



267 O'Connor Street

Planning Rationale and Design Brief
Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications
October 13, 2020



Prepared for Taggart O'Connor Corporation

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1.0 Introduction

Fotenn Planning + Design has been retained by Taggart O'Connor Corporation ("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 541 dwelling units are proposed in the two towers with 339 proposed underground parking spaces.

1.1 Required Applications

To facilitate the proposed development, Official Plan Amendment, Zoning By-law Amendment, and Heritage Permit Applications are being submitted.

A site-specific Official Plan Amendment (OPA) is proposed to the Centretown Secondary Plan. The OPA would amend specific provisions of the Landmark Building policies in Section 3.9.5.5 to recognize the existing site-specific policies for the subject property and to permit the proposed building heights.

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 stepbacks 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.

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 Section 3.9.5.5 of the Centretown Secondary Plan, the following formal and rigorous application and review process was approved by Planning Committee on October 8, 2020 and is schedule for consideration by full City Council on October 14th, 2020.

Currently, the Province of Ontario is in a state of emergency due to the COVID-19 pandemic, and as per provincial regulations, in-person meetings and open houses are not possible. Accordingly, components of the strategy have been designed accordingly with a greater emphasis of videoconference and online meetings.

Generally, the events described are anticipated to occur in order as listed.

1. Pre-Application Consultation Meetings

- / The pre-application process which has been previously completed provided the opportunity for Staff, members of the Community Association, and the Project Team to discuss the proposal and to exchange information on

development considerations early in the planning process. The pre-application consultation meeting included a review of land use policies and guidelines, zoning information, public consultation, transportation and engineering requirements, and other issues. Importantly, the Centretown Secondary Plan policies regarding “Landmark Buildings” were discussed in detail. Representatives of the Centretown Citizens Community Association were also in attendance to discuss the proposal and provide feedback to the project team.

2. Kick-off Centretown Citizen Community Association (CCCA) Meeting

- / The initial meeting with the CCCA will occur prior to the submission of the application package and will provide an opportunity to present the preliminary design of the buildings as well as the public realm. This meeting will aim to establish high-level objectives that the CCCA would like to see implemented in the overall design and layout of the site.

3. Kick-Off Meeting with Ward Councillor

- / The Ward Councillor has been involved in on-going discussions regarding building design, site layout, the provision of a substantial at-grade community amenity area and has been engaged to provide guidance on the ongoing public consultation process. Taggart and Fotenn will work collaboratively with the Councillor’s office regarding future outreach and public consultation on this project.

4. Submit Application

- / Once formally submitted, the application will be subject to the established and statutory public notification and consultation process which includes signage on the subject property as well as opportunities to submit comment via the City Development Applications webpage or directly to the City Planner assigned to this file.

5. Formal Urban Design Review Panel (UDRP)

- / The Urban Design Review Process will be confirmed through discussions with Municipal Staff, the Ward Councillor, the CCCA, and the Panel.
- / The initial UDRP meeting will represent an important opportunity to present the proposal to the panel and receive early feedback on the building design and overall site layout including at-grade amenity space in the form of a Privately Owned Public Space (POPS).
- / Given the prominence and importance of this project it is anticipated that this application will establish and benefit from an ongoing review that involves a working group consisting of a sub-group of the larger UDRP to review and provide guidance on the application as it evolves.

6. Public Consultation Meeting

- / The first public consultation session will occur following submission of the applications and will provide an opportunity for the project team to present the conceptual plans for the site and gather initial feedback on the proposal from members of the community.
- / The first engagement session is proposed as a presentation format, featuring a presentation by the Team, with multiple forms of visual media to aid in communication and understanding of the project. Following the presentation, attendees will be invited to ask questions about the process and provide input on the land use planning issues facing their community.
- / The public consultation meeting will be advertised using multiple modes of outreach to ensure the public is adequately notified of the event and their opportunities to participate (online, email, fliers etc.).
- / Results of the meeting will be summarized in an “As We Heard It” report.

7. Design Charrette

- / A Design Charrette for the public realm design will be held to ensure community stakeholders are provided the opportunity to contemplate and present their ideas of what that space looks and feels like.
- / The design charrette will be advertised using multiple modes of outreach to ensure the public is adequately notified of the event and their opportunities to participate (online, email, fliers etc.).

/ Results of the charrette will be summarized in an “As We Heard It” report.

8. Receive and Respond to the First Round of Technical Review Comments from the City

/ The technical review process conducted by City of Ottawa Staff represents a rigorous and comprehensive assessment of the submitted plans and reports. The outcome of this review is a series of comments and feedback on the various aspects of the project to ensure compliance with all relevant and required municipal, provincial, and federal regulations and requirements.

/ The project team will assess the technical review comments received from Staff and provide written response and revise all materials accordingly.

9. Centretown Citizens Community Association Check-in (x3).

/ Throughout the formal review process, the project team will host regular meetings/discussions with the CCCA to provide updates and receive feedback as the design and layout of this projects evolves.

10. Public Website/Public survey

/ A webpage will be created to provide information and feedback opportunities to the public. The website will be the hub of all the most current public information related to the project. It will also provide a contact email address for residents and business owners to provide input.

/ A survey will be hosted on the website to provide an opportunity for those not able to participate in formal engagement activities.

/ A paper version of the survey will be made available for those interested members of the public.

11. Second Public Meeting

/ The second public consultation meeting will provide an opportunity for the project team to present the revised and updated plans for the site and gather feedback from members of the community. Results of the meeting will be summarized in an “As We Heard It” report.

/ The second public consultation meeting will be advertised using multiple modes of media to ensure the public is adequately notified on the event and their opportunities to participate (online, email, fliers, etc.).

12. Public Site Walk-Through

/ If permitted, the public open house will provide an opportunity to conduct a site-visit and discuss potential design and landscaping approach for the public realm (POPS).

/ The open house would involve visual materials strategically placed throughout the site to provide for a contextual understanding of the proposed plans for the POPS.

/ The public site walk-through will be advertised using multiple modes of outreach to ensure the public is adequately notified on the event and their opportunities to participate (online, email, fliers, etc.).

13. Ward Councillor Check-in

/ Prior to finalizing the plans, it is proposed that Fotenn will host a meeting with the Ward Councillor to provide an update on any revisions or alterations and to gain their feedback.

14. Receive and Respond to Second Round of Technical Review Comments from the City (If required)

/ The project team will assess the technical review comments received from Staff and provide written response and revise all materials accordingly.

/ Once complete, the proposal will be scheduled for a public hearing at Planning Committee.

15. Planning Committee Meeting & Heritage Committee Meeting – Statutory Public Hearing

/ When ready, the application will be presented and considered at Planning Committee. This process will involve the opportunity for public delegations to present their position on the application. The project team will also attend to present the proposal and answer any questions posed by City Councillors on Planning Committee.

/ The City of Ottawa Planning Committee will then make a recommendation to City Council.

16. City Council Meeting

/ Ottawa City Council will ultimately consider and decide on the proposal.

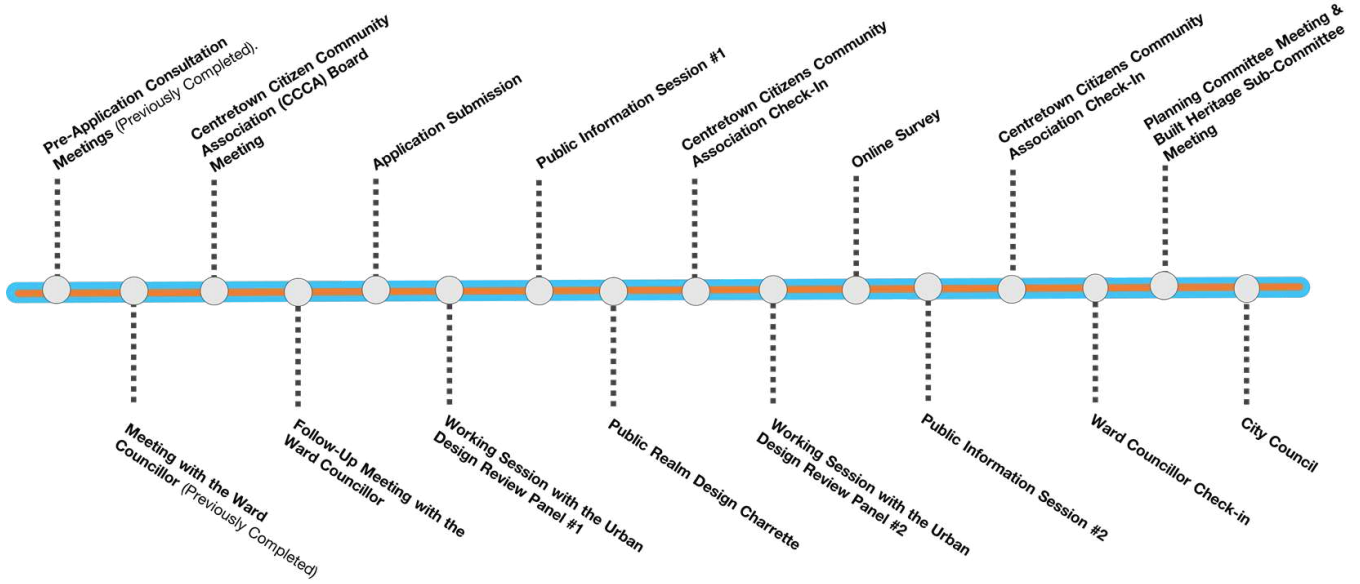


Figure 1: Proposed Public Consultation and Review Plan Timeline

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 3,504 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 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 2: 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 is the Mamma Teresa restaurant building. 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 3: 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 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 on Schedule F 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 (a Traditional Mainstreet), 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 Road Network

The subject property abuts O'Connor Street which is designated as an Arterial Road on Schedule F 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 F 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.

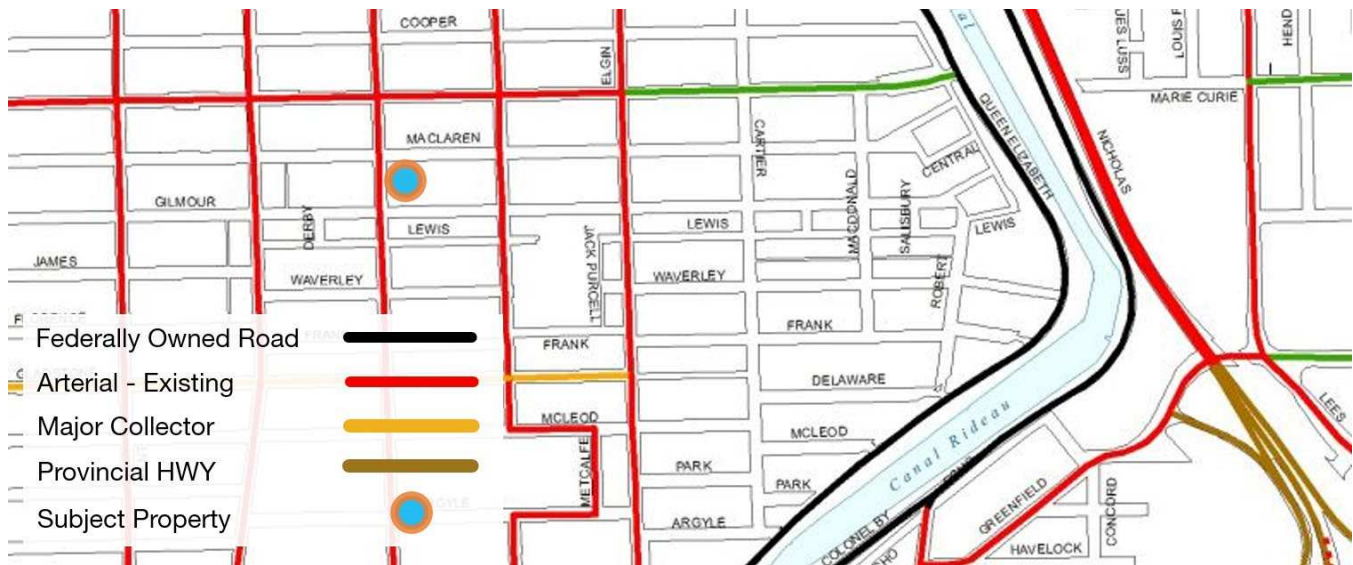


Figure 4: Excerpt from Schedule F of the Official Plan (Central Area/Inner City Road Network).

2.3 Transit Network

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 (Isolated Measures) on Schedule D of the Official Plan.



Figure 5: Excerpt from Schedule D of the Official Plan (Rapid Transit Network)

2.4 Active Transportation Network

O'Connor Street is designated as a cycling spine route and cross-town bikeway on Schedule C of the Official 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.



Figure 6: Schedule C - Primary Urban Cycling Network

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 40% of the total development area. In total, the proposal contains 541 residential units and 339 underground parking spaces. 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 Concept Plan

The proposed south tower is a 28-storey (90 metre) residential building with approximately 259 residential dwelling units and 16,942 square metres of total gross floor area. The building features a three (3) storey podium clad in red 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 2.5 metres from the south and east property lines and 14 metres from O'Connor Street to the west. Above the podium a reveal floor separates the tower from the base below. The tower steps back an additional metre along the south and east property lines and an additional 2.5 metres from the north edge of the podium below. The tower extends over the podium along the O'Connor frontage, providing visual interest, and cover over the main building entrance.

The main entrance and lobby are in the southwest corner of the building, fronting O'Connor Street. The ground floor will host key amenity space such as a lobby lounge area, a 150 square metre amenity space, service areas, and a convenient bicycle parking room that will benefit from the exposure to the central POPS.

The proposed north tower is a 30-storey (100 metre) mixed-use building with approximately 282 dwelling units and 17,835 square metres of gross floor area. As with the south building, the building features a three (3) storey podium clad with red 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 7 metres from the east property line and 3.7 metres from O'Connor Street. The tower steps back an additional 3.5 metres from the east property line, 2.5 metres along the south edge of the podium, and 2.5 metres from the west property line except in the northwest corner of the site, where the tower steps back 0.5 metres from the podium below. Along MacLaren Street, the building is proposed with a minimal setback.

The ground floor of the north tower features a 140 square metre retail space along O'Connor Street with frontage onto the street and the POPS internal to the site. The balance of the ground floor features 311 square metres of amenity space, the entrance lobby, a bike storage room, and service areas. The building's main entrance faces MacLaren Street, with through access to the POPS space.



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

The two towers will share a four (4) storey underground parking garage that includes 339 parking spaces and is accessed via a garage ramp along Gilmour Street, within the podium of the south tower. Of the 339 spaces, 54 spaces are proposed as visitor spaces, while the balance of the spaces will be for residents resulting in a residential parking rate of 0.52 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. A rate between 0.5 and 1 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 40 percent of the site to be developed as public landscaped space. A conceptual landscape design for this proposed private owned public space (POPS) has been developed and will be further developed through future community engagement events to create a welcoming, inviting, and useful greenspace within the Centretown community. The initial concept proposes the creation of multiple unique experiences within the POPS including a more passive pocket park space, a more animated outdoor amenity space, and a flexible plaza 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 red 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 Northeast

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. At six (6) metres in height, 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 red 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 conceptual landscape plan submitted as part of this application provides for a robust planting program including newly planted deciduous trees within silva-cells framing the perimeter of the site and the public realm and within the interior of the subject property. A prominent gateway feature is also proposed at the corner of Gilmour Street and O'Connor Street with ample landscaping, seating, planters, and differentiated pavers and will represent a welcoming entry to the POPS and the property as a whole.

The proposed tower portions of the buildings will provide floor plates of 758 square metres for the south tower and 728 square metres for the north tower. 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 (6 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.

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.

Our proposed development incorporates a large, privately owned public space (POPS) at the corner of O'Connor and Gilmour that will occupy roughly 40% 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. Using a balance of hard and soft landscaping, the POPS will feature three distinctly programmed areas; the main project plaza; an outdoor amenity zone; and the 'pocket' park. The plaza offers a positive urban contribution for the community where people can take a moment to rest during their daily bike commute, enjoy a coffee with a friend, or simply rest and enjoy a moment during a sunny day.

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. We anticipate 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.

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.

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 three-storey podium proposes 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. Red masonry echoes 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. In addition, private roof terraces will be available in both phases. 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.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, including:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. Policy 1.1.3.1 and 1.1.3.2 require that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

Further, land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the policies of section 1.1.3.3 where they can be accommodated. Policy 1.1.3.3 states that planning authorities shall identify appropriate locations, and promote opportunities for transit-

supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4 contains policies on housing. Policy 1.4.3 requires that Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. This is achieved through:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
- b) Permitting and facilitating all types of residential intensification and redevelopment;
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
- d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
- e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
- f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Policy 1.6.7.2 requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1(e) states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Policy 1.8.1 of the PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Policy 2.6.3 states that planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The proposed development is consistent with the policies of the Provincial Policy Statement. The proposed redevelopment of the subject lands represents an efficient use of the land and a compact form that makes efficient use of existing infrastructure and public service facilities. The proposed development will promote active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development will contribute to the supply of available rental housing within the Centretown neighbourhood, in proximity to the downtown core's employment opportunities, amenities and services.

The proposed publicly accessible open space at-grade will create gathering place for the residents of the development and the larger community that will create a sense of place and become a focal point in the neighbourhood.

The proposed development has been designed in consideration of the nearby heritage resources within the Centretown Heritage District. The development is consistent with Section 2.6.3 of the PPS, ensuring that the heritage attributes of the nearby designated heritage properties are conserved.

4.2 City of Ottawa Official Plan

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

Policy 1 of Section 2.2.2 defines residential intensification as the "intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 10 of Section 2.2.2 states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and,
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

Policy 12 and Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

Policy 14 of Section 2.2.2 states that permitted building heights are established in the land use designation policies of Section 3 of the Official Plan but notes that Secondary Plans may specify greater or lesser building heights where the heights are consistent with the strategic directions of Section 2.

Policy 16 of Section 2.2.2 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings.

The proposed development seeks to intensify the subject property with a high-rise development (up to 30 storeys) with careful attention given to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area. Further discussion of the compatibility and design policies in Section 4.11 is below.

Policy 17 of Section 2.2.2 states that for Official Plan Amendments to increase building heights that are established in the land use designation policies or in a Secondary Plan, the following criteria must be met:

- / The impacts on the surrounding area must be comprehensively assessed;
- / The direction of policy 10 (see above) must be met;
- / The requirements of Section 2.5.6 where a high-rise or high-rise 31+ building is proposed; and,
- / An identified community amenity is provided.

Section 2.5.6, policies 13 through 15 set out specifics for high-rise, and high-rise 31+ storey buildings that are referenced in policy 17 of Section 2.2.2. Specifically, policy 13 states that the highest density of development should be located where rapid transit is being provided, generally resulting in the tallest buildings being located closest to the rapid transit station. High-rise buildings also require detailed attention to urban design and their impacts on the existing communities

into which they are located. Building design and appropriate transition, such as those identified in Section 4.11 (discussed below), should be provided to reduce impacts on existing developed areas.

Policy 14 speaks to high-rise 31+ storey buildings and is therefore not applicable to the proposed development.

Policy 15 provides several items for consideration, including:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;
- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.
- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.
- g. Mechanisms to encourage architectural excellence and sustainable design.
- h. Any specific requirements identified during the secondary planning process.

The proposed Official Plan Amendment seeks to permit greater heights on the subject property than are currently permitted in the applicable Secondary Plan and as such the proposed development is evaluated on the criteria of policy 17.

The impacts to the surrounding community have been comprehensively evaluated through the studies and reports prepared in support of the current applications. A thorough community engagement plan has been put forward for approval by City Council which will provide further opportunities to understand the impacts of the proposed development from members of the community. As noted above, the direction of policy 10 has also been carefully considered in the design of the development.

With regards to Section 2.5.6, the proposed development is located within 775 metres walking distance of a rapid transit station (Parliament) and is in proximity to Transit Priority Corridors on Bank, Elgin, and Somerset Street West. As discussed in greater detail below, the proposed development has paid careful attention to the urban design of the site and impacts on the surrounding community to provide an appropriate transition and to reduce impacts on the surrounding area. The considerations of policy 15 have also been assessed through this report and the supporting studies prepared for the current applications, including transportation, shadow and microclimate impacts, heritage, and design (transition, massing, architectural excellence).

Finally, the proposed development provides a significant community amenity in the form of a privately owned public space (POPS) that occupies approximately 40% of the total site area and has been thoughtfully designed to function as an outdoor gathering place for the community.

As a result, the proposed development conforms to the criteria of Policy 17 for consideration of additional building height on the subject property.

While the Official Plan identifies specific land use designations as target areas for intensification, policy 22 of Section 2.2.2 states that the City also supports compatible intensification in other locations within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1, discussed in further detail below.

4.2.2 Land Use Designation

The subject property is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. This designation permits the development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

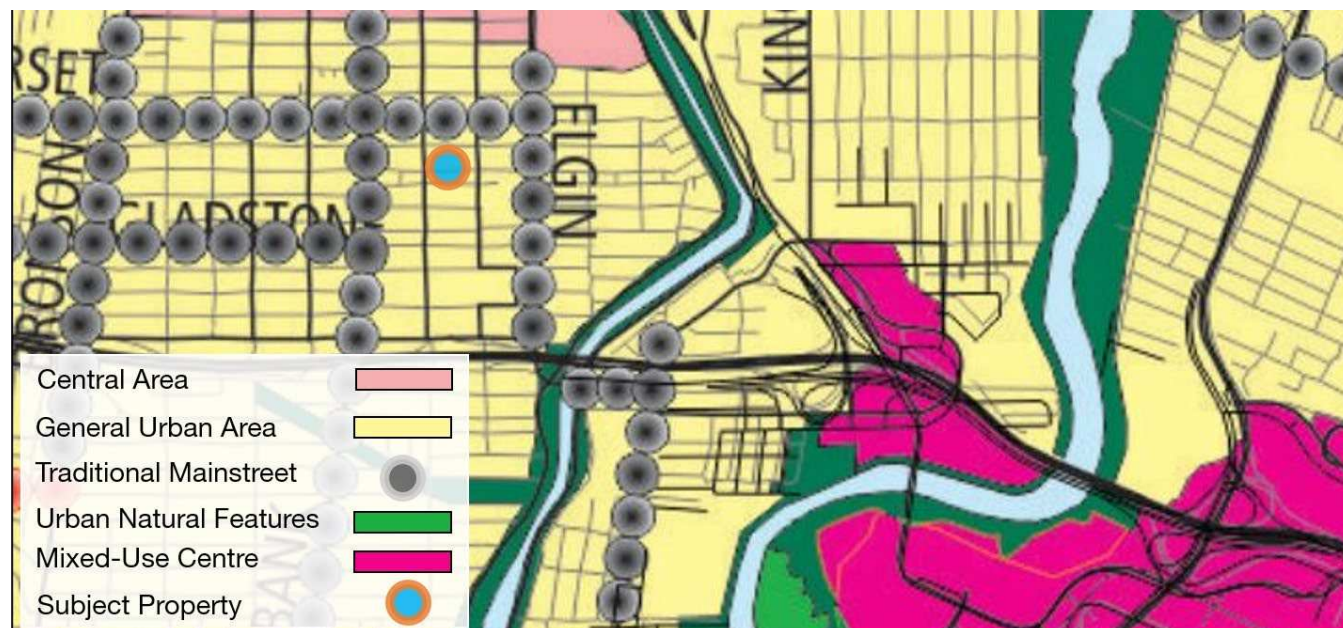


Figure 10: Excerpt of Schedule B from the Official Plan (Urban Policy Plan)

Policy 1 of Section 3.6.1 notes the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 2 states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

The proposed development will contribute to the available rental housing within Centretown, adding to the variety of housing types and tenures within the neighbourhood and in proximity to services and amenities. The proposed design and compatibility of the design is evaluated in the context of Section 2.5.1 and 4.11 below.

Policy 3 states that building height in the General Urban Area will continue to be predominantly low-rise (up to four (4) storeys). Notwithstanding this, policy 4 states that new taller buildings may be considered for sites that meet the following locational criteria:

- a. Front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. on a Transit Priority Corridor on Schedule D of this Plan;
- b. Are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

Per the criteria of policy 4, the subject property is suitable for a taller building. The subject property fronts onto O’Connor Street (a designated Arterial Roadway on Schedule E) and is located 775 metres walking distance from Parliament Transit Station on the Confederation Line. The subject property is also located in an area characterized by taller buildings. Further, the subject property is ideally located within the heart of the vibrant and well served

Centretown community with convenient access and within walking or cycling distance to important employment, retail, and institutional uses.

Policy 5 of Section 3.6.1 states that the City supports intensification within the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification in the General Urban Area, the City will:

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

The proposed development has been designed to build upon the desirable patterns of the surrounding community while also creating a desirable 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 8 of Section 3.6.1 indicates that throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas.

The ground-floor of the north tower provides space for small, neighbourhood focused commercial/retail uses which will complement and serve residents of the building and the surrounding community.

4.2.3 Urban Design and Compatibility

The Official Plan encourages residential intensification that is compatible with existing built-up areas. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

The proposed development responds to the design objectives of Section 2.5.1 in the following ways:

| Objective | Response |
|---|--|
| To enhance the sense of community by creating and maintaining places with their own distinct identity. | The proposed development will redevelop and intensify an under-utilized property in proximity to the downtown core, rapid transit, and active transportation routes. The proposed development includes a privately owned public space that will occupy approximately 40% of the total lot area and will create a gathering place for the community and give the proposed development a distinct identity. |
| To define quality public and private spaces through development. | The proposed development animates the street edge with a three-storey podium that features an appropriate scaled, 6 metre ground floor and will animate the street edge with large panels of glazing, active entrances to the sidewalk, and active uses along the street. The proposed POPS has been thoughtfully designed to provide three distinct zones that will work together to create a gathering place for the community. |
| To create places that are safe, accessible and are easy to get to. | 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 |

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| | single consolidated vehicle entry point for the parking garage that serves both the north and south buildings on Gilmour Street minimizes conflicts between pedestrians and cyclists. |
| To ensure that new development respects the character of existing areas. | <p>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 red brick masonry that clads the podium levels reflects and complements the character of the Centretown area.</p> <p>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.</p> |
| To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. | <p>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.</p> <p>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.</p> |

The subject property is located within the “Centretown East” district in the Downtown Ottawa Urban Design Strategy (DOUDS) and as a result is considered a Design Priority Area per policy 4 of Section 2.5.1. Per policy 4 of Section 2.5.1, the Urban Design Review Panel (UDRP) will participate in the enhanced review of the urban design elements of development applications within these areas.

As part of the proposed public consultation and review strategy to be presented for Council approval, and as required by the Centretown Secondary Plan, a specialized UDRP review process is planned to ensure a thorough review of the urban design elements of the proposed development.

The UDRP is instructed to review developments against the criteria set out in Section 4.11 of the Official Plan. Requests for additional height and density are also evaluated against criteria set out in this section of the Official Plan. This Planning Rationale incorporates the requirements of a Design Brief as described in policy 1 of Section 4.11.

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. For this reason, some of these policies are best addressed through a Site Plan Control application, which typically provides a higher level of technical detail. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

| | Policy | Proposed Development |
|------------------------|---|--|
| Building Design | | |
| 5. | New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm. | The proposed development has a high-rise built form that is compatible with the existing context and planned function of the area. The building utilizes setbacks, stepbacks above the third floor, and materiality to achieve compatibility with the surrounding properties |

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| | | <p>and ensure an appropriate scale along the abutting streets.</p> <p>The proposed development utilizes a mix of brick and aluminium panels to create a high-quality and interesting building facade that fits well with the older buildings in Centretown while also reflecting a more modern design. A 6-metre-high ground floor provides an appropriate scale for the pedestrian realm and the POPS space ensure a porous site that is easy to move through.</p> |
| 6. | <p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal facade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. | <p>The main entrance for the north tower faces MacLaren Street while the main entrance for the south tower faces the entry plaza and O'Connor Street. The building features a significant amount of glazing to interface with the public realm and the POPS space.</p> <p>The landscaping program throughout the POPS includes significant works and plantings at the corner of O'Connor and Gilmour to animate this prominent corner and provide an entrance gateway feature for the site.</p> |
| 8. | All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building. | The proposed development integrates the garbage rooms and service areas within the ground floor of the buildings minimizing impacts on the public realm. |
| 9. | Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. | The rooftop mechanical equipment for both buildings has been integrated into the upper floors of the building to contribute to a distinctive top. |
| Massing and Scale | | |
| 10. | The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan. | The policies of the Centretown Secondary Plan and the compatibility criteria contained therein are discussed in greater detail in Section 4.4 of this report. |
| 11. | The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how impacts have been minimized or avoided. | A Shadow Analysis has been prepared by Hobin Architecture as part of the applications to assess the impact of the proposed development on adjacent properties. As shown in the study, the form of the towers ensures that shadows move across the landscape quickly. The adjacent converted dwellings located east of the subject property, used now as office buildings, will be the most impacted, with shadows extending over the surface parking areas for much of the afternoon during the growing season. Given the nature of the developments to the east, and the fast-moving shadows in other areas, the proposed development is not anticipated to result in undue adverse impacts. |

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| | | A Pedestrian Level Wind Study has also been prepared by Gradient Wind Engineers and Scientists to evaluate the wind impacts resulting from the proposed development. The report concludes that all grade-level areas within, and surrounding the subject site (including sidewalks, building access points, parking lots and the POPS), will be acceptable for the intended pedestrian uses throughout the year. |
| 12. | Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated into the design. | 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. Setbacks from the east property line provide separation from the adjacent office uses. |
| High-Rise Buildings | | |
| 14. | High-rise buildings should be designed to avoid or reduce impacts or disruptions associated with pedestrian comfort, public views, proximity to heritage districts or buildings, and reduced privacy for existing building occupants on adjacent lots. | <p>The proposed development has been designed to mitigate impacts on the pedestrian realm. As noted in the wind study, the resultant winds will not impact the intended function of these spaces.</p> <p>The development has also been evaluated with regards to its impact on the heritage conservation district and nearby designated heritage properties through a Cultural Heritage Impact Statement (CHIS) prepared by Commonwealth Historic Resource Management. The report concludes that the proposed development is well-conceived and will support the identity of Centretown and contribute to the public realm.</p> <p>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 outdoor amenity areas are anticipated to be impacted by the proposed development.</p> |
| 15. | High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 20 metres in the case of Centretown) from existing or future towers adjacent lots. | The proposed development incorporates a base, middle and top and the tower steps back from the podium below. The two towers are offset to ensure the appropriate separation and minimize overlap of views. The proposed development appropriate accounts for the potential of future high-rise buildings to the north or |

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| | Responsibility for tower separation shall be shared between abutting properties. | south and responds to the planned function of the lands to the east. The proposed development includes floor plates of 728 and 758 square metres for the south and north tower, respectively which reflects the design guidelines for residential towers. |
| 16. | Secondary Plans may provide area-specific directions for the design of high-rise buildings. | The proposed design responds to Secondary Plan criteria as outlined in Section 4.4 of this report. |
| Outdoor Amenity Areas | | |
| 19. | Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). | As noted above, the adjacent properties have generally been converted to non-residential uses with surface parking areas in the rear, are multi-residential buildings with limited outdoor amenity areas, or are institutional buildings. As a result, the proposed development will not result in any impacts to nearby outdoor amenity areas. |
| 20. | Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios. | The proposal development is anticipated will include thoughtfully designed indoor and outdoor amenity spaces for residents. These spaces will be further refined through a future Site Plan Control application. The proposed POPS will provide for additional high-quality, well-designed, public accessible space throughout the interior of the site that will complement the amenity space for residents. |
| Design Priority Areas | | |
| 22. | The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features (e.g. taller first floor height, front facades parallel to the street, transparent windows, etc.) | The proposed development features a six (6) metre high ground floor for both buildings that is clad in red brick, distinguishing it from the floors above and complementing existing materiality of the neighbourhood. High transparency is maintained along the proposed ground floor facades for all three frontages along the public right-of-way. A semi-enclosed courtyard and entry plaza is proposed at the corner of O'Conner and Gilmour Streets. The building design and conceptual landscape plan for the POPS envisions a high-quality and considerably improved interface with the public realm. |
| 24. | The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios) | The proposed development encloses the three (3) street edges and creates an animated and active pedestrian realm. The POPS extends through the site and provides a porosity that makes the site welcoming and interesting, framed by the proposed buildings. |

The proposed development conforms to the design objectives of Section 2.5.1 and the compatibility criteria of Section 4.11.

4.2.4 Cultural Heritage Resources

The proposed development is in the Centretown Heritage Conservation District (CHCD), which was designated by the City of Ottawa in 1997 under Part V of the Ontario Heritage Act. A Cultural Heritage Impact Statement (CHIS) has been prepared by Commonwealth Historic Resource Management identifies the cultural heritage resources and values that may be impacted by the construction of the proposed development.

The City of Ottawa includes provisions for Cultural Heritage Resources in Section 4.6 of the Official Plan. Section 4.6.1 addresses the requirements for a CHIS when development has the potential to affect heritage resources contained within the development site that are designated under Parts IV and V of the Ontario Heritage Act.

The report concludes that the proposed redevelopment of the subject property will not negatively impact those nearby registered heritage buildings and states the two heritage buildings next to the site will benefit from enhanced settings as part of the proposed POPS green space. The CHIS concludes that the height of the podiums and the use of Rideau red brick integrates nicely with the surrounding residential stock and helps establish a comfortable pedestrian realm and notes that the height of the two towers is respectful of the NCC view plane.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan. Draft policies are anticipated in November 2020.

The new Official Plan will be based on the City of Ottawa's Climate Change Master Plan and Energy Evolution strategy. In January 2020, Council committed to reduce greenhouse gas emissions by 100 per cent by 2050 – a goal which will have significant implications for land use patterns.

The proposed development supports the intensification target put forward for the new Official Plan in proximity to the downtown core, rapid transit, and transit priority corridors. The intensification at this location, where it will redevelop and under-utilized property in a downtown neighbourhood contributes to a land use pattern that is consistent with greenhouse gas emissions reductions.

4.4 Centretown Secondary Plan and Community Design Plan

The subject property is located within the Centretown Secondary Plan and Community Design Plan study areas. These documents, approved by Council in May 2013, are intended to guide future growth and change in Centretown. The Secondary Plan implements the key aspects of the Community Design Plan (CDP) into statutory policy.

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.

The Secondary Plan outlines seven (7) core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as discussed below:

| Principle | Discussion |
|--|---|
| Maintain and Respect the Character of Centretown's Neighbourhoods | <p>The proposed development respects the character of the surrounding area in its architecture and materiality, including the nearby heritage designated properties. The red brick three (3) storey podium maintains a pedestrian scale along the street and the cladding relates to the many brick heritage buildings in Centretown.</p> <p>The Secondary Plan recognizes the centre of Centretown (between Kent and Elgin Streets) as a more eclectic neighbourhood where intensification will occur. The proposed development recognizes this and responds with a massing and site porosity that is appropriate for this location.</p> |
| Accommodate Residential Growth | <p>The proposed development includes 541 new residential units that will support the targets for intensification in Centretown and will redevelop and underutilized property that is currently mostly used as a surface parking area with a well-designed, mixed-use development featuring a major open space that will be open and accessible to all residents of the neighbourhood. The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed above with steps taken to mitigate any impacts.</p> |
| Accommodate a Diverse Population | <p>The proposed development is a rental project that will add needed rental housing stock to the Centretown neighbourhood. The development will feature a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.</p> |
| Reinforce and Promote Commercial Activity | <p>The proposed development includes a small, neighbourhood-serving retail component at-grade along O'Connor Street and will bring new residents to the neighbourhood who will support existing commercial businesses along the Bank and Elgin mainstreets.</p> |
| Enhance the Public Realm | <p>The proposed development includes a new public gathering place over approximately 40% of the total land area. This space will be exceptionally designed to allow for a mix of uses and for it to be programmed throughout the year for community activities. The proposed development will also improve the streetscapes abutting the development through landscaping improvements, and through a built form that encloses the street and creates a comfortable pedestrian environment.</p> |
| Encourage Walking, Cycling, and Transit Use | <p>The proposed development includes a low parking ratio (0.52 spaces/unit) and includes ample bike parking spaces to encourage cycling and will integrate with the existing pedestrian network in Centretown. The site is also located 775 metres walking distance south of the Parliament LRT station and transit priority corridors on Bank, Elgin, and Somerset Streets. Further, the proposed building is located just south of the City's downtown core and Central Business District, allowing residents to walk and cycle to meet their day-to-day needs.</p> |
| Promote Design Excellence | <p>The proposed development has been thoughtfully designed to create a project that fits well within its surroundings and respects the character of the surrounding community. The choice of materials reflects the heritage of Centretown while also providing a modern building. The public realm has been conceptualized as an important civic gathering space within Centretown where residents of the</p> |

development the larger community will gather for passive and active recreation. This space will be further refined through the public engagement process and future Site Plan Control applications.

4.4.1 Land Use 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 H1 of the Secondary Plan identifies the subject property as “Residential – 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 3.9.4.3 of the Secondary Plan, low and mid-rise building heights are generally encouraged within the Central Character Area. Per Schedule H2, 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 11: Centretown Secondary Plan Schedule H2 - Maximum Building Heights.

All development is to be guided by the Built Form Guidelines in the CDP, discussed below. Per policy 3.9.4.4, where a high-rise building is proposed, reference should also be made to policy 3.9.3.3 and 3.9.4.3. 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 3.9.5.3 of the Secondary Plan notes that the Zoning By-law should establish appropriate maximum building heights within the ranges shown on Schedule H2. 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 3.9.5.3A. 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-storeys in height, with variations in height to 28 and 30-storeys.

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 H2 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 parameters for intensification outlined in policy 3.9.5.3A. The current applications include a site-specific Zoning By-law Amendment application, and a specialized review with the Urban Design Review Panel is currently being arranged.

As discussed in detail in Section 4.2.3 of this report, 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. Per policy 3.6.1.4, this 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.

4.4.2 Landmark Buildings

Policy 3.9.5.5 of 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:

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| <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 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. 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> |

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| <p>Should Exhibit Architectural Excellence</p> | <p>Architectural excellence is about more than creating a building form that will be recognized civically or nationally. A building that exhibits architectural excellence should certainly be beautiful, but it also needs to respect and enhance its context, and to function well. It must also respect our changing climate and be sustainable for the future.</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> |
| <p>Should Achieve a Variety of Community Objectives</p> | <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 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> |

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.

The City may permit Landmark Buildings that do not conform to the built form policies and height limits of Schedule H2 under specific circumstances. Landmark Buildings shall:

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| <p>Only be permitted on large corner lots with frontage on three streets</p> | <p>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).</p> |
| <p>Not be permitted in Residential, Traditional or Secondary Mainstreet designations</p> | <p>The subject property is designated “Residential Mixed-Use” on Schedule H1 of the Secondary Plan.</p> |
| <p>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</p> | <p>The subject property fronts O'Connor Street and the proposed buildings and open space is appropriately massed towards the street.</p> |

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| <p>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 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</p> | <p>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 40% of the subject property. 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.</p> |
| <p>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</p> | <p>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.</p> |
| <p>Conform to the built form policies of this Plan applicable to tall buildings (3.9.2.3 and 3.9.3.3) 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</p> | <p>These policies reference the built form guidelines from the CDP. These guidelines are discussed as it relates to the proposed development, below.</p> <p><i>(Note: previously these policies included specific guidelines however they were removed from the Secondary Plan through the OMB decision)</i></p> |
| <p>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</p> | <p>The proposed development will not require the demolition of a designated heritage building.</p> |
| <p>Demonstrate leadership and advances in sustainable design and energy efficiency</p> | <p>The project will strive for excellence in sustainable design and energy efficiency, with a target of upwards of 15% more efficiency than the 2015 building code.</p> |
| <p>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</p> | <p>The proposed development will be subject to a specialized design review process with the Urban Design Review Panel.</p> |
| <p>Be subject to the provisions of Section 37 of the Planning Act and in</p> | <p>It is anticipated that the proposed development will result in Section 37 benefits for the community. The Section 37 benefits will be calculated through</p> |

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| <p>accordance with the Council-approved Section 37 Guidelines for determining value uplift</p> | <p>the development application review process according to the approved guidelines and the community and Councillor’s office will be engaged on where the benefits are to be directed.</p> |
| <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>The proposed development seeks to permit heights of up to 30 storeys on the subject 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.</p>  <p>Figure 12: 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 28 and 30 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 well under 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>Finally, the CDP notes that a varied skyline is appropriate and desirable, yet it caps the high-rise areas of the CDP (the Apartment neighbourhood in the north, and Catherine Street Corridor in the south) at 27-storeys forcing most buildings to be of equal height. The proposed development will offer a varied height and skyline with minimal impact on surrounding properties, or the neighbourhood at large.</p> |

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| | <p>It is also worth noting that since the CDP and Secondary Plan were adopted in 2013, the City has revised the Official Plan policies through OPA 150. Notably, the City revised the policies of the General Urban Area to become more restrictive in terms of where taller buildings would be appropriate – that is, abutting an arterial road and within 800 metres walking distance of a rapid transit station. The revised policies also created a new class of high-rise buildings – those over 30 storeys – clarifying what sort of height would be appropriate elsewhere.</p> <p>The subject property meets the locational criteria for the consideration of taller buildings in the revised policies of the General Urban Area and can achieve a 30 storey form in a way that is respectful of the eclectic and varied built form context – both existing and planned.</p> <p>In the ongoing OP revision, the City is looking to increase the amount of intensification achieved by 2046 from the current 45 percent target, up to 60 percent. This will mean a major shift and focus on adding additional units within the built-up area. As acknowledged throughout the CDP and Secondary Plan, Centretown is a place that people want to live in proximity to jobs, amenities, services and entertainment. The proposed development allows for modest intensification by adding a total of five (5) combined floors to the two (2) buildings with little to no impact on the surrounding community. Whether the building is 27-storeys, or 30-storeys, it will be different than its surroundings and therefore one must consider the impact, which will be imperceivable from grade and will not result in significant additional shadows.</p> <p>The proposed increase heights of 28 and 30-storeys 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 and forthcoming changes in the updated Official Plan which support intensification and greater heights at specific locations where it can be demonstrated that it is compatible with the surroundings.</p> |
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The proposed development conforms to the general intent of the Tall Landmark Building Policy of the Secondary Plan. The proposed Official Plan Amendment seeks to address the areas where the proposed development differs from the criteria above. In our opinion, the proposed amendments are appropriate for the reasons outlined in the table above.

4.4.3 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 758 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 at least 20 metres 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.

4.5 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 buildings provide a minimum of 6 metres of space between the curb and the building face along O'Connor Street [3.1];
- / The proposed development includes a POPS representing approximately 40% 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.

4.6 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).

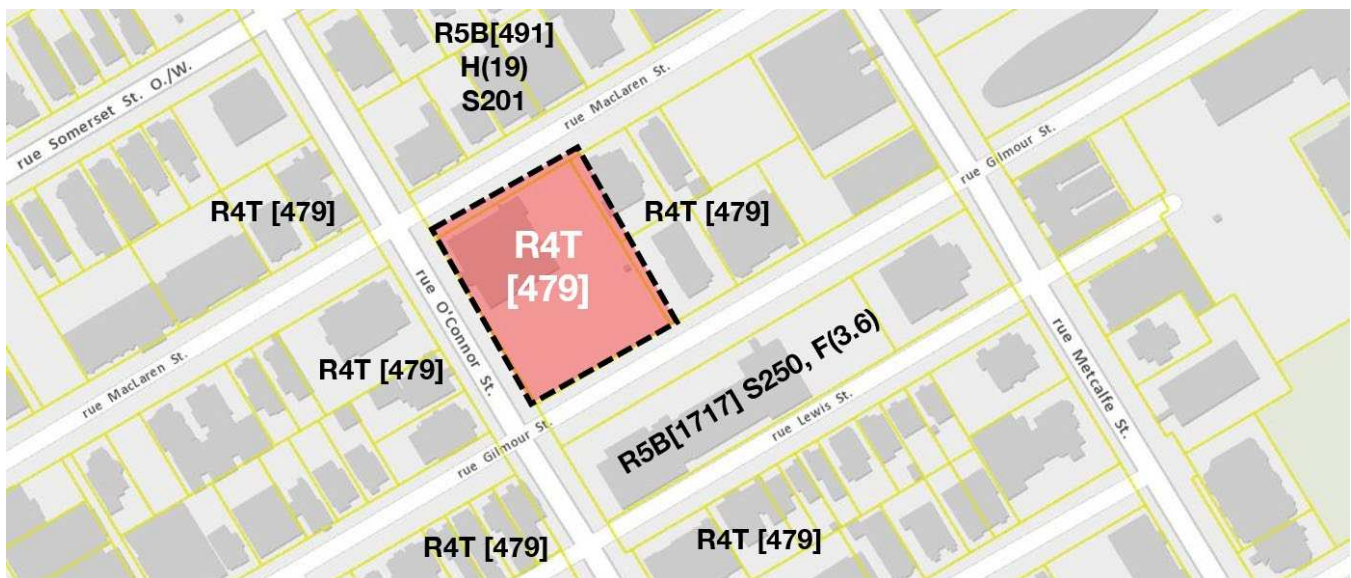


Figure 13: Excerpt from the City of Ottawa’s Zoning By-Law Map.

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 “General Urban Area” 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 | ✓ |
| Setbacks | Minimum Front Yard: 3 metres Minimum Corner Yard: 3 metres Minimum Rear Yard: 7.5 metres | Minimum Front Yard: 3 metres Minimum Corner Yard: 0 metres Minimum Rear Yard: 2.5 metres | ✓ ✗ ✗ |
| Building Height | Varies. To be established in the accompanying zoning schedule. | 100 metres. | - |
| Amenity Area 6m ² /unit, 50% communal | 3,246m ² Communal: 1,623m ² | The proposed development will satisfy the required amenity area. | ✓ |
| Minimum Landscaped Area | 30% of lot area | 40% 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: 271 Visitor: 53 visitor parking spaces required | Residential: 289 Visitor: 53 | ✓ |
| Bicycle Parking Residential: 0.5 spaces/unit Retail: 1 space/250m ² of GFA 25% of resident spaces to be indoors | Residential: 271 Retail: 1 | The proposed development will provide between 0.5 and 1.0 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.

4.6.1 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 Centretown Secondary Plan. The OPA would:

- / Amend the Tall Landmark Building policy (3.9.5.5) to:
 - Permit the proposed privately owned public space (POPS) on the subject property consistent with policy 3.9.5.3A which is a site-specific policy added by the Ontario Municipal Board through the Secondary Plan appeal process; and,
 - Permit a maximum height of 28 and 30 storeys for a landmark building at 267 O'Connor Street.

Each of these amendments are discussed in greater detail in Section 4.4 of this report.

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 stepbacks 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

It is our professional planning opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Heritage Permit Applications represent good planning and are in the public interest for the following reasons:

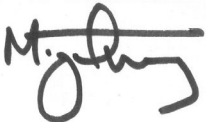
- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported 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 General Urban Area designation;
- / The proposed development conforms to urban design objectives and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan, respectively;
- / 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 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.



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Appendix A Proposed Zoning Schedule

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|---|----------|------------------------------|
|  | AREA 'A' | 90 m |
|  | AREA 'B' | 100 m |
|  | AREA 'C' | 13 m |
|  | AREA 'D' | PRIVATELY OWNED PUBLIC SPACE |

