

Cover Letter / Planning Rationale Addendum

283 & 285 McLeod Street

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January 12, 2023

Mr. Kelly Livingstone

Planner II, Development Review
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: kelly.livingstone@ottawa.ca

**RE: Response to Comments for Official Plan Amendment & Zoning By-law Amendment
283 & 285 McLeod Street, Ottawa, ON.**

Dear Mr. Livingstone,

As you are aware, Fotenn Planning + Design ("Fotenn") submitted Official Plan Amendment and Zoning By-law Amendment applications for 283 & 285 McLeod Street (the "subject site") on behalf of REZY Properties Inc. on August 19, 2021. The applications were deemed complete on August 31, 2021. On October 22, 2021, we received the first review technical circulation comments from City Staff, where several concerns were expressed related to the proposed development. Subsequent meetings with City of Ottawa Planning, Heritage, and Urban Design Staff were held on several occasions to address concerns and determine a revised and coordinated approach for the subject site. By mid- to late 2022, a revised approach and concept plan was agreed upon for the subject site, as described within this resubmission package.

Within this response letter, you will find a Planning Rationale addendum which provides a summary of the revisions, a review of current Official Plan and Secondary Plan policies, the new Centretown Heritage Conservation District Plan, a review of the Zoning By-law, and description of the proposed Official Plan Amendments (OPA) and Zoning By-law Amendments (ZBLA).

As part of this resubmission package, the following documents have been prepared or updated to accompany the addendum and responses provided below:

- / A revised Architectural Package, dated January 10, 2023, prepared by Colizza Bruni Architecture, which includes:
 - o Site Plan (revised); Floor Plans (revised); Elevations (revised); Section Diagrams (revised); Buildings Assemblies Plans; Renderings (revised); and, Shadow Studies (revised, December 2022).
- / A revised Civil Package, dated January 10, 2023, prepared by Stantec Consulting Ltd., which includes:
 - o A First Submission City Review Comment Response Letter;
 - o A Servicing and Stormwater Management Report (Rev. 01); and,
 - o Revise Drawings, including an Erosion Control and Detail Sheet (revised); Site Servicing and Grading Plan (revised); Storm Drainage Plan (revised); and, Existing Storm Drainage Plan (revised).
- / Cultural Heritage Impact Assessment (CHIS) (revised), dated December 2022, prepared by Commonwealth Historic Resource Management.

Please feel free to contact us with any questions for requests for additional information.

Sincerely,



Nathan Petryshyn, M.Pl
Planner



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This section provides a general overview of the proposed development and revisions to the overall massing and design since the initial OPA and ZBLA submission in August 2021. The revised plans and architectural plans stem from a public consultation meeting as well as numerous conversations with City of Ottawa Planning, Heritage, and Urban Design Staff, resulting in substantial changes to the development approach for the subject site.

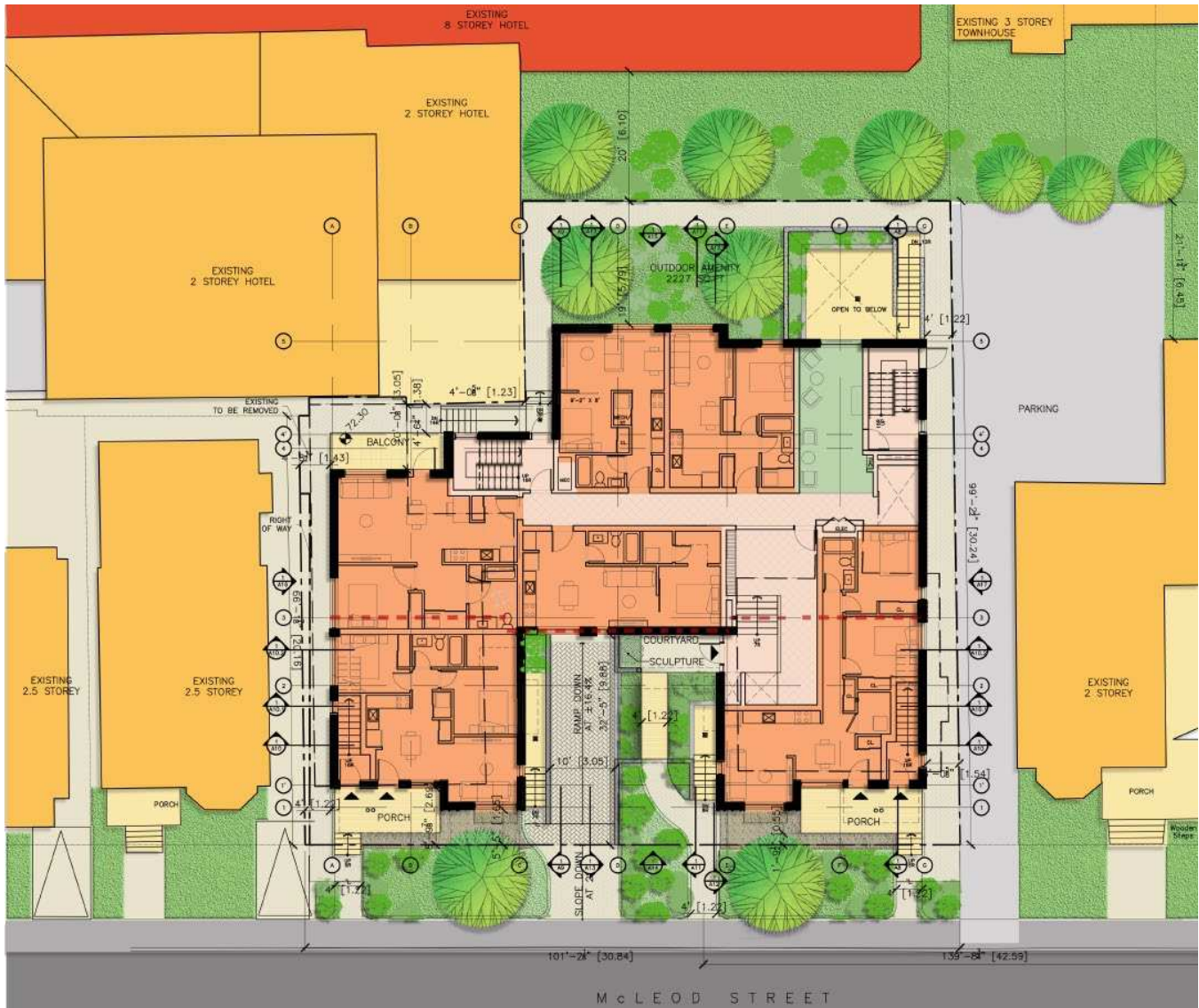


Figure 1: Site Plan of the proposed development

More specifically, the major revisions from the original August 2021 submission to present include:

- / The proposed demolition of both of the existing two-and-a-half-storey buildings along McLeod Street, to be replaced by a similar scale, form and massing along this frontage;
- / A reduction in maximum building height from eight-storeys (25 metres) to five-storeys (17.55 metres), continuing to transition down to a two-and-a-half-storey front facade along McLeod;
- / A revision to accommodate a total of 31 residential dwelling units, with nine (9) proposed as two-bedroom units, 17 as one-bedroom units, and five (5) as studio units, two (2) of which are located below-grade and directly accessible from the courtyard;

- / The removal of a parking elevator to a central ramp out of concern for long-term performance and maintenance cost;
- / A reduction from ten (10) vehicle parking spaces to eight (8) vehicle parking spaces (7 resident and 1 visitor) to accommodate the ramp, below grade units and utilities and building services;
- / An increased setback of the upper (five-storey) portion by approximately 4.5 metres, to create an improved courtyard area while ensuring the low-rise frontage is well incorporated into the existing streetscape context;
- / Increased interior side yard setbacks, exceeding the existing condition and initial submission;
- / Removal of the roof top amenity space to address privacy and noise concerns expressed regarding the initial submission;
- / Maintenance of the 'domestic' front entry and porch condition prevalent on McLeod Street by situating the primary apartment entries in a manner which does not conflict with this existing character; and
- / Design enlargement and refinement of the entry courtyard.

The revised design further provides refinement and improvement to the overall building articulation and materiality, incorporating elements such as:

- / Masonry materiality, with a red/orange brick matched as closely as possible to the colour and size of bricks found on the existing buildings along McLeod Street;
- / Incorporation of black / charcoal grey materials (synthetic vertical 'rib-textured' wood), which responds to existing roof colours of buildings along McLeod Street; and,
- / Inclusion of light grey materials ('panelized' concrete board or metal siding), which both softens the built form while responding to the streetscape of McLeod Street.

Further refinement of articulation, fenestration, and materiality has been discussed in a revised Urban Design Overview, included in this addendum, and can be explored and refined further through the Site Plan Control process.

Urban Design Overview

Project Overview

The proposed development includes the infill development of a five-storey mid-rise residential apartment building, transitioning to a new three-storey low-rise built form along McLeod Street containing a total of 31 units. Two existing three-storey buildings at 283 and 285 McLeod Street are proposed to be removed and replaced by contemporary three-storey massing, designed to complement the streetscape along McLeod Street and act as podium from to the proposed mid-rise building at the rear of the site. The residential dwellings are proposed to contain separate accesses for individual uses along McLeod Street, and to a lobby accessing the mid-rise building. Vehicular access to the site will be provided from McLeod Street to an underground parking structure containing one level of underground parking with 8 vehicle parking spaces, with the provision of 16 bicycle parking spaces. The proposed development will contain communal amenity space in addition to private balconies and terraces, including at-grade outdoor spaces and indoor amenity areas.



Figure 2: View from across McLeod Street, looking North towards the proposed development within its context

Massing & Scale

The project consists of a low-rise built form along McLeod Street with a mid-rise built form setback, conserving the vernacular residential character along McLeod Street while complementing the existing and planned mid-rise condition surrounding the site. The low-rise portion of the building consists of two proposed three-storey residential built forms which replace the existing buildings at 283 and 285 McLeod Street. The two-and-a-half storey portions of the building are proposed to contain eight units. The scale and massing of the three-storey built form and the facade materials and fenestration patterns are designed to complement and reference the cadence and character of the historic residential buildings along McLeod Street.



Figure 3: Proposed condition along McLeod Street, looking West



Figure 4: Rendering of proposed rear yard of subject site

The front facade of the mid-rise portion is setback 9.88 metres from the front property line, providing a strong transition and conserving the character of the streetscape along McLeod Street. The upper floors of the mid-rise portion are stepped back and articulated with a differential colour pallet and materiality and balconies to soften the upper corners of the building. The mid-rise built form responds to the low-rise condition along McLeod Street and provides a design which respects the existing buildings along Gladstone Avenue to the north.

Setbacks, step backs and the architectural articulation are carefully considered to shape the building to fit on the street in a complimentary and non-intrusive manner. The scale and massing of the five-storey building is sensitive for a new development in relation to the neighbourhood's existing and future context, which include many buildings that are greater in size, scale and height. The built form of the project preserves the lower scale massing of a street friendly fabric. The mid-rise is expressed in a contemporary architectural language, sensitively setback from the street to showcase the heritage buildings along McLeod Street. The design uniquely combines a heritage and contemporary architectural approach.

Streetscape & Public Realm

The current design of the proposed development incorporates many positive attributes and architectural elements through rigorous design sessions with multiple stakeholders. Of great importance, the proposed development responds to comments obtained during public information sessions with neighbouring property owners, including decreasing the overall height of the building from eight (8) down to five (5) storeys, removing the communal outdoor terrace on the second floor, maintaining an appropriate rear yard setback and incorporating stepbacks to reduce impacts on abutting properties.



Figure 5: View into entry court from McLeod Street, looking West

Other notable design features which contribute to the streetscape, public realm, and surrounding context include:

- / Preservation of a scale-appropriate streetscape with improvements to enhance the existing heritage fabric.
- / Provision of residential units with street-facing entrances and active frontages with 2-storey porches.
- / Aligning the three-storey building facades along McLeod Street with the facades of the adjacent buildings to form a consistent street-fronting edge.
- / Landscape treatments will articulate the walkways to the residential units with autonomy. The landscaping is intended to connect with the public realm seamlessly, transitioning from the private realm and providing a united landscaped strip along McLeod Street.
- / The large existing 'gap' in the streetscape containing a surface parking lot between the existing buildings has been eliminated, replaced with a public-facing courtyard which responds to and enhances the character of the streetscape.
- / A 5.8 metre rear yard setback is maintained, where the backyard open-space corridor is consistent with the existing rear yards of this portion of McLeod Street. This space will act as a 'backyard', designed as common amenity space for the residents.
- / Outdoor amenity spaces are proposed to be located below (at basement level) in the rear yard. This space will be landscaped to offer privacy between abutting properties.
- / The number of parking spaces provided conforms to Official Plan policies, supporting the viable active transportation character of the area.
- / The overall design is aimed to be pedestrian friendly for the residents, neighbours and pedestrian along McLeod Street.



Figure 6: Streetscape diagram of the proposed development along McLeod Street, showing consistent heights, materials, and built form patterns

Heritage

The built context along McLeod Street is consistent in that residences are typically two-and-a-half storeys in height, brick clad, with one or two storey porches, bay windows, with gables facing the street. The building styles range from vernacular Victorian, Queen Anne, Edwardian, Prairie, and Art Deco (Appin Apartments). Although both buildings at 283 and 285 McLeod Street are proposed to be demolished, the proposed development has been designed to provide reference to the existing buildings while complementing the two similar historic single-family residences neighbouring the subject site at 287 and 289 McLeod Street.

The proposed low-rise portion of the building has been designed to be in keeping with the scale and massing of the adjacent historic houses. The front facade will align with the facades of the adjacent buildings while maintaining and transforming the existing open space between the buildings into a more naturalized space from asphalt parking. This design approach with result in a consistent street-fronting edge with the red/orange brick masonry matches the colour and size of bricks found on the existing buildings along McLeod Street. Fenestration patterns will also compliment the adjacent heritage facades.

The facade of the mid-rise will be clad in a lightweight warm colour metal cladding material, with vertical seams that add a subtle texture to the building. Incorporating black / charcoal grey materials (synthetic vertical 'rib-textured' wood), responds to existing roof colours of buildings along McLeod Street. The use of light grey materials ('panelized' concrete board or metal siding) softens the built form while responding to the streetscape of McLeod Street.

Sustainability

Sustainable Design: The building is designed holistically with fundamental principals of sustainable development.

- / **Siting, Building Form, and Orientation of the Building:** the proposed building is carefully designed to adapt to the compact site with its relatively compact form, especially the massing of the 5-storey mid-rise. The apartment units have large and operable windows which allow for natural light and fresh air.
- / **Energy Performance:** The building will be designed to achieve a 15% decrease in energy consumption relative to the 2017 National Energy Code for buildings.

- / **Operational Systems:** The building site is located in close proximity to multiple bus routes and bus stops all within a 5-minute walk or less; notably Gladstone Avenue to the North, Bank Street to the West, and Elgin Street on the East. This encourages tenants to use public transportation, which in turn lessens the load on parking spaces and contributes to greenhouse gas reduction. Cycling is also encouraged. A lockable bike storage room located in the parking garage will attract tenants who cycle.

Specific energy performance strategies for this project include:

- / Storm water management system.
- / Air to Air Heat Pumps operated to efficient exterior temperatures, and digital remote controls on individual unit HVAC system.
- / High-efficient LED lighting throughout building common areas.
- / Automatic dimming controls for lighting in stairwells and parking garage.
- / Faucets, showers, and water closets within the suites to be selected for ultra-low water consumption.
- / Durable building envelope, thermally broken window frames with low-E glazing, punched windows (no curtain wall)



Figure 7: Proposed condition along McLeod Street, looking East

The City of Ottawa’s Official Plan was amended and passed by City Council on October 27, 2021, with adoption of the revised version by Council on November 24, 2021. The Official Plan was approved with some modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. It is important to state that despite the summary of the new Official Plan offered below, it is Fotenn’s understanding and expectation that the “Clergy Principle” ultimately applies and therefore we refer the reader to our former Planning Rationale report for consideration of the applicable policies related to these applications.

Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions. The Official Plan will increase the share of future growth to be within Ottawa’s existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions.

The Official Plan notes that most growth will occur within the Urban Area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. Most of the employment growth will occur within the built-up portion of the urban area.

The City will allocate household growth targets as follows (s. 3.1.4) and as shown in Figure 8, below:

- / 93 per cent within the urban area where:
 - / 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and,
 - / 46 per cent is within the greenfield portion of the urban area;
- / 7 per cent within the rural area.

Geographical Growth Areas

Growth Allocation by Area

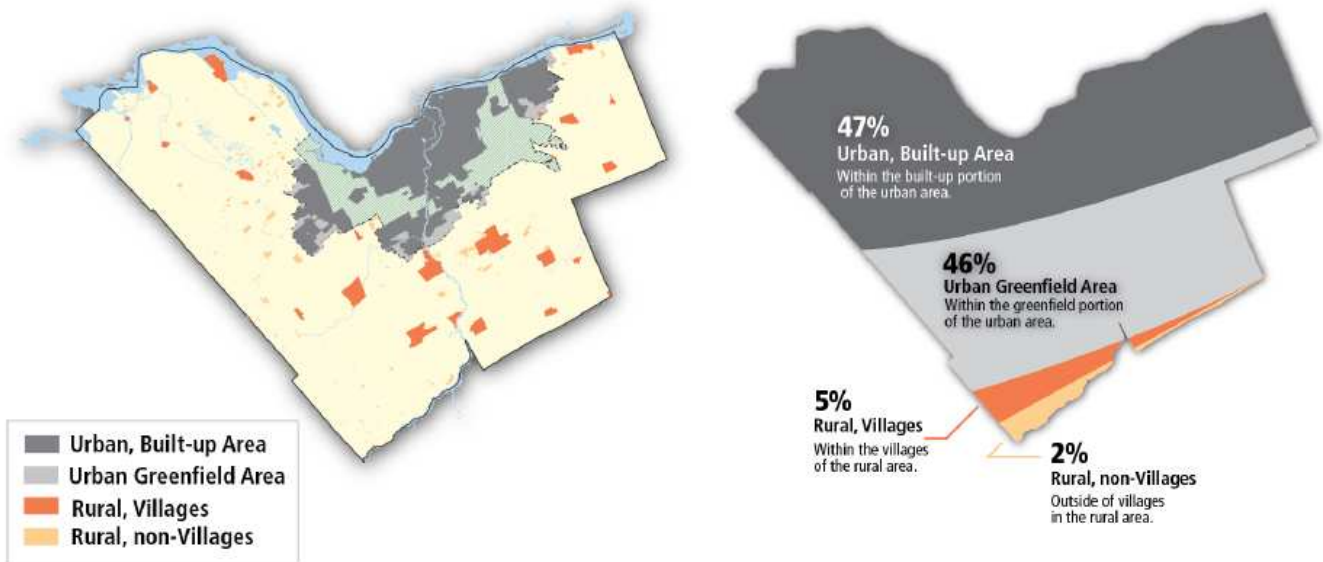


Figure 8: Household growth targets (City of Ottawa Official Plan)

In Section 3.2, the Official Plan outlines its goals for intensification, including focusing residential intensification in 15-minute neighbourhoods in Neighbourhood-designated lands and on serviced lands. Per Policy 1, the target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units. The vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them. Policy 4 notes that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. Further, the Official Plan notes the target residential density range for intensification is **80 to 120 dwellings per net hectare for the Downtown Core Transect** (Table 3b). This table further identifies a minimum proportion of large-household dwellings (two-bedroom + units) for intensification within the Neighbourhood designation, at 5% for mid-rise buildings. Where development occurs on properties designated under the Ontario Heritage Act, intensification targets and minimum density requirements are encouraged to be met through context-sensitive infill that conserves cultural heritage attributes (Policy 13).

The proposed development is located within the urban boundary and on a site that is presently serviced, representing an ideal location for residential intensification and contributing to the City’s goals of directing the majority of new growth and development to its built-up areas. The proposed development conforms to City of Ottawa growth policies by providing an infill development and residential intensification in a Neighbourhood adjacent to the several Corridors and the Downtown Transect Hub, which are planned for higher-density, urban development forms. Finally, the proposed development provides 29% larger-household dwelling units (nine two-bedroom units of a total of 31 new residential units), significantly exceeding the target identified for Neighbourhoods within the Downtown Transect area, met through context-sensitive infill development which responds to the streetscape along McLeod Street.

Downtown Core Transect & Neighbourhood Designation

The subject site is located within the “Downtown Core Transect” and designated “Neighbourhood” of the Official Plan (Figure 9). The Downtown Core Transect is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

As identified in Policy 1 of Section 5.1.1 of the Official Plan, the City supports the continued development of the Downtown Core as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- / Hubs and Corridors provide a full range of services;
- / Existing and new cultural assets are supported; and,
- / Residential densities are sufficient to support the full range of services.

The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core (Policy 5.1.1.4).

In addition, the Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking garage. Policy 5.1.2.3 prohibits new automobile-oriented land uses and development forms (i.e. automobile service stations, dealerships, surface parking lots as a main use of land). Motor vehicle parking permitted in the Downtown Core shall be managed, in part, as follows:

- / Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
- / New surface parking lots shall be prohibited;
- / Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street.

Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework of the Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, along with Hubs and Corridors, permit a mix of building forms and densities in support of 15-minute neighbourhoods.

The Zoning By-law shall implement the density thresholds in a manner which allows and supports a wide variety of housing types, which may include new housing types that are currently not contemplated in this Plan (Policy 5.1.5.1). Section 6.3 provides further direction to the permitted heights in Neighbourhoods, which are typically low-rise, except where existing zoning or secondary plans allow for greater building height, or in areas already characterized by taller buildings (Policy 6.3.1.2). The Zoning By-law will permit densities in the Neighbourhood by allowing higher densities and heights, including apartment buildings, in areas closer to rapid-transit stations, Corridors and major neighbourhood amenities (Policy 6.1.3.5).

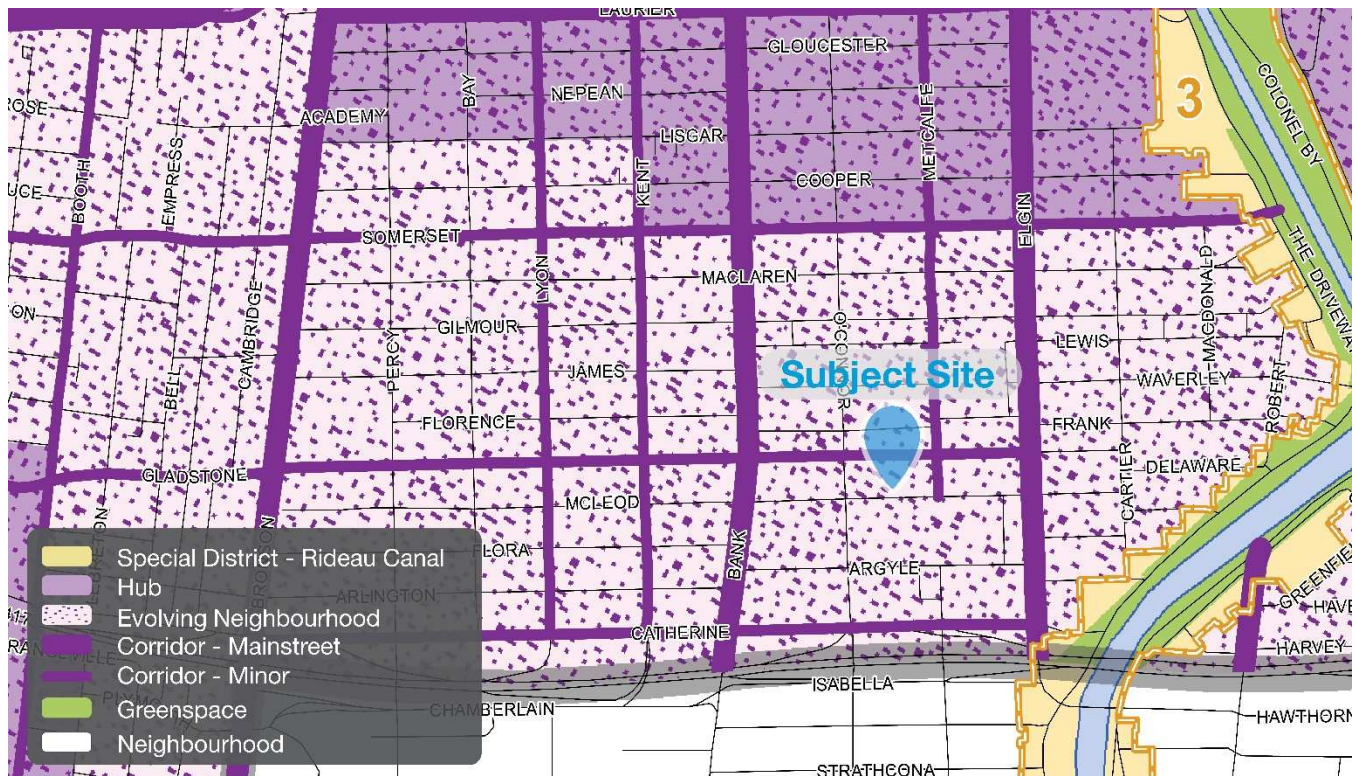


Figure 9: Schedule B1, Downtown Core Transect, subject site indicated

The proposed residential mid-rise development provides a dense, urban built form through intensification of a site within the Downtown Core Transect area. Further, the proposed development conforms with the policies for the Neighbourhood designation as it provides new residential dwelling units in an area planned for higher density, in support of the Growth Management Framework of the Official Plan. The proposed development will provide an increase of residential units in an area of high-density, mix of uses and in close proximity to sustainable modes of transportation.

The proposed development provides a mid-rise built form in a Secondary Plan area which permits greater building heights (to the rear of the lot), and in an area characterized by a mix of building heights, including some nearby taller buildings. Residential parking is carefully managed, proposed to be located below grade in an underground parking lot accessible via McLeod Street, where a reduced number of vehicle parking spaces (8 spaces) and new bicycle parking spaces (16 spaces) are proposed to encourage active modes of transportation and support 15-minute neighbourhoods. The proposed development responds to the surrounding public realm, complementing the existing streetscape along McLeod Street and providing a smaller, private outdoor area which integrates within the public realm.

Evolving Overlay

In addition to its Neighbourhood designation, the subject site also has an Evolving Overlay applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built

forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The proposed development provides a new residential, urban built form which supports the Official Plan goals related to 15-minute neighbourhoods and the Evolving Overlay. The proposed building has been designed in a manner which enhances the public realm by prioritizing transit users, cyclists and pedestrians. The proposed development provides an urban built form and site design which supports the evolution of the built-up area towards a more dense, urban pattern.

Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This Secondary Plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

General Policies

Section 3 of the Secondary Plan contain general policies for the Central and East Downtown Core area. More specifically, Section 3.1 contains built form policies which state that new development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity.

New development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- / Functional main entrances directly accessible from the public realm for each unit on the ground floor;
- / Usable indoor and/or outdoor amenity areas where possible;
- / Lower floor articulation with a high degree of transparency and functional permeability;
- / A lack of blank walls, or designs which do not contribute to the activity of the public realm;
- / Visual and functional variety from the sidewalk;
- / The inclusion of art in the public realm where possible;
- / Buildings fronting onto all their adjacent streets; and,
- / Vehicular facilities which minimize all visual and functional impacts on the public realm (Policy 3.1.1).

Section 3.3 contains mobility policies which require new development to minimize the provision of motor vehicle parking and prioritize additional modes of transportation (Policy 3.3.2). Finally, Section 3.4 contains Heritage policies which requires development to be consistent with the policies and guidelines of applicable Heritage Conservation District Plans (Policy 3.4.22).

Centretown Character Area

Section 4.4 of the Secondary Plan applies to the Centretown Character Area. The purpose of this subsection is to establish a comprehensive set of policies to guide future growth and change in Centretown. It is based on the Centretown Community Design Plan (CDP), translating many key aspects of the Centretown CDP into statutory policy.

The Secondary Plan outlines seven (7) core principles which flow from the vision for Centretown and provide the foundation for this Character Area. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle	Discussion
Maintain and Respect the Character of Centretown's Neighbourhoods	The Secondary Plan recognizes the centre of Centretown (between Kent and Elgin Streets) as a more eclectic neighbourhood where intensification will occur. The proposed development recognizes this and responds with a massing that is appropriate for this location. The proposed development respects the character of the existing buildings on the subject site and of the surrounding area in its architecture and materiality. The materiality and streetscape design responds to the nearby heritage designated buildings under Part IV and V (individual) in Centretown, specifically along McLeod Street.
Accommodate Residential Growth	The proposed development includes 31 new residential units that will support the targets for intensification in Centretown and will redevelop an underutilized property that is currently used as a surface parking area and low-density residential properties to a combination of a three- and five-storey residential development.
Accommodate a Diverse Population	The development will feature a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the Downtown Core.
Reinforce and Promote Commercial Activity	Although there are no commercial components proposed for the development, the subject site is located in a highly walkable neighbourhood in proximity to the Bank and Elgin corridors. The proposed development will draw new residents to the area, allowing for a greater population to support nearby existing and future commercial businesses.
Enhance the Public Realm	The proposed development will improve the streetscape abutting the development through landscaping improvements, a public -facing courtyard at the front of the site, and a built form that encloses the street and creates a comfortable, secure pedestrian environment. The proposed development responds to a consistent built form pattern along the McLeod streetscape.
Encourage Walking, Cycling, and Transit Use	The proposed development includes a low parking ratio and includes ample bicycle parking to encourage cycling and will integrate with the existing pedestrian network in Centretown. The subject site is also located near transit priority corridors on Bank, Elgin, and Somerset Streets. Further, the proposed building is located just south of the City's downtown core, allowing future residents to walk and cycle to meet their day-to-day needs.
Promote Design Excellence	The proposed development has been carefully designed to create a project that fits well within its surroundings and respects the character of the surrounding community. The choice of materials reflects the heritage of Centretown while also providing a modern building. These details are conceptual and will be further refined through a future Site Plan Control application.

Local Neighbourhood and Maximum Building Heights

The subject site is located in the Centretown Character Area (Figure 10). More specifically, the subject site is located in the Central Character Area and designated Local Neighbourhood (Figure 11). Local Neighbourhoods are primarily residential and may include small-scale commercial and institutional uses that are meant primarily to support local residents' everyday needs. Per Schedule C, Maximum Building Heights, the subject site is located in an area permitting a maximum height of four storeys at the front of the property parcel, and up to seven storeys at the rear (Figure 12).

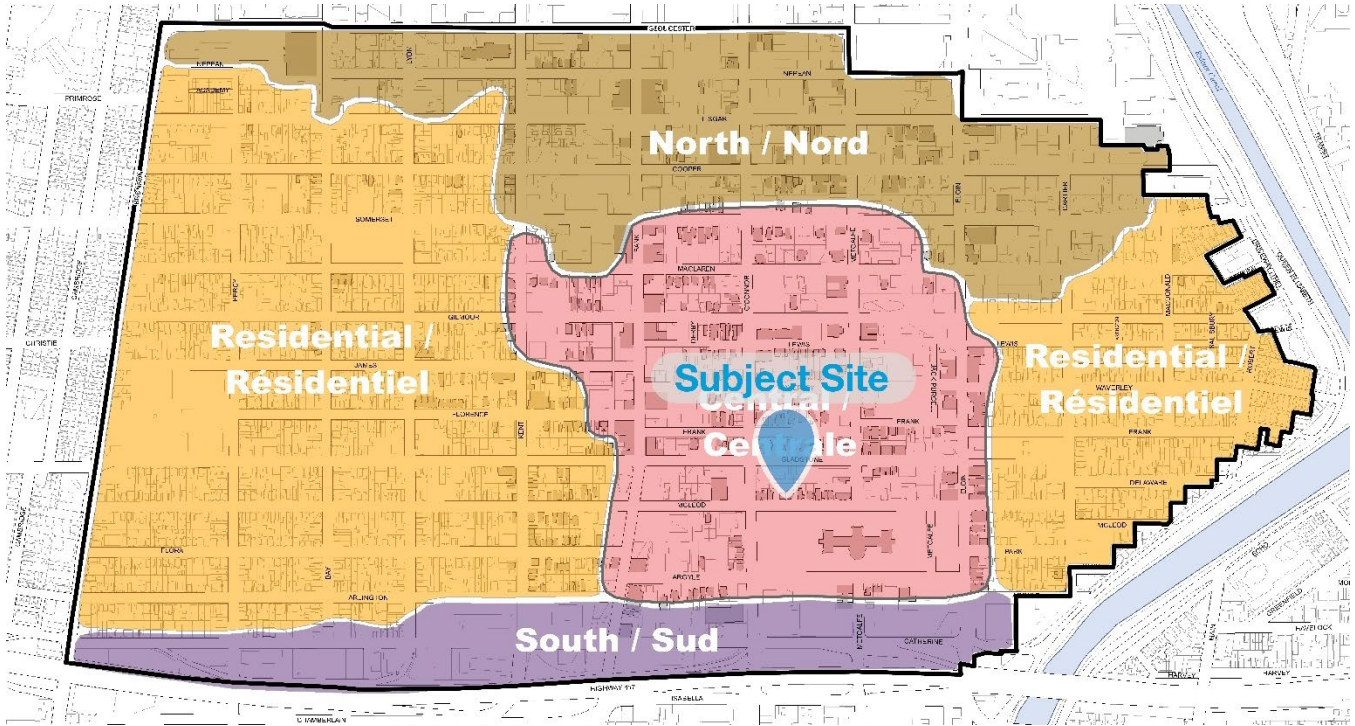


Figure 10: Annex 1 - Centretown Character Areas, Central and East Downtown Core Secondary Plan, subject site indicated

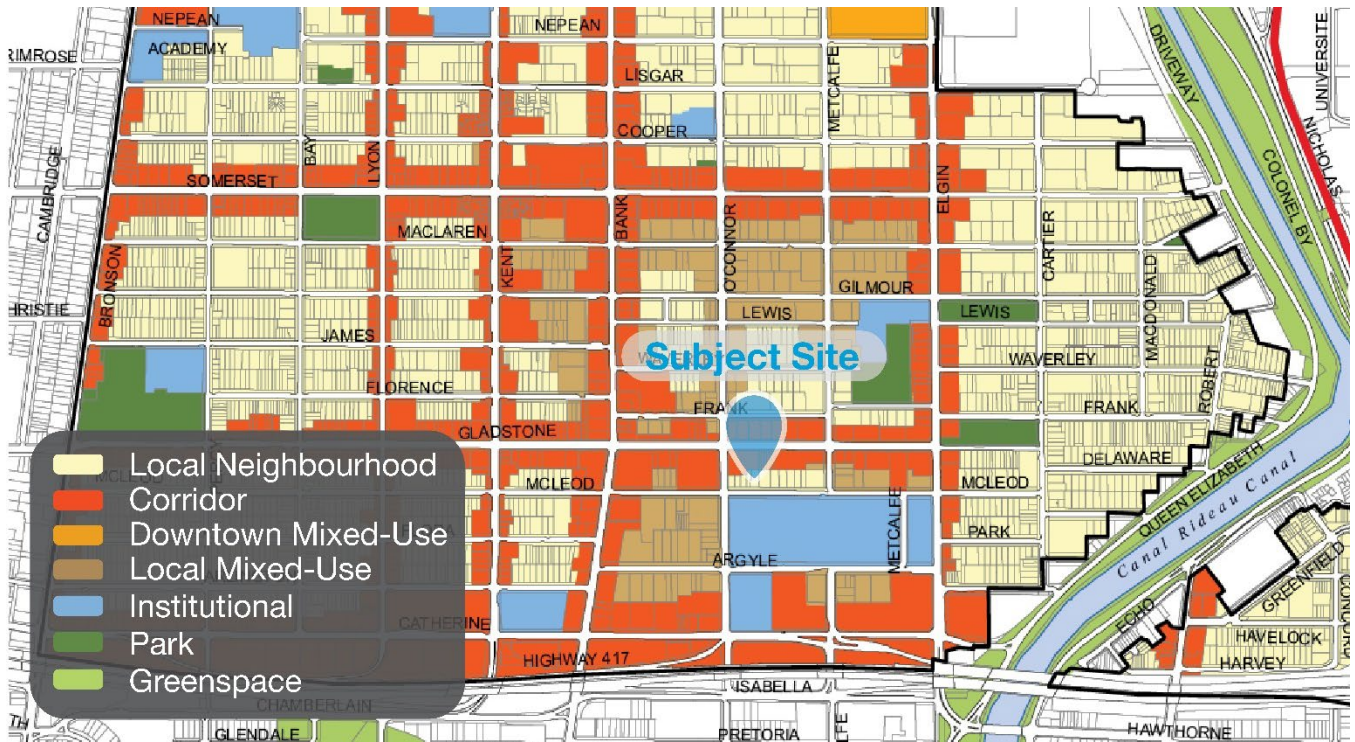


Figure 11: Schedule B - Designation Plan, Central and East Downtown Core Secondary Plan, subject site indicated

Consistent with the eclectic nature of the Centretown Character Area, the Central Area comprises several land use designations. A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area,

where Schedule C identifies maximum heights of up to nine storeys as permitted. The Centretown Central Character Area specifies properties designated Local Neighbourhood, where the permitted uses shall be restricted to low-rise forms (Policy 4.4.9.45).

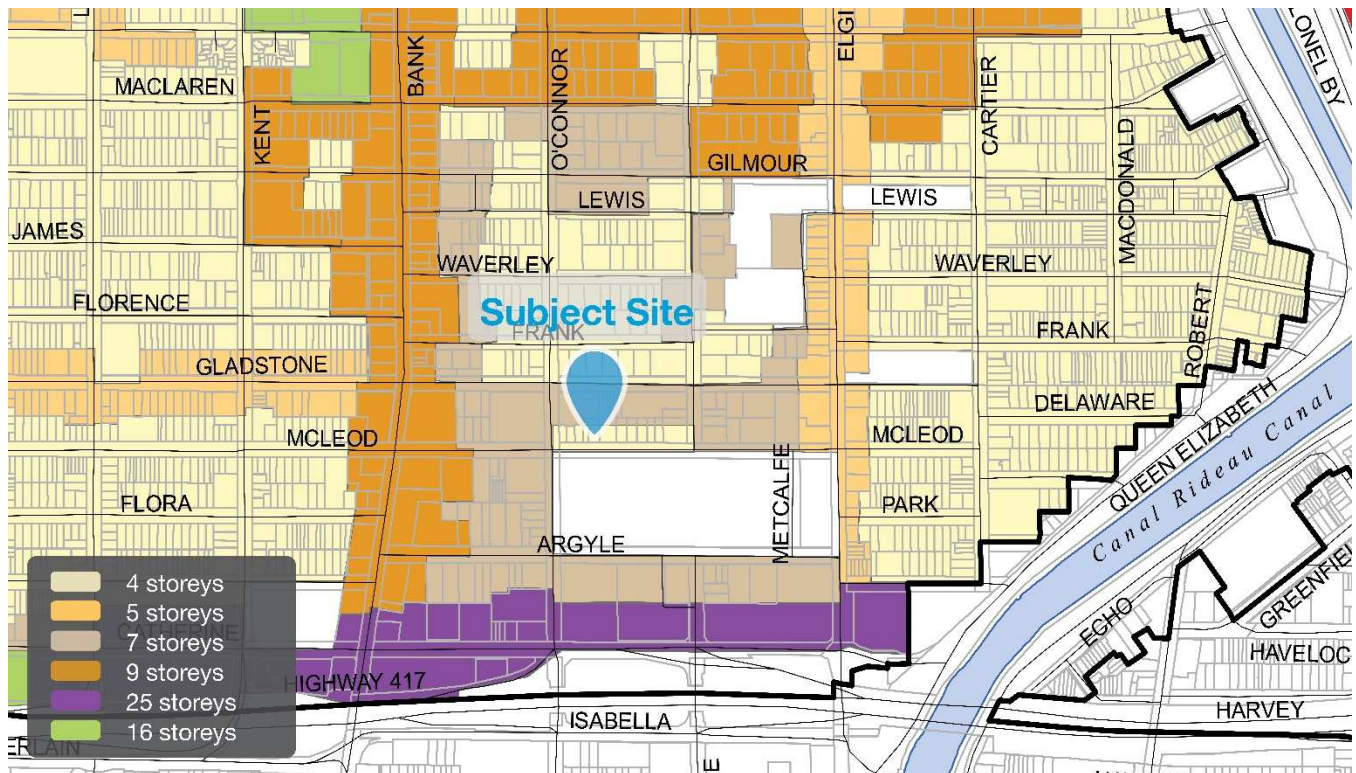


Figure 12: Schedule C, Maximum Building Heights, Central and East Downtown Core Secondary Plan, subject site indicated

The proposed development provides a new residential built form and intensification which is appropriate for the Local Neighbourhood designation of the Central and East Downtown Core Secondary Plan, and is in keeping with the principles of the Plan. The proposed development provides a mid-rise residential built form which strongly responds to the streetscape and heritage context of the Central Character area, and streetscape along McLeod Street. The overall height of the proposed development is three storeys at the front of the site, stepping up to five storeys at the rear. This proposed height is generally in keeping with Central Area policies and Schedule C of the Secondary Plan, which look to transition from four to seven, however allow a mid-rise built form an Official Plan Amendment (OPA) is being sought to effectively pull the five storey element forward to allow a mid-rise built form (one additional storey) in the Local Neighbourhood designation resulting in more setback and transition of height in the rear yard. The proposed development is in keeping with the intent of the Central and East Downtown Core Secondary Plan policies, and conforms to the policies and guidelines of the Centretown and Minto Park Heritage Conservation District Plan, which allows additional building height up to a maximum of five storeys on the subject site.

Centretown and Minto Park Heritage Conservation District Plan (2021)

An updated study to replace the 1997 Centretown Heritage Conservation District (HCD) report was adopted by the Built Heritage Sub-Committee meeting in June 2022. Updates to the study includes the classification of both contributing and non-contributing properties identified in the inventory. Contributing properties are considered to have design, historic and/or associative value or contextual value, as determined through the inventory. Non-contributing properties identified in the inventory are those that do not express or reflect the area's heritage character. The subject site is identified as Contributing properties per Figure 13, below.

The Plan contain Policies and Guidelines for Managing Change, including a set of general policies to provide overarching direction to the HCD, as well as sections relating to the most common types of alterations such as demolition and relocation, conservation and repair, alterations, additions, new construction, landscaping, and streetscape and public realm.



Figure 13: Centretown and Minto Park Heritage Conservation Districts, Centretown and Minto Park HCD Plan, subject site indicated

Demolition and Relocation

Section 5 contains policies related to the Demolition and Relocation of properties in the HCD areas which state that:

- / Demolition, relocation or partial demolition of Contributing properties will not normally be supported (Policy 1);
- / Any application to demolish an existing building must be accompanied by plans for its replacement. New construction must be compatible with, and sympathetic to, the character of the HCD and meet the policies and guidelines of this Plan (Policy 2); and,
- / At least one of following must, as determined by Heritage Staff, be included as part of a complete application under the Ontario Heritage Act for the demolition of a Contributing building:
 - o Confirmation through an assessment that there is structural instability or damage resulting from an extraordinary circumstance;
 - o Confirmation through an assessment that the building is damaged, compromised, or altered to the extent that it no longer contributes to the cultural heritage value of the HCD;
 - o An analysis of the building that demonstrates that alternative retention options (such as preservation, rehabilitation, restoration, reinvestment, adaptive re-use, mothballing etc.) have been meaningfully considered (Policy 3).

Through ongoing discussions with City Planning, Heritage, and Urban Design Staff, it has been agreed upon that the most appropriate approach for the redevelopment of the subject site is demolition of the existing Contributing buildings. While an updated Cultural Heritage Impact Statement will be prepared to provide further detail, considerations related to the removal of the buildings related largely to impacts to their integrity from previous renovations as well as the unreasonable

cost and opportunity to successfully restore and incorporate these buildings into a redevelopment of the site. The proposed development will replace these Contributing buildings with a similar low-rise built form, which has been designed to be compatible with and enhance the character of the HCD and meet the policies and guidelines of the Plan, as outlined below.

New Construction

Section 9 contains general policies related to New Construction within the HCD areas, which state:

- / New buildings shall contribute to, and not detract from the heritage character of the area as outlined in the Statement of Cultural Heritage Value and the list of the District's heritage attributes (Policy 1);
- / The design of new buildings must respect and be sensitive to the HCDs' cultural heritage value and attributes in terms of:
 - o exterior materials and cladding;
 - o architectural elements and treatments such as window patterns and design, location of datum lines, roof profile and roof lines, overall vertical and/or horizontal proportions;
 - o existing pattern of building setbacks;
 - o massing, height and scale (Policy 3);
- / The front yard setback of a new building shall be consistent with its adjacent neighbours to ensure the continuity of the streetscape (Policy 4); and,
- / Respect the site's historic context and surrounding Contributing properties when constructing a new building by providing meaningful elements of transition between the new development, any existing heritage resources on site, and surrounding properties. This can be accomplished through the use of design measures such as, but not limited to:
 - o the incorporation of setbacks, stepbacks, architectural details and the use of complementary materials;
 - o the sensitive placement of new buildings on the site to provide appropriate distances between them and existing heritage resources or surrounding Contributing buildings; and,
 - o maintaining architectural proportions and visual relationships within, and to the streetscape (Policy 5).

Guidelines include:

- / **Guideline A:** Property owners are encouraged to retain an architect who has experience in projects located in heritage conservation districts.
- / **Guideline B:** New buildings should aim to be an appropriate balance between replication of historic character and pointed contrast.
- / **Guideline C:** Traditional building materials in the Districts include brick, stucco or wood. New buildings should either include these materials or use materials that complement them in colour and texture.
- / **Guideline D:** Windows may be wood, metal clad wood, or steel.
- / **Guideline E:** Consider the transparency and opacity of proposed materials. Lighter materials can be used for upper floors to help provide massing and visual relief when new buildings are of greater height and mass than existing heritage resources.

The proposed development is a new construction within the Centretown HCD, which has been designed to meet high quality design standards through selection of building materials, continuous building lines, articulation, and fenestration, while helping to define and improve the streetscape along McLeod Street. A consistent front yard setback is provided, while public realm and landscaping improvements are introduced along the streetscape of the building. The massing and scale of the proposed development is designed with traditional materials to complement the public realm and provide a distinct built form which enhances and contributes to both the low-rise and mid-rise context of the site.

New Houses and Apartment Buildings

Section 9.1 contains policies and guidelines for New Houses and Apartment Buildings, which state:

- / Conserve and be sensitive to the character of surrounding Contributing properties, the cultural heritage values and attributes of the HCD, particularly within, or across the street from identified intact streetscapes (Policy 1);
- / Ensure that new construction on the east-west streets will be compatible with the HCD in terms of the building's position on the lot, scale, massing, fenestration pattern and design, datum lines and other architectural elements (Policy 2).

Guidelines include:

- / **Guideline A:** New low-rise building types should reflect the rhythm of early lot development, with gables, balconies or other features providing an appropriate scale.
- / **Guideline B:** The roof profile and location of eaves lines or the roof parapet of new buildings should be designed so that the apparent overall height and form is compatible with that of neighbouring buildings.
- / **Guideline D:** Consideration should be given to U and H-shaped buildings for larger walk-up apartment buildings to reflect the character of earlier apartment buildings.
- / **Guideline E:** Consider the typical historic window designs and materials found on nearby buildings when choosing windows for new construction.
- / **Guideline F:** When new residential development is proposed across several lots, the proposed massing should be broken up or articulated to reflect the historic built form patterns and rhythms on the street.
- / **Guideline G:** The foundations and ground floor elevations of new construction should be designed so that their height above grade is compatible and consistent with that of neighbouring properties.
- / **Guideline H:** New parking is generally discouraged. If permitted, minimize impact by providing garages or carports that are not attached to the residential building and located at the rear or side of the property. New uncovered parking spots, when provided, should be similarly located.

The proposed apartment building respects the surrounding varied scale and context of the historic Centretown neighbourhood. Setbacks, stepbacks, podium heights, and architectural details, including a gable roof, domers, two-and-a-half storey porches, and bays and canopies are incorporated to enhance the public realm along McLeod Street, specifically where new residential uses are designed at a scale consistent with the existing streetscape. The proposed mid-rise apartment provides a U-shaped built form, where the rear addition is setback from the frontages along McLeod Street and provides a built form and massing which transitions from McLeod Street to a low-rise and mid-rise context to the north. An increased setback from the existing west interior side yard setback is provided to transition the proposed development to the abutting properties. Finally, parking is located underground, away from the public realm, accessed internally to the subject site.

New Construction, Mid and High Rise Buildings

Section 9.3 contains policies and guidelines for New Construction of Mid and High Rise Buildings, which state:

- / The conservation of the cultural heritage value and heritage attributes of the HCD and Contributing properties surrounding and across the street from a new mid or high rise building may constitute a limiting factor in terms of the height, scale or massing of development on the designated property (Policy 1);
- / New buildings must respect a property's historic context and provide meaningful transition between existing and pro-posed buildings. Accordingly, mid and high rise buildings must be located on a lot of sufficient size and appropriate shape that can adequately provide such transition in massing, scale, and height on the subject site (Policy 2);
- / When a mid or high rise building is proposed adjacent to, or across the street from a lower scale Contributing property, careful consideration must be given to the use of podium/base sections as well as their architectural treatment to ensure the new building can be sensitively integrated into its historic context (Policy 3);
- / Conserve and maintain the established front yard setback on the street. In the instance of a corner lot consider the established setbacks on both streets (Policy 5).

Guidelines state:

- / **Guideline A:** New mid rise proposals should consider the guidelines outlined in the Centretown Community Design Plan with respect to how to achieve meaningful transition.
- / **Guideline C:** Reduce overshadowing and provide a human scale pedestrian environment by considering the use of podia for multi-storey new construction.
- / **Guideline D:** Proposals for new mid and high rise buildings should focus on integration and compatibility of the lower floors/base with surrounding Contributing properties and streetscape, as these areas will have the greatest impact on character of the HCD. This can be achieved by using the patterns of the surrounding built form in terms of using similar and compatible materials, reflecting datum lines in cornices or other horizontal features, window designs or other references to the HCD.
- / **Guideline E:** When new residential development is proposed across several lots, new development should be articulated to reflect the historic built form patterns and rhythms on the street.

The proposed development provides a compatible built form to the existing buildings along McLeod Street, where heritage attributes are incorporated in the design of the new building. Materials, colours, and architectural elements have been carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.

Museum of Nature Special Character Area

The subject site is located within the Museum of Nature Heritage Special Character Area (Figure 14).

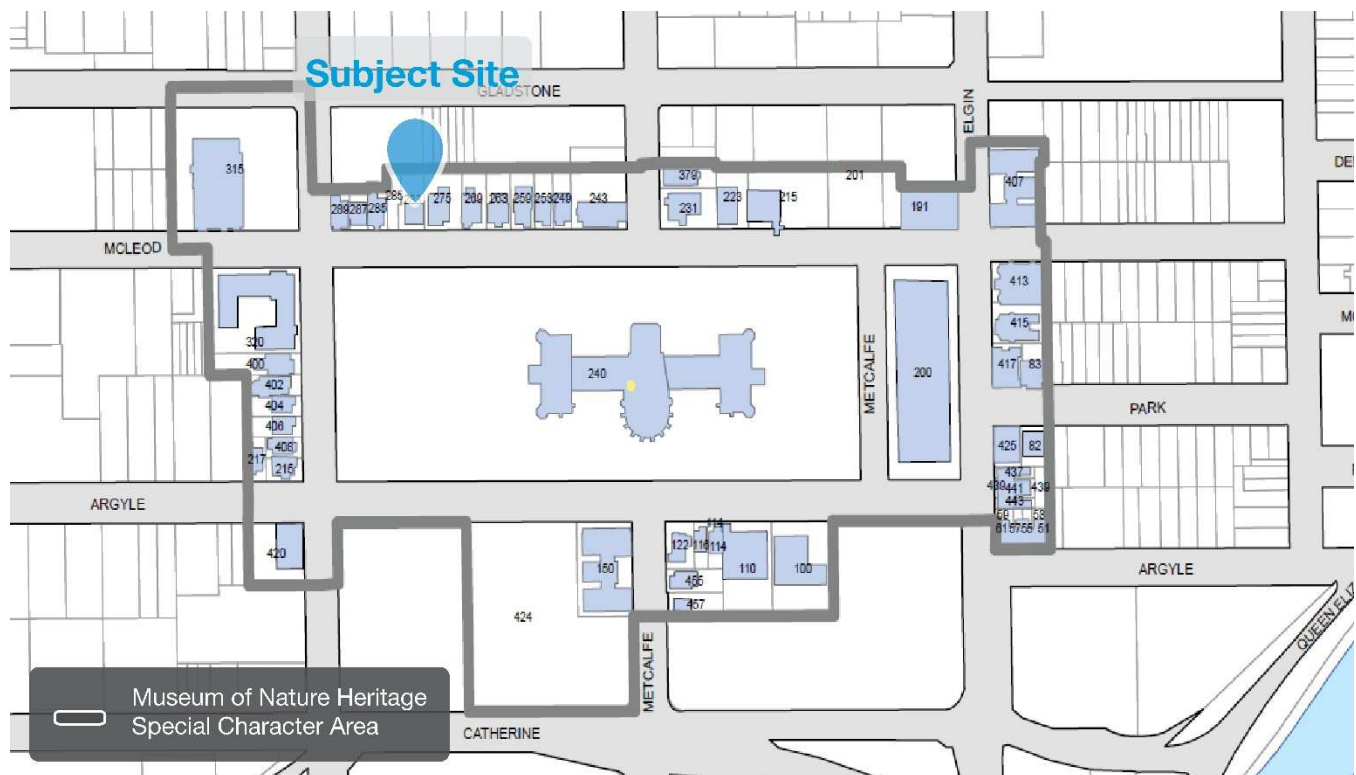


Figure 14: Museum of Nature Heritage Special Character Area, subject site indicated

Section 9.6 contains policies and guidelines for the Museum of Nature Special Character Area, which state:

- / New development will respect the established front yard setbacks on the surrounding streets to preserve the established street walls that encircle the museum (Policy 1);
- / New development will have regard for the character-defining elements identified in both the Museum's Federal heritage and Part IV designations (Policy 2);
- / The north side of McLeod Street forms a strong urban edge across from the Museum of Nature's front façade. New development on the north side of McLeod Street will strengthen the urban edge and reflect the predominantly low-scale residential character of the street, complementing current heights and setbacks (Policy 4);
- / New development will not create adverse impacts on the Landscape of Canada Garden, which was developed as part of the renovations to the Museum in 2016 (Policy 5);

Guidelines state:

- / **Guideline A:** New development should frame the views of the Museum from Metcalfe Street looking south to its main entrance, and from the entrance looking north on Metcalfe Street.
- / **Guideline B:** New buildings on the streets surrounding the Museum should be subordinate to it in character and design, allowing the Museum to remain the focal point.
- / **Guideline C:** Buildings should be clad in brick, stucco or wood to complement the stone of the museum. New buildings should not be clad in rough-cut stone to ensure the visual primacy of the Museum.
- / **Guideline D:** Development or additions in the rear yards for properties on the north side of McLeod and the west side of O'Connor Streets should be designed to ensure that the low-rise character of the streetscape continues. New development should be no more than two storeys taller than the existing building on the properties.

The design of the building and site layout takes reference from the neighbouring properties and the Museum of Nature through the public-facing landscaped courtyard and by using red brick materials similar to surrounding heritage buildings. The mid-scale development at the rear of the building strengthens the urban edge, while design features including materiality, balconies and setbacks reflect the predominantly low-scale residential character of the street. The proposed development meets the front yard setbacks of the surrounding lots.

Per Guideline D, development in the rear yards of properties on the north side of McLeod Street allows for building heights which are two storeys taller than the existing buildings on the property. As the existing two and a half storey buildings on site are proposed to be replaced with a three-storey massing. The low-rise form along the streetscape and additional five storey building height located at the rear of the subject site responds to this guideline and the surrounding streetscape character along McLeod Street.

Zoning By-law Review

The proposal for the property to be rezoned to Residential Fifth Density is maintained. More specifically, the applicant team is proposing to rezone the subject site as Residential Fifth Density, Subzone B with site-specific provisions including a maximum building height of 17.55 metres to address the proposed development (R5B [X] H(XX)). A new site-specific zoning schedule will establish permitted building heights, required setbacks, and setbacks while the site-specific exception will provide the necessary relief from specific provisions of the proposed zone.

The evaluation of the proposed development has been updated to determine compliance to these provisions and illustrate where amendments are required.



Figure 15: Zoning Map, subject site indicated

Table 1 demonstrates some of the permitted uses within the Residential Fifth Density zone.

Table 1: Permitted Uses

Permitted Uses
apartment dwelling, low rise, apartment dwelling, mid rise , apartment dwelling, high rise, bed and breakfast, detached dwelling, diplomatic mission, duplex dwelling, dwelling unit, group home, home-based business, home-based daycare, linked-detached dwelling, park, planned unit development, residential care facility retirement home, converted, retirement home, rooming house, secondary dwelling unit, semi-detached dwelling, shelter, stacked dwelling, three-unit dwelling, townhouse dwelling, urban agriculture.

Table 2 provides a summary of the Residential Fifth Density, Subzone B (R5B) zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for R5B zoning

Provision	Required	Proposed	Compliance
Minimum Lot Width	22.5 metres	30.83 metres	Yes
Minimum Lot Area	675 metres	832m ²	Yes
Maximum Building Height	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule, or in the exception zone	17.55 metres	No

Minimum Front Yard Setback	1.5 metres (per Section 123)	1.65 metres	Yes
Minimum Interior Side Yard Setback	Abutting an R4 zone: 7.5 metres	West Side Yard Setback: 1.2 metres East Side Yard Setback: 1.2 metres	No No
Minimum Rear Yard Setback	Equal to 25% of the lot depth 30.25 metres x 25% = 7.5 metres	5.79 metres (32% of rear façade) 6.49 metres (35% of rear facade)	No
Permitted Projections above Height Limit (Sec. 64)	The maximum height limits do not apply to the structures listed below that may require a height in excess of maximum height limits in order to serve their intended purpose, provided these structures are erected only to such height as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely: Mechanical / Service / Elevator Penthouse	2.86 metres	Yes
Permitted Projections into Required Yards (Sec. 65)	Fire escapes, open stairways, stoop, landing, steps and ramps: Where at the first floor and in the case of the front yard: no closer than 0.6m to the lot line Covered or uncovered balcony, porch, deck, platform: 2 metres, but no closer than 1 metre from any lot line	Stairways project beyond the front lot line to accommodate the proposed units within the low-rise form fronting McLeod Street 1 metre from lot line	No No
Landscaped Area	30% of lot area required to be landscaped	36%	Yes
Amenity Area	6.0m ² / dwelling unit, where 50% is required as communal 31 units x 6.0m ² = 186m ² 90m ² required as communal	Total Amenity Area: 259m ² Private: 33m ² Communal: 263m ²	Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Provision	Required	Provided	Compliance
Required Vehicle Parking Spaces	0.5 spaces / dwelling unit, less the first 12 units 19 units x 0.5 = 10 spaces	7 spaces	No

Visitor Parking	0.1 / dwelling unit, less the first 12 units 19 units x 0.1 = 2 spaces	1 space	No
Driveway Aisle Width for a Parking Garage (Double Lane)	A driveway providing access to a parking lot or parking garage must have a minimum width of 3.0 metres for a single traffic lane	3.0 metres	Yes
Bicycle Parking	0.5 spaces / dwelling unit 31 units x 0.5 = 16 spaces	16 spaces	Yes

Heritage Overlay

A Heritage Overlay is applied to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the building and limits the size of additions to preserve the heritage character of the original building. Section 60 of the Zoning By-law contains provisions related to Heritage Overlays, and states:

- / Where a building in an area to which a heritage overlay applies is removed or destroyed it must be rebuilt with the same character and at the same scale, massing, volume, floor area and in the same location as existed prior to its removal or destruction.
- / Despite the provisions of the underlying zone, an addition to a building in an area to which a heritage overlay applies is permitted only if:
 - o the height of the walls and the height and slope of the roof of the addition do not exceed those of the building;
 - o In Areas A, B, and C of Schedule 1;
 - the side yard setback of the addition is at least 60 cm greater than that of the wall of the building located closest to the side lot line, except in the case of shared lot lines between dwelling units that are permitted to be vertically attached where the required side yard setback is 0 metres; and,
 - it is located entirely within the rear yard, or in the interior yard abutting the rear yard and complies with the rear yard setback of the underlying zone, except where the building has a non-complying rear yard setback the addition may be built to that rear yard setback, but in no case may be less than 3.0 metres.
 - o it is not located within a front yard.

Summary of Proposed Amendments

Proposed Zoning By-law Amendments

The proposed development seeks to amend Zoning By-law provisions primarily related to building height, setbacks, vehicle parking, and the heritage overlay. The proposed increase to the maximum permitted building height and proposed reduction to the required vehicle parking are appropriate for the subject site, as they are consistent with the policy intent of the current and former Official Plan, Secondary Plans, and HCD Plan. The subject site is highly suitable for the proposed building height as it considers its existing and planned mid-rise context to the north of the subject site, supported by its location within a built-up central area, and its proximity to rapid transit and neighbourhood amenities.

The proposed reduction to vehicle parking is supported by the policies of the former and current Official Plan, and Central and East Downtown Area Secondary Plan. The requested reduced vehicle parking is appropriate as the subject site is highly served by multi-modal transportation options, including several nearby public transit routes, bicycle lanes, and pedestrian thoroughfares. The proposed reduction in parking will encourage the use of multi-modal and active transportation networks in support of 15-minute communities. This reduction further allows the provision of lower level units in response to a

significant reduction in building height from the previous application submission. Bicycle parking is provided at a rate which meets the requirements of the Zoning By-law and will support active and alternate modes of transportation.

Regarding the proposed projection and setback reductions, the proposed development provides interior and rear yard setbacks which are consistent with the surrounding area and existing context. It should be noted that a four storey building would require an interior side yard setback of 1.5 metres and would not be subject to the enhanced setbacks of the R5 zone. As the proposed development is only a single storey greater in height, and the perpendicular interface of the mid-rise portion with the side yards are such that the higher mass is only in a narrow and more centralized area, the proposed setback reduction is justified. Existing driveways on the adjacent properties are located abutting the side yard property lines, resulting in greater separation, while the neighbouring properties may benefit from the increased setbacks compared to the existing buildings, providing greater width and separation that what presently exists. Although an amendment is sought to the permitted projections, the overall design intent of the proposed development greatly improves the streetscape of McLeod Street and responds to a predominant built form pattern found within the Heritage Conservation District area.

The rear yard is proposed to be greatly improved, enhancing the interface between surrounding properties by removing an existing surface parking area and replacing this condition with landscaped area. The rear yards of surrounding properties generally contain surface parking areas, and the proposed development will greatly improve the rear yard area with landscaping and softscaped areas. Finally, the character of the development and proposed fenestration, openings, and façade pattern mitigate issues of privacy and overlook on surrounding properties.

Relief from the Heritage Overlay provisions are sought as part of this application to permit the proposed development, which seeks demolition of the existing buildings at 283 & 285 McLeod Street and reconstruction of a similar two-and-a-half storey building form with a rear five storey mid-rise building, as supported in discussions and review with City of Ottawa Planning, Heritage and Urban Design Staff.

A detailed overview of each of the proposed Zoning By-law Amendments is provided below:

- / **Maximum Building Height:** Per the Zoning By-law, the maximum permitted building height in the R5B zone is to be described with an H(#) on the Zoning Map, on a Schedule, or an exception zone. The applicant is proposing a building height of 17.55 metres.
- / **Interior Side Yard Setback:** The Zoning By-law requires a side yard setback of 7.5 metres where a mid-rise apartment building abuts a Residential Fourth Density zone. The proposed development seeks a reduced setback on both the east and west side yard setbacks to permit setbacks of 1.2 metres.
- / **Rear Yard Setback:** The Zoning By-law requires a rear yard setback of no more than 7.5 metres. The applicant seeks to reduce the rear yard setback requirement by 1.5 metres, as the proposed development provides a minimum 5.79 metre rear yard setback for 32% of the rear façade, and 6.49 metre setback for 35% of the rear facade.
- / **Permitted Projections into Required Yards:** Section 65 of the Zoning By-law describes provisions for permitted projections into required yards, such as stairways, stoops, landings, porches, and balconies. The development proposes stairways and front porches which extend to, but do not exceed the front lot line.
- / **Residential and Visitor Parking:** Relief from the residential and visitor parking rates are required, as described in the table above. The proposed development will provide seven (7) residential parking spaces and one (1) visitor parking space to accommodate visitors, move in/move out, services, and trades, proposing a slight reduction of three (3) spaces for the residential use and one (1) space for visitors.
- / **Heritage Overlay:** Section 60 of the Zoning By-law describes provisions of the Heritage Overlay with the intent to conserve existing buildings on lots which contain structures of cultural heritage value. Relief from the Heritage Overlay provisions are sought as part of this application to permit the proposed development, which seeks

demolition of the existing buildings at 283 & 285 McLeod Street and reconstruction of a similar two-and-a-half storey building form with a rear five storey mid-rise building.

Summary of Proposed Amendments to the Official Plan

A site-specific Official Plan Amendment (OPA) is proposed to the Central and East Downtown Core Secondary Plan. The OPA would:

- / Amend Policy 45 in Section 4.4.9, which states that properties designated Local Neighbourhood, the permitted uses shall be restricted to low-rise forms, to permit a mid-rise built form; and,
- / Amend Schedule C to allow a building mid-rise height of five storeys (18 metres) starting at a depth of approximately 10 metres from the front property line along McLeod Street, specific to the subject site.

In summary of the aforementioned discussion, it is Fotenn's opinion that the proposed Official Plan Amendment does not adversely impact the site or adjacent properties. The proposed amendment to the Local Neighbourhood policy maintains the overall intent and principles of the Central and East Downtown Core Secondary Plan. A seven-storey mid-rise building height is permitted at the rear portion of the subject site, however, considering the limited size of the site, and to allow greater transition to abutting low-rise properties, an amendment is sought to facilitate the development of a mid-rise building slightly outside of the seven-storey maximum building height area, as described on Schedule C. The proposed development is designed in a manner which mitigates potential impacts on abutting properties by reducing the envisioned building height in the rear portion by two storeys, providing an appropriate rear yard setback and an additional stepback above the fourth storey while maintaining an existing streetscape character and rhythm along McLeod Street. The proposed development further responds to overarching Growth Management, Downtown Transect area, and Neighbourhood policies of the Official Plan, while balancing policy direction and guidelines of the Centretown and Minto Park HCD Plan.

Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit applications to permit redevelopment of the subject site constitutes good planning and is in the public interest. As stated in the previous Planning Rationale, the proposed development is consistent with the former City of Ottawa Official Plan, Centretown Secondary Plan, and Centretown Heritage Conservation District, in that it proposes the redevelopment of an underutilized property within close proximity to rapid transit, provides a built form consistent with its context, responds to the heritage context of the surrounding area, and ensures sustainable development within an established neighbourhood by providing a new residential use.

As detailed above, the proposed development further conforms to the current Official Plan, Central and East Downtown Core Secondary Plan, and Centretown and Minto Park Heritage Conservation District Plan. The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties, and will allow the redevelopment of an underutilized site.