

FOTENN

208-212 SLATER



May 31, 2019

Planning Rationale

Site Plan Control



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1.0 INTRODUCTION

Fotenn Consultants Inc. (“Fotenn”) has been retained by Broccolini to submit the enclosed Site Plan Control Application for the lands municipally known as 208-212 Slater Street in the Central Area of the City of Ottawa. The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

The owner of the subject property is proposing demolish the existing two (2) storey building on the subject property and redevelop it with a 22-storey, high-rise, mixed-use building. The building will include at-grade, street-front commercial (retail) and tenant (162 residential dwelling units) components.

In addition to this application, Broccolini will submit an application under the Ontario Heritage Act for new construction and demolition.

1.1 Site Context and Surrounding Area

1.1.1 Subject Property

The subject property is located on the south side of Slater Street, east of Bank Street, in the Central Area of the City of Ottawa, and is known municipally as 208-212 Slater Street. The irregularly shaped lot has a total area of 725.1 square metres and a frontage of 20.3 metres along Slater Street.

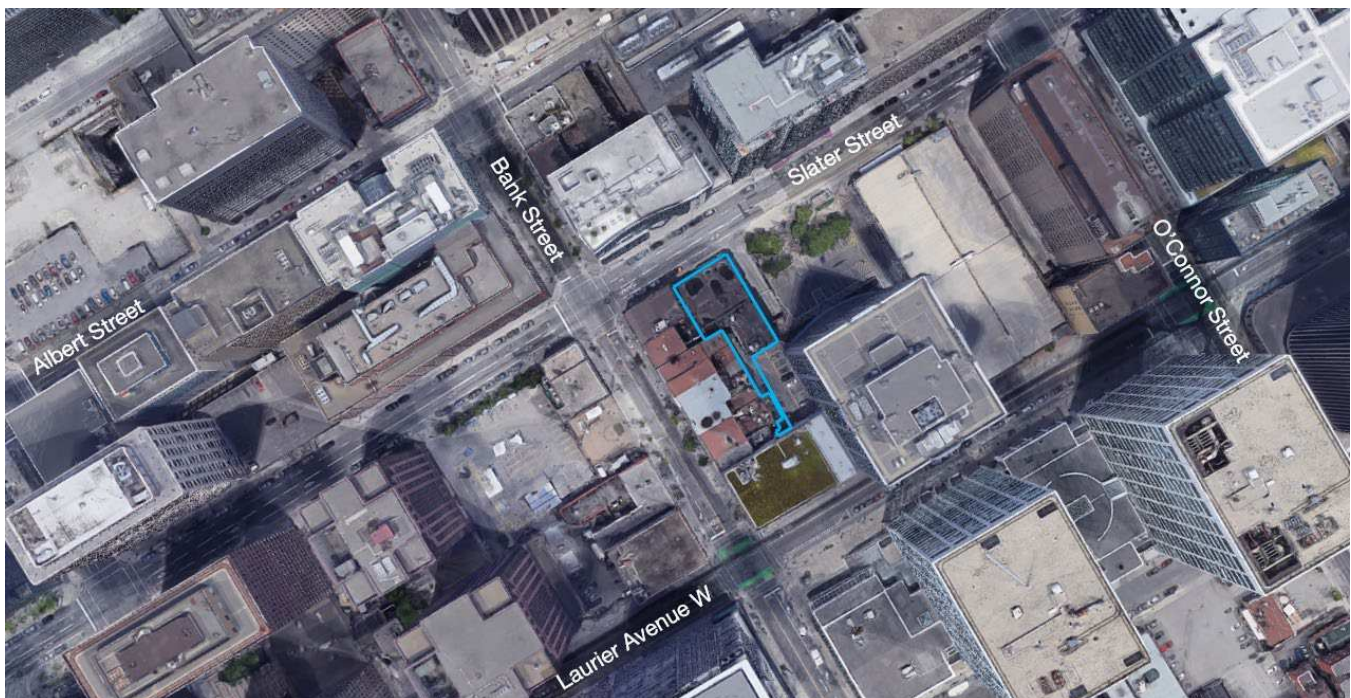


Figure 1: Aerial view of the subject property (outlined in blue)

The subject property is currently occupied by a two (2) storey mixed-use building with ground floor commercial uses and upper floor residential units. An at-grade carriageway in the middle of the building provides vehicular access to surface parking adjacent to the subject property, behind the existing building.

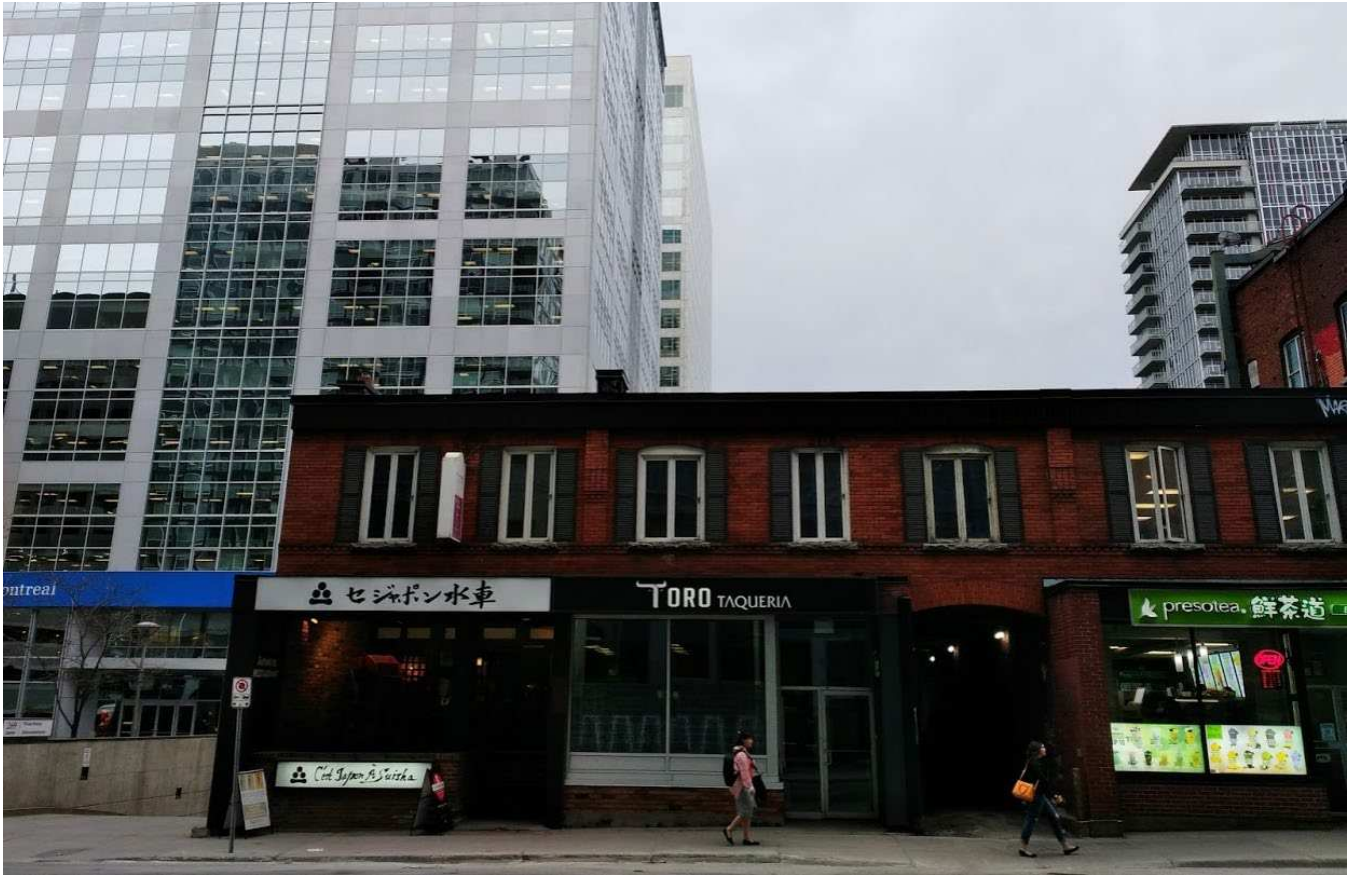


Figure 2: View of the existing two (2) storey building on the subject property from Slater Street

1.1.2 Surrounding Area

The subject property is located in the Central Area, and as such is in close proximity to a wide range of employment opportunities, tourist and institutional destinations, commercial uses, residential areas, and public and recreational amenities. The following provides a brief description of the uses adjacent to the subject property:

North: To the north of the subject property is Slater Street, an arterial road with one-way eastward circulation, across from which are a mid-rise office building with ground floor commercial uses (215 Slater Street) and a high-rise building with hotel and residential uses (185 and 199 Slater Street). Further north is a continuation of Ottawa's downtown core, much of which features mid- to high-rise building profiles and a mix of uses including office, residential, and commercial.



Figure 3: View to the north of the subject property, across Slater Street

South: To the south of the subject property is a three (3) storey heritage building known municipally as 161 Bank Street/279 Laurier Avenue West. The existing building, also known as the Jack Layton Building, has been identified as having significant heritage value and is unlikely to be demolished and redeveloped in the foreseeable future. In 2004, the property was the subject of a Zoning By-law Amendment, which downzoned the site to reflect the gross floor area of the existing building in order to ensure the protection of the existing heritage resource; the site's density potential was transferred to the property to the east, known municipally as 265-269 Laurier Avenue West. As part of the Zoning By-law Amendment, City Council additionally approved the registration of a heritage easement agreement on title prior to the enactment of the Zoning By-law to ensure that the property would be kept in perpetuity and maintained and insured.

Further south is an east-west arterial road known as Laurier Avenue West, across from which is the southern limit of Ottawa's Central Area, which features a mix of uses and building profiles, including high-rise buildings.



Figure 4: View to the south of the subject property (looking toward the rear wall of the heritage building to the south)

East: To the east of the subject property is a high-rise office building with a surface parking lot and an outdoor public plaza fronting onto Slater Street (269 Laurier Avenue West). A March 2003 Delegated Authority Report (DAR) for the development of the office building states that “the Department recommends approval of the site plan, “with conditions requiring that the applicant submit a revised site plan to implement those modifications that resulted from negotiations between the applicant and the City, such as the provision of a public plaza along the Slater Street frontage.” The DAR further states that a revised site plan will need to include a public plaza along Slater Street as part of approval. Another DAR for the abutting property, dated September 19, 2003, indicates approval of revised plans, which include the “construction of an open-air, landscaped plaza.” Given the above, the public plaza on the abutting property appears to have been an important condition of approval for the development of the high-rise office building, and as such is unlikely to be redeveloped anytime soon.

Further east is a low-rise parking garage (170 Slater Street). The property known as 170 Slater Street has been the subject of an ongoing Site Plan Control application for the development of a high-rise, twenty (20) storey office building. Most recently, a revision to the application was approved by City of Ottawa Planning Services on April 5, 2016, though the Site Plan approval has been subject to several extensions and a Site Plan Agreement has not yet been registered. The approved Site Plan illustrates a renovated public plaza that has been enlarged to remove all surface parking in front of the existing high-rise building at 269 Laurier Avenue West. The consideration of abutting buildings to the east is especially important in assessing impacts and potential for further development. In Fotenn’s opinion, given the above, it appears highly improbable that the plaza will be redeveloped with a building in the near future.



Figure 5: View to the east of the subject property

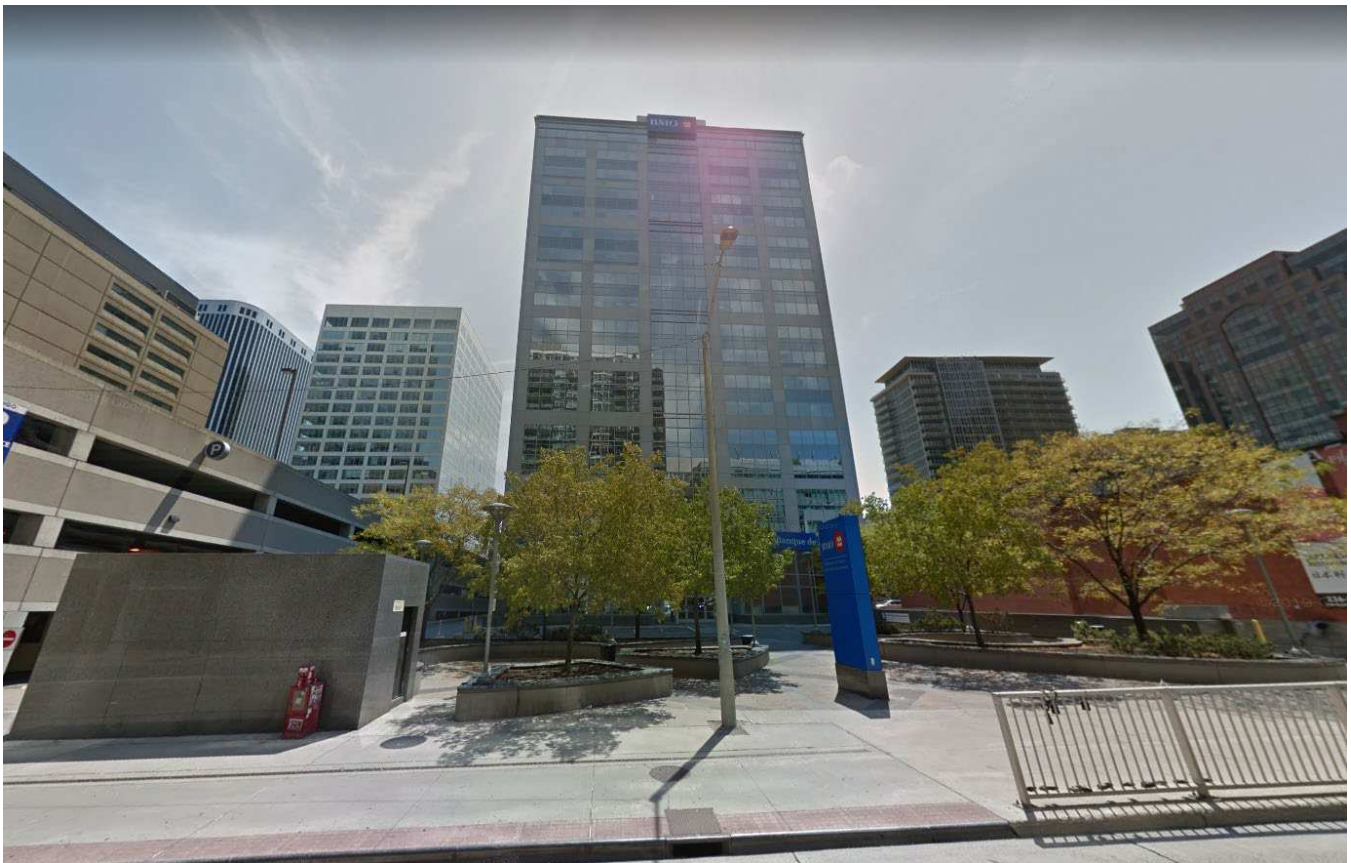


Figure 6: View of the high-rise building at 269 Laurier Avenue West, located to the southeast of the subject property; the public plaza is in the foreground of the image

West:

To the west of the subject property are low-rise, three (3) storey buildings with ground floor commercial uses fronting onto Bank Street. The City's Central Area, with a mix of uses and building profiles, continues to the west of Bank Street.



Figure 7: View to the west of the subject property



Figure 8: Panoramic view of the low-rise buildings along Bank Street, immediately to the west of the subject property

1.1.3 Transportation Network

Road Network

The subject property is well served in terms of the surrounding road network. Schedule F – Central Area / Inner City Road Network of the City of Ottawa’s Official Plan (Figure 9) designates Slater Street as an Arterial Road. Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. Slater Street currently carries the eastbound portion of the Transitway through Ottawa’s downtown core, with Albert Street to the north carrying the westbound portion of the Transitway.



Figure 9: Excerpt from Schedule F – Central Area / Inner City Road Network of the City of Ottawa Official Plan

The block on which the subject property is located is bound on all four (4) sides by arterial roads: Bank Street to the west, Slater Street to the north, O’Connor Street to the east, and Laurier Avenue West to the south. Several other arterial roads exist nearby. The subject property is also located approximately 1.2 kilometres to the north of Highway 417.

The City of Ottawa is currently undertaking the detailed design and construction of Albert and Slater Streets (between Bay Street and Elgin Street), as an opportunity to repurpose this corridor following the launch and on-going operation of the Confederation Line Light Rail Transit (LRT). With the removal of rapid bus transit from these streets, this project will incorporate watermain reconstruction/refurbishments, resurfacing of Albert Street, as well as the implementation of cycling facilities.

An excerpt of the latest recommended plan is shown below (Figure 10).

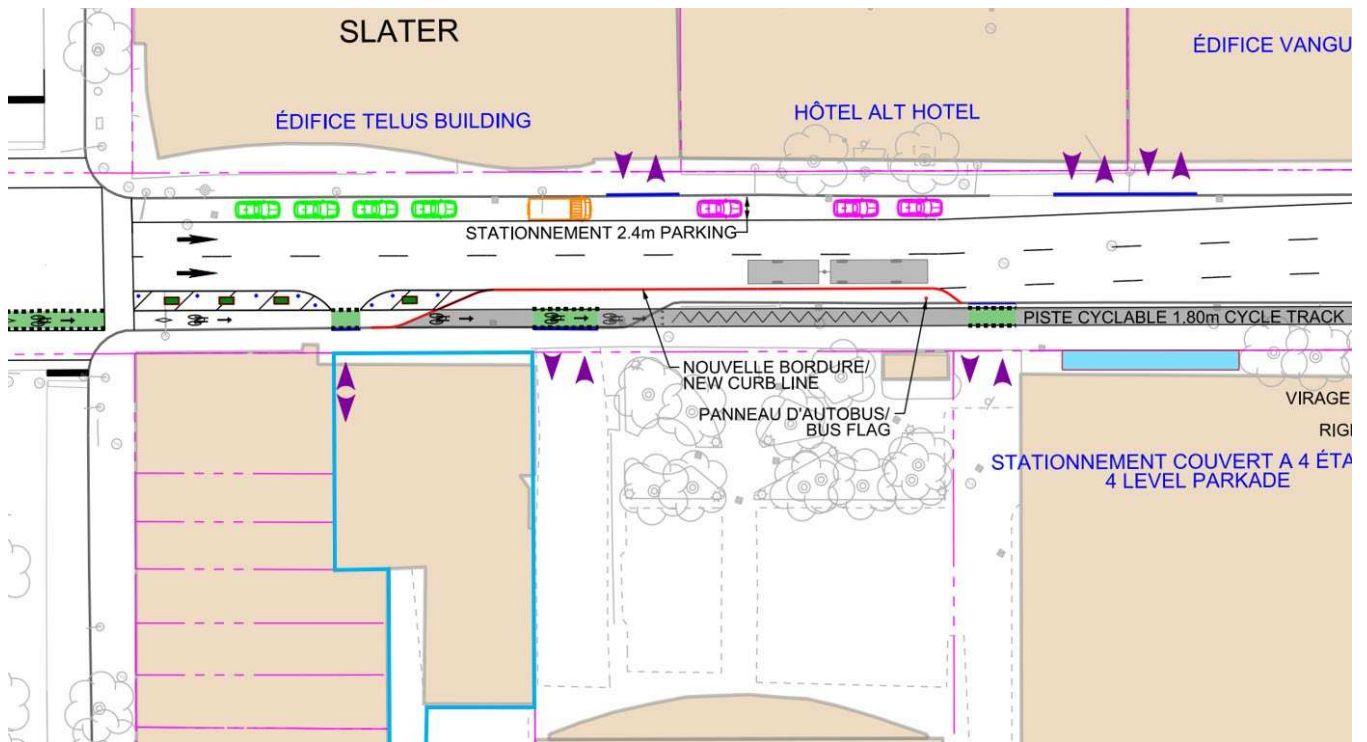


Figure 10: Excerpt from the Recommended Plan for the Albert and Slater Streets Functional Design Study (subject property outlined in blue)

Rapid Transit

The subject property is also well served from a rapid transit perspective. As per Schedule D – Rapid Transit and Transit Priority of the City of Ottawa Official Plan (Figure 11), the subject property is located in close proximity to the future Confederation Light Rail Transit (LRT) Line. More specifically, the subject property is approximately 200 metres from the Parliament Station.

The subject property is also located in proximity to a Transit Priority Corridor along Bank Street. As per its 2013 Transportation Master Plan, the City intends to implement transit signal priority at select intersections along Bank Street between Wellington Street to the north and Highway 417 to the south in order to reduce travel time and improve reliability on some of OC Transpo's busiest local routes. The project may also include parking lane conversion in the immediate vicinity of selected intersections.

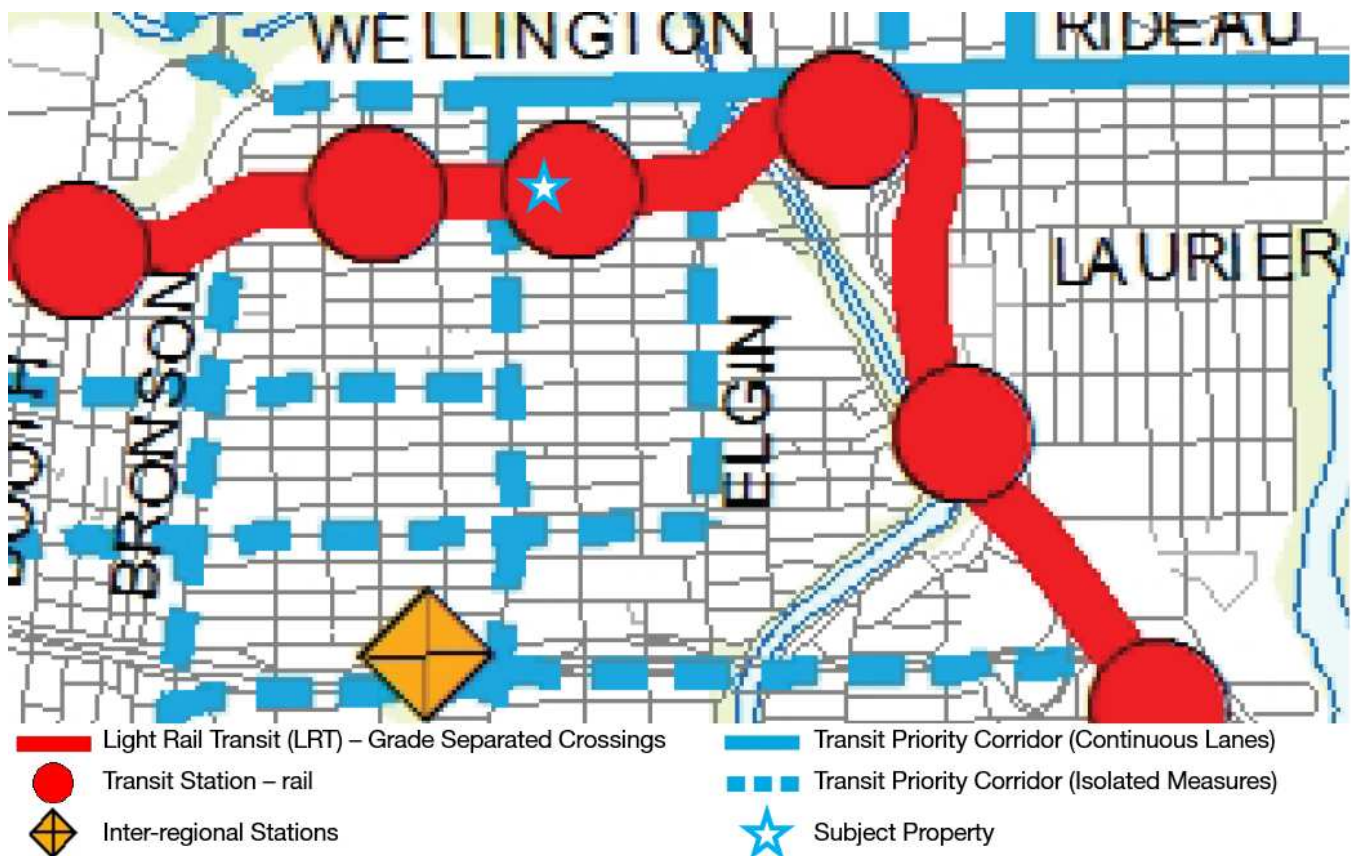


Figure 11: Excerpt from Schedule D – Rapid Transit and Transit Priority of the City of Ottawa Official Plan

Cycling Network

As per Schedule C: Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 12), the subject property is located in close proximity to several existing or planned on-road cycling lanes. Additional off-road cycling routes are located nearby, including along the Ottawa River to the north and the Rideau Canal to the east.

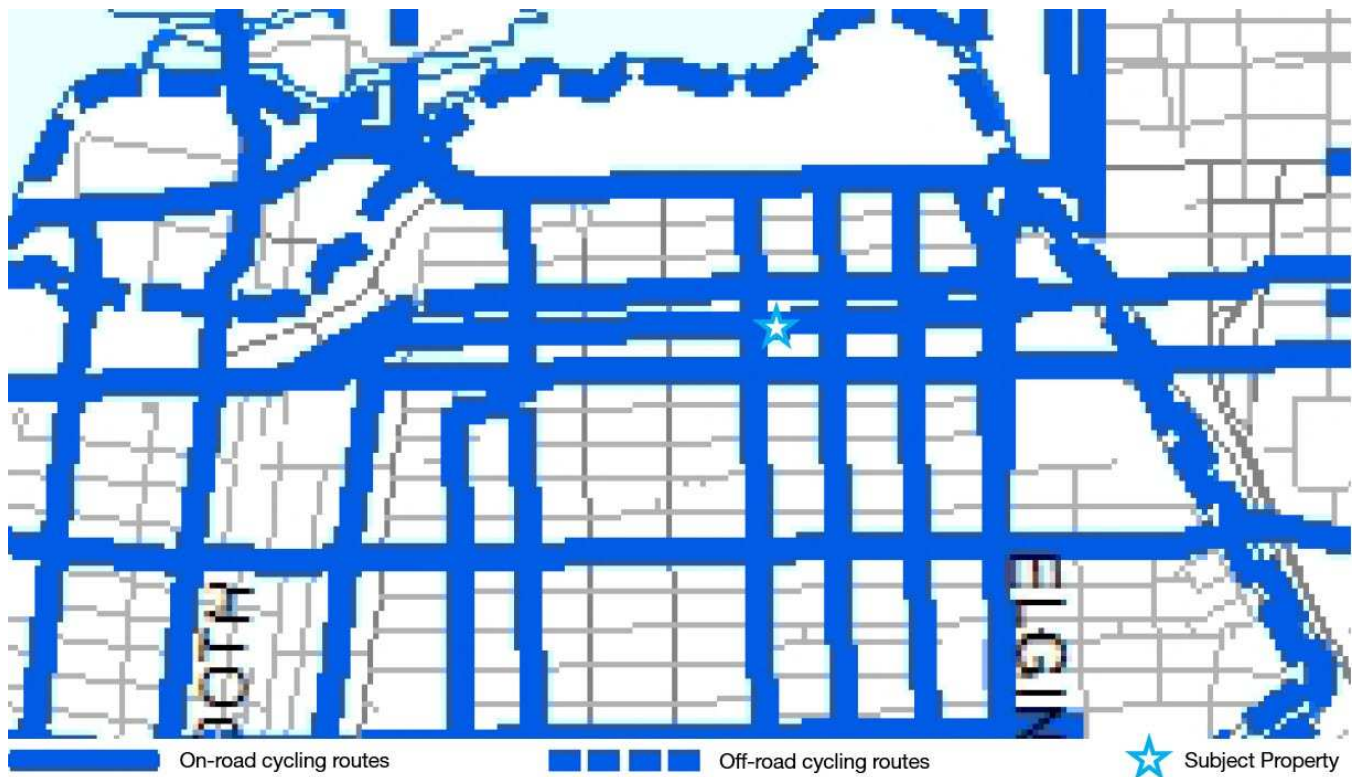


Figure 12: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

2.0 PROPOSED DEVELOPMENT

Broccolini, owner of the subject property, is proposing to demolish the existing two (2) storey building and redevelop the subject property with a 22-storey high-rise mixed-use building. The proposed building will be 68.7 metres (141.4 metres above sea level) in height.

The ground floor of the building will include an 82.9 m² retail tenant space and a lobby/reception area for the building’s residential component; both of which will have direct entrances to Slater Street to the north. A proposed at-grade carriageway will run through the ground floor of the building to provide access to an automated triple-stack car lift system that will allow for storage of eighteen (18) parking spaces. The carriageway will also provide access to a small surface parking lot currently located on an adjacent Bank Street property to the south.

Floors 2 through 4 will provide three (3) floors of communal amenity space for the building’s residents. The remaining 18 storeys will accommodate apartment dwelling units. Each residential floor will contain nine (9) units, for a total of 162 dwelling units.

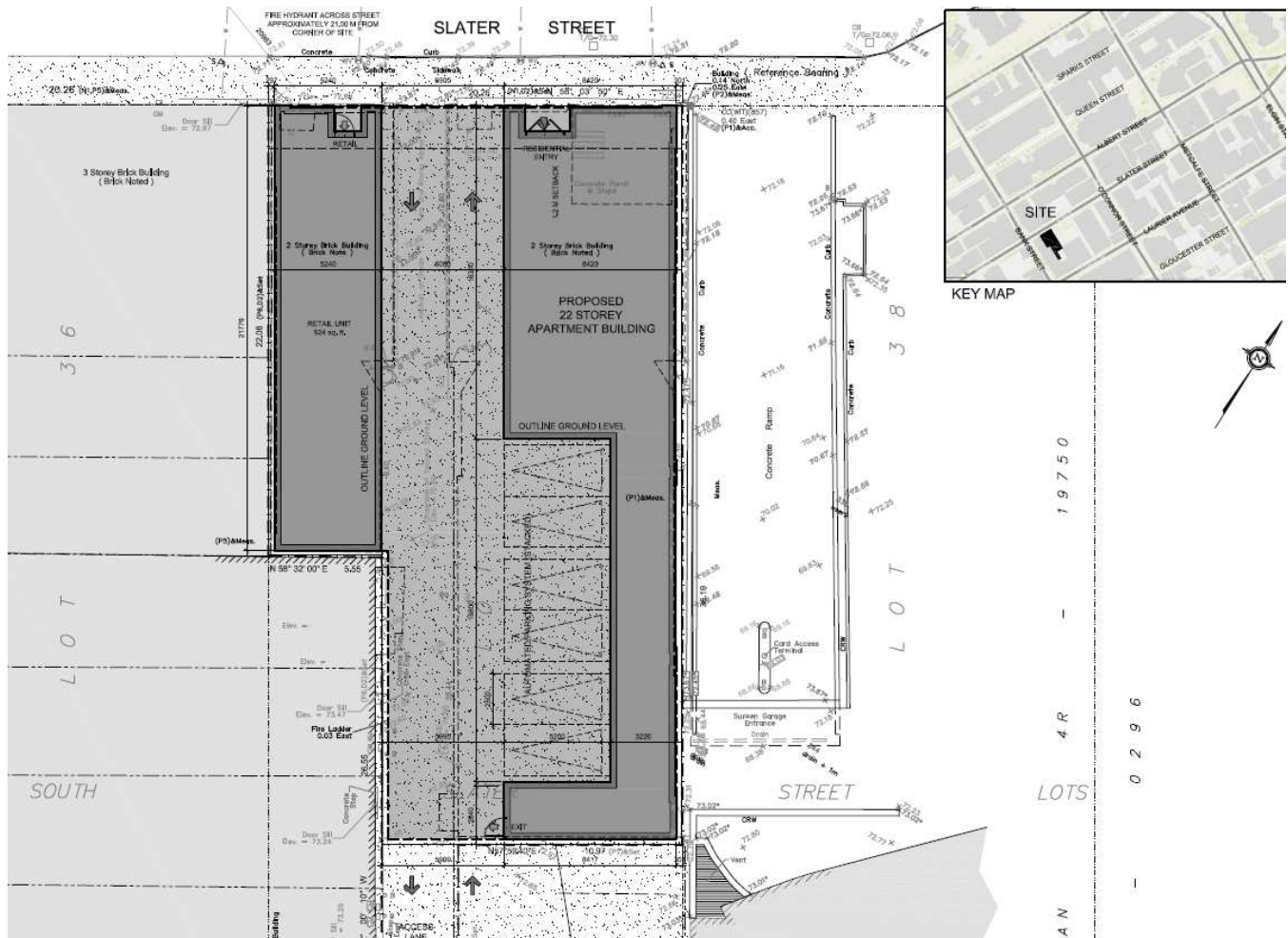


Figure 13: Excerpt from the Site Plan of the proposed development

Parking

As noted above, an automated, stacked parking system will provide eighteen (18) visitor parking spaces as part of the proposed development. The spaces, located at the ground floor level underneath the second floor of the building, will be accessed via a carriageway providing access to and from Slater Street to the north.

No parking is proposed to be provided for the building’s residents or ground floor retail use. Given that the subject property is located in Area Z: Near Major LRT Stations of Schedule 1A of the City of Ottawa Zoning By-law, no parking is required to be provided for the residential and retail uses, aside from the above-noted visitor parking. The retail tenant space is small, and is intended to serve only convenience needs of the new residents and of the immediate community.

In accordance with the Zoning By-law requirement for the proposed uses, 81 bicycle parking spaces will be provided in the building basement.

Massing and Setbacks

The proposed building height will be 22 storeys, or 68.7 metres (141.4 metres above sea level). The building is proposed to feature minimum setbacks of zero (0) metres from the front lot line and the interior side lot lines. The proposed development’s small floorplate of 623.4 square metres will help mitigate potential impacts with respect to massing and shadowing.

The proposed massing of the building will be broken up through the use of different materials. In particular, red brick will feature prominently at the base of the building to respond to the surrounding context; while the upper floors of the building will feature a mix of light-coloured precast concrete and heavy glazing.

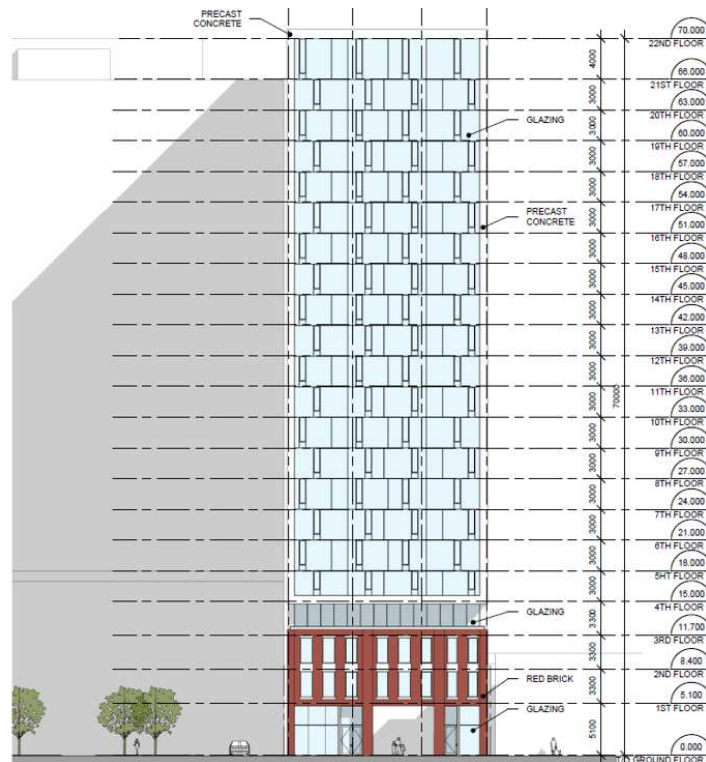


Figure 14: North elevation drawing of the proposed development

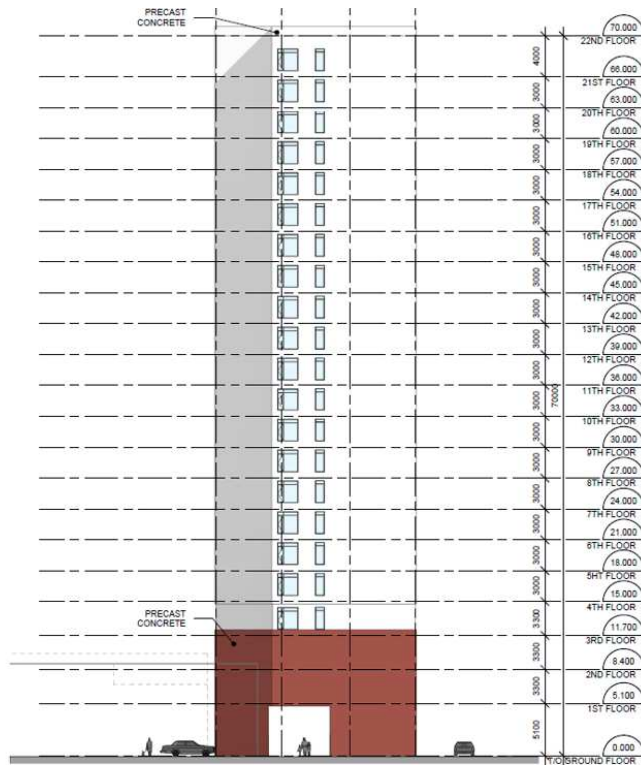


Figure 15: South elevation drawing of the proposed development



Figure 16: East elevation drawing of the proposed development

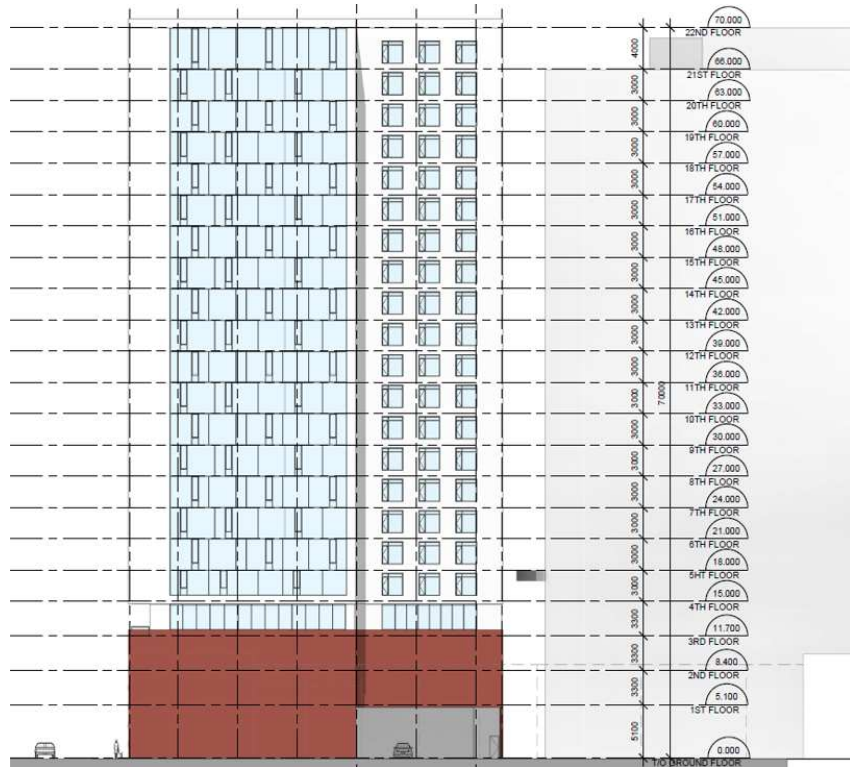


Figure 17: West elevation drawing of the proposed development



Figure 18: Perspective drawing of the proposed development, looking southeast from the intersection at Bank and Slater Streets



Figure 19: Perspective drawing of the proposed development, looking southwest from Slater Street

3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st, 2005, 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' such 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 and to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed development meets the following policies, among others:

1.1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- 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 range and mix of residential (including second units, 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 cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject property, which is located in a built-up area of the City where services are readily available, with convenient access to public transit and several nearby amenities.

1.1.3 Settlement Areas

Policy 1.1.3 of the PPS states that the vitality of settlement areas is critical to the long-term economic prosperity of our communities, and that it is interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures. According to Policy 1.1.3.1 of the PPS, settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on:

-
- a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. 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;
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. support active transportation;
 - 5. are transit-supportive, where transit is planned, exists or may be developed; and
 - 6. are freight-supportive; and

 - b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

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

The proposed development is consistent with Policy 1.1.3 (Settlement Areas) of the PPS, as the subject property is located in a built-up settlement area with sufficient servicing and infrastructure. The proposed development will intensify the subject property with a compact, high-rise, mixed-use building form. The subject property is in an ideal location with convenient access to alternative transportation modes and a variety of nearby amenities, thus helping to promote air quality, energy efficiency, and public health.

1.4 Housing

According to Policy 1.4.3 of the PPS, planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. Some of the listed strategies include:

- a) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- c) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available.

1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 of the PPS states that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.6.1 of the PPS states that planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services; and
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;

- b) ensure that these systems are provided in a manner that:
 1. can be sustained by the water resources upon which such services rely;
 2. is feasible, financially viable and complies with all regulatory requirements; and
 3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

Policy 1.6.6.2 of the PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas, and that intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

According to Policy 1.6.7.2 of the PPS, efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Further, Policy 1.6.7.4 states 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.

The proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject property is located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject property will help optimize the existing infrastructure and public service facilities, including sewage and water services and alternative transportation modes such as public transit and active transportation.

1.7 Long-Term Economic Prosperity

Policy 1.7.1 of the PPS outlines a variety of strategies that should support long-term economic prosperity. Relevant strategies for the purposes of the above-noted application include the following:

- / optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- / maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- / 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.

The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify a property in a built-up area with existing services and promote active transportation and public transit use. The proposed mixed-use development will help enhance the vitality and viability of downtown Ottawa by increasing housing stock in the area and providing commercial space. The proposed development has also been designed to be sensitive to the heritage character of the Bank Street corridor to the west.

1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 of the PPS states 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:

- 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 (including commercial and industrial) and institutional uses and other areas;

- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- g) maximize vegetation within settlement areas, where feasible.

The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as the application promotes the intensification of a property in a compact built form. Further, the location of the subject property and the limited provision of vehicle parking will encourage active transportation and public transit opportunities.

3.2 City of Ottawa Official Plan

The subject property is designated Central Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan, as shown in Figure 20 below.

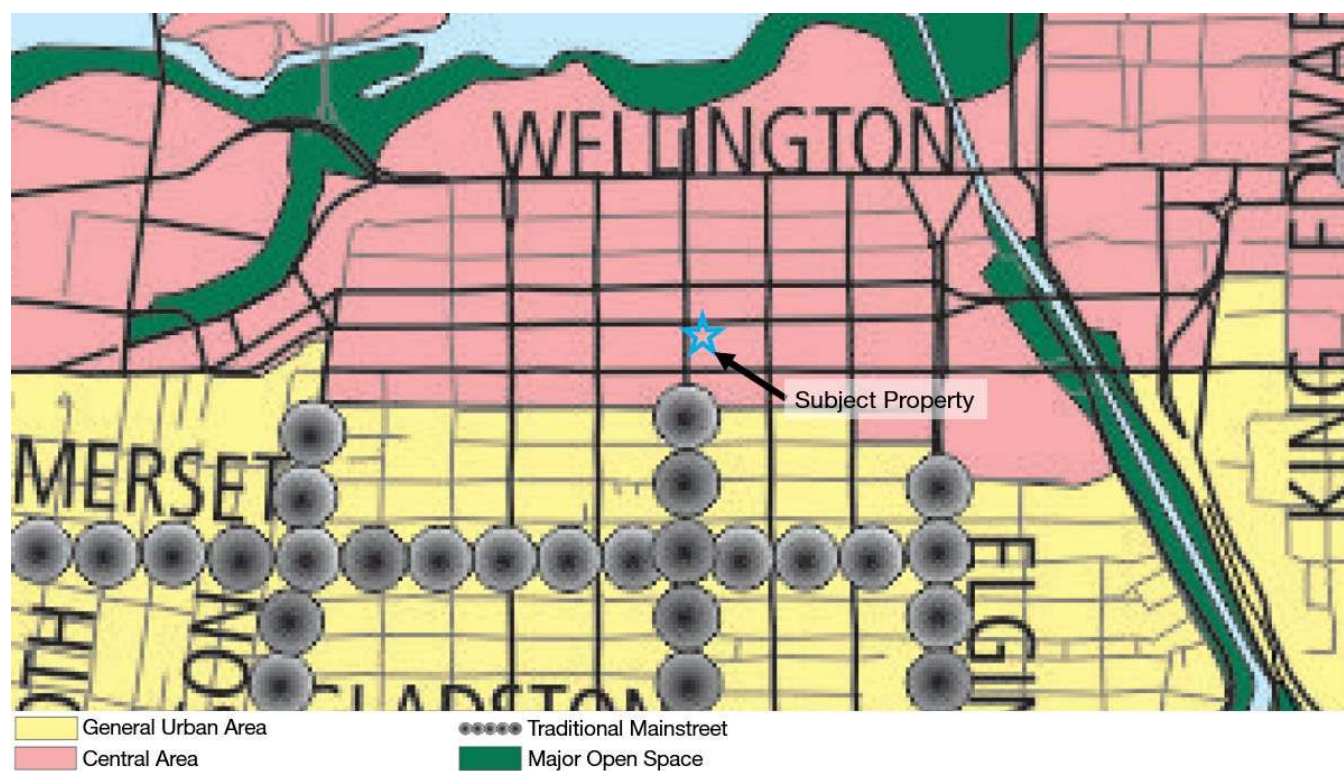


Figure 20: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also the main tourist destination in the National Capital Region, with 5.5 million visitors yearly. These policies promote the Central Area's vital role in the city, its distinct identity and heritage character, as well as the primacy of the Parliament Buildings and other national symbols. The Plan also aims to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities. This aim will be supported by the protection of residential neighbourhoods in and near the Central Area and an increasing number of downtown area dwelling units, including a vibrant urban community on LeBreton Flats.

Policy 4 of Section 2.2.2 – Managing Growth Within the Urban Area of the City of Ottawa Official Plan identifies the Central Area as a target intensification area.

Intensification in the form of the proposed high-rise mixed-use building, which will increase housing supply in the downtown area, is supported in the Central Area designation of the City of Ottawa Official Plan.

Policy 2(e) of the Section 3.6.6 – Central Area of the City of Ottawa Official Plan states that the City will support the Central Area's role as the economic and cultural heart of the city and the symbolic heart of the nation by protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard and the main approach routes to the Central Area. In realizing this aim, the City will ensure that:

- i. Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings, and do not visually dominate the Parliament Buildings and other national symbols;
- ii. Buildings constructed in those areas designated on Annex 8A as areas of foreground height control, do not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Annex 8A,
- iii. No building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 8B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 8B,
- iv. For blocks that do not have angular height planes established on Annex 8B, maximum permitted building heights do not violate the intent and aim of this policy, permitted heights are consistent and compatible with building heights generally in the area where no height planes apply, and permitted heights are in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Policy Plan contained in Volume 2, Annex 8C – LeBreton Flats Foreground View Control Planes and as indicated on Annex 8B – Central Area Maximum Building Heights;

As shown in Figures 21 and 22, the subject property is in an area of background height control.

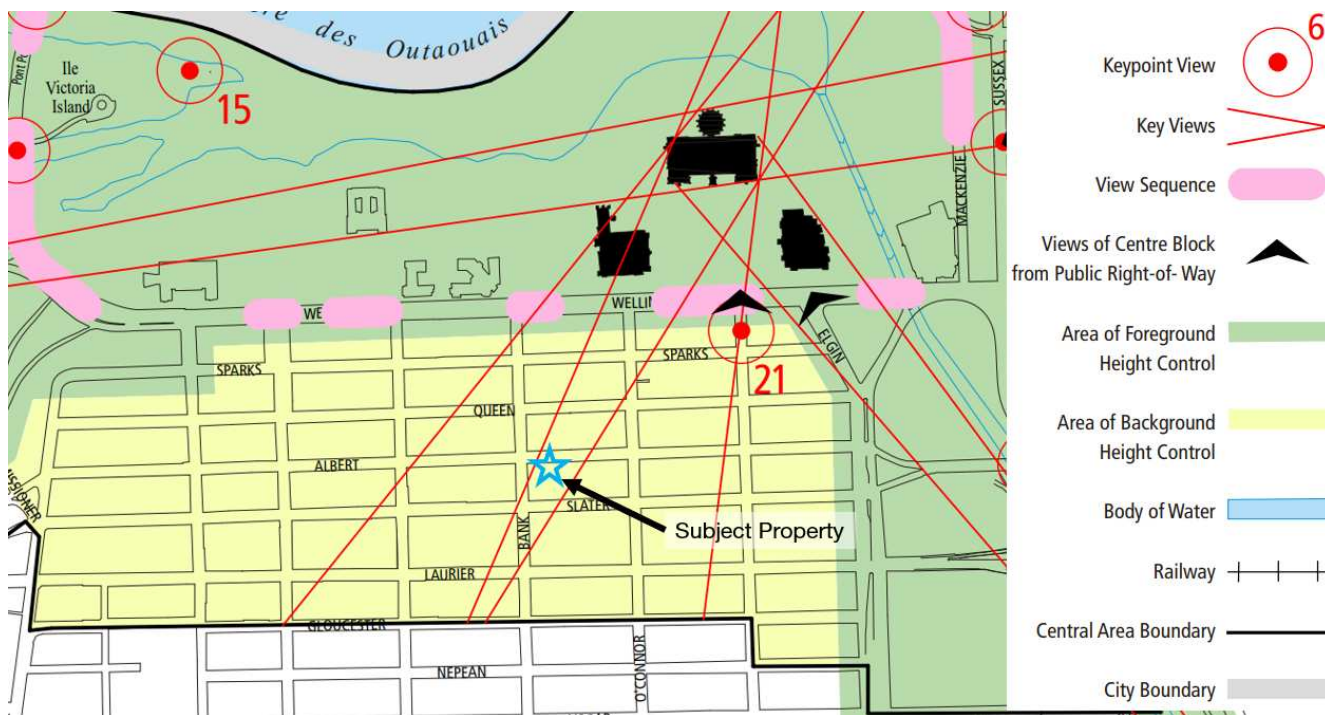


Figure 21: Excerpt from Annex 8A – Central Area Key Views and View Sequences of the Parliament Buildings and Other National Symbols of the City of Ottawa Official Plan



Figure 22: Excerpt from Annex 8B – Central Area Maximum Building Heights/Angular Planes of the City of Ottawa Official Plan

The proposed development's building height of 68.7 metres (141.4 metres above sea level) is in conformity with the Official Plan policies for building heights in the Central Area and will not have adverse impacts on background views to the Parliament buildings.

3.2.1 Urban Design and Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan contains objectives and principles for urban design and compatibility. The proposed development meets these objectives and associated principles as follows:

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity.**
The proposed development creates a distinctive plan that appreciates the local identity by incorporating a design that considers the sensitivity of nearby heritage properties to the south and west of the subject property. The height of the proposed development will not result in an undue adverse impact on Central Area key viewpoints of the Parliament Buildings as identified in the City's Official Plan.
- / **To define quality public and private spaces through development.**
The proposed development will ensure an active, largely continuous street frontage with active ground floor uses that will help consider Slater Street as a public space. The subject property is located adjacent to a quality public space (to the east) that will be enjoyed by residents of the proposed development; the massing of the proposed development should help mitigate shadowing concerns on the outdoor public space. The proposed development will have no undue adverse impact on nearby important vistas.
- / **To create places that are safe, accessible and are easy to get to, and move through.**
The proposed development contributes to creating place and spaces that are visible and safe by providing "eyes" on the street and on the adjacent parking space and outdoor public amenity area to the east of the subject property. The design of the building's ground floor has been mindful of the City's designs for the construction of Slater Street, encouraging an enhanced public realm and mobility.
- / **To ensure that new development respects the character of existing areas.**
A Cultural Heritage Impact Statement (CHIS) has been prepared by Commonwealth Historic Resource Management and included as part of this application under separate cover. The CHIS outlines how the new development respects and complements the character of the surrounding area, including existing heritage buildings along Bank Street.
- / **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
The proposed development is a compact intensification of the subject property and contributes to the residential supply in the City's downtown core.
- / **To understand and respect natural processes and features in development design.**
The proposed development will not affect any natural heritage systems, none of which are located on or near the subject property.
- / **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**
The proposed development will encourage environmentally friendly transportation methods such as active transportation and rapid transit. The development is located in proximity to LRT and bus transit, and enhanced future cycling and pedestrian facilities on Slater Street.

3.2.2 Urban Design and Compatibility (Section 4.11)

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of development applications. The proposed development meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
Traffic	<p>The proposed development will have a limited impact on traffic in the surrounding neighbourhood, especially given that only eighteen (18) vehicle parking spaces are proposed as part of the development.</p> <p>A transportation study prepared by Novatech has been included under separate cover.</p>
Vehicular Access	<p>A drive aisle through a carriageway is proposed to provide access to eighteen (18) parking spaces, as well as a small surface parking lot on an adjacent property. The drive aisle may be accessed via Slater Street to the north.</p>
Parking Requirements	<p>The proposed development will provide eighteen (18) visitor parking spaces through the use of an automated triple-stack car lift system. The limited provision of parking is deemed to be appropriate given that the subject property is located 200 metres from rapid transit and is in close proximity to several amenities, and that the proposed development will provide sufficient bicycle parking.</p> <p>The proposed provision of vehicle and bicycle parking meets the requirements of the Zoning By-law.</p>
Outdoor Amenity Areas	<p>The proposed development will have no undue adverse impacts on nearby residential outdoor amenity areas. The proposed development will bring added security to the public plaza to the east by providing dwelling units with windows looking onto the plaza.</p>
Loading Areas, Service Areas and Outdoor Storage	<p>No dedicated outdoor loading, service or storage areas are proposed as part of the development.</p>
Lighting	<p>Site lighting will be designed to meet minimum City Standards and to mitigate any negative impacts on adjacent properties.</p>
Noise and Air Quality	<p>A noise study has been prepared and included under separate cover by Gradient Wind Engineering Inc. to assess potential noise impacts from nearby roadways.</p>

Compatibility Criteria	Proposed Development
Sunlight	The proposed development's limited floorplate of 623.4 m ² will help mitigate shadowing concerns. A shadow analysis prepared by RLA Architecture has been included in this application submission under separate cover.
Microclimate	No microclimate impacts are anticipated as a result of the proposed high-rise development. A wind study has been included under separate cover as part of this application.
Supporting Neighbourhood Services	The subject property is in the Central Area and as such is in close proximity to a wide range of services and amenities.

3.3 Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in several changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs (MMAH) in April 2014. Several appeals of OPA 150 are currently before the Ontario Municipal Board (OMB) with portions having been approved.

OPA 150 does not propose any changes that have any impact on the proposed development. The subject property retains its Central Area designation and the proposed development continues to be permitted.

Policies under Section 2.5.1 have been revised in a manner to allow development proponents to respond in creative ways to the Design Objectives. The responses provided in the previous Official Plan section continue to apply.

Section 4.11 has been revised to address a variety of new policy objectives. Applicable new objectives are listed and discussed in the following table:

Compatibility Criteria	Proposed Development
Views	The proposed high-rise development complies with the maximum building height for the subject property identified in the Zoning By-law and will not impact any protected views identified in the City's Official Plan.
Building Design	The proposed development fits with the existing character and planned function of the surrounding area. Red brick features prominently in the materiality of the base of the building, for integration and compatibility with the Bank Street character. The upper portion of the proposed development features significant glazing on its north, east and west façades.

Compatibility Criteria	Proposed Development
Massing and Scale	<p>The scale of the proposed development is appropriate for the Central Area and is similar to the scale and height of several nearby existing buildings.</p> <p>The proposed building's relatively limited floor plate of 623.4 square metres will not result in heavy massing concerns.</p>
High-Rise Buildings	<p>The proposed high-rise development features a limited floor plate and is positioned in a way that will have no undue adverse impact on the existing high-rise building on the abutting property to the east.</p> <p>The proposed high-rise tower meets all side and rear yard building setbacks (0m) of the MD (S32) zone. Additional setbacks were not considered for the building design given abutting properties not being well-suited for future high-rise buildings (existing plaza, heritage buildings and shallow lots along Bank Street) and no building overlap/corner-to-corner condition with existing office building to the south.</p>
Outdoor Amenity Areas	<p>The proposed development will have no undue adverse impacts on outdoor amenity areas of adjacent residential units.</p>
Design Priority Area	<p>As the subject property is located in a Design Priority Area and the Site Plan Control application would result in a building which is greater than four (4) storeys, the proposed development is subject to formal review by the City's Urban Design Review Panel.</p>

3.4 Central Area Secondary Plan

The Central Area Secondary Policy Plan contains, in addition to objectives and policies, a vision and a conceptual image for each Character Area or Theme Street. The vision describes the desired future of the area and reflects the general intent of the objectives and policies. Each conceptual image serves as a "mental map" which is provided solely to assist in the understanding of the respective vision. Neither the visions nor the conceptual images should be interpreted as policy statements or land use schedules.

The subject property is located in the Core Character Area of the Central Area Secondary Plan.

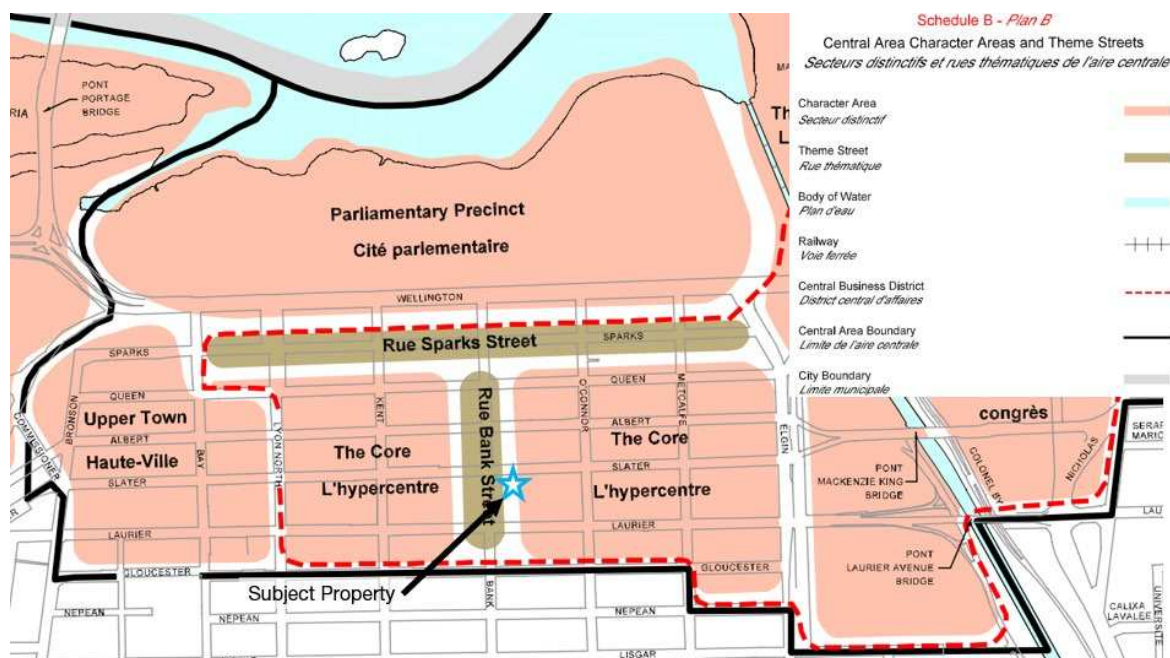


Figure 23: Excerpt from Schedule B – Central Area Character Areas and Theme Streets of the Central Area Secondary Plan.

3.4.1 Vision

The vision for the Core Character Area of the Central Area Secondary Plan includes the following:

Focus of Employment

The Core's role as the major focus of employment and economic activity within the Region will be strong and secure in the future, partly through the infill of surface parking sites, and the refurbishing and/or redevelopment of older buildings. Head offices of major corporations, financial organizations and diplomatic missions will continue to establish in the Core while some federal government administrative uses gradually relocate to Mixed Use Centres in the City of Ottawa outside the Central Area.

Mixed Uses

The addition of a greater diversity of uses will create a lively, vibrant environment, while the enhancement of the Core's architecture will contribute significantly to its economic vitality and its continued attraction of new businesses and people. The addition of housing in mixed use projects will particularly help to support a growing variety of pedestrian-oriented uses at grade, including entertainment and cultural uses. This diversification will attract residents and visitors outside normal business hours, while ensuring safe streets, as more and more people are drawn to this important destination.

Urban Design Renaissance;

The image and identity of the Core will be significantly enhanced through an urban design renaissance. The height of new buildings will ensure the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from Confederation Boulevard, reflect an increased sensitivity in design, provide a sense of human scale, and create pedestrian interest. Heritage buildings will be protected and enhanced, and nearby new development will respect their heritage features. Significant views from public rights-of-way within the Core will be protected, especially those of Parliament Hill and the Canal. Selected views of the Core skyline will also be visible from important gateways outside the Central Area.

Enhanced Pedestrian Environment

Pedestrians will enjoy a safe, secure, comfortable, enriched, and enhanced street environment. Retail and other vibrant uses will provide direct access to the street along main pedestrian corridors. Metcalfe Street, for example, will have a continuity of weather protection and connect with a variety of attractive, usable open spaces, including the exciting urban park at the World Exchange Plaza. These corridors will also connect with transit services and nearby areas, such as Sparks Street, Parliament Hill, the Canal, Rideau Street, Upper Town, and the Centretown neighbourhood. The addition of abundant street trees in tree planting corridors/areas, green pocket parks, sunlit pedestrian areas, sculptural amenities and water features will enhance and animate these corridors, soften the Core's environment, and reflect the goal of restoring the urban forest.

Reduced Carbon Emissions

A significant increase in the use of non-auto travel to and from the Central Area, especially transit, cycling, and walking will also reduce auto commuting to, and carbon emissions in the Core. The area will benefit from an enhanced pedestrian environment at grade and transitway improvements which result in improved air quality and reduced noise. The transitway improvements will also permit widened sidewalks and abundant street trees along transit corridors.

Monitoring

Employment levels in the Central Business District and traffic and transportation characteristics will also be monitored in recognition of limits to the transportation capacity serving the Central Area.

Vitality

In the future, the Core will remain as the vibrant centre of economic activity, and as an important people-place destination which provides day/night, year-round activity. Its vitality will be based not only on its strong employment function, but equally on its rich diversity of uses and activities, and its significantly enhanced urban environment.

The proposed development meets the intent and purpose of the vision or the Core Character Area of the Central Area Secondary Plan. In particular, the proposed building features a mix of uses including ground floor commercial space that will enhance the pedestrian environment along Slater Street. Further, the subject property's close proximity to rapid transit and nearby amenities and a very limited provision of parking for the proposed development will contribute to reducing auto commuting and, as a result, carbon emissions.

3.4.2 Objectives

The Central Area Secondary Plan outlines the following objectives for the Core Character Area:

/ **Major Employment Economic Focus**

To strengthen, promote and secure the Core's role, as designated on Schedule B, Central Area Character Areas and Theme Streets, primarily as the major focus of employment and economic activity within the region, and as an integral part of the Central Business District.

/ **Increased Diversity/Vitality**

To increase the diversity and vitality of the Core, and create a lively, vibrant environment which supports a wide variety of working, living, shopping, and leisure activities.

The proposed development meets the intent and purpose of the Central Area Secondary Plan's objectives for the Core Character Area. In particular, the proposed development's commercial space will contribute to employment and economic activity in the Central Business District; and will help create a lively, vibrant environment by contributing to the area's housing supply.

3.4.3 Policies

The proposed development meets the applicable policies of the Central Area Secondary Plan as follows:

Mixed Uses

Policy 1.3.3(a) of the Central Area Secondary Plan states that City Council shall ensure that commercial uses which generate employment are predominant in the Core, while promoting a mix of uses which contribute to, and generate vitality and activity in the Core. City Council shall, therefore:

- i. **Employment Uses** – permit commercial uses including those uses which primarily involve administrative, professional or clerical activities, such as head offices of major corporations, associations, financial and banking institutions, diplomatic missions, professional offices and other similar uses;
- ii. **Residential and Complementary Uses** – promote and permit residential uses within mixed use development or as a primary use, and other appropriate complementary uses which generate evening and year round activity, such as entertainment and cultural uses; and
- iii. **Uses at Grade** – require pedestrian-oriented uses at grade along pedestrian corridors, including Albert, Slater, and Metcalfe Streets, and along other streets, retail uses at grade, or similar appropriate uses which contribute to pedestrian activity or interest, such as an indoor or outdoor pedestrian amenity area.

The proposed development meets Policy 1.3.3(a) of the Central Area Secondary Plan as it is a mixed-use building with residential and commercial uses, including at-grade retail space.

Pedestrian-Oriented Uses

Policy 1.3.3(b) of the Central Area Secondary Plan states that City Council shall ensure the following criteria are fulfilled in the implementation of Policy 1.3.3(a)(iii) above concerning pedestrian-oriented uses:

- i. the principal entrances to such uses shall be located along the perimeter of a building, and shall be directly accessible to pedestrians walking along public rights-of-way;
- ii. such uses shall be provided continuously along the street, shall be designed to give preference to narrow frontages, and their visibility to pedestrians shall be maximized; and
- iii. in limited instances, pedestrian-oriented uses with internal access only, may be permitted provided that the predominance of at-grade uses provide direct access to the street.

The proposed development meets Policy 1.3.3(b) of the Central Area Secondary Plan by providing direct pedestrian entrances from the building frontage along Slater Street to the residential and commercial uses of the building.

Building Profile

Policy 1.3.3(c) of the Central Area Secondary Plan states that City Council shall permit primarily high to medium profile development in the Core. City Council shall also ensure that new development:

- i. respects the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols as seen from the key viewpoints and view sequences depicted Ottawa Official Plan Annex 6 A-Central Area Key Views and View Sequences. In realizing this aim, City Council shall ensure that buildings constructed in the Areas of Height Control as set out on Annex 6 A:

- do not visually rise above the ridgeline of the roof of the Centre Block when viewed from key viewpoints and view sequences as shown on Annex 6 A, and thus do not visually mar the silhouette of the Parliament Buildings;
 - do not visually dominate the Parliament Buildings and other national symbols; and
 - when located within a block where there is shown an angular height plane(s) on Annex 6B, do not project beyond the angular height limit identified.
- ii. **Transition-** contributes to an appropriate transition to the adjacent Canal Character Area, and avoids overpowering effects on Confederation Boulevard, by setting back the upper storeys of medium to high profile buildings along Elgin Street.

The proposed development meets Policy 1.3.3(c) of the Central Area Secondary Plan as its building height and massing will respect the visual integrity and symbolic primacy of the Parliament Buildings. In particular, the proposed building does not project beyond the angular height limit identified on Annex 6B.

Heritage Resources

Policy 1.3.3(d) of the Central Area Secondary Plan states that City Council shall protect, enhance and conserve the Core's heritage resources while ensuring that development complements and respects the character of nearby heritage buildings.

A CHIS prepared by Commonwealth Historic Resource Management has been included under separate cover to discuss the heritage implications of the proposed development. The CHIS notes that the proposed development is in keeping with the original use, will add to the street life, and energize the heritage commercial businesses along Bank Street; and adds that the development will be a comfortable integration into the neighbourhood and a positive addition to the revitalization of this section of Bank Street.

Design Criteria

Policy 1.3.3(e) of the Central Area Secondary Plan states that City Council shall, when reviewing plans for development in the Core, ensure a high quality of design that is worthy of the nation's capital, and the creation of an enjoyable pedestrian environment to ensure the Core's role as a people place. City Council shall therefore ensure the fulfilment of policies c) and d) above, as well as the fulfilment of the Urban Design policies, particularly taking into account the following design criteria:

- i. **Roof Treatment** - provides an interesting roof treatment or other appropriate design feature within the height limits. The purpose of such treatment will be to sculpt or shape the building at the upper levels, add to the visual interest of the building, and contribute positively to the area. City Council shall ensure the protection of the visual integrity and the symbolic primacy of the Parliament Buildings and other national symbols in the consideration of such proposals, and that such roof treatment does not compete with this aim.
- ii. **Human Scale** - contributes to a sense of human scale, particularly at ground level;
- iii. **Sunlight** - minimizes sun shadowing on public open spaces, and where possible creates opportunities for sunlight on pedestrian corridors;
- iv. **Weather Protection** - provides a continuity of weather protection while maximizing the visibility of storefronts;
- v. **Wind** - avoids potentially undesirable wind conditions through appropriate building design, including the use of podiums, and ensures wind testing of development proposals on pedestrian corridors;

-
- vi. **Barrier-free Design** - accommodates the needs of persons with disabilities and other special needs groups;
 - vii. **Art** - incorporates, where appropriate, art in public and private places, such as water features, sculpture or other suitable elements; and
 - viii. **Parking** - ensures safety, security and visual interest in the design of parking facilities, including bicycle parking.
 - ix. **Lower Floor Articulation** - articulates the lower floors of buildings, with a special emphasis on the relationship of the building to the street at grade level;
 - x. **Entranceways** - provides well-defined entranceways with large pedestrian circulation spaces;
 - xi. **Building Frontages** - encourages buildings to front on both north-south as well as east-west streets;
 - xii. **Servicing/Parking Entrances** - limits servicing and underground parking entrances fronting onto streets. Where possible, they should be accessed from within the building envelope and not the public right-of-way; and
 - xiii. **Front Setbacks for Major Buildings** - provides deeper front setbacks for major buildings occupying much of a block, in order to accommodate wider sidewalks, street furniture and landscaping.
[Amendment 24, May 11, 2006]

The proposed development meets several of the design criteria outlined in Policy 1.3.3(e) of the Central Area Secondary Plan, including an articulation of the lower floors of the building that will help contribute to a sense of human scale; designing an attractive carriageway access to the proposed parking facilities; and limited massing that will mitigate concerns related to the proposed development's impact such as sunlight.

Views

Policy 1.3.3(f) of the Central Area Secondary Plan states that City Council shall protect and enhance significant public views as seen from public rights-of-way in the Core, and as shown on Annex 6A - Central Area Key Views and View Sequences. City Council shall also protect and enhance selected views of the Core's skyline from gateways into, and outside the Central Area.

The subject property is in an area of Background Height Control, as identified in Annex 8A of the City of Ottawa official Plan. The proposed building height does not project beyond the angular height limit identified in Annex 8B of the City of Ottawa Official Plan. As such, the proposed development meets Policy 1.3.3(f) of the Central Area Secondary Plan.

Pedestrian Movement

Policy 1.3.3(g) of the Central Area Secondary Plan states that City Council shall encourage a rich street life and an enjoyable, comfortable pedestrian environment in the Core in order to promote its vitality and its attraction as a people-place. To achieve this policy, City Council shall:

- i. **Priority at Grade** - place a priority on pedestrian movement at-grade, especially along pedestrian corridors which provide direct access to pedestrian-oriented uses and mid-block connections, particularly between Sparks and Queens Streets;
- ii. **Limited Pedways** - generally discourage above or below-grade pedways, and undertake to limit them to strategic locations which ensure the prominence of at-grade movement, and ensure the fulfilment of pedway and development design criteria;
- iii. **Comfortable Pedestrian Environment** - ensure minimum clear sidewalk widths and a continuity of weather protection;
- iv. **Enhanced Pedestrian Corridors** - promote and facilitate the enhancement of pedestrian corridors with appropriate co-ordinated streetscaping elements which enhance the character of the Core; and

- v. **Pedestrian Links** - ensure the provision of identifiable at-grade pedestrian links to the Central Area east of the Canal and surrounding Character Areas and Theme Streets, including Sparks Street, the Canal, Bank Street, and Upper Town, as well as the Centretown neighbourhood

The proposed development meets the intent and purpose Policy 1.3.3(g) of the Central Area Secondary Plan by providing an at-grade, active street frontage that will enrich street life along Slater Street. The proposed development will not encroach into the right-of-way, thus providing clear space for pedestrian movement.

Open Space

Policy 1.3.3(i) of the Central Area Secondary Plan states that City Council shall promote and ensure the provision of a variety of usable open spaces and pedestrian amenity areas particularly on corners, in the Core, such as, green pocket parks, plazas, rooftop terraces and/or indoor winter gardens. City Council shall also ensure that such spaces are sensitively designed. In the fulfilment of this aim, City Council shall:

- i. **Dedication Requirements** - maximize the amount of open space lands received under the dedication requirements of the Planning Act as outlined in the Leisure Resources chapter of this Plan;
- ii. **Between Demolition and Construction** - request that vacant lands be landscaped and maintained as usable open spaces for the interim period between demolition and construction; and
- iii. **Temporary Surface Parking** - require that, where temporary surface parking is permitted, that an appropriate amount of usable open space be provided. The visual appearance of such facilities shall also be enhanced and screened through the use of substantial vegetation. Extension of approval for existing temporary surface parking lots shall require appropriate landscaping improvements and taking back of any encroachments onto the public right-of-way; and
- iv. **Linkage with Bank Street Axis Project** - Link future open spaces with the National Capital Commission's Bank Street Axis Project.

Although the proposed development does not include open space in its lands, it will meet the amenity area requirements set out in the Zoning By-law. The subject property also abuts an outdoor amenity area in front of the high-rise office building to the east.

3.5 Urban Design Guidelines for High-Rise Buildings

Approved by City Council on May 23, 2018, the Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential and mixed-use buildings are proposed. While these guidelines are aimed at residential development, they are a useful reference when considering high-rise commercial development as well as mid-rise development that appears tall in relation to its context.

The proposed development meets the intent and purpose of several of the guidelines including the following:

Context

- / The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes. (1.2)
- / A background building should:
 - a. respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
 - b. respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means

- such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same.
- / When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations. (1.11)
 - / The lot should be in regular shape to allow for a design that incorporates effective transition measures. (1.14)
 - / The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides. (1.15)
 - / Respect the overall historic setting, including protecting and enhancing views of the adjacent heritage buildings through placement, scale, and design of the high-rise building. (1.22)
 - / Respect the character of the adjacent heritage buildings by integrating high-quality, contemporary design cues, particularly at the base of the building. (1.23)

Built Form

- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
 - a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
 - b. creates a new urban fabric, defines and animates new public spaces, and establishes new views. (2.1)
- / Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
 - a. protects and/or creates views and landmarks; and
 - b. respects and/or enriches urban fabric and skylines. (2.2)
- / Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:
 - b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment. (2.3)
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
 - a. where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades; (2.13)
- / The minimum height of the base should be 2 storeys. (2.17)
- / Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation. (2.18)
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
 - a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context. (2.20)
- / Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade. (2.21)
- / The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. (2.23)
- / Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:
 - a. the maximum tower floor plate for a high-rise residential building should be 750m². (2.24)
- / Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:

- c. where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts. (2.29)
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces. (2.31)
- / The top should make an appropriate contribution to the character of the city skyline:
 - a. for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline. (2.37)

Pedestrian Realm

- / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk. (3.10)
- / Animate the streets, pathways, parks, open spaces, and POPS by:
 - a. introducing commercial and retail uses at grade on streets with commercial character;
 - c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time. (3.12)
- / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible. (3.16)
- / Design elements such as the screen, garage doors and serve openings as integral parts of the building and use high quality finishings. (3.20)
- / Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
 - a. how the building is placed and built form is designed to minimize the potential impacts; and
 - b. how measures have been introduced to mitigate any potential wind impacts. (3.26)
- / Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms. (3.27)

The proposed high-rise tower meets all side and rear yard building setbacks (0m) of the MD (S32) zone. Additional setbacks were not considered for the building design given abutting properties not being well-suited for future high-rise buildings (existing plaza, heritage buildings and shallow lots along Bank Street) and no building overlap / corner-to-corner condition with existing office building to the south.

3.6 Transit-Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets several of the guidelines including the following:

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. (Guideline 1)
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. (Guideline 3)

- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. (Guideline 7)
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. (Guideline 8)
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians. (Guideline 14)
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing. (Guideline 15)
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences. (Guideline 28)
- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law. (Guideline 32)

The proposed development generally meets the intent and purpose of several of the City's Transit-Oriented Development Guidelines.

3.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

As per Figure 24 below, the subject property is zoned "Mixed-Use Downtown, Schedule 32" (MD S32). A miniscule portion at the southern edge of the subject property is zoned "Mixed Use Downtown, Schedule 24" (MD S24); however, no development is proposed for that portion of the subject property.



Figure 24: Zoning map of the subject property (outlined in blue) and surrounding area

The purpose of the MD zone is to:

- / support the Central Area, as designated in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;
- / ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- / facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and
- / impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.

The proposed **dwelling unit** and **retail** uses are permitted in the MD zone.

Schedule 32 (Figure 25) of the Zoning By-law, which applies to the subject property, outlines maximum permitted building heights above sea level.

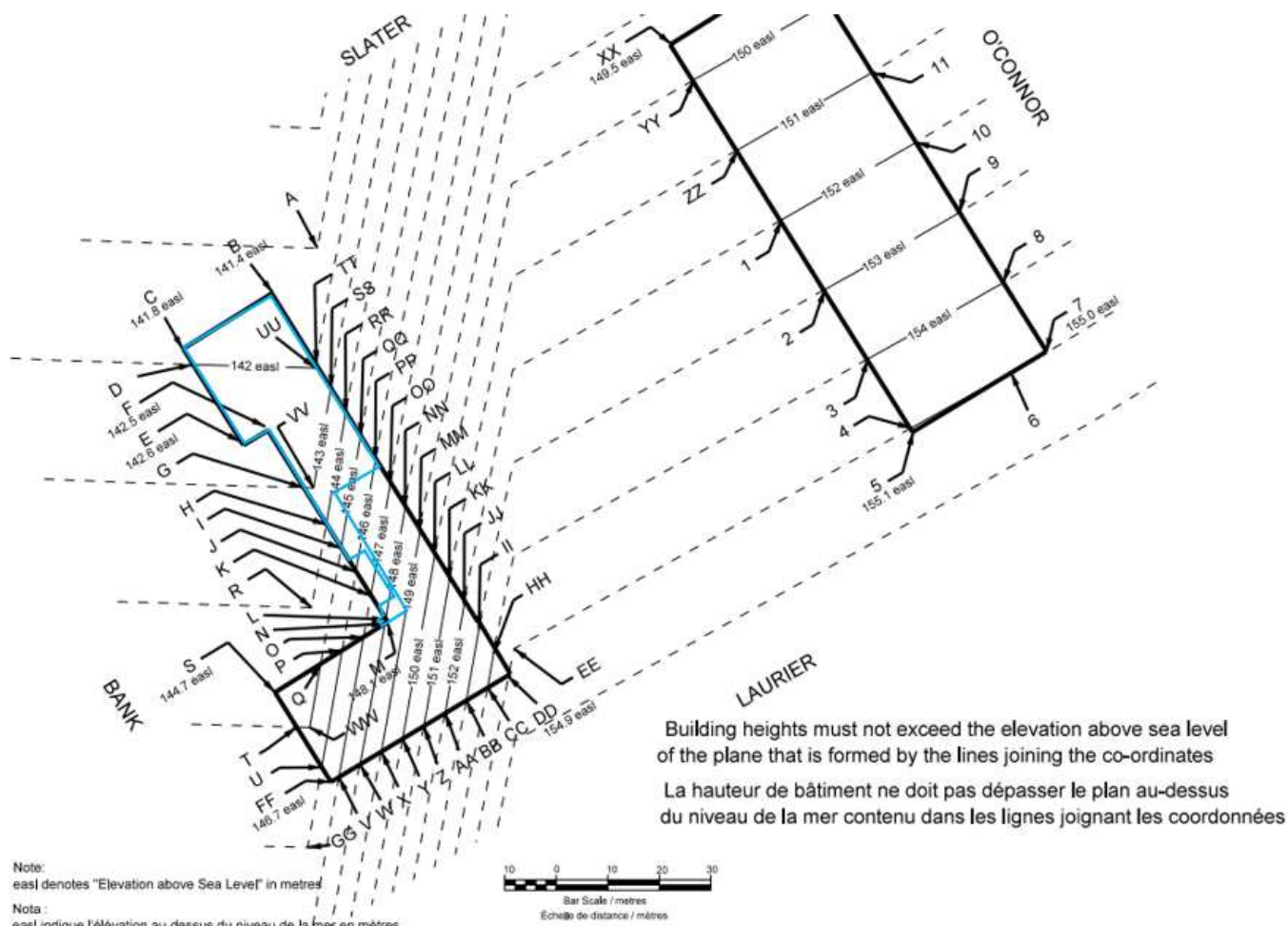


Figure 25: Excerpt from Schedule 32 of the Zoning By-law, showing maximum permitted building heights (the subject property is outlined in blue, in the west portion of the Schedule)

The following table summarizes the proposed development’s compliance with the existing MD S32 zoning. Areas of noncompliance are noted with an ‘x’.

Zoning Mechanism	Required	Provided	Compliance ✓ or ✗
Minimum Lot Area	No minimum	725.11 m ²	✓
Minimum Lot Width	No minimum	20.26 m	✓
Minimum Front Yard Setback	No minimum	0 m	✓
Minimum Rear Yard Setback	No minimum	Approx. 27.5 m	✓
Minimum Interior Side Yard Setback	No minimum	0 m	✓
Maximum Building Height	As per Schedule 32; 141.4 m above sea level at the highest point	68.7 m (141.4 m above sea level)	✓

Zoning Mechanism	Required	Provided	Compliance ✓ or ✗
Ground Floor Uses	At least 50% of the ground floor of any building must be occupied by one or more of a number of uses listed in Section 193(2) of the Zoning By-law	25.7% (82.9 m ² of 322.6 m ²)	✗
Amenity Area	Communal (½ of total): 486 m ²	Communal: 1,843 m ²	✓
	Total (6 m ² per dwelling unit): 972m ²	Total: 1,843 m ²	
Minimum Required Vehicle Parking Spaces	Area Z = no parking required for residents or retail use	0	✓
Minimum Required Visitor Parking Spaces	0.1 per dwelling unit after the first 12 units (162 units): 15	18	✓
Minimum Vehicle Parking Space Dimensions	Minimum Length: 5.2 m	Length: 5.2 m	✗
	Minimum Width: 2.6 m	Width: 2.5 m	
Maximum Driveway Width (less than 20 parking spaces)	3.6 m	6 m	✗
Minimum Drive Aisle Width	6.0 m	6 m	✓
Minimum Required Bicycle Parking Spaces	Residential (0.5 per unit): 81	85 (located in basement)	✓
	Retail (1 per 250 m ² of GFA): 0		
	Total: 81		

The proposed development meets the majority of the applicable zoning provisions for this site with three (3) exceptions. A Minor Variance application will be submitted after receiving technical circulation comments to address these performance standards, and any others which may arise through the comments.

3.8 Emerging Policy Considerations on High-Rise Building Separation Distances

In 2018, the City of Ottawa initiated a review of the zoning provisions for zoning classifications and provisions that permit high-rise buildings, including the City's Central (Business) Area, and other strategic areas. In the MD zone, the City is proposing minimum lot areas, minimum side and rear yard setbacks (above a certain height), and minimum tower separation distances for high-rise developments.

Proposed draft zoning provisions include the following:

- / 7.5 metre setback from the side and rear lot lines, for that portion of the high-rise building over six (6) storeys;
- / 15 metre minimum separation distance between two (2) towers on one lot;
- / Minimum lot area of 1,350 square metres for interior lots.

Based on the above noted draft provisions, the proposed high-rise development would not be permitted given the small lot area; further, the required setbacks would effectively eliminate the possibility of an economically feasible floorplate above six (6) storeys.

Fotenn has reviewed these future policy considerations and is of the opinion that the proposed development will not require additional setbacks from adjacent lots.

Buildings to the west and south along Bank Street are designated heritage properties on very shallow lots and are unlikely to be redeveloped with high-rise buildings. In particular, the existing building to the south has been identified as having significant heritage value and is unlikely to be demolished and redeveloped in the foreseeable future. In 2004, the property was the subject of a Zoning By-law Amendment, which downzoned the site to reflect the gross floor area of the existing building in order to ensure the protection of the existing heritage resource; the site's density potential was transferred to the property to the east, known municipally as 265-269 Laurier Avenue West. As part of the Zoning By-law Amendment, City Council additionally approved the registration of a heritage easement agreement on title prior to the enactment of the Zoning By-law to ensure that the property would be kept in perpetuity and maintained and insured.

Meanwhile, the property to the east features an outdoor street-oriented private/public space that is unlikely to be redeveloped anytime soon. As previously noted, the inclusion of the public plaza and below-grade parking appeared to play a large part in the approval of the development of the high-rise office building and would be a development constraint. Further, a recent development application for the abutting property to the east has proposed to expand the public plaza.

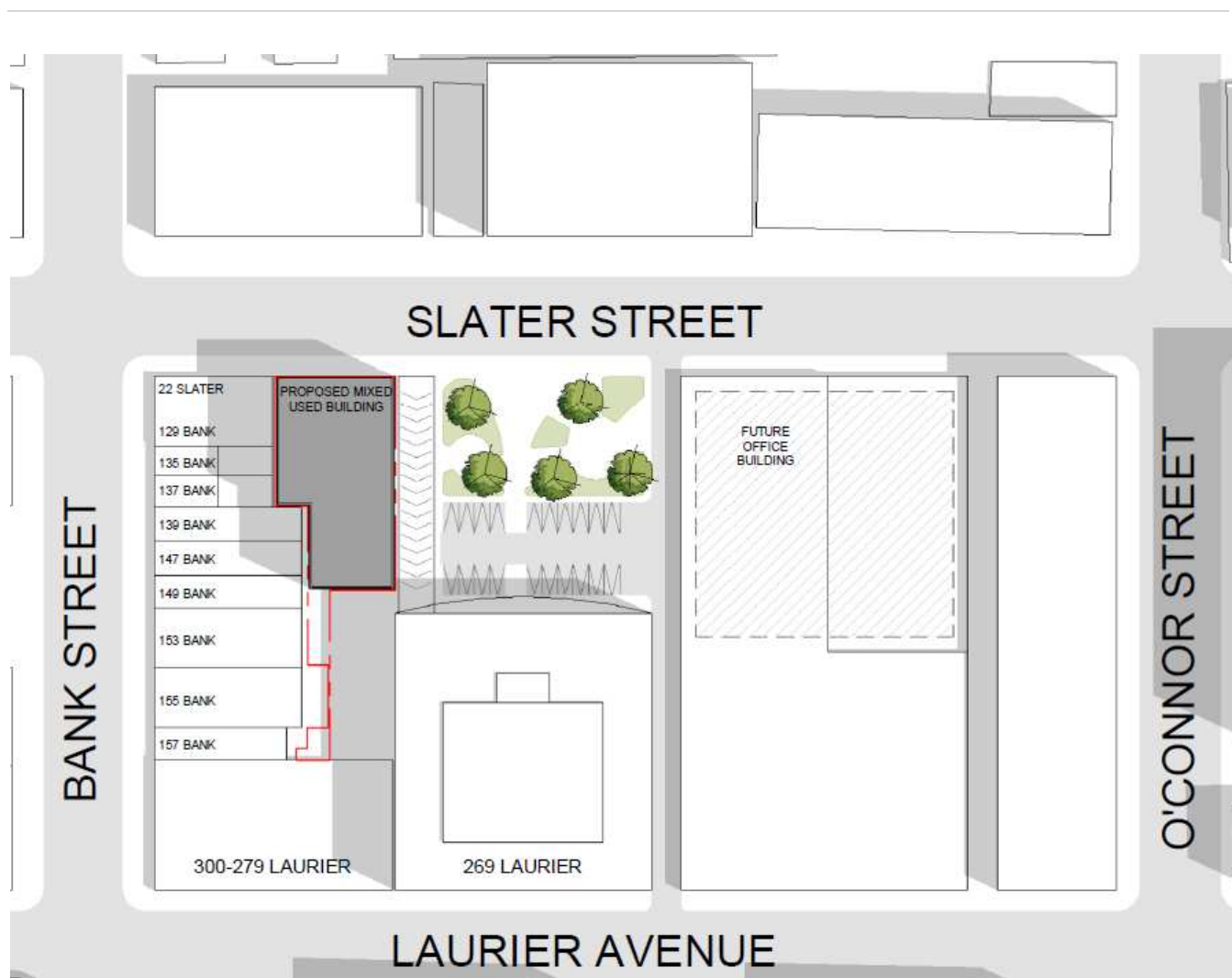


Figure 26: Excerpt from a Context Plan of the proposed development in relation to nearby buildings and properties

In terms of its separation distance from the existing high-rise office building to the southeast, the proposed development will be completely staggered from the abutting office building, with no overlap of any facing façades. The placement of the Broccolini residential tower, with a floor plate of approximately 623.4 m², will have no undue adverse impacts on shadowing, wind, loss of skyviews, and allowing natural light into interior spaces.

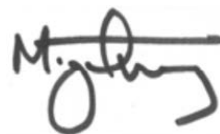
It is our professional opinion that the proposed Site Plan Control application represents good planning and is in the public interest, due to the following:

- / The proposed development is consistent with the PPS in that it is an intensification of the subject property, which is located in a built-up area of the City where services, infrastructure, and amenities are readily available. The proposed development will be supportive of active transportation and public transit.
- / The proposed development is in conformity with the Central Area designation of the City of Ottawa Official Plan, as its proposed residential and retail uses are permitted and its height is in conformity with the Central Area policies for background height control.
- / The proposed development meets the intent and purpose of the Urban Design and Compatibility criteria in Sections 2.5.1 and 4.11 of the City of Ottawa Official Plan.
- / The proposed development conforms with the revised policies of OPA 150.
- / The proposed development meets the intent and purpose of the Central Area Secondary Plan's vision, objectives, and policies for the Core Character Area.
- / The proposed development generally meets the intent and purpose of several of the City of Ottawa Guidelines for High-Rise Buildings;
- / The proposed development generally meets the intent and purpose of several of the City of Ottawa Transit-Oriented Development Guidelines;
- / The proposed development generally meets the intent and purpose of the City of Ottawa's Zoning By-law; and
- / The proposed development is supported by a range of technical plans and studies.

Sincerely,



Nico Church, M.Pl.
Planner



Miguel Tremblay, MCIP RPP
Partner