitted.

Official Plan Amendment

Staff support the proposed amendment to the Sandy Hill Secondary Plan. The development represents an appropriate mixed-use development that supports intensification and transit-oriented development. Additionally, despite the increase in building height, the proposed density at approximately 660 units per hectare satisfies the minimum density requirements and is consistent with the Lees TOD Plan that encourages a range from 400 to 1000 units per hectare. The site design provides for adequate tower separation from abutting low- and mid-rise residential zones with the closest part of the towers exceeding 25 metres. The podium is designed to breakdown the mass and create a human scale experience with active frontages.

Recommended Zoning Details

As detailed in Document 3, the proposed Zoning By-law amendment has the effect rezoning the site into a Transit-Oriented Development zone with site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

- The site is being rezoned to a Transit-Oriented Development zone in conformity with the Official Plan, Sandy Hill Secondary Plan, and Lees TOD Plan, which allows for a broad range of uses encouraging the intensification in support of the rapid transit network, and mixed-use design for community building.
- The proposed density is consistency the Secondary Plan and Lees TOD Plan, and the increase in building height represents a density redistribution. In valuating the high-rise guidelines, TOD guidelines, and OP Policies 2.5.1 and 4.11 the proposed building heights are appropriate. The built form creates visual interest on the skyline, setbacks and stepbacks are provided to have a human-scale experiences at the grade-related activities, tower separate is

achieved, and more importantly the built-form transition situates the towers at 25 metres from the nearest resulting zones with majority of buildings below a 45-degree angular plane.

- The property is anticipated to remain in one ownership (except the new park), but given the site design with below grade garage, access and new Schedule 'YYY', the recommendation is to consider the development site as one lot for zoning purposes.
- With the creation of the park land (area zoned O1) at the corner of Lees Avenue and Chapel Crescent, the development is oriented towards Lees Avenue, and therefore it is appropriate from a zoning perspective to deem Lees Avenue as the front lot line despite having some frontage on Chapel Crescent.
- The commercial uses in the ground floor units along Lees Avenue have yet to be determined but is reasonable to expect that the final design will incorporate canopies for weather protection and possible unit signage. The zoning allows for such projections but not closer the 0.6 metres to the lot. With the curvilinear nature of Lees Avenue, some corners of the canopies may project very close to the lot line, and as such the zoning recommends to includes a provision to allow for such projections (canopies) to project to the front lot line (Lees Avenue). As design for canopies would be reviewed and approved through Site Plan Control.
- The design of Tower D along the rear of the site facing the future multi-use pathway could incorporate ground-oriented residential units (townhouse design). Since the ground floor will likely have higher floor to ceiling heights, the residential units on the ground floor can utilize this height and add a mezzanine level with the potential of creating family-oriented three-bedroom units. The definition of "storey" includes a mezzanine. Since this specific design does not truly increase the building height (metres) or number of storeys, the exception has been added to acknowledge that these units will be considered as one storey for zoning purposes related to Schedule 'YYY'.
- The maximum cumulative gross floor area of 96,000 square metres is to ensure that the zoning permission granted reflects the proposed Concept Plan. The development did not trigger Section 37 and density on site was in the form of a density redistribution for taller buildings. Adding this provision provides certainty and the amount of density permitted in the form of gross floor area.

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.

COMMENTS BY THE WARD COUNCILLOR

Councillor Mathieu Fleury provided the following comment:

“This is the second submission of an application where the developers have continually engaged with my team the community, and stakeholders to respond to comments and concerns. I am pleased with several changes since their last submission.

These changes include placement of the park at the corner of Lees and Chapel – this creates a better connection and use for the park space. It is also more accessible to the residential neighbours. I do remain concerned of park use safety regarding the segment on Lees and Chapel which are busy transportation corridors. As the applicant has expressed, they are willing to work out these concerns with myself, the community and the City. I look forward to seeing how this will progress and help find solutions to the concerns raised.

With a significant development such as this one, I am happy to see the protection of parkland space on-site. As well as explore the potential connections and improvements to the parkland across Chapel Street. I am encouraged with the commitment that the parkland and an indoor community space will be made available to the adjacent OCH properties, as well as the Sandy Hill community. The conversation on the final size and how this space will be accessed continues; programming and community access offer potential to add to the neighbourhood missing programming spaces. I am looking forward to discussing this, but to see the allocated space on the plans is a great first step however, the applicant's openness to protect indoor public spaces for community use is important to define and confirm. The community and I would like to see a basketball-size gym space to allow for the type of programming needs currently lacking for youth, families, and seniors in the area.

The change from a nine-storey podium to a six-storey podium is also promising, allowing for a main street feel, instead of a towering building in the onset. The potential

to create spaces for tenants on the podium roof is important. Those spaces should have a focus on green rooftop, programable and accessible to residents of the new development.

Commercial retail space is also identified, and once again, I am looking forward to the conversation on what type of commercial or retail would be secured. Specifically, I would like this to help address the specific retail needs for this unique section of Sandy Hill adjacent to Strathcona Heights, Ottawa Community Housing largest community and limited by the 417 highway and the Rideau River. These needs include desired retail amenities within reasonable walking distance for quite some time, specifically grocery store.

When looking at development as significant as this one in an already established neighbourhood, it is integral that this project develops while respecting the community it will join, there are still some elements that need to be worked through, specifically how the applicant intends on meeting a community desired request for more affordable housing in the proposed buildings. The community is favourable for a mix of unit sizes. The community is encouraged with the proposed rental environment but would like the applicant to ensure there is an increase in two and three-bedroom units to encourage a diverse mix of residents and income.

The wider, proposed sidewalk along Lees, specifically, in front of the retail spaces is welcome. Setting the building back to allow for this wider, pedestrian space, is a nice addition. Further to that, I look forward to improving connectivity to and from development, including pedestrian, cycling, and vehicular traffic. Specifically, when it comes to vehicular traffic, we need to ensure the influx of vehicles does not negatively flow onto neighbouring streets. As for connectivity from the site to the LRT, pedestrian access needs to be better addressed. These updated plans highlight the potential to connect the park to the NCC MUP located behind the Sandy Hill Arena and connecting to Mann Avenue (Viscount school, St Germain Park and Annie Pootookook Park). I would like to see the applicant standardize the MUP for year-round use (accessible, lit and winter maintained.)

It is important that the connections properly link to the LRT MUP going north towards Campus and more specifically to Rideau centre, commercial districts and key retail and employment areas. Further, the present pedestrian links are incomplete, and some are not winter maintained. There is a missing sidewalk link of the West side of Lees from the LRT MUP/Nicholas off ramp all the way to the Lees overpass of the 417. I look

forward to working with the applicant on better defining all these missing links, creating better sidewalks and crosswalks to and from their site, to ensure the number of new residents can walk safely to their destinations. Additionally, the proposed signalised intersection at Robinson and Lees is well received, but within proper sidewalk connection remains a key challenge, as noted above. Further the connection from existing Lees sidewalk across Lees to LRT MUP at the Nicholas off ramp remains a key safety missing link. To further improve the safety to the site and near the proposed park, it is recommended to see an elevated crosswalk at the Lees and Chapel intersection.

Within the development, their road network has also improved, I would like to see this continue to evolve to ensure the proposed roadway within the site be fully framed by a 2m plus sidewalk on both sidewalks of the road. Safe connected links by foot, cycling and easy drop-off without the addition of large amounts of interior road networks. The garbage storage and management and loading docks must be carefully considered to limit dead wall space and risk creating a back of building environment on this urban site.

There remains a need for proper bike infrastructure from the building to the painted cycling lanes along Lees Avenue. Additionally, the Lees Avenue facing section of this property parcel requires a proper cycling track to correct the challenges of the required left turn lane on Chapel and Robinson segments.

The Applicant has expressed interest to front-end infrastructure - particularly as it relates to Lees Avenue missing sidewalks - and park improvements inside and outside of their property. I look to the City to help make sure this willingness is acknowledged and implemented – to allow for this large site development to develop all at the same time.

This lot is currently vacant, although urban, the number of future residents requires a detailed ground level and building lighting plan as the area is currently very dark – I look forward to seeing this added to the plans.

Importantly, as the community and I continue to work with this willing applicant, through the zoning application and Site Plan process to ensure these accesses, links, community spaces and affordable units are integrated and reflect the gateway/TOD heights, massing proposed for the site.”

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the matters are appealed to the Ontario Land Tribunal, it is expected that a three 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 implications.

ASSET MANAGEMENT IMPLICATIONS

Through the corresponding Site Plan application (when submitted) the portion of the property being rezoned to O1 will eventually be conveyed to the City for parkland dedication. Furthermore, maintenance, such as snow clearing, will need to be determined for the multi-use pathway along the rear of the site. Lastly, there will be a new signalized intersection at Lees Avenue and Robinson Avenue. These items will be confirmed through the Site Plan Control and are for informational purposes only regarding this report.

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 an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The new buildings are required to meet the accessibility criteria contained within the *Ontario Building Code*. Based on current review, the development demonstrates that the proposed building is accessible, including common entrances, corridors, and amenity areas. Staff have no concerns about accessibility, and the Accessibility Advisory Committee will be circulated during Site Plan Control.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation

APPLICATION PROCESS TIMELINE STATUS

The applications (Development Application Number: D02-02-20-0140 (Zoning) and D01-01-20-0028 (OPA) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments, due to significant revisions made through the review process, and staff workload demands.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment XX

Document 3 Details of Recommended Zoning

Document 4 Schedule YYY

Document 5 Development Concept Images

Document 6 Consultation Details

Document 7 Urban Design Review Panel: Recommendations

CONCLUSION

The proposed development introduces intensification through a significant mixed-use development in a manner which conforms to the Official Plan and is consistent with the Sandy Hill Secondary Plan. The proposed development will transform a vacant lot into an urban format transit-oriented development with a mix of uses and appropriate intensification. The development fits within the surrounding context and provides for compatibility through built form transition, animation at grade, active frontages, and the provision for a new City park. The Official Plan and Zoning By-law amendments are recommended for approval.

DISPOSITION

Committee and Council Services, Office of the City Clerk, to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; 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.

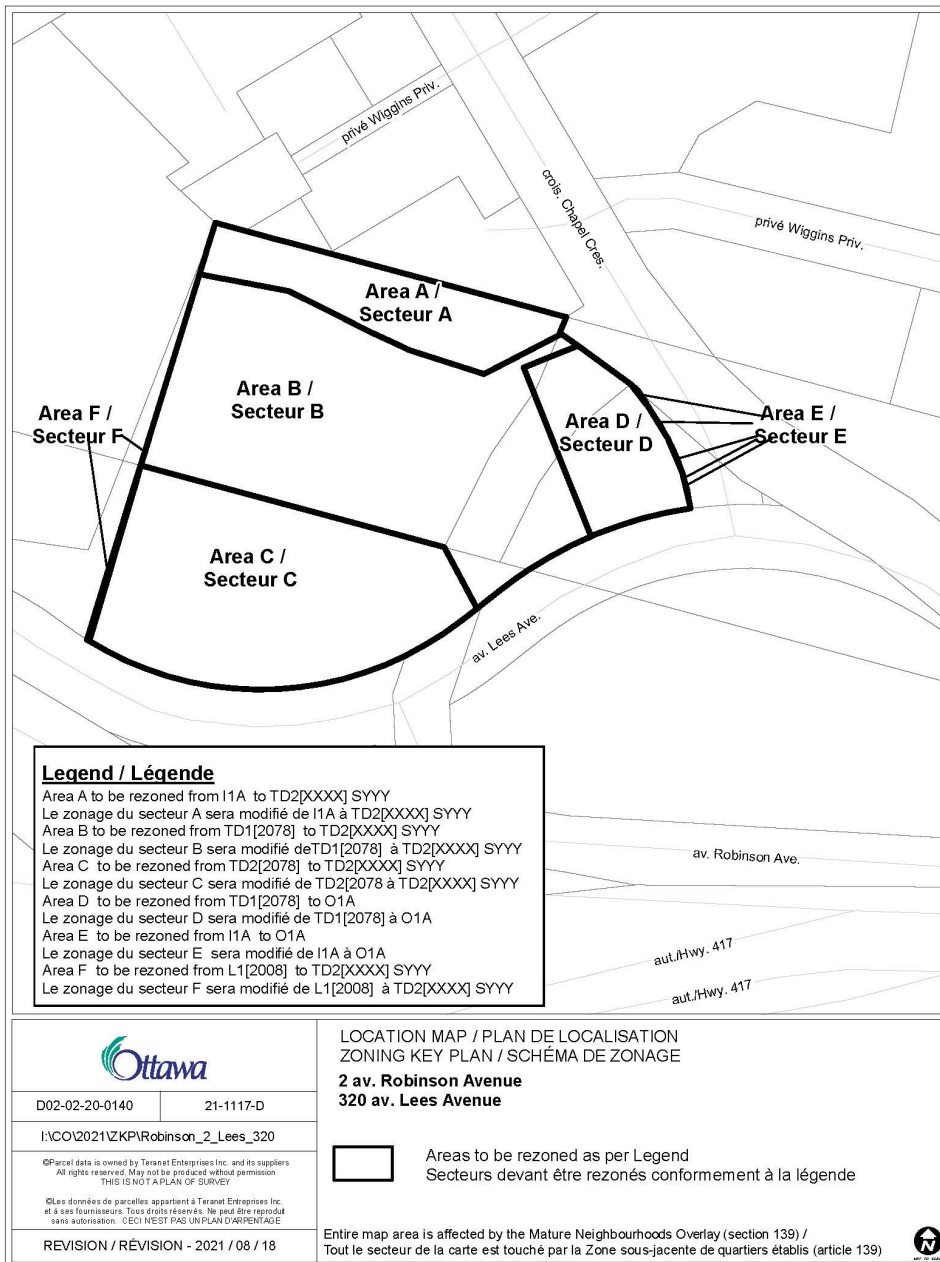
Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

Note: Areas E and F on the map below are very narrow slivers and show as a thicker line.



Document 2 – Details of Recommended Official Plan Amendment

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

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

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

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 Sandy Hill Secondary Plan, specific to 2 Robinson Avenue / 320 Lees Avenue, by re-designating the lands on Schedule L with a maximum height limit of 28 and 32-storeys, with a minimum density of 250 units per hectare (residential) and/or 1.0 floor space index (non-residential).

The summary of proposed amendments and changes to the Sandy Hill Secondary Plan made through this amendment area as follows:

- a. Increase the maximum permitted building heights / densities from “6 storeys / 150 units per hectare (residential) and/or 0.5 floor space index (non-residential)” and “20 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential) to “28 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential)” and “32 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential).”
- b. Provide a site-specific policy for 2 Robinson Avenue / 320 Lees Avenue to require a community amenity space within the ground floor.

2. Location

The proposed Official Plan amendment includes changes only applicable to property municipally known as 2 Robinson Avenue / 320 Lees Avenue. The subject lands are located on the northwest corner of Lees Avenue and Chapel Crescent.

3. Basis

The amendment to the Official Plan was requested by the applicant to permit a mixed-use development concept consisting of four towers, two at 28-storeys and two

at 32-storeys, generally atop six-storey podiums. In total, the development is proposing approximately 1,460 residential dwelling units, 950 parking spaces (22 surface) and 1,500 bicycle parking spaces.

4. Rationale

The amendment to increase the maximum permitted building height on Schedule L is appropriate and supported by staff. The application demonstrates that despite the increase in height, the density on site represents a density redistribution and the density achieved at approximately 660 units per hectare is consistent with the Lees TOD Plan, which calls for 400 to 1000 units per hectare, and served as the basis for the secondary plan requiring a minimum of 250 units per hectare. Furthermore, the Official Plan, through the Mixed-Use Centre designation and assessment of Policies 2.5.1 and 4.11 and consistent with support for taller buildings.

PART B – THE AMENDMENT

1. Introduction

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

2. Details

The City of Ottawa Official Plan, Volume 2A, Sandy Hill Secondary Plan, is hereby amended as follows:

- 2.1 by amending Schedule L –Maximum Building Height, by re-designating 2 Robinson Avenue / 320 Lees to increase the maximum permitted building heights / densities from “6 storeys / 150 units per hectare (residential) and/or 0.5 floor space index (non-residential)” and “20 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential) to “28 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential)” and “32 storeys / 250 units per hectare (residential) and/or 1.0 floor space index (non-residential)” as shown on Schedule 1 of this document.

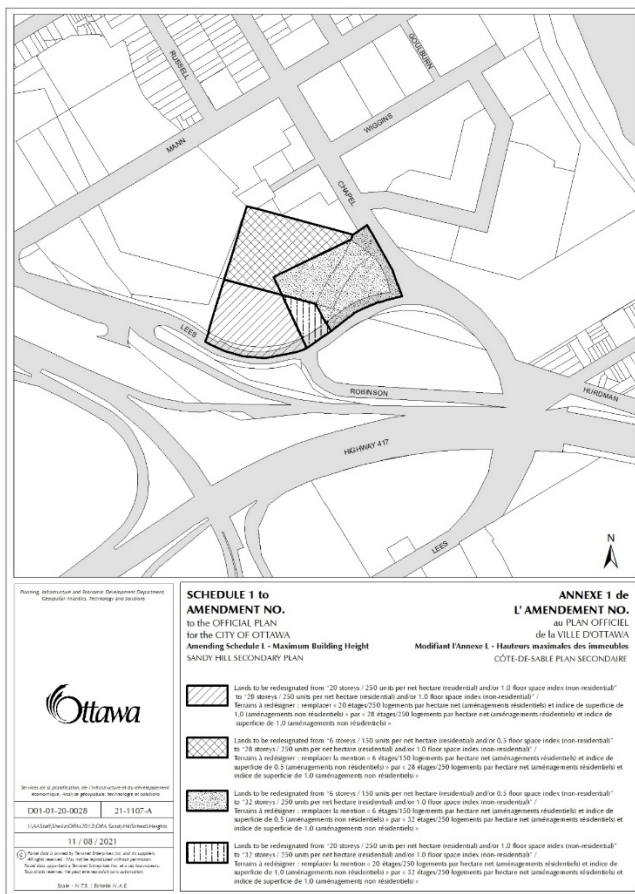
2.2 by adding a new policy in Section 5.3.2 (Land Use) Policy 1. e. Mixed Uses, as follows:

“For the site municipally known as 2 Robinson / 320 Lees, development must incorporate space dedicated for a community amenity / use within the ground floor and near the City park at the corner of Lees Avenue and Chapel Crescent. Any Site Plan approval shall secure these details through conditions of approval.”

3 Implementation and Interpretation

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

PART C – THE APPENDIX

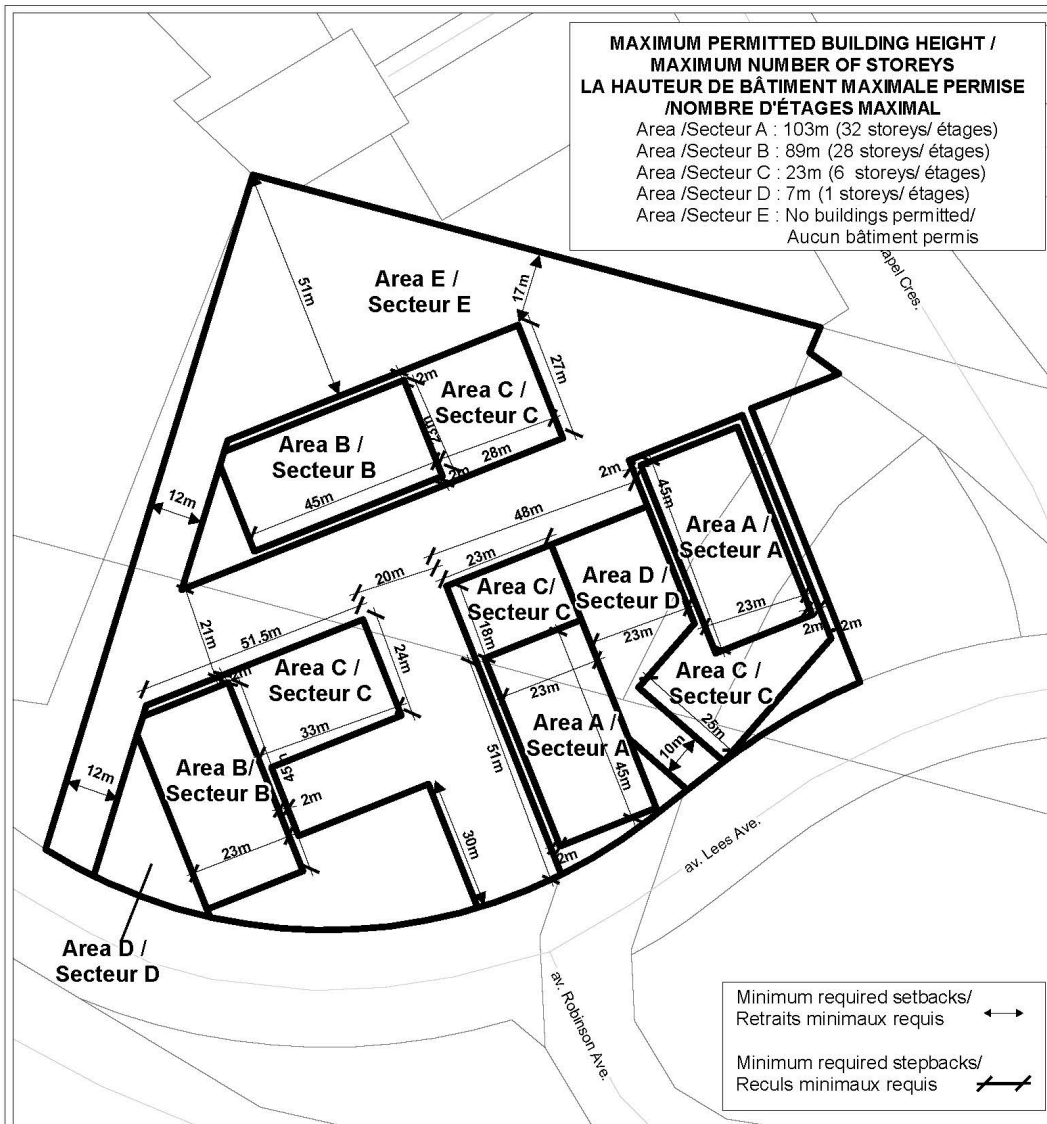


Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2 Robinson Avenue / 320 Lees Avenue are as follows:

1. Rezone the lands as shown in Document 1.
2. Amend Part 17, Schedules, by a new Schedule 'YYY', as shown in Document 4.
3. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect as follows:
 - a. In Column II, add the text TD2 [xxxx] SYYY.
 - b. In Column V, include provisions similar in effect to the following:
 - i. Maximum permitted building heights, minimum setbacks and minimum stepbacks are as per Schedule YYY.
 - ii. Despite the definition of "storey", ground floor residential units may include a mezzanine and for the purpose of maximum building heights on Schedule YYY, such dwelling units are to be considered as one storey.
 - iii. Lees Avenue is deemed to be the front lot line.
 - iv. Despite Section 65, and canopy at the ground floor level may project to the front lot line
 - v. The lands are considered one lot for zoning purposes.
 - vi. Maximum cumulative Gross Floor Area: 96,000 square metres

Document 4 – Schedule 'YYY'



Ottawa


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

This is Attachment ___ to By-law Number _____, passed _____, 2021
 Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____ 2021



Document 5 – Development Concept Images





Document 6 – Consultation Details

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

Councillor Fleury and the applicant organized a community information session, held virtually, on March 4, 2021. Approximately 40 members of the public attended, where the applicant provided a presentation, followed by a question-and-answer period.

During application review approximately 20 individuals/groups provided comments. Concerns raised were focused building height and density, transportation, connectivity, and land uses.

PUBLIC COMMENTS AND RESPONSES

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

Height and Density

- Submissions expressed concern for the buildings being too tall and adding to much density for the area.
- Concerns about tall buildings close to low-rise residential areas.
- Modifications to the current design should include varying the heights of the towers to avoid a repetitive look, in particular the NE tower, which will likely not meet the terms of the shadow arch study.

Response:

The site layout and design were significantly revised since the original submission, which includes reducing the podium heights from nine to six-storeys, and the tower heights were adjusted to create visual skyline interest as well as shifting the building locations for tower offset. As detailed in the staff report, the Official Plan supports taller buildings in this context of a mixed-use centre and the applicable urban design and compatibility policies.

Connectivity

- Several comments were submitted encouraging better connectivity to the surrounding active transit network such as sidewalks and multi-use pathways and connectivity through the site.
- Designate Lees Ave a complete street, and prioritize walking, cycling and access to transit/LRT. Please also refer to ASH's submission for further details on connectivity priorities.
- This development should include a MUP connection to the MUP that runs alongside Line 1. Currently there is no way for a pedestrian or cyclist to cross Lees Ave at the 417 offramp intersection. This must be improved so that there can be a link from this development to the Line 1 MUP. In addition, I am concerned about the impact to transit at the Lees/Chapel intersection. The Traffic Study indicates that this intersection will function at LOS F; this will impact OC Transpo routes 16, 55 and 56. There should be a solution to deal with this that will not cause undue delay for transit passengers on these routes. Perhaps the signalized intersection at Lees/Chapel should be advanced.

Response:

One of the main reasons for significantly changing the site layout from the original submission was in response to comments concerning connectivity and public accessibility through the site. There have been discussions concerning connectivity with the Ward Councillor and community members to date, and these will continue through the Site Plan process when applications are submitted.

Transportation

- Considering this is next to LRT, Parking should be minimized, at grade parking should only be for commercial.
- The City can ease the amount of new traffic from this development is through the installation of a traffic circle at Lees & Robinson Ave. We ask that the City require the developer to complete a traffic circle study for this intersection, to explore installing a 2-lane traffic circle here. We believe a traffic circle will enable easier access/egress to the site and will have a calming effect on traffic coming downhill on Lees.

Response:

The proposed parking is in compliance with the Zoning By-law, and development is designed in manner to support active transportation. Majority of the parking has been placed below grade and any final surface parking and/or drop-off design will be resolved through Site Plan once that application is submitted.

Transportation staff were made of aware of the request to consider a traffic circle, but based on the current concept the notion of a full signalized intersection is preferable for all modes of transportation.

Affordable Housing

- General submissions request more rental and affordable housing.
- Comments requesting up to 30 per cent of unit being affordable, below average market rent.
- Truly affordable housing options, inclusive zoning and other innovative practices will allow people with limited resources or fixed incomes to participate fully in the civic life of their neighbourhood.

Response:

Inclusionary zoning is not in effect and the proposed development is subject to Section 37. Affordable housing is not a requirement in any current planning framework associated with this property, and as such the applications for Official Plan amendment and Zoning By-law associated with this report cannot be used as a forum to require affordable housing.

Discussions on housing, including level of affordability and unit mix, have occurred between the applicant, Ward Councillor and members of the community. These discussions can continue through the applications for Site Plan Control, and staff can participate in such discussion. At this time, affordable housing is not a requirement. The development is intended to be rental, which is helpful in regards to providing a variety of housing choices and also contributes to the overall housing affordability.

Land Use

- Designate this development a 15-minute neighbourhood, which will foster “social connections and [positive] mental health, reduce injuries and chronic diseases, and make [communities] more resilient to climate change.
- Require the developer to fit up a portion of commercial space for a grocery store, and a community centre and park that provides “recreation amenities for all ages.” These services and amenities are urgently needed in our end of Sandy Hill and were highly rated in the community survey as priority needs.
- We call on the City to mandate that the developer keep commercial rents affordable, so as to attract a range of local businesses and services (eg. healthy restaurants, bakery, areas for cultural programming, bike shop etc.) We want to see a development that lives up to the City’s aspirations for 15-minute neighbourhoods, where current and future residents can access their day-to-day needs by foot, biking or transit.
- The community through Action Sandy Hill conducted a survey on community needs to inform of desired uses and spaces requested within this development. The results were shared with City staff and the applicant/owner.

Response:

The notion of a “15-minute neighbourhood” stems from the new OP currently under review, and as such has no legal standing. However, Staff are of the opinion that this development represents a good example of providing a mixed-use development that is transit support in a manner consistent with the OP, and TOD guidelines. The applicant is aware of the community desires for community uses and spaces, such as a grocery, and this is being considered in the site design with the ground along Lees frontage accommodating this possibility. When an application for Site Plan is submitted, it is expected that more details will be provided on the intended commercial and community uses.

Other

- Concerns about shadowing impacts on neighbouring properties.
- Sustainability. Ensure through building review process that sustainability is a requirement, such as achieving LEED standard and passive house design

principles. Demonstrate net-zero and be an early implementer of the City's Energy Evolution actions.

- Mandate that the developer complete a storm-water management report, and also receive a record of consultation from both the Ontario Ministry of the Environment and the Rideau Valley Conservation Authority.
- This huge increase in multi- unit dwellings at 2 Robinson, as well as others in the Sandy Hill area will create heat islands and increase the risk of flooding. All 1600 units will require air conditioning which does not benefit the environment.

Response:

An updated shadow study with the revised submission and the significant change in site layout was also more sensitive to shadowing impacts. The towers are separated by 25 metres and have small floor plates allowing shadows to quickly traverse the landscape. Furthermore, part of UDRP's recommendation to pursue this site layout was a result of better shadowing impacts.

Stormwater Management is a mandatory requirement with a Site Plan application, which will be required for this development to proceed any further, once the Official Plan amendment and Zoning By-law amendment is approved (as recommended by this report). The RVCA is consulted during these application processes and the applicant was already advised to consult further before submitting an application for Site Plan.

Staff agree with the notion of sustainable development and will continue to encourage such practices. Requiring such standards does not form part of the review process.

COMMUNITY ORGANIZATION COMMENTS AND RESPONSES

Action Sandy Hill

Action Sandy Hill, in response to the revised applications, submitted a letter dated 29-Jul-2021, which has been summarized as follows:

Greenspace and Public Space

1. The park's revised placement is good - it makes a better connection to the greenspace directly across Chapel St. and links better to the path and greenspace to the north.

2. The amphitheatre is an interesting idea; however, it did not outweigh the community survey concerns about public and greenspaces. Did the applicant consult user groups to come up with this idea? If not, please note that the two community gardens on the edges of Strathcona Heights are heavily subscribed, and a waiting list has existed for a number of years. The applicant may wish to reconsider the use of the amphitheatre space, changing it to park, to allow community gardens in the current park space.

3. The main site (not counting the trees along the northern path, which we are presuming will be conserved) currently benefits from over 20 mature trees. What efforts are being made to conserve as many of these as possible during construction, and are the numbers of new trees replacing those that will be lost at least double the number?

Pedestrian and Cycling Connectivity: the City's role

1. Despite an on-site visit with all parties, ASH remains disappointed with the lack of pedestrian and cycling infrastructure that will allow for the safe passage of residents from the site south along Lees to reach the bike lane, and north along Lees to reach the LRT MUP (and the new MUP to be built parallel to Greenfield and Lees as part of the Greenfield Avenue, Main Street, Hawthorne Avenue et al. reconstruction project).

ASH hopes to see the active transportation (AT) connections proposed through the site integrated with adjacent AT links. Two specific opportunities for better integration are:

- A connection to the planned MUP down to the riverside path across the north of Robinson Field¹ (the most recent Site Plan does not show this connection). The Chapel Street pedestrian crossing placement shown on the current Site Plan makes no sense – it needs to connect over Chapel where the property's north path comes out.
- The existing footpath connecting Robinson Village (RV) to Lees can be expected to see significantly more traffic when the ~350 units under construction in RV and the 2 Robinson site are completed. The path is currently not in good repair or up to current standards for a shared pedestrian/bike path and should be upgraded in tandem with the 2 Robinson development. ASH is seeking assurances that the development charges being paid by the applicant will be spent on these identified needs, as well as the public services that will also be required (see below).

2. ASH's principal ask was for a pedestrian and cyclist crossing of Lees to access the O-Train MUP. There is no mention of this in the Transportation Impact Statement. This is unacceptable considering the number of new residents the development is proposing

to build, and the nearly 1,500 bike parking spaces to be provided. ASH requests that the City and the applicant come up with a plan to create safe pedestrian and cycling space between the site and the sidewalks and bike lanes leading to and on the Lees Ave overpass, as well as new sidewalks and a bike lane for Lees in the other direction. This distance is less than 1 km, surely the City and applicant do not expect cyclists to bike in the traffic along Lees Avenue in this short space to reach the MUP?

Public Services

The community is looking for assurances that the development charges will provide more public services to this area of Ottawa – as per the results of the community survey. How will the City show that with the influx of new residents, the services offered by the Sandy Hill Community Centre, Arena, the Rideau Library, Strathcona and other parks will be expanded?

Response:

Staff appreciate ASH's involvement in the public consultation on these applications, and especially take note of the community survey, which will be valuable to the development when consider commercial/community uses within the ground. Looking forward to building on these ideas when an application for Site Plan is submitted.

Greenspace and public space: thank you for these comments. The current applications of this report (OPA and Rezoning) do not secure these details, and as such these items will continue to be reviewed and discussed through Site Plan, including potential park design, and the programming and design of other greenspace and opportunities for additional tree planting.

Pedestrian and Cycling Connectivity: Staff appreciate the broader connectivity discussions to date that go beyond the development site and understand the relationship between the increase in density, connectivity through the development site, and connectivity with surrounding networks. These discussions are continuing with the Ward Councillor and various City Departments so that more ideas can be explored when a Site Plan application is submitted.

Public Services: The Official Plan amendment includes a site-specific policy for inclusion of a community amenity space and the zoning permits a wide range of non-residential uses. Details on Development Charges are viewed [HERE](#).

Document 7 – Urban Design Review Panel: Recommendations

Formal Review – May 7, 2021

2 ROBINSON AVENUE | Formal Review | Official Plan and Zoning By-law Amendment
| 2 Robinson Property Partnership; rla / architecture; Fotenn Planning + Design

Summary

- The Panel commended the proponent for working with the City to create two options for the site. Although both options presented warrant consideration, the Panel prefers Option 2. This proposal opens up the park allowing for more sunlight and connectivity, provides regular street conditions with buildings lining the streets, and has publicly accessible courtyards that give the development an urban feel.
- The tower placement on the site is generally good, but the Panel has some concerns with the location of tower D and its podium, as it appears the building turns its “back” to the landscape.

Context and Site Plan

- Option 2 would benefit from an analysis of the surrounding streets to understand how to knit the development to the immediate context and beyond, to create a strong relationship with the adjacent neighbourhood and the community.
- Urban design features such as stairs and ramps would help mitigate the drop in grading between towers C and D.

Podium and Tower Design

- The Panel is concerned that the podiums are too tall, closing the site in and creating a solid wall along Lees Avenue. As the Site Plan evolves, the proponent should consider breaking up the podiums and differentiating their height to create a better pedestrian experience.
- The Panel appreciates the staggering of towers A, B and C, in Option 2, as this takes advantage of the skyline. Varying the building heights and moving tower A, so it does not align with tower B and C, were suggested and should be further studied to assess the impact of tower locations and the tower height composition.

- The Panel felt that the podiums were overscaled on both options, especially the podium on tower D of Option 2. The proponent should consider reducing the mass and height of the podium, removing it, or providing townhouses facing the greenspace to create a better relationship with the landscape north of the site and allow the site to breathe.
- The Panel also believes moving tower D slightly to align with the Lees Avenue axis will create a strong focal point at the end of the street.

Relationship to Adjacent Green Space

- The Panel appreciates the semi-private courtyard and open spaces proposed, but Option 2 has some remnants of green spaces that have not been defined and require further design consideration. The Panel believes providing a lower scale podium could improve those spaces.
 - Further studies on tower heights are required to determine the shadow impacts on green spaces.
- The Panel appreciates the activated public realm edge ideas; the proponent should continue to explore grocery type uses and consider having a coffee shop in the building base to create a synergy with the park.

Circulation and Road Network

- The Panel suggests the proponent continue studying the street organization. Consider providing laybys instead of perpendicular parking on the street parallel to Lees Avenue to increase the sidewalk widths and provide more space for trees.
- The Panel provided the following options to connect Chapel Crescent.
 - A second-tier street would reduce the number of loops and add porosity and connectivity to the site, but it would cut through the green space.
 - The connection to Chapel Crescent could be pedestrian-only.

Sustainability

- The Panel appreciates the sustainability efforts, but given the grading challenges, the proponent should explore opportunities for stormwater management to be integrated with the landscape. The Simon Fraser University, Burnaby Campus, was cited as an example of hilly terrain where stormwater features were incorporated into the landscape.