



267 O'Connor Street

Planning Rationale
Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications
February 7, 2025



Prepared for Taggart Realty Management

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1.0	Introduction	1
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
2.0	Site Context and Surrounding Area	2
2.1	Surrounding Area	2
2.2	Road Network	Error! Bookmark not defined.
2.3	Transit Network	Error! Bookmark not defined.
2.4	Active Transportation Network	Error! Bookmark not defined.
3.0	Proposed Development	7
3.1	Design Statement	10
4.0	Policy and Regulatory Framework	15
4.1	Provincial Policy Statement	15
4.2	City of Ottawa Official Plan	Error! Bookmark not defined.
4.2.1	Managing Growth	Error! Bookmark not defined.
4.2.2	Land Use Designation	Error! Bookmark not defined.
4.2.3	Urban Design and Compatibility	Error! Bookmark not defined.
4.2.4	Cultural Heritage Resources	Error! Bookmark not defined.
4.3	City of Ottawa Official Plan Update	Error! Bookmark not defined.
4.4	Centretown Secondary Plan and Community Design Plan	Error! Bookmark not defined.
4.4.1	Land Use Designation	Error! Bookmark not defined.
4.4.2	Landmark Buildings	31
4.4.3	Built Form Guidelines	36
4.5	Urban Design Guidelines for High-Rise Buildings	37
4.6	City of Ottawa Zoning By-Law	38
4.6.1	Heritage Overlay	40
5.0	Requested Amendments	41
5.1	Official Plan Amendment	41
5.2	Zoning By-law Amendment	41
5.3	Heritage Permit Application	41
6.0	Conclusion	42
Appendix A: Proposed Zoning Schedule		Error! Bookmark not defined.

1.0

Introduction

Fotenn Planning + Design has been retained by Taggart Realty Management (“Taggart”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications to facilitate the proposed development on the lands municipally known as 267 O’Connor Street in the City of Ottawa.

The proposed development consists of two (2) high-rise mixed-use buildings surrounded by a high-quality and exceptionally designed outdoor space that will become a valued gathering space within Centretown. A total of 510 dwelling units are proposed in the two towers with 326 proposed underground parking spaces.

Fotenn previously prepared a Planning Rationale, dated October 13, 2020, and an Addendum to that report dated March 23, 2023 to support a Zoning By-law Amendment & Official Plan Amendment application for the lands known as 267 O’Connor Street in the City of Ottawa (the “subject site”).

This Planning Rationale should be read to address the revised proposal for the redevelopment of the subject property.

1.1 Required Applications

The required applications have changed since the original application. To facilitate the proposed development, Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications were submitted.

A site-specific Official Plan Amendment (OPA) is proposed to the Secondary Plan. The OPA would amend specific provisions of the Landmark Building policies in the Central and East Downtown Core Secondary Plan to recognize the existing site-specific policies for the subject property and to permit the proposed building and site layout.

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to “Residential Fifth Density, Subzone B, Exception XXXX, Schedule YYY (R5B[XXXX] S(YYY))”. A new site-specific zoning schedule will establish permitted building heights, required setbacks and required stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone. The site-specific exception would also permit a range of non-residential uses for the at-grade retail space, consistent with the policies of the Centretown Secondary Plan.

Finally, as the property is within the Centretown Heritage Conservation District designated under Part V of the Ontario Heritage Act, a Heritage Permit is required to facilitate the proposed redevelopment of the lands. This application will be submitted concurrent to the OPA and Zoning By-law Amendment applications.

A Site Plan Control Application for the proposed development would be submitted in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

1.2 Public Consultation Strategy

Pursuant to the City’s Public Notification and Consultation Policy, the above noted applications will follow the Council-approved procedures for notification and consultation. Further, as per the Secondary Plan, and following formal and rigorous application and review process was approved by City Council on October 14th, 2020. The full public consultation strategy has been submitted under separate cover for as part of this application package.

Site Context and Surrounding Area

The subject property, municipality know and 267 O'Connor Street, is located in the Somerset Ward of the City of Ottawa. The property comprises the entire block fronting O'Connor Street from Gilmour Street to the south and MacLaren Street to the north. The property has 67 metres of frontage along O'Connor Street and 53 metres of frontage along Gilmour Street, and MacLaren Street with a total combined area of approximately 3,538 square metres. The subject property is currently improved with a mid-rise (6-storey) medical office building and substantial surface parking with access/egress from O'Connor Street. The existing building on the property is approved to be demolished as part of this redevelopment application.

The lands are legally described as Lots 3, 4, 5 and 6 (east of O'Connor Street), Lot 44 (south of MacLaren Street) and Lot 44 (north of Gilmour Street), Registered Plan 15558 in the City of Ottawa.



Figure 1: Site Context Aerial (Subject Property Noted)

2.1 Surrounding Area

The subject property is located within the broader Centretown community which is a large and diverse urban neighbourhood located just south of the City's downtown core, in proximity to the east-west Confederation Light Rail line, the Central Business District, City Hall, the Parliament Buildings, and many other key institutions and employment opportunities. The immediate area comprises a mix of uses and building forms and is characterized predominantly by residential and commercial uses with building heights varying from low to high-rise. The adjacent land uses can be described as follows:

North: Multiple properties are located immediately north of the subject property along MacLaren Street. To the north-east are mid-rise apartment buildings with heights of seven (7) and eight (8) storeys. Directly north of the subject property are two detached dwellings that have been converted to multi-unit residential and a commercial office use respectively. Further north are restaurant, commercial, and residential buildings. North-west of the subject property, on the west side of O'Connor Street are additional low and mid-rise residential buildings ranging in height from four (4) to 13 storeys.

Further north is the downtown Central Business District which offers significant amenities, services, entertainment and employment opportunities. Approximately 775 metres north of the subject property is the entrance to Parliament Station on the Confederation Line.

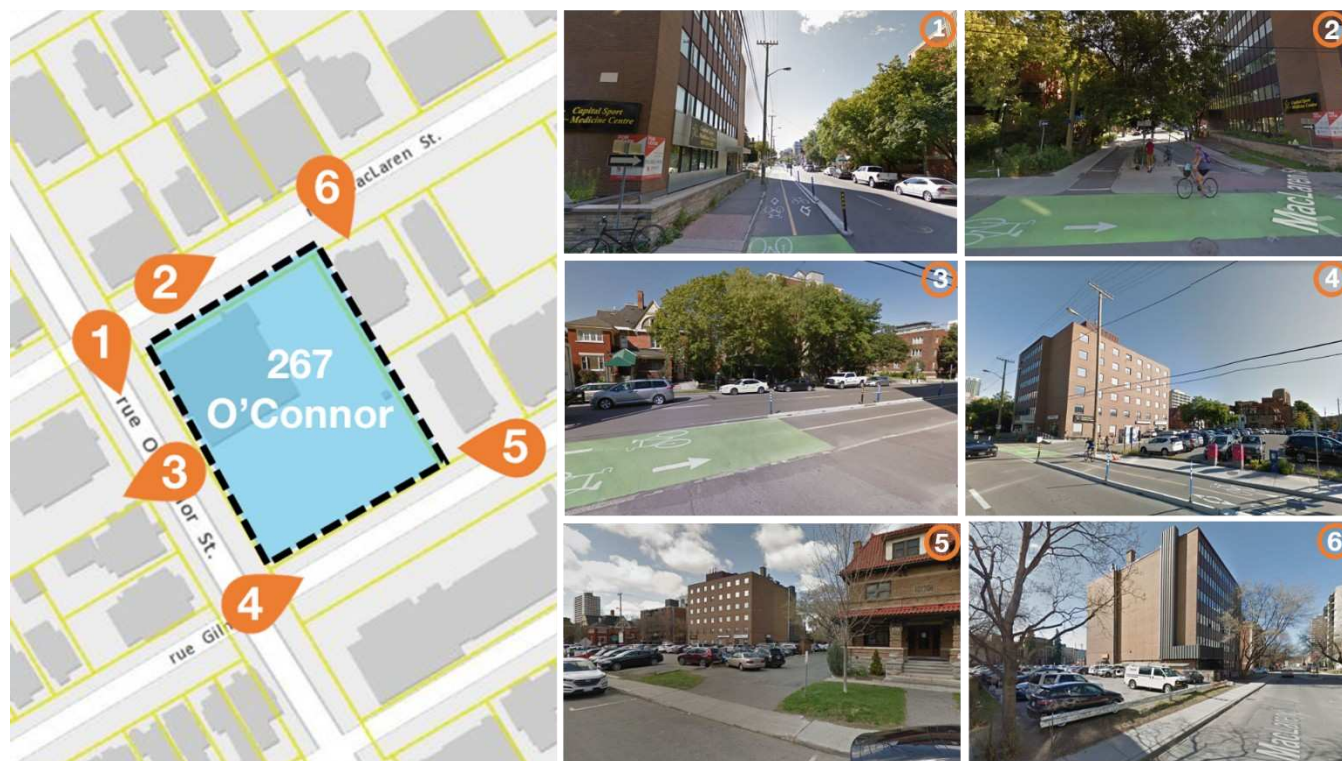


Figure 2: Area Context Images

East: The lands immediately east of the subject property currently contain two (2) low-rise, detached dwellings converted for office uses. Further east along Gilmour and MacLaren are a mix of low, medium, and high-rise buildings containing office, commercial, and residential uses.

Elgin Street is located 300 metres east of the subject property and is characterized as a vibrant commercial mainstreet with a variety of retail/commercial and mixed-use buildings with important services and amenities. Elgin Street Public School and Jack Purcell Park and community centre with pool, dog run, tennis courts and play structures are also located east of the subject property. To the north-east, also on Elgin Street, are Ottawa City Hall and the Provincial Courthouse.

South: Immediately south of the subject property, located at 330 Gilmour, is the vacant, three-storey former Ottawa Board of Education headquarters; a designated heritage building under Part IV of the Heritage Act. This site was the subject of development approvals in 2008/2009 which approved an eight (8) storey building. The area further south is predominantly residential with non-residential uses generally along O'Connor Street. Low-

to mid-rise buildings with a mix of uses, surface parking areas, and converted dwellings are mixed with more recent infill developments. Further south of the subject property is Glashan Public School, the Canadian Museum of Nature, the Taggart Family YMCA, and access to Highway 417.

West: The subject property immediately abuts O'Connor Street to the west which is south-bound designated arterial roadway of the Official Plan and features a north-south, protected bi-directional bicycle lanes. The neighbourhoods further west are characterised by a diverse residential community containing predominantly low-rise single-detached and multi-unit buildings with some commercial/retail properties. One block west of the subject property is Bank Street, an important commercial corridor with a range of stores, services, restaurants, and mixed-use developments.

The majority of the Centretown community, including the subject property, is designated as a Heritage Conservation District under Part V of the Ontario Heritage Act.

2.2 Vehicle Transportation

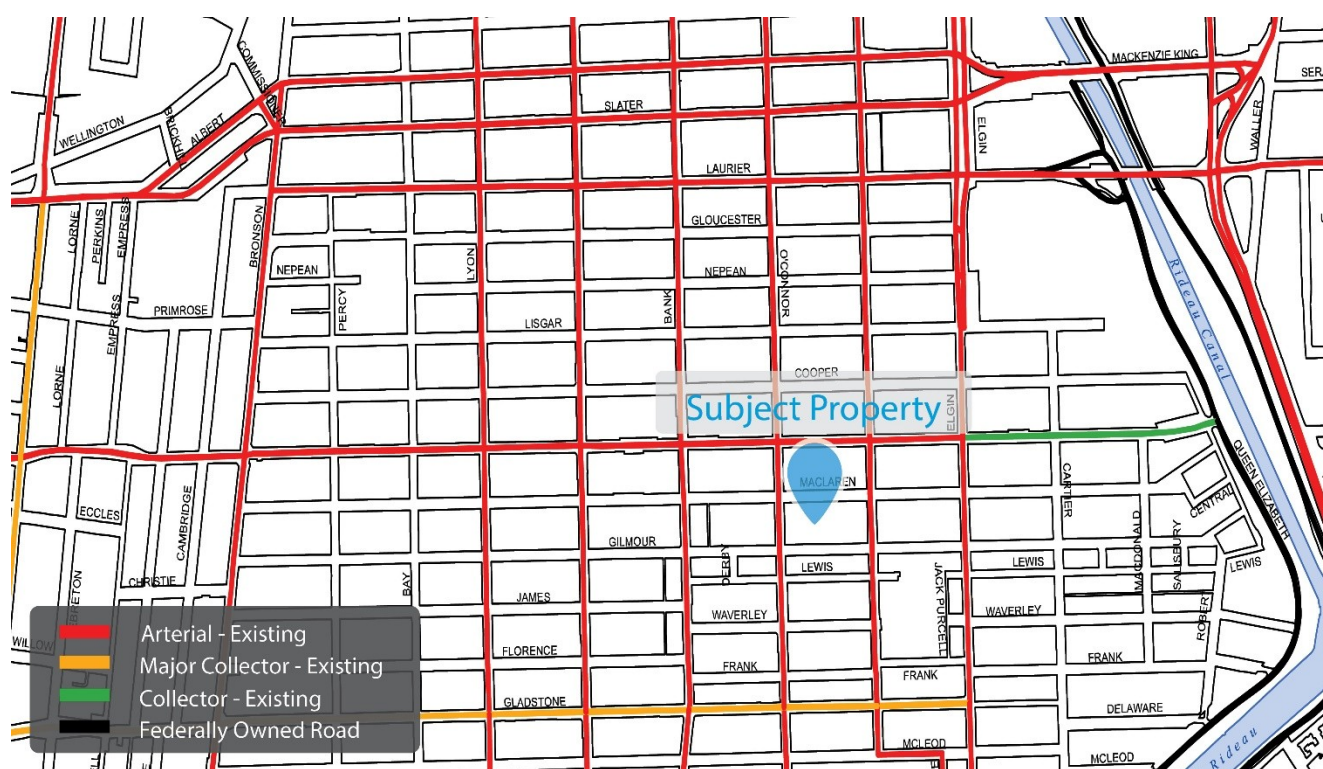


Figure 3: Subject Property on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan (2022).

The subject property abuts O'Connor Street which is designated as an Arterial Road on Schedule C4 of the City of Official Plan. The one-way street includes two southbound lanes of travel, with on-street parking available along the west side of the street and bi-directional separated bike lanes on the west side. Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

In addition to O'Connor Street, the subject property is also in close proximity to Somerset Street West (two-way, east-west street) to the north and Metcalfe Street (one-way northbound) to the east, which are also designated as an Arterial Roadways on Schedule C4 of the Official Plan. Both Arterial Roadways connect to key destinations, and Metcalfe provides access from Highway 417. Gilmour Street and MacLaren Street are both classified as a Local Roads on Schedule F and provide one-way eastbound and westbound transportation routes respectively.

2.3 Public Transportation Network

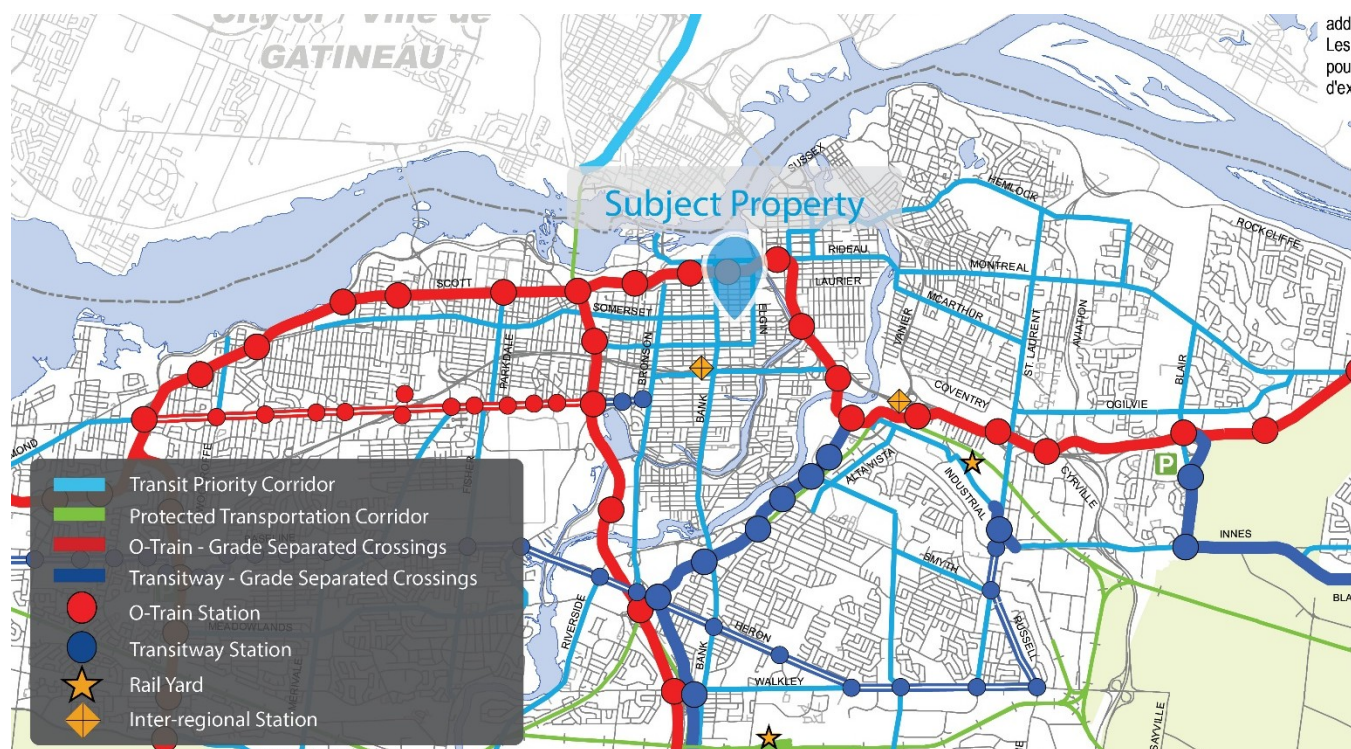


Figure 4: Subject property on Schedule C2 – Transit Network of the City of Ottawa Official Plan (2022).

The subject property is well served by public transit options. The property is located approximately 775 metres from the nearest rapid transit station on the Confederation Line (Parliament Station). The site is also well serviced by local transit routes along Bank Street, Elgin, Somerset Street West and Gladstone Avenue, all designated as Transit Priority Corridors on Schedule C2 of the Official Plan.

2.4 Active Transportation

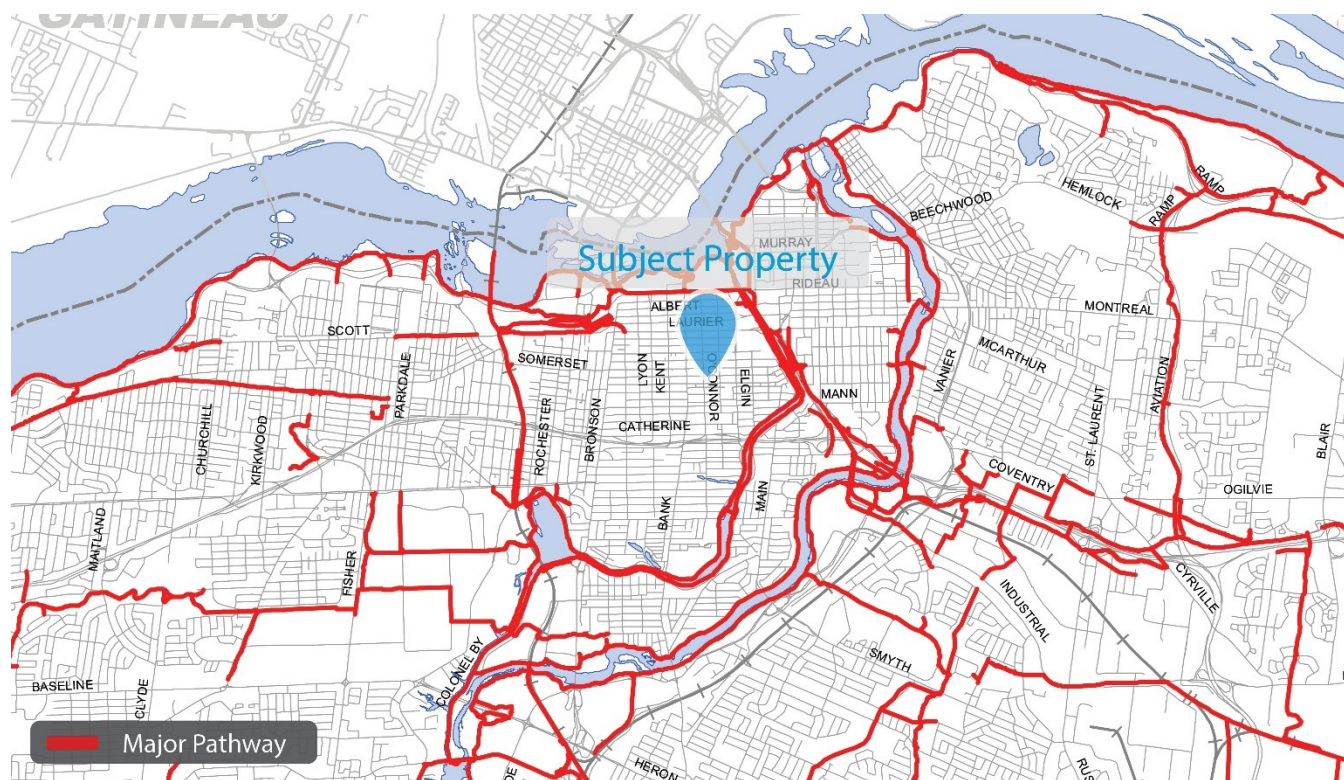


Figure 5: Subject property on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (2022).

O'Connor Street is designated as a cycling spine route and cross-town bikeway in the Transportation Master Plan and provides connection to the greater Ottawa cycling network. O'Connor Street delivers a bi-directional bike lane on the east side of the road from Laurier to Isabella. The north-south bikeway allows cyclists safe and comfortable access to and from the downtown core and provides increased accessibility for residents travelling from the south, as well as improving overall connectivity by intersecting with the east-west crosstown bikeway along Laurier Avenue.

The subject property is well situated for active modes of transportation and is in close proximity to the Central Business District, recreational facilities, institutional uses, and service and commercial areas located along Bank Street, Elgin Street, and Somerset Street West. The site is also within walking distance of the Central Area and Downtown Core of Ottawa.

Proposed Development

The proposed development consists of two (2) high-rise, mixed-use buildings sitting within a substantial privately owned public space (POPS) comprising approximately 31% of the total development area. The design intent is to propose a landmark building that sensitively fits within the local Centretown context.

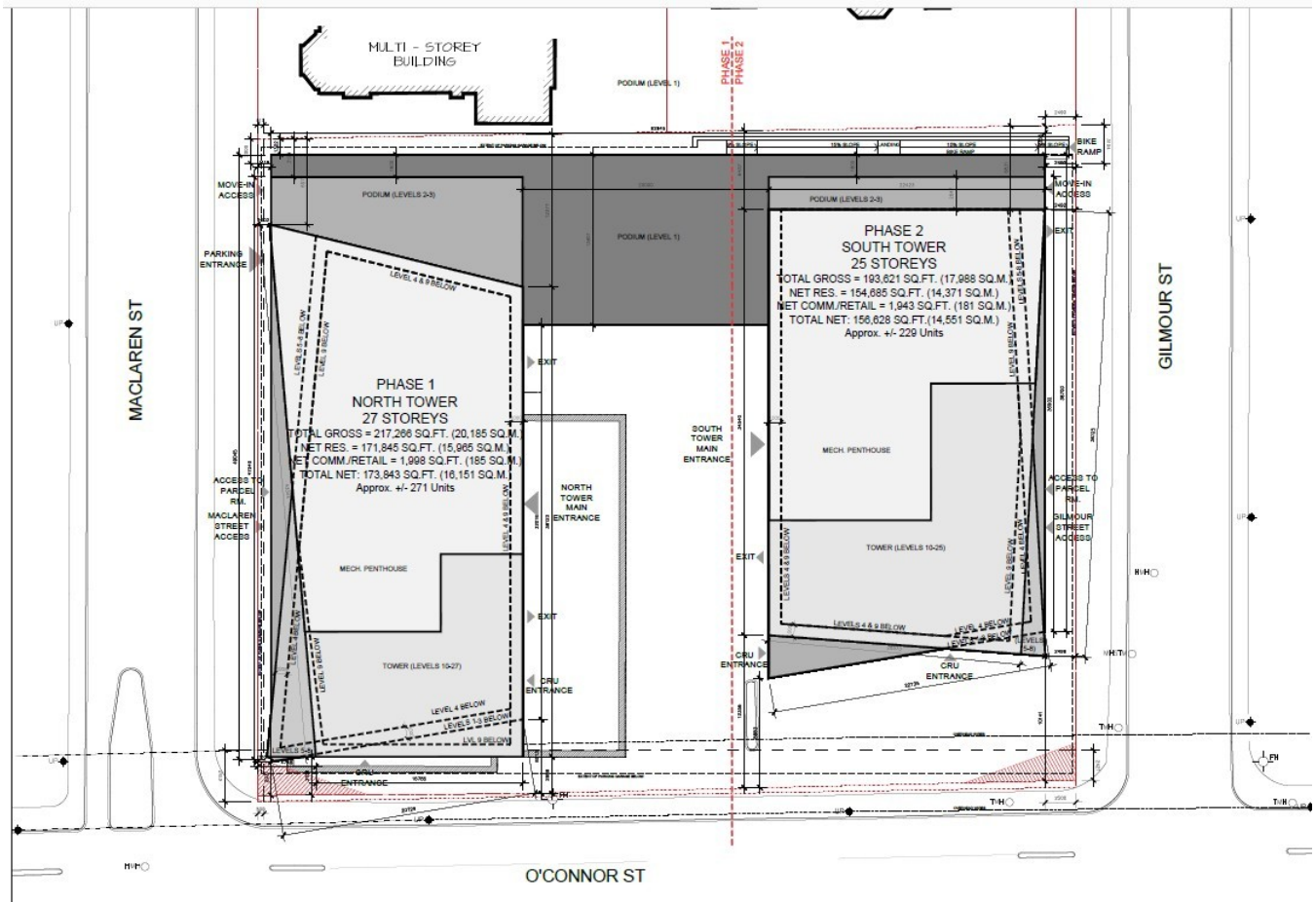


Figure 6 Proposed Site Plan.

In total, the proposal contains 510 residential units and 326 underground parking spaces (274 residential spaces & 52 visitor spaces). The 11,992 sq.ft. POPS is a central feature of the proposed development.

Given the conceptual nature of the proposed development at the time of writing, specifics of the proposed development are subject to change and will be refined through a future Site Plan Control application.



Figure 7: Proposed Design rendering looking west.

The proposed south tower is a 25-storey (90 metre) residential building with approximately 239 residential dwelling units and 18,724 square metres of total gross floor area. The building features a three (3) storey podium clad in light brick and relating to the adjacent buildings along Gilmour Street to the east. The upper floors of the building are clad in a mix of glass and aluminium panels that provide a light and modern aesthetic for the building.

At grade, the building is setback 2.49 metres from the south property line and 1.3 to 2.4 metres from the east property lines. The south building is setback 8.8 metres from O'Connor Street to the west. Above the first storey, the podium steps back 1.80 metres from the east, and above the three-storey podium a reveal floor separates the tower from the base below. The building steps back an additional 1.8 metre along the south property line to the 2-3 storeys and steps back again 2.6 metres from the south before the tower portions extends to the 25-storey. To the west frontage along O'Connor, the tower is setback 10 – 12 metres from the public ROW. The tower portions are articulated over the podium along the O'Connor frontage and Gilmour frontages, providing visual interest, and cover over the main building entrance.

For the south building, the main residential entrance and lobby are accessed from the interior POPs and Gilmour Street while the commercial units are accessed via the interior POPs space and from the O'Connor ROW. The ground floor of the south building will host key amenity space such a 150 square metre co-work space, service areas, and a convenient bicycle parking room.

The proposed north tower is a 27-storey (96 metre) mixed-use building with approximately 271 dwelling units and 20,185 square metres of gross floor area. As with the south building, the building features a three (3) storey podium clad with light brick relating to the context further east on MacLaren Street and a mix of glass and aluminium panels on the upper floors.

At grade, the building is set back 1.3 to 2.3 metres from the east property line approximately 3.0 metres from O'Connor Street and 1.0 metres from MacLaren. As with the south tower, the building steps-back 1.8 metres to the 2nd-3rd floors and then again up to 12.4 metres for the tower portion.

The ground floor of the north tower features retail space along O'Connor Street with frontage onto the street and a proposed institutional space with frontage along the POPS internal to the site. The balance of the ground floor features additional amenity space, the entrance lobby, a bike storage room, and service areas. The building's main entrance faces the POPS space, with through access to MacLaren Street. The vehicle access ramp to the four levels of underground parking is accessed via MacLaren Street.

The two towers are connected via the one-storey portion of the podium to the east, and are both framed by the internal POPS space, and abutting public realm.



Figure 8: View of the Proposed Project Plaza POPS entry from O'Connor Street

As noted, the two towers will share a four (4) storey underground parking garage that includes 274 residential spaces & 52 visitor parking spaces and is accessed via a garage ramp along MacLaren Street, within the podium of the north tower. The 326 spaces, result in a residential parking rate of 0.54 spaces per unit and 0.1 visitor spaces per unit. No parking is proposed for the small retail component in the north tower.

Bike parking has been included at grade in both buildings with additional parking to be provided in the underground parking garages; additional convenience bike parking will be provided as part of the POPS landscape plan. A rate between 0.85 bike parking space per dwelling unit is targeted which will exceed zoning requirements and encourage active transportation. Outdoor bike parking will be provided for throughout the site in addition to indoor parking areas.

The towers feature smaller footprints leaving approximately 31 percent of the site to be developed as public landscaped space. A conceptual landscape design for this proposed privately owned public space (POPS) has been developed to create a welcoming, inviting, and useful greenspace within the Centretown community. The design concept proposes a more animated outdoor amenity space, that can be animated and programmed throughout the year.

Amenity space within each of the towers will be provided through a combination of private balconies, indoor communal spaces, and an exterior rooftop terrace. The upper floors of both towers are anticipated to be used as communal amenity floors with indoor/outdoor spaces. The provided amenity spaces will be further refined through a future Site Plan Control application.

3.1 Design Statement

The proposed development at 267 O'Connor aims to make an exceptional contribution to the identity of Centretown by jointly pursuing excellence in public realm design and architectural quality. The result will be a unique civic gathering place for residents, neighbours, and visitors which will serve as a landmark within Ottawa's Centretown. The building design seeks to respect the form and character of the surroundings through the podium scale, the use of brick masonry, and landscaped transitions to adjacent heritage buildings, while the upper portions of the buildings will be developed in a manner that complements the buildings scale through proper use of form and material while positively contributing to the city's skyline.



Figure 9: View of the Proposed Development Looking southeast

The development has been designed to break down the mass to a smaller scale, through the articulation and stepping-back from the three-storey podiums towards the high-rise tower portions. The ground floor area for both buildings offers a comfortable sense of enclosure and positively frames the public right-of-way along Gilmour, MacLaren, and O'Connor Streets as well as the POPS on the interior of the site.

The proposed building design and site layout uses setbacks, landscaping, ample street-level transparent glazing, and high-quality materiality to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk and throughout the site within the POPS.

Given the site's context and existing materiality on nearby buildings, brick has been chosen for the exterior cladding of the proposed building podiums. The podium along Gilmour, O'Connor, and MacLaren Streets, clad with light brick veneer and ample windows, contributes to a pedestrian-oriented scale, defines the street edge, and helps the new development fit into the existing buildings nearby. The upper storeys transition to predominantly glass and light paneling to reduce the visual mass of the building.

The proposed tower portions of the buildings will provide floor plates of approximately 750 square metres. These sensitively sized floor plates will minimize shadow and wind impacts, loss of sky-views, and allow for the passage of natural light into interior POPS and living spaces.

The towers of both buildings achieve the recommended 20 metre separation distance and step back from the three-storey podiums with the ground floor of both buildings featuring a high floor-to-ceiling height (5.5 metres). Above the podium and after the third floor, the tower portions of the buildings transition to a differentiated material with significant glazing to animate the building facade.



Figure 10 Gilmour Street Entrance Render.

Several key design narratives helped guide the massing and design considerations for this development:

Pedestrian Experience & Public Realm

Creating a strong pedestrian experience was a central goal in the vision for this site. Weekend or weekday, all of the streets bordering 267 O'Connor are regularly used by pedestrians, cyclists and vehicles. Due to the inherent pedestrian nature of neighbourhood, it is important that the development contribute to the pedestrian

experience by incorporating appropriately scaled edge conditions, along with suitable programming along those streets. Generally, the surrounding streets host a range of residential and non-residential uses.

The proposed development incorporates a large, privately owned public space (POPS) at the corner of O'Connor and Gilmour that will occupy roughly 31% of the site while providing a thoughtfully programmed landscape space for public enjoyment. This important feature will intersect the site and provide porosity that will allow pedestrians to interact with the site.

Street Animation

Carefully selecting appropriate uses at the ground level is imperative in creating and maintaining a vibrant and animated urban experience for both the existing community and the proposed development. The proposal anticipates small commercial/retail tenants will be animating the POPS and sidewalk spaces with their own programs. In addition, the proposed landscape plan proposes a carefully developed public space that is certain to become a destination not only for residents but also for the broader community. The public institutional space will act as a community anchor facing both the Public ROW and Internal POPS space.

Retail Visibility

Retail visibility is critical for any commercial or retail viability. Ensuring that retailers are highly visible and are functionally supported by their logistical requirements is critical in attracting key tenants. Selection of suitable retail/commercial tenants is important when considering the synergy of the development and existing context. Selecting tenants that encourage pedestrian traffic and animation will further support the success of an animated public space.

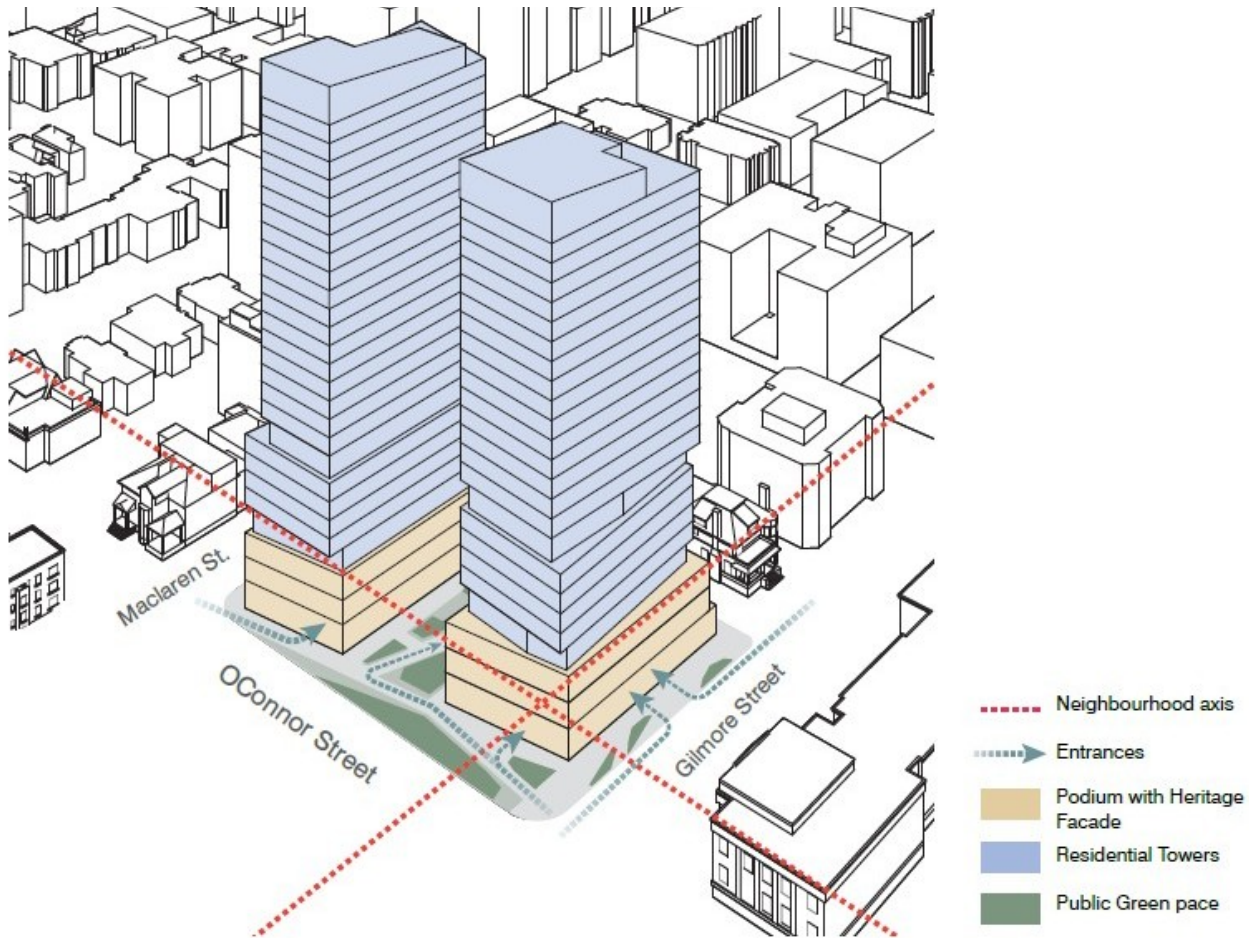


Figure 11 Proposed building programming and design approach.

Urban Fabric & Built Form

Considering the existing and future context of the site was instrumental in developing an appropriate massing and architectural response for the proposed development. The proposed massing and building heights correlate to the Centretown Secondary Plan, which recognizes the potential for redevelopment at 267 O'Connor Street. Understanding the surrounding built environment around the property ensures appropriate materiality, podium heights and clarifies key functional elements for the development.

The built form breaks down the massing of the proposed towers into three distinct elements: the three-storey podium with defined ground level edge condition; the main body of the towers; and the articulated tops of both towers. The podiums propose a masonry and glass edge condition at grade. The generous glazing will provide an open and engaging atmosphere at street level which supports strong notions of retail visibility and animated uses. Light Brick masonry respects the nearby heritage buildings which served as inspiration when considering materiality and form.

Masonry remains a noble and durable material that is familiar to all. Offsetting the tower forms from one another helps to reduce the overlapping of views which in turn increases sun exposure and maximizes views. The upper floors will be composed of lighter materials which will complement the height and massing of the towers. A two-storey grid will help to visually break up the mass.

Landscape Plan

The design approach for redevelopment of 267 O'Connor aims to create a vibrant and engaging privately owned public space (POPs) at the heart of the proposed U-shaped podium, providing a welcoming and flexible area for the Centertown community. The landscape features will complement the building's façade, while tying into the local architectural context with materials like textured and warm-toned unit paving for the plaza. Wood benches atop curving concrete walls will offer comfortable and accessible seating, while raised planters and standalone seating arrangements are thoughtfully placed to enhance the sense of openness and flow, creating permeability for pedestrians passing through the site. These design elements ensure that the space remains accessible and inviting for both residents and those passing by, encouraging interaction and movement.

The central space will act as a vibrant focal point for cultural and social events, while respecting the neighborhood's historical character. The secondary pathways along Gilmour and MacLaren will be buffered by lush, low plantings, seamlessly blending with the surrounding streetscapes. This approach, using natural materials and strategically placed landscape features, fosters a seamless integration of the site's design with the surrounding urban fabric, enhancing both functionality and the cultural identity of the neighborhood.

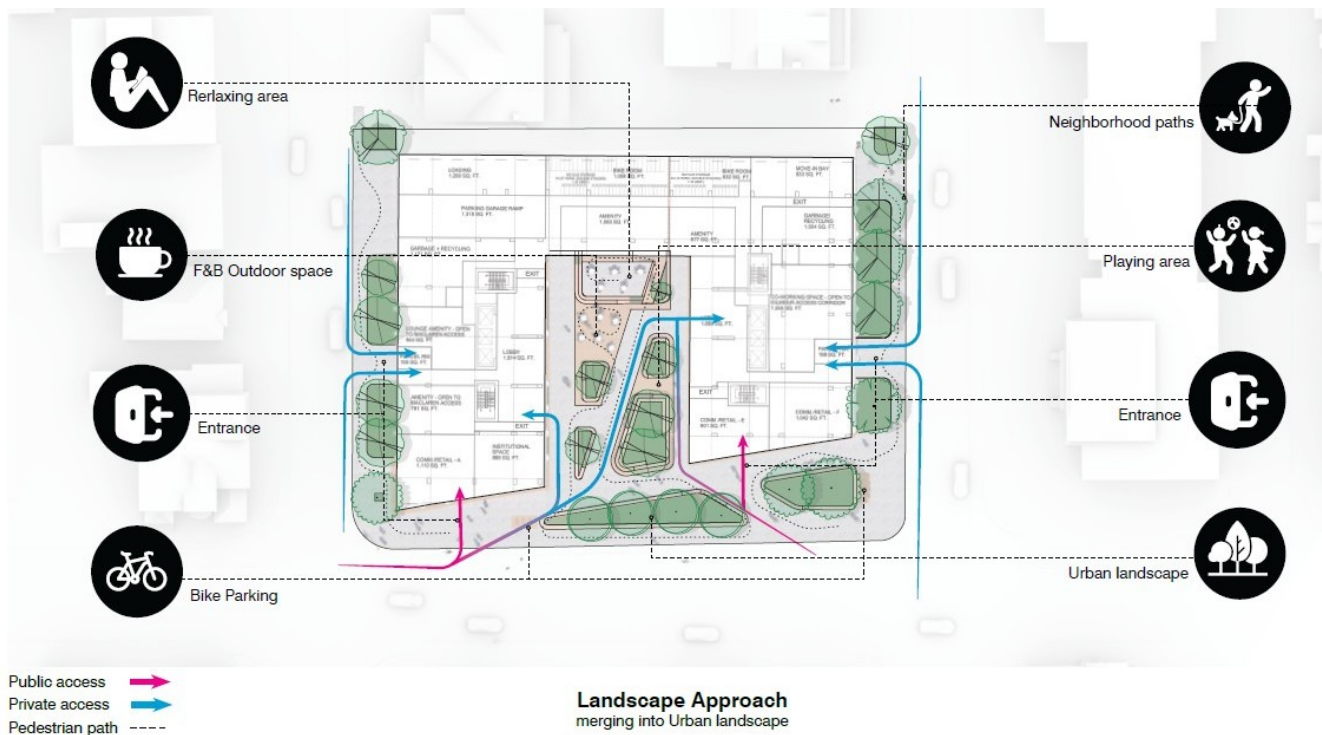


Figure 12 Proposed Landscape Programming Approach.

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces.

Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

The policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to redevelop an area that is located within the City of Ottawa's Urban Area, within an existing built-up area in walkable proximity to existing rapid and active transportation infrastructure.

The proposal provides for a range of housing options which are consistent with the surrounding established community. Therefore, the proposed development is consistent the Provincial Policy Statement (2024).

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

As an infill development within the established Downtown Core Transect, this proposal advances the objective to achieve more growth through intensification.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

As a property with convenient and nearby access to a wide range of transportation options including the Parliament LRT Station, O'Connor and Laurier bicycle routes, and within walking distance of many employment areas and key services and amenities, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

Through proposing a context sensitive building design that incorporates elements of the existing character of the community while also promoting increased residential density, improvements to the public realm, and responsive design approaches, the proposal contributes towards stronger, more inclusive and more vibrant neighbourhoods

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

The introduction of dense residential developments within the existing city core will reduce the overall loss of open green space to development and discourage urban sprawl and avoid natural habitat loss.

Further, the project will encourage a healthy modal split with a focus on walking, cycling, and transit use, that isn't overly reliant on personal vehicle trips.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

Infill development with residential and commercial components as well as a prominent POPS, will contribute to economic vibrancy in the downtown area. Further, infill development in an already established and serviced area is proven as a more efficient and cost-effective development pattern for municipalities.

4.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

As discussed above, the proposed development implements and complements several of the Official Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within the Downtown Core that is within proximity to higher-order transit infrastructure at the Parliament LRT Station and important cycling infrastructure. Further, the development will significantly contribute towards the creation of 15-minute neighbourhoods as directed by the OP with opportunities to walk to

suite many of future resident's day-to-day needs. The unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community. Up to 38% of the site area will be designed as POPS as well.

Through a commitment to first-rate design accomplishments and diversity of unit types within the City's Centertown neighbourhood, the development will become an attractive place for people that live and work in the downtown core area. The proposed design includes renewed space for ground floor retail/commercial occupancies which will benefit from new residents within the building as well as the existing and evolving nearby community. In summary, these merits facilitate the above-mentioned cross cutting issues and promote the overall objectives of the Official Plan.

4.2.3 Section 3. Growth Management Framework: Supporting Intensification

4.2.4 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

- / Section 3.2, Policy 3 states the vast majority of Residential intensification shall be focused within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Section 3.2 states the following residential density and dwelling targets for the Downtown Core Transect:
 - Target density requirement, people and jobs: 500 per gross hectare
 - Target residential density range for intensification: 350 dwellings per net hectare
 - Target of large-household dwellings within intensification: minimum 5%, target 10%

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established above within the Hub Designation of the Downtown Transect of the Official Plan. Although meant to apply to the area wholistically, the minimum density target above of 350 units per net hectare is well exceeded in the proposed development.

The proposed development will include over a combination of 3-bedroom units, and larger 2-bedroom units to promote the city's objectives for large-household units as defined in the Official Plan.

4.2.5 Section 4. City-Wide Policies

4.2.6 Shifting Towards Sustainable Transportation

/ Section 4.1.4, Policy 10 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:

- Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
- Providing landscaping, art, murals or decorative street treatments;
- Including other uses along the street, at grade, to support pedestrian movement;
- Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
- Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

The proposed development features underground parking with the parking ramp accessed from MacLaren Street. All three frontages are landscaped with a widened sidewalk, trees, and seating areas.

4.2.7 Housing

/ Greater Flexibility and an Adequate Supply and Diversity of Housing Options

- Section 4.2.1 Policy 1 states that a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by, among others:
 - Promoting diversity in unit sizes, densities and tenure options with neighbourhood including diversity in bedroom count availability; and
 - Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure.

The proposed development contributes to a diversity in housing types in the area by providing a combination of 1-bedroom, 2-bedroom, and 3-bedroom units.

4.2.8 Downtown Core Transect

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).



Figure 13: Schedule A – Transect Policy Areas, City of Ottawa Official Plan (2022).

The subject property is in the **Downtown Core Transect**, the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. The built form in this Transect is mature with urban characteristics of high-density, mixed uses and sustainable transportation orientation.

Key Objectives of the Downtown Core Transect Include:

- / **Maintain and enhance an urban pattern of built form, site design and mix of uses.**
- / **Prioritize walking, cycling and transit within, and to and from, the Downtown Core**
- / **Locate the tallest buildings and greatest densities in the Downtown Core Transect**
- / **Provide direction to the Hubs and Corridors located within the Downtown Core Transect**

Specific Policy Direction in this Transect is as follows:

Section 5.1.1. outlines policies for the maintaining and enhancing an urban pattern of built form, site design and mix of uses. This established and intended built form of the Downtown Core transect is urban, and all development is expected to maintain and enhance this urban pattern of built form and site design (**Policy 5.1.1.1**). This Transect is to continue to develop as healthy 15-minute neighbourhoods within highly mixed-use environments where Hubs and Corridors provide full range of services, and high concentration of employment is maintained and increased (**Policy 5.1.1.2**). The Downtown Core should have a mix of uses within ground floors, while requiring a high quality public realm (**Policy 5.1.1.3.a and 5.1.1.4**).

Policy 5.1.1.6 stipulates that the Downtown Core is planned for higher-density urban development forms where either no on-site parking is provided, or where parking is arranged in common parking areas. That the transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips (**Policy 5.1.2.2**).

The proposed development is consistent with the Official Plan's policy direction for development within the Downtown Core Transects. The proposed development complements the mature and urban characteristics of the buildings located within the Downtown Core and achieves higher density residential development.

The proposal benefits from the site's location along a key bicycle route and within walking distance of Parliament LRT Station within the City's downtown core and convenient access to multiple amenities by increasing the number of high-quality residential units within the established neighbourhood.

The building residents will have convenient access to multiple amenities including recreational uses, as well as convenient access to office, and institutional uses in the area. Further, the development encourages active transportation by reducing on-site parking and providing significant number of on-site bicycle parking spaces. When completed, the development will contribute to the establishment of a high-quality public realm by increasing pedestrian activity in the Downtown Core, and by contributing to the reinstatement of high-quality, upgraded public realm.

4.2.9 Neighbourhood Designation

Within the Transects, the Official Plan also establishes various land use designations. Urban designations are not based on land use but, rather, on their urban function. Lands in the city have a hierarchy of importance based on their function and on the intensity of their use. As stated in the Official Plan, many types of land uses can exist as part of the function of each designation.



Figure 14: Subject property on Schedule B1 – Downtown Core Transect of the City of Ottawa Official Plan (2022)

The subject property is designated **Neighbourhood** in the **Evolving Overlay**, as per Schedule B1 – Downtown Core Transect of the Official Plan.

Policy direction for the Neighbourhood Designation is included Section 6.3 of the Official Plan. Section 6.3 states that properties with this designation and located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in the Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (identified as Table 3b in the Official Plan below).

Table 1: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets within the Inner Urban Transect

Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
60 to 80	<p>Within the Neighbourhood designation:</p> <p>Existing lots with a frontage 15 metres or wider:</p> <p>/ Target of 25 per cent for Low-rise buildings;</p> <p>/ Target of 5 per cent for Mid-rise or taller buildings;</p> <p>All other cases: none</p> <p>Minor Corridors: No minimum</p>

The proposed development will provide a range of unit types and sizes promoting the targets established in the table above and ensuring opportunities are provided for larger households and families in the new building.

The OP states that Neighborhoods are contiguous urban areas that constitute the heart of communities. They are planned for ongoing gradual, integrated, sustainable, and internally compatible development. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

Further, **Policy 6.3.1.2** of the OP establishes that permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights or in areas already characterized by taller buildings.

The Secondary Plan considers height maximums on this site between 9 and 27-storeys (Under the landmark building policies of the Secondary Plan). At 25 & 27-storeys, the proposal adheres to this policy direction for height.

Policy 6.3.1.4 and 6.3.1.5 establish a range of residential and non-residential built forms will be permitted throughout the Neighbourhood designation, including:

- / Low-rise housing options sufficient to meet and exceed the goals of the Residential Intensification Targets (Table 2 in the New Official Plan, shown below as **Error! Reference source not found.**) and Neighbourhood residential density and large dwelling targets;
- / Housing options with the predominant new building form being missing middle housing, which meet the intent of the following policy:
 - Innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15-minute neighbourhoods. Innovative building forms include, but are not limited to: adaptive reuse of existing buildings into a variety of new uses; development of existing shopping centres; co-location of housing above City facilities including those facilities on land dedicated by

- parkland (libraries and recreation centres) as per Subsection 4.4.6, Policy 3), City-owned or other; development of a single lot or a consolidation of lots to produce missing middle housing; and by providing air-rights for housing above City infrastructure and facilities, including transit facilities; and
- / In appropriate locations including near rapid-transit stations, where zoning may prohibit lower-density housing forms.

The Zoning By-law will distribute permitted densities in the Neighbourhood by:

- / Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described above.

The subject site is an underutilized site consisting of predominantly surface parking within the Neighbourhood Designation. As such, compatible infill intensification is supported. As discussed herein, it is Fotenn's professional opinion that the proposed development is compatible and appropriate for the subject site.

O'Connor is currently a well-used thoroughfare providing access to the various locations throughout Centretown. The proposed development will enhance O'Connor through a design that introduces a vibrant street wall as well as improvements to the pedestrian environment.

The proposal, including, height, uses, building articulation, parking, bicycle parking, amenity space, & high-rise building height is aligned with the Official Plan and Secondary Plan framework for the lands.

4.2.10 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including 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 to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Provide direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Provide direction to govern the evaluation of development.

The new Zoning By-law will provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets.

The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the existing character of the area, including its proximity to surrounding buildings, and the Confederation Line stations.

4.2.11 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The Official Plan states that Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 4.6.4 encourages innovative design practices and technologies in site planning and building design, with 4.6.4.1 stating that Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

- / **The proposal will incorporate modern and innovative design and building technologies to ensure the building is sustainable, resilient and promotes high-quality re-investment in this area of Ottawa.**

Policy 4.6.5.1 states to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights;
- c) Within a designation that is the target for intensification, specifically:
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

- / **The proposed development is located within the Neighbourhood Designation on a site that is in close proximity to Parliament LRT station and that is currently used predominantly as a surface parking lot. As identified in the Centretown Secondary Plan, high-density development with a maximum height of 27 storeys is permitted on the subject site. The proposed development is adequately separated from existing and planned high-rise development and has been reviewed comprehensively with respect to potential impacts as further discussed herein.**

As part of the development, the public realm will be enhanced. As the site is predominantly a surface parking lot, the development will improve the pedestrian realm providing a continuous street edge that provides pedestrian activity.

Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

- / **The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along O'Connor Street. As a site within walking**

distance of numerous key services, amenities, and employment opportunities, and with convenient access to Ottawa's light rail rapid transit network and protected bicycle lanes, residents and visitors will be able to easily access the site. A high amount of glazing and active entrances along the frontage will ensure eyes on the street for safety.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods.

- / **The height, massing, and design of the building is compatible within the existing context and promotes the planned function of the area. The high-rise building form responds to the policies and regulations established for this area within the Secondary Plan and the planned function of the surrounding area while also providing appropriate tower separation.**
- / **The proposed development has been designed to mitigate impacts on the pedestrian realm. As noted in the wind study and shadow study, the resultant outcomes will not impact the intended function of these spaces.**
- / **Finally, the proposed development will not have any significant impacts on nearby outdoor amenity areas. The properties in the area have generally been converted to office uses with surface parking areas, are multi-residential buildings with limited outdoor amenity space, or are institutional buildings. No private outdoor amenity areas are anticipated to be impacted by the proposed development.**

Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

Where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights, per policy 4.6.6.3.

- / **The proposed development has been designed to build upon the desirable patterns of the surrounding community while also creating a desirable at-grade public open space for the entire neighbourhood. The proposed development will also contribute to the available rental housing stock within the City and within Centretown, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area.**

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

- / **The proposed development includes interior and exterior amenity area for residents through private balconies, at-grade outdoor landscaped space, communal amenity rooms and within the first floor, and an enclosed amenity room and landscaped terrace on the rooftop of the building.**
- / **A POPS of up to 31% of the total area of the site is proposed.**
- / **At-grade institutional space is also provided for in the north tower podium design.**

Per 4.6.6.8, high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

- / The proposed site layout is porous, providing several street frontages abutting the proposed POPS along O’Conner, Gilmour, and MacLaren Streets. The design also ensures ample glazing at-grade to ensure eyes on the street and towards the POPS. A single consolidated vehicle entry point for the parking garage that serves both the north and south buildings on MacLaren Street minimizes conflicts between pedestrians and cyclists.
- / The design of the building contemplates a built-form that is compatible within the existing context and the planned function of the area. The selected materiality, especially the brick masonry that clads the podium levels reflects and complements the character of the Centretown area.
- / The high-rise building form for both buildings responds to the policies and regulations established for increased heights within the Official Plan and Secondary Plan and the planned function of the surrounding area while also providing appropriate setbacks, ensuring that the north, east, and south facades interface appropriately with the existing community.
- / The proposal considers adaptability and diversity by intensifying the prominent corner property and adding to the diversity of housing types and commercial opportunities available in the community.
- / The proposed POPS will provide for an animated and active space for residents and visitors and will contribute positively to the open space network within Centretown, offering a space for programming and activities and relief in the urban neighbourhood.
 - o The proposed development does not negatively impact any protected view planes or historically significant views. The wind and shadow studies prepared for the proposed development show that any impacts are typical of an urban context and will not negatively impact the useability of the pedestrian realm. Shadows will move quickly as is typical of a point tower within an urban context. Finally, tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.
 - o The design of the proposed buildings with a distinct base, middle, and top ensures the buildings respect the at-grade and low-rise scale and character of nearby properties while providing a tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.
 - o The proposed floorplates are of an appropriate size to provide an efficient core while also providing flexibility in unit size and type. As a site within a transition area to the Central Area to the north, the proposed floorplates also provides transition to larger floorplates within the Central Area.

Policy 4.6.6.9 states separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposal should demonstrate and consider this.

- / The proposed development utilizes incremental changes in building height, setbacks and step backs to transition into the neighbourhood. A three (3) storey podium, accentuated through a reveal floor at level 4, and a masonry cladding, establishes an appropriate scale along the street. The towers step back from the podium below on three (3) sides to accentuate the separation and provide a transition to the planned context of the surrounding area.
- / The proposed development has been informed by the Built Form Guidelines of the CDP and by the other applicable design guidelines. The proposed development is surrounded to the north,

south, and east by lands that are intended to be developed with mid-rise buildings and is in an area that is already characterized by several taller buildings.

4.2.12 Key Views and View Sequences of the Parliament Buildings and Other National Symbols

Section 4.6.2 of the Official Plan also contains policies to protect the visual integrity and symbolic primacy of the Parliament Buildings. These views of a national symbol are of significant cultural and heritage value. These policies apply only to the Central Area designation and reference Schedule C6-A of the Official Plan, neither of which are applicable to the subject property.

- / Policy 4.6.2, Policy 1: Protect views and enhance Scenic Routes including those associated with national symbols, states:
 - Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A; and
 - No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.
- / Policy 4.6.2, Policy 3 states Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:
 - That the proposed building contributes to a cohesive silhouette comprised of a diversity of buildings heights and architectural expressions; and
 - The visual impact of the proposed development from key vantage points, in order to assess impact of national symbols.

These policies are implemented by Schedules in the Zoning By-law which define angular height control planes, in metres above sea level (ASL) for applicable lands within the Central Area designation.

While these policies do not apply to the proposed development, the logic of the angular height control planes is adopted by the Centretown Secondary Plan, which permits high-rise development on the subject property.

The proposed development seeks proposed development heights up to 27 storeys on the subject property. This is within the OP and Secondary Plan permissions on the property. A review of the Federal Height Controls and an extension of the view plane confirms that the proposed development will have no impact on the visual integrity of the Parliament Buildings.

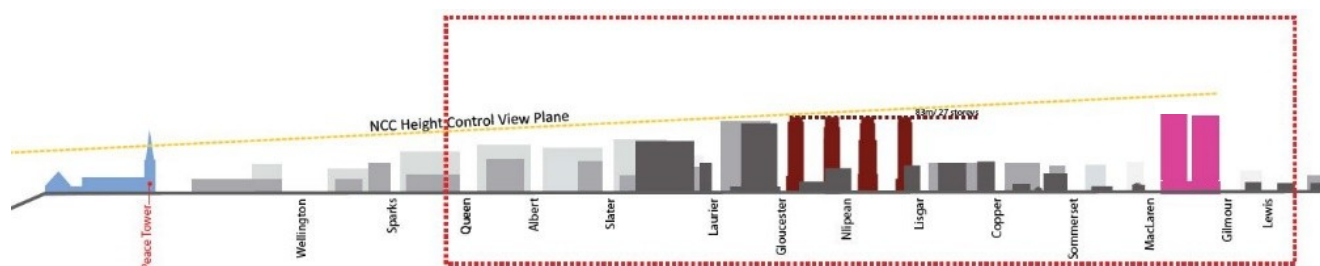


Figure 15: Graphic Illustrating the Extension of the NCC Height Control View Plane (Proposed Development Noted in Pink).

4.3 Central Area and East Downtown Core Secondary Plan (2022) and Community Design Plan

The subject property is within the Central and East Downtown Core Secondary Plan and Centretown Community Design Plan. The two plans provide 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.

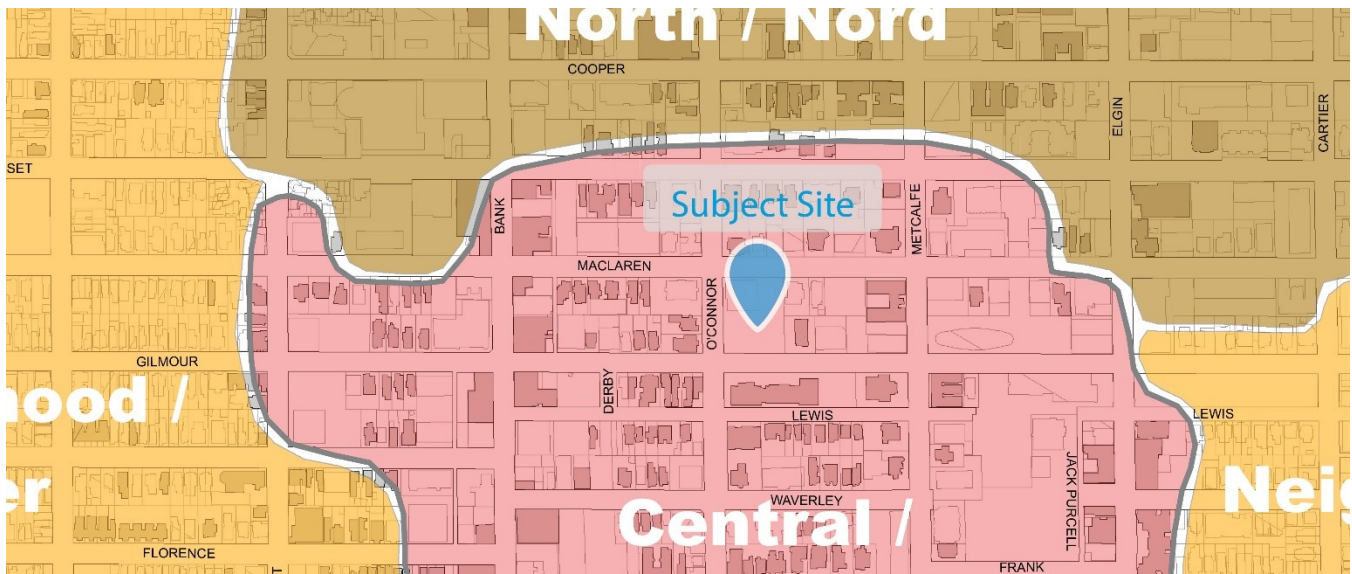


Figure 16 Annex 1 - Centretown Character Areas

The subject property falls under the 'Central Character Area on Schedule A and is designated as 'Local Mixed-Use on Schedule B – Designation Plan. Furthermore, the subject property is permitted up to 27-storeys under Schedule C – Maximum Building Heights.

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well designed, compact and inclusive development that will enhance the area's diversity and vibrancy.

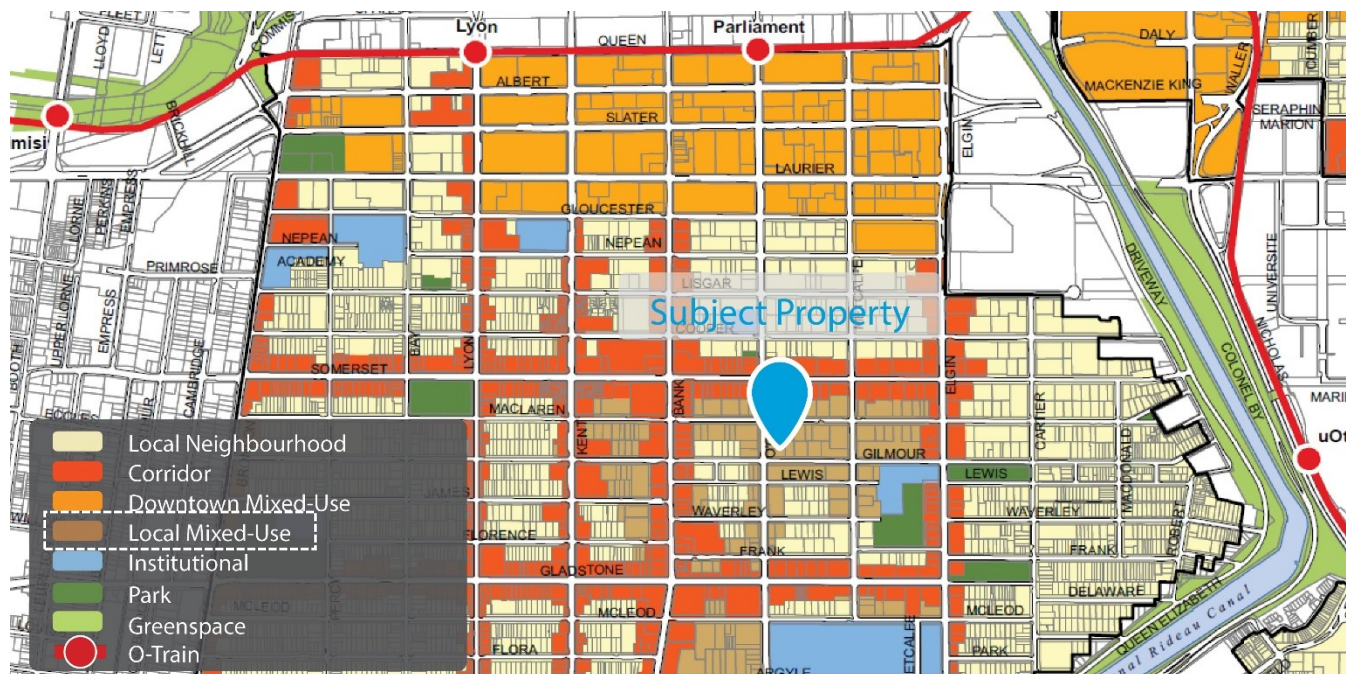


Figure 17: Subject Property on Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan.

The following policies support the proposed development:

4.3.1 Local Neighbourhoods Designation

Per the Secondary Plan and CDP, the subject property is located within the Central Character Area. The Central Character Area is the core of Centretown and accommodates an assortment of uses. With a number of vacant and underutilized properties, parking lots, and aging buildings that lack heritage value, this area is expected to continue to evolve to accommodate more residential and mixed-use development that respects and complements the many historic buildings and streetscapes in the area.

The Central Character Area includes several land use designations. Schedule B of the Secondary Plan identifies the subject property as “Local Mixed Use”. The CDP envisions these areas as including generally low to mid-rise residential, small scale office, minor retail, open spaces, institutional and public uses. Residential uses are intended to be the predominant use within this designation.

Per policy 46 of the Secondary Plan, low and mid-rise building heights are generally encouraged within the Central Character Area. Per Schedule C, buildings up to nine (9) storeys are permitted on the subject property. Lands to the north, south, and east are all also intended to be development with up to nine (9) storeys.

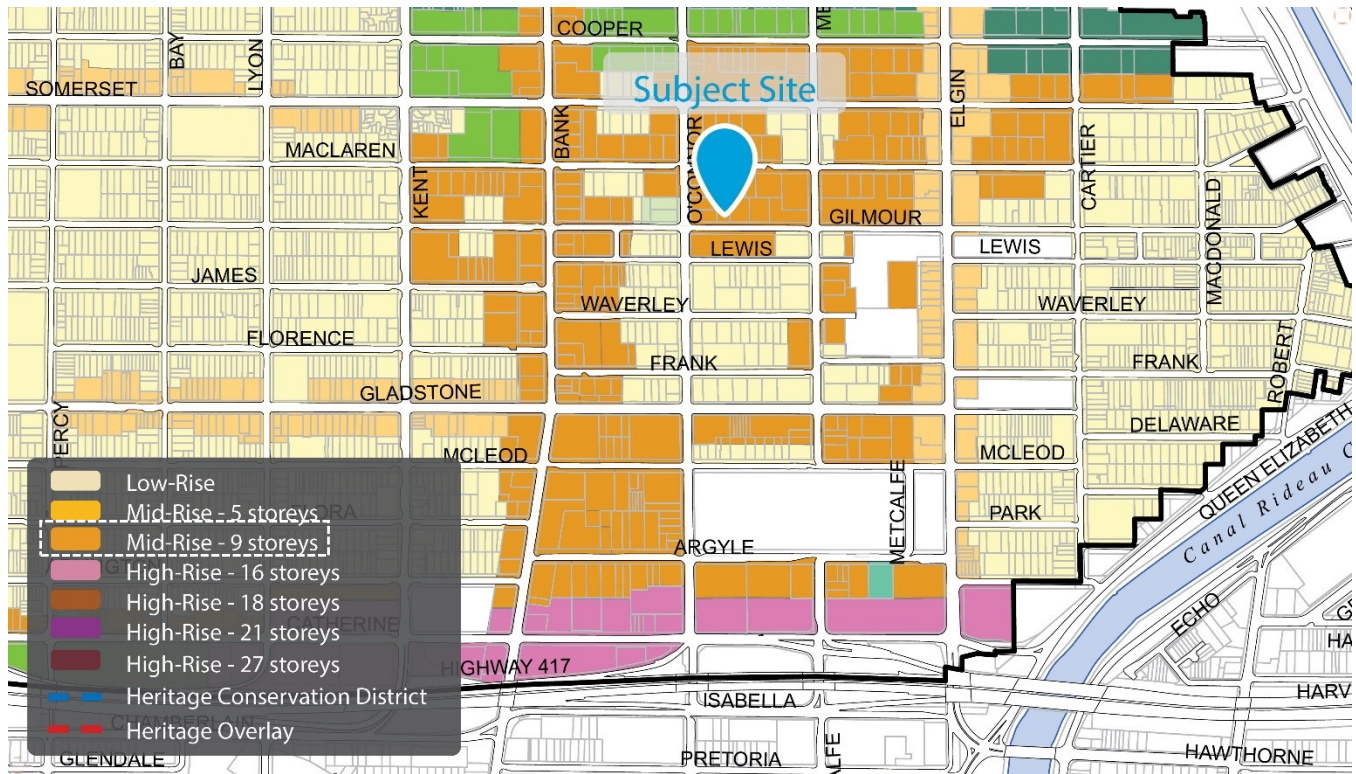


Figure 18 Schedule C - Maximum Building Heights, Central and East Downtown Core Secondary Plan Volume 2

All development is to be guided by the Built Form Guidelines in the CDP, discussed below. Per policy 47, Where a high-rise building is introduced in the Centretown Central Character Area, provisions described in Section 4.4.9.3, Policy 43) and Section 4.4.9.4, Policy 46) of that subsection shall apply.

These policies state that developments should be guided by the built form guidelines of the CDP and other applicable Council approved design guidelines providing the framework for ensuring better quality architecture, appropriate building design, and the creation of a positive sense of place in Centretown. A stepping of heights or increased setbacks should be used to provide transition to lower areas.

The proposed development has been informed by the Built Form Guidelines of the CDP and by the other applicable design guidelines (all discussed below. The proposed development is surrounded to the north, south, and east by lands that are intended to be developed with mid-rise buildings and is in an area that is already characterized by several taller buildings.

Policy 52 of the Secondary Plan notes that the Zoning By-law should establish appropriate maximum building heights within the ranges shown on Schedule C. A site-specific policy for 267 O'Connor Street was added through the Ontario Municipal Board (OMB) decision for the Centretown Secondary Plan as policy 53. Specifically, this policy was added to recognize the significance of the site at 267 O'Connor Street amongst sites developed with buildings of various characters and heights, including high-rise buildings up to 27-stories in height.

Given the location, context, size, and the current use of the site, the policy encourages the redevelopment of the site with high-rise buildings. The policy notes that this development could make a significant contribution to improving the Central Character Area and O'Connor Street, and to significantly improving the area's public realm. The Secondary Plan recognizes that the height of a development on the subject property will be allowed to exceed the nine (9) storey height limit on Schedule C to be determined through a site-specific rezoning process and subject to a specialized design review process with the Urban Design Review Panel (UDRP). It is noted that

the building should provide for an appropriate building height and mass in order to create a positive street relationship as well as ensure compatibility with surrounding properties and provide an appropriate publicly accessible private open space. Finally, any proposal for a building height that would be permitted within the framework of the Landmark Building policies of the Secondary Plan would be subject to those policies. The policy also specifies that small retail, cafes and restaurants will be permitted on the first two floors and basement of buildings.

The proposed development at 267 O'Connor Street was identified in the Secondary Plan as a unique site and important redevelopment site within the Central Character Area and the proposed redevelopment reflects the policy parameters for intensification. The current applications include a site-specific Zoning By-law Amendment application, and a specialized review with the Urban Design Review Panel is ongoing.

The proposed development conforms to the City's high-level urban design objectives and is compatible with the surrounding context, supporting the proposed building design and massing. Careful attention has been paid to creating an appropriate and comfortable relationship to the three (3) street frontages, and a major public open space will not only provide important open space within Centretown, but also ensures a porosity that will allow people to move through the site. The policies of the Official Plan recognize the intensification potential of the property and support taller buildings at this location. The large privately owned but publicly accessible space further satisfies the site-specific policy intention for 267 O'Connor Street.

Throughout the CDP process, a need was identified for more public realm and publicly accessible open space in Centretown. As a result, the Secondary Plan focuses on maintaining and improving the key elements of Centretown's public realm and creating new ones. As per the Secondary Plan is to be done partially by securing high-quality publicly accessible open space "moments" through redevelopment. These "moments" will complement existing and new parks and be located at strategic locations including intersections. The Secondary Plan identifies the southwest portion of the subject property as a "Possible Small Open Space Location" in Schedule H3 (Greening Centretown).

The Tall Landmark Building policies were partially prepared in response to the desire to acquire additional public open space throughout Centretown. The Tall Landmark Building policies permit additional height at specific and strategic locations and where a public space is provided.

4.3.2 Landmark Buildings

The Secondary Plan states that as a mixed-use, inner city community, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. "Landmark Buildings" are those that made both significant and exceptional contributions to the public realm and overall identity of Centretown. The Secondary Plan states that Landmark Buildings should combine iconic architecture, extraordinary site design and a unique civic or national function to create a distinctive place that invites visitors to experience its qualities. The Secondary Plan notes that while they should respect the form and character of their surroundings, they may depart from the built form parameters established for Centretown.

The Centretown Secondary Plan and CDP do not define a "Landmark Building" beyond the language above. The Official Plan defines "landmarks" (note, not specifically Landmark Buildings) as "urban design elements that create distinct visual orientation points. Landmarks provide a sense of location to the observer within the larger urban pattern, such as that created by a significant natural feature, or by an architectural form which is highly distinctive relative to its surrounding environment".

Finally, the City's Urban Design Guidelines for High-Rise Housing define a "Landmark Building" as "A navigation beacon and focal point that provides a sense of location and place to the observer within the larger urban pattern. It is highly distinctive relative to its surrounding environment and should exhibit

the highest level of architectural excellence and achieve a variety of community objectives. A landmark building stands out from its surroundings.”

Based on this review, a “landmark building” should therefore have the following characteristics:

- / Should be a focal point in the neighbourhood and provide a sense of location to observers;
- / Should be distinct from its surroundings;
- / Should exhibit architectural excellence; and,
- / Should achieve a variety of community objectives.

Each of these characteristics as it relates to the proposed development are discussed below:

<p>Should be a Focal Point in the Neighbourhood and Provide a sense of Location to Observers</p>	<p>A community focal point is a place that is a centre of interest or activity. The proposed development seeks to become this through the well-designed and large at-grade public space that will be able to host a series of events and activities throughout the year and will be a gathering place for the community.</p> <p>Providing a sense of location can be achieved in a number of ways. The proposed development will achieve this through height – as a landmark it will be taller than its surroundings – and through the unique open space design. In Ottawa and Centretown, no other development includes two (2) stand-alone towers of significant height and characterized by significant publicly accessible space at grade, for the benefit of all. In the same way that a park becomes a community landmark, the at-grade public space proposed as part of this development is intended to become a meeting point and gathering place for the community.</p>
<p>Should be Distinct from its Surroundings</p>	<p>The proposed development will be distinct from its built form, but also because of the public space at-grade. The lower floors of the building use materials that are familiar in Centretown but integrates them into a large public space that features different zones for different types of recreation.</p> <p>The resultant design is one that respects the character of the surroundings while creating a distinct and unique development in the heart of the neighbourhood. Building proportions, tower placement, and scale of podium, and the selection of materials have all be considered to provide an appropriate fit within the Character Area.</p>
<p>Should Exhibit Architectural Excellence</p>	<p>UNStudio and Hobin Architecture worked collaboratively with the Community, Councillor, City Staff, Property Owner, and other stakeholders to create a development that creates a new sense of neighbourhood in this area of Centretown, one with strong connections to the public spaces in the area and on the site. The Architecture team has worked diligently to design a landmark building that exhibits architectural excellence and sensitively fits within the local Centretown context.</p> <p>The project aims to become an architectural reference point and social hub on the site, expanding its community presence to the surrounding neighborhood. In order to make it a destination, the site will house unique spaces where local residents can gather. This social hub will also promote healthy living through facilities that are accessible all year round.</p> <p>The proposed development respects the context of Centretown and conceptualizes a development that will function well within its surroundings. The proposed development achieves design excellence not only through an iconic built form and tower height but also by taking a thoughtful and measured design approach that integrates a contextual and enduring built form into a well-designed community gathering place.</p>

Should Achieve a Variety of Community Objectives	<p>The proposed development achieves several community objectives. Most notably, the proposed development provides a major community open space within Centretown, a need repeatedly identified throughout the CDP and Secondary Plan. The public space will be designed as a civic gathering place for the entire community and provide much needed public space within the urban neighbourhood.</p> <p>The at-grade floor plate for the northern podium also includes space for a future institutional use on-site to serve residents of Ottawa.</p> <p>The proposed development also achieves the City's goals for intensification within the Centretown neighbourhood, and within the City as a whole. The subject property is located in an identified area for intensification and the redevelopment of the site replaces an important under-utilized property that is located in proximity to a rapid transit station and several transit priority corridors, to major cycling infrastructure, and along an extensive network of pedestrian connections. The subject property is also located in proximity to the City's downtown and Central Business District allowing people to meet their day-to-day needs by walking, cycling or transit.</p>
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The proposed development exhibits the criteria for landmark buildings as outlined in the various definitions available in City documents. The Tall Landmark Building policy calls for a “civic or national landmark” which can be achieved in any number of ways (e.g. through public art, a well-designed public space, etc.) but does not specifically require that a building have a unique built form. The proposed development would be a landmark within the Centretown neighbourhood.

Policy 55 of the Secondary Plan establishes that the City may permit Landmark Buildings that do not conform to the built form policies and height limits of the Secondary Plan under specific circumstances. Landmark Buildings shall:

Only be permitted on large corner lots with frontage on three streets	The subject property is a large corner lot with an area of 3,572 square metres and has frontage on three public streets (O'Connor, MacLaren, and Gilmour).
Not be permitted in Residential, Traditional or Secondary Mainstreet designations	The subject property is designated “Residential Mixed-Use” in the Secondary Plan.
In the Residential Mixed-Use designation, only be considered on properties fronting O'Connor, Metcalfe and Kent Streets and only if the proposed development, along with any park/public open space component, is massed to those streets	The subject property fronts O'Connor Street and the proposed buildings and open space is appropriately massed towards the street.
Provide and deliver a significant, publicly accessible and publicly owned open space and/or a significant public institutional use, such as a cultural or community facility, on the site. Where an	Consistent with the site-specific Secondary Plan policy for 267 O'Connor Street, negotiated through the OMB appeal for the Secondary Plan, the proposed development includes an appropriate privately owned public space (POPS) that occupies approximately 31% of the subject property.

institutional use is not proposed, the open space shall comprise a contiguous area that is a minimum of approximately 40% of the area of the subject site and have frontage on at least two streets	Public ownership can be addressed through such means as a strata title. Public right to the use of the space can also be established through a surface easement registered on title. Space has also been allocated for a significant public institutional use at-grade in the proposed building.
Not result in a new net shadow impact on an existing public open space greater than that which would be created by the base height condition	The proposed development does not result in a shadow impact on an existing public open space as there are none adjacent to the subject property.
Conform to the built form policies of this Plan applicable to tall buildings (Subsection 4.4 Policy 44) and Section 4.4 Policy 48) where the landmark includes a tall building element for residential uses incorporated into the design of a landmark building and only with respect to such uses	These policies reference the built form guidelines from the CDP. These guidelines are discussed as it relates to the proposed development, below. <i>(Note: previously these policies included specific guidelines however they were removed from the Secondary Plan through the OMB decision)</i>
Not require the demolition of a designated heritage building and shall respect the cultural heritage value of the site and its setting through the retention of its significant heritage resources	The proposed development will not require the demolition of a designated heritage building.
Demonstrate leadership and advances in sustainable design and energy efficiency	The project will strive for excellence in sustainable design and energy efficiency, as proposed in the Sustainability Strategy Report prepared by Pratus.
Be subject to an architectural design competition that includes City representation on the selection jury and/or, at the City's discretion, be subject to the City's specialized design review process within the framework of the Urban Design Review Panel, process to exercise a detailed peer review of landmark buildings	The proposed development has been subject to a specialized design review process with the Urban Design Review Panel.
Be subject to the provisions of Section 37 of the Planning Act and in accordance with the Council-approved Section 37 Guidelines for determining value uplift	It is anticipated that the proposed development will result in Section 37 benefits for the community. The process has changed in the City of Ottawa as directed through the Planning Act, and the new CBC protocol will be applied.

<p>Fully respect the requirements of the Visual Integrity and Symbolic Primacy of the Parliament Buildings and Other National Symbols guidelines related to building height restrictions</p>	<p>A review of the Federal Height Controls and an extension of the view plane confirms that the proposed development will have no impact on the visual integrity of the Parliament Buildings.</p>  <p>Figure 19: Graphic Illustrating the Extension of the NCC Height Control View Plane (Proposed Development Noted in Pink)</p>
<p>Not exceed a height of 27 storeys</p>	<p>The proposed development includes two (2) residential towers, with heights of 25 and 27 storeys, respectively. The CDP notes that appropriate building heights should take their cues from:</p> <ul style="list-style-type: none"> / The existing built form context; / Recent development application approvals; / Federal height controls; / Providing appropriate transition to lower-rise areas; and, / Creating a varied skyline through building height variation. <p>As discussed throughout this report, the subject property is in an eclectic area that features a mix of built forms, ranging from two (2) storey detached dwellings to high-rise (10/11 storey) residential apartment buildings to 12 storey office buildings. The context is varied and the proposed development fits well within this context.</p> <p>The limit of 27 storeys is largely taken from the Federal Government Height Controls, expressed as the NCC Height Control View Plane. As shown above, the proposed additional storeys are aligned with an extrapolated view plane line and will not have any impact on protected views.</p> <p>The planned context surrounding the proposed development is as a mid-rise (9 storey) area to the north, south, east, and some areas to the west. As a result, the proposed development responds with a strong datum line at the top of the three (3) storey podium and uses setbacks and step-backs to achieve an appropriate transition to neighbouring properties.</p> <p>The proposed development will offer a varied height and skyline with minimal impact on surrounding properties, or the neighbourhood at large.</p> <p>The proposed heights are not only in keeping with the spirit and vision of the CDP and Secondary Plan, but also respond to more recent policy changes in the primary Official Plan which support intensification and greater heights at specific locations where it can be demonstrated that it is compatible with the surroundings.</p>

The proposed development conforms to the general intent of the Tall Landmark Building Policy of the Secondary Plan.

4.3.3 Built Form Guidelines

High-rise development in Centretown is expected to generally comply with the CDP's built form guidelines for tall buildings. Tall Landmark Buildings may depart from these parameters, however. The guidelines are contained in Section 6.4.4 of the CDP and the relevant guidelines are noted below. The guidelines note that tall buildings are comprised of three (3) parts: a podium, a tower, and a top. The guidelines are provided for each of these parts.

Podium

- / The podium height does not exceed 6 storeys;
- / The podium street facades are well articulated and blank walls have been avoided;

Top

- / The top of the building will contribute to the City skyline with a different articulation and reduced size;
- / The mechanical penthouse has been architecturally integrated into the building design;

Tower

- / The towers sit on podiums;
- / The towers have a maximum floorplate size of approximately 750 square metres;
- / The towers generally step back 1.0 or 2.5 metres from the podium below, except at strategic locations intended to add architectural interest;
- / The towers are staggered from one another;
- / The towers have a separation of 20 metres;
- / The towers are set back from adjacent low-rise areas;
- / The towers have no blank walls;
- / The towers utilize a mix of materials, articulation, and integrated balconies; and,
- / The towers are proposed with different heights.

The proposed development respects the built form guidelines of the CDP for tall buildings.

4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines are structured to address the base, middle and top of high-rise buildings consecutively. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines.

In the case of the proposed development, the policies of the Secondary Plan recognize that a landmark building will deviate from the built form guidelines of the CDP and, by association, these guidelines. These guidelines will also be assessed again as part of a future Site Plan Control application.

The proposed development complies with the following guidelines:

- / The proposed development does no impact identified views or angular planes [1.2];
- / A view analysis was conducted by extending the existing views and view planes given the subject property's location within an emerging downtown district. The proposed development will enhance the characteristics of the skyline [1.3];
- / The proposed development is a landmark building [1.4];
- / The landmark building's related scale and response to the characteristics of the community have been discussed in section 4.4 of this report [1.5];
- / The proposed landmark building will be distinctive from its surroundings, and of exceptional architectural quality in architecture and public realm [1.8];
- / The subject property abuts the public realm on three (3) sides [1.15];
- / The subject property has an area greater than 1,350 square metres [1.16];
- / The proposed development respects the overall historic setting [1.22];
- / The proposed development respects the character of the adjacent heritage buildings by integrating high-quality design cues at the base of the building [1.23];
- / The design of the lower portion of the building fits into the existing urban fabric and animates the new public space [2.1];
- / The design of the upper floors will create a landmark and enrich the urban fabric and skyline [2.2];
- / The proposed development integrates a base, middle, and top [2.3a];
- / The proposed development creates a continuous street edge along the public streets and POPS [2.13];
- / The height of the podiums is appropriate for the site [2.15];
- / The podiums have a height of three (3) storeys [2.17];
- / The proposed development breaks up the facades vertically through massing and architectural articulation [2.20a];
- / The proposed materials are high-quality, and durable [2.21];
- / The ground floors of both buildings are highly transparent [2.23];
- / The tower floorplates are of an appropriate scale for residential towers [2.24a];
- / The towers are appropriately separated per the Centretown CDP guidelines [2.25];
- / The towers have no blank facades [2.28];
- / The towers step back from the podiums [2.29];
- / Portions of the tower extend straight down to the ground to address street corners [2.30];
- / Towers have been designed to minimize wind and shadow impacts [2.31];
- / The proposed development includes a POPS representing approximately 31% of the total lot area [3.4];
- / The POPS complements the existing network of streets, provides direct visual connections between the streets, supports the proposed high-rise buildings, allows for year-round use, and maximizes safety and comfort for pedestrians [3.5];
- / The POPS will be perceived as public space [3.6];
- / The main building entrances have direct access to the sidewalk [3.10];
- / The proposed development provides greater ground floor heights and animates the ground floor with retail and amenities that will animate the street edge and POPS [3.12];
- / Parking is located underground [3.14];

- / All servicing and loading is integrated within the building [3.16];
- / Garage doors have been integrated into the building design [3.19];
- / The proposed development will enhance the character of the street [3.23];
- / A wind study has been conducted [3.26]; and,
- / A shadow study has been conducted [3.27].

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

4.5 City of Ottawa Zoning By-Law

The subject property is currently zoned “Residential Fourth Density, Subzone T, Exception 479 (R4T)”, in the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

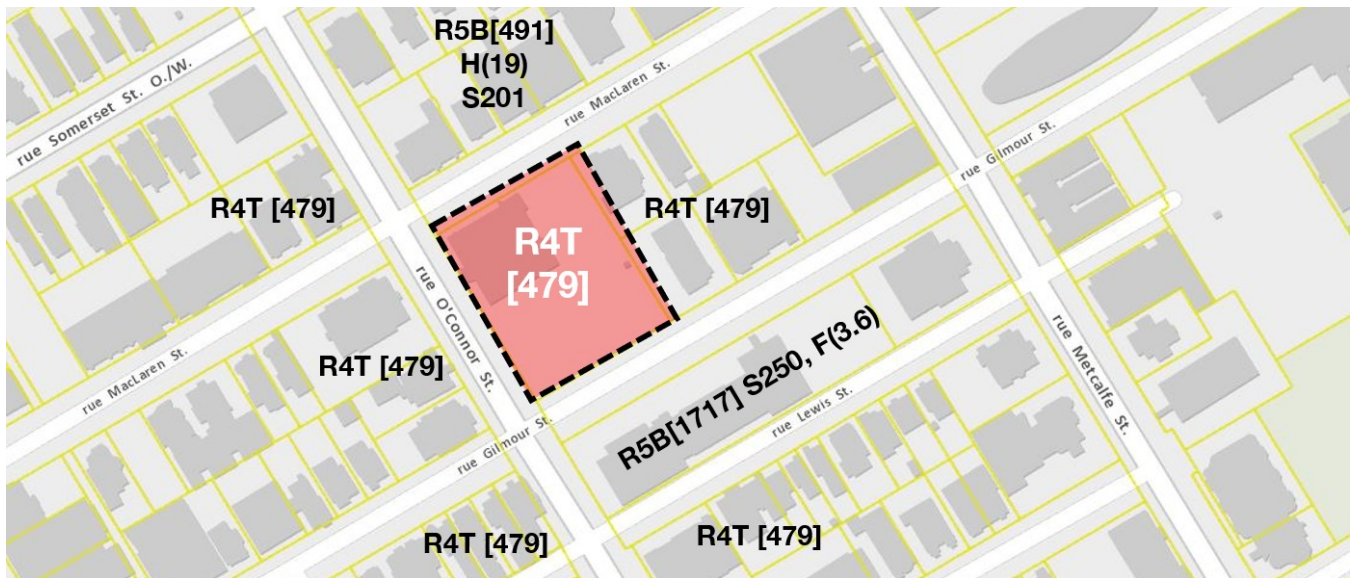


Figure 20: Excerpt from the City of Ottawa’s Zoning By-Law Map.

The intent of the Residential Fourth Density Zone is to accommodate predominantly low-rise, residential built form of up to a height of four (4) storeys on lands designated “Neighbourhood” in the Official Plan. The R4T Zone is applied to allow a wide mix of residential building forms ranging from single-detached, semi-detached, to low-rise apartment dwellings and regulates development in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

The proposed Zoning By-law Amendment would rezone the subject lands to the “Residential Fifth Density Zone, Subzone B, Exception XXXX, Schedule YYY (R5B[XXXX] SYYY)” to permit the proposed development. The proposed development is compared to the provisions of the R5B zone in the table below:

Zoning Mechanism	R5B	Proposed	Compliance
Minimum Lot Area	675m ²	3,572m ²	✓
Minimum Lot Width	22.5 metres	66.5 metres	✓

Zoning Mechanism	R5B	Proposed	Compliance
Setbacks	<p>Minimum Front Yard: 3 metres</p> <p>Minimum Corner Yard: 3 metres</p> <p>Minimum Interior Yard: Within 21m of front lot line: 1.5 m Otherwise: 6 m</p> <p>Minimum Rear Yard: 7.5 metres</p>	<p>Front Yard:</p> <ul style="list-style-type: none"> MacLaren: 0.5 metres Gilmour: 2.49 <p>Corner Yard:</p> <ul style="list-style-type: none"> 1.5 metres <p>Interior Yard:</p> <ul style="list-style-type: none"> 1.32 m to 2.36 m <p>Rear Yard:</p> <ul style="list-style-type: none"> N/A – Through Lot. 	<p>X</p> <p>X</p> <p>X</p> <p>X</p>
Building Height	Varies. To be established in the accompanying zoning schedule.	96 metres.	N/A
Amenity Area 6m ² /unit, 50% communal	3,959m ² Communal: 2,751m ²	The proposed development will satisfy the required amenity area.	✓
Minimum Landscaped Area	30% of lot area	30% of lot area	✓
Vehicular Parking Spaces Area X Minimum: Residential: 0.5/unit after 12 units Visitor: 0.1/unit after the 12 units; maximum 30 spaces/building Retail/Personal Service: None	Residential: 249 Visitor: 50 visitor parking spaces required	Residential: 274 Visitor: 52	✓
Bicycle Parking Residential: 0.5 spaces/unit Retail: 1 space/250m ² of GFA 25% of resident spaces to be indoors	Residential: 255 Retail: 1	The proposed development will provide between 0.8 bike parking spaces per unit, in addition to spaces at-grade to serve the retail.	-
Driveway Width	6 metres	6 metres	✓
Drive Aisle Width	6 metres	6 metres	✓
City of Ottawa ROW Widening	20 metres	20 metres	✓

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the R5B zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule, and address permitted uses (adding retail uses as permitted) and site-specific provisions through an exception. The proposed amendment is outlined in Section 5.0.

4.5.1 Heritage Overlay

The subject property is within a Heritage Conservation District and is therefore subject to the Heritage Overlay of the Zoning By-law, as described in Section 60. Given the proposed development does not directly alter a heritage building, there is no impact on the proposed development as a result of this section.

5.0 Requested Amendments

5.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the Secondary Plan. The OPA would amend specific provisions of the Landmark Building policies and 267 O'Connor site Specific Policies in the Central and East Downtown Core Secondary Plan to recognize the existing site-specific policies for the subject property and to permit the proposed building and site layout.

5.2 Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to “Residential Fifth Density, Subzone B, Exception XXXX, Schedule YYY (R5B[XXXX] S(YYY))”.

A new site-specific zoning schedule (see Appendix A) will establish permitted building heights, required setbacks and required step-backs while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 4.6 of this report. The site-specific exception would also permit a range of non-residential uses for the at-grade retail space, consistent with the policies of the Centretown Secondary Plan.

5.3 Heritage Permit Application

The property is within the Centretown Heritage Overlay under Section 60 of the Zoning By-law and is designated under Part V of the Ontario Heritage Act, a Heritage Permit is required to facilitate the proposed redevelopment of the lands. This application will be submitted concurrent to the OPA and Zoning By-law Amendment applications.

Conclusion

In considering the proposed development, and the existing policy and regulatory framework, it is our professional opinion that the proposal continues to represent good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Planning Statement, proposing the intensification of a property within the built up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, managing growth, and the land use policies for the Neighbourhood designation in the Downtown Core Transect;
- / The proposal conforms to the Centretown Secondary Plan, proposing a Tall Landmark Building on the subject property integrated within a large and meaningful public open space and institutional space that will serve the entire neighbourhood. A site-specific Official Plan Amendment will recognize the full development potential of the subject property and the existing site-specific direction for 267 O'Connor Street in the Secondary Plan;
- / The proposed development is consistent with the built form guidelines for tall buildings of the Centretown CDP and the Urban Design Guidelines for High-rise Buildings; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.



Tim Beed, MCIP RPP
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