

FOTENN



311 Somerset Street West & 234/236 O'Connor Street

Planning Rationale and Design Brief
Official Plan Amendment, Zoning By-law Amendment, Site Plan Control, and Heritage
Permit Applications
March 17, 2021

FOTENN

Prepared for Gemstone Corporation

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1.0 Introduction

Fotenn Planning + Design has been retained by Gemstone Corporation (“Gemstone”) to prepare this Planning Rationale and Design Brief in support of Official Plan Amendment, Zoning By-law Amendment, Site Plan Control, and Heritage Permit Applications to facilitate the proposed development on the lands municipally known as 311 Somerset Street West & 234/236 O’Connor Street in the City of Ottawa.

The proposed development consists of a high-rise mixed-use building on a three-storey podium. A total of 140 dwelling units are proposed with commercial/retail at-grade along Somerset Street, a Traditional Mainstream and 67 proposed underground parking spaces accessed from O’Connor Street.

1.1 Required Applications

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

The Gemstone lands are subject to two (2) separate land use designations in Schedule H1 of the Centretown Secondary Plan. The lots municipally known as 311 Somerset Street West and 236 O’Connor are designated “Traditional Mainstreet” with a maximum height permitted of nine (9) storeys while 234 O’Connor Street is designated, “Apartment Neighbourhood” with a maximum height permitted of sixteen (16) storeys on Schedule H2.

A site-specific Official Plan Amendment (OPA) is proposed to Schedules H1 and H2 of the Centretown Secondary Plan. The OPA would amend the land use designation of Schedule H1 to “Traditional Mainstreet” and amend the maximum height provisions of Schedule H2 to permit sixteen (16) storeys on the entirety of subject lands. The site-specific Official Plan Amendment would recognize the full development potential of the subject lands by applying a consistent land use designation on Schedule H1 and maximum height provisions on Schedule H2 of the Secondary Plan on the entirety of the subject lands. The required amendment is discussed in greater detail in Section 4.4 of this report.

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to “Traditional Mainstreet, Exception XXXX, Schedule YYY (TM[XXXX] S(YYY))”. The 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.

Rather than retaining both the TM and Residential Fifth Density, Subzone B with exceptions - R5B[482] F3.0 zones on the same property, the intent of the ZBLA is to harmonize the zoning requirements to allow and recognize the property as a single development, functioning as one (1) single lot for zoning purposes in the Traditional Main Street (TM) Zone. A site-specific zoning schedule and exceptions would delineate permitted uses and building heights.

The schedule will be a tool to ensure that site-specific conditions and neighbourhood context are considered and respected in the Zoning By-law Amendment process, specifically regarding the treatment of the new development along Somerset Street West Street; a Traditional Mainstreet. The exception and schedule will control built form, height, and ensure an adequate transition to protect the mid-rise, Traditional Mainstreet character of Somerset Street West, while recognizing the potential for increased residential density to the north. In essence, the rezoning of the lands is intended to create clarity in the process without dramatically increasing density. The approach would be generally consistent with the existing zoning.

Also, 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.

Finally, a Site Plan Control Application for the proposed development is also submitted to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

1.2 Public Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, the Province of Ontario is in a state of emergency due to the global COVID-19 pandemic and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Pre-Application meetings with Councillor McKenney's office and representatives of the Centretown Citizens Community Association has occurred on numerous occasions to inform the development and design process;
- / Email notification to Councillor McKenney's office and the Centretown Citizens Community Association in advance of application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by the City of Ottawa;
- / Statutory public meeting for the Zoning By-law Amendment application at Planning Committee.
- / In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.
- / An Informal Urban Design Review Panel meeting occurred in March 2020 to allow the panel to review the proposal and provide recommendations prior to the submission of the development application.

Site Context and Surrounding Area

The subject property, municipality known as 311 Somerset Street West and 234/236 O'Connor Street, is located in the Somerset Ward of the City of Ottawa. The property comprises the corner block fronting O'Connor Street to the east and Somerset Street West to the South. The property has 31 metres of frontage along Somerset Street West and 45 metres of frontage along O'Connor Street with a total combined area of approximately 1,373 square metres. The subject property is currently vacant of structures and is used for a commercial surface parking lot. T

Archival imagery indicates that a portion of the subject lands has been utilized for surface parking beginning in the mid-1970s. The former heritage structure on 234 O'Connor was approved for demolition by the City of Ottawa in 2017 and a temporary privately owned public space (POPS) was installed in the interim.

The lands are legally described as Lots 5 and 41, City of Ottawa, Registered Plan 12281, in the City of Ottawa.

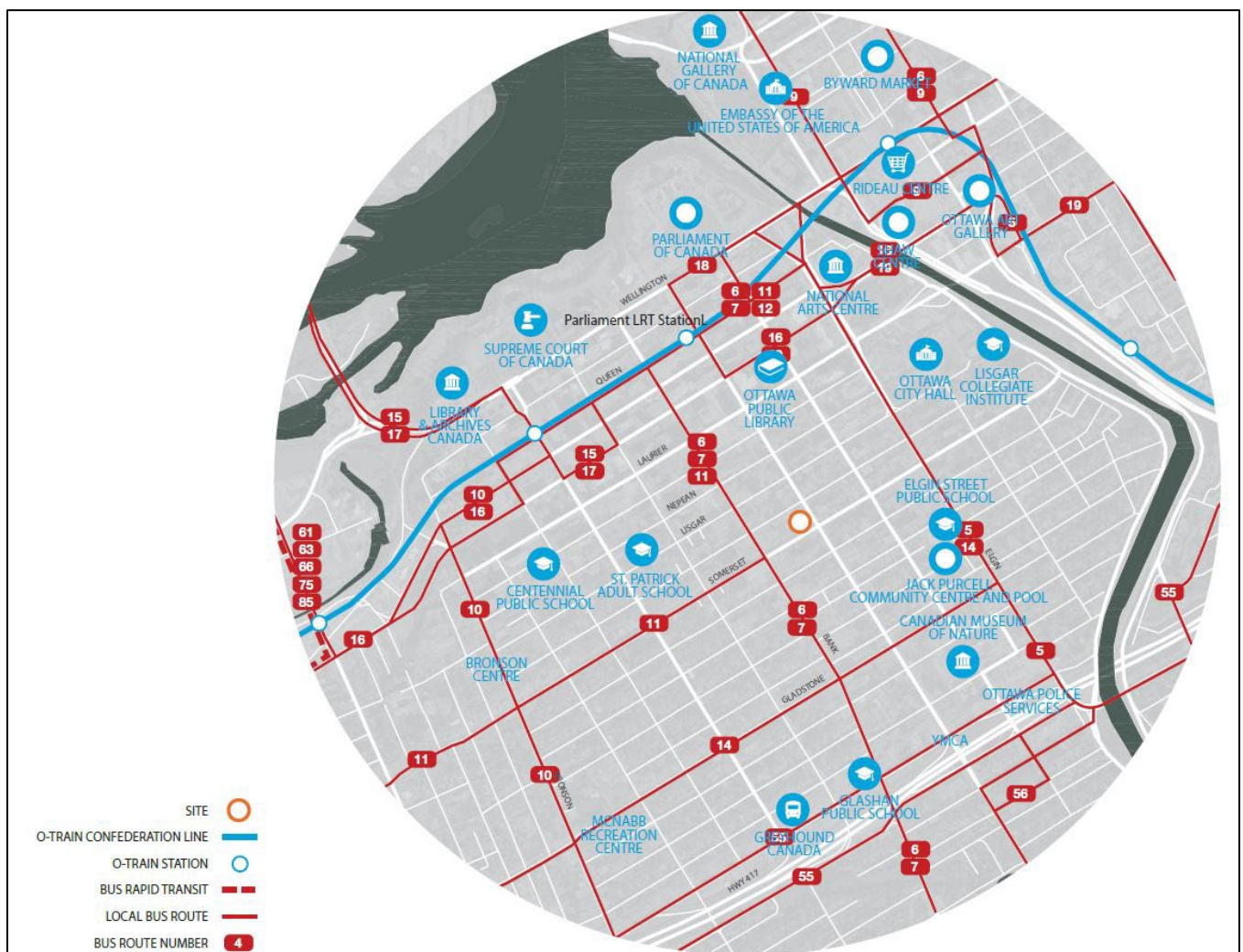


Figure 1 Community Features and Amenities.

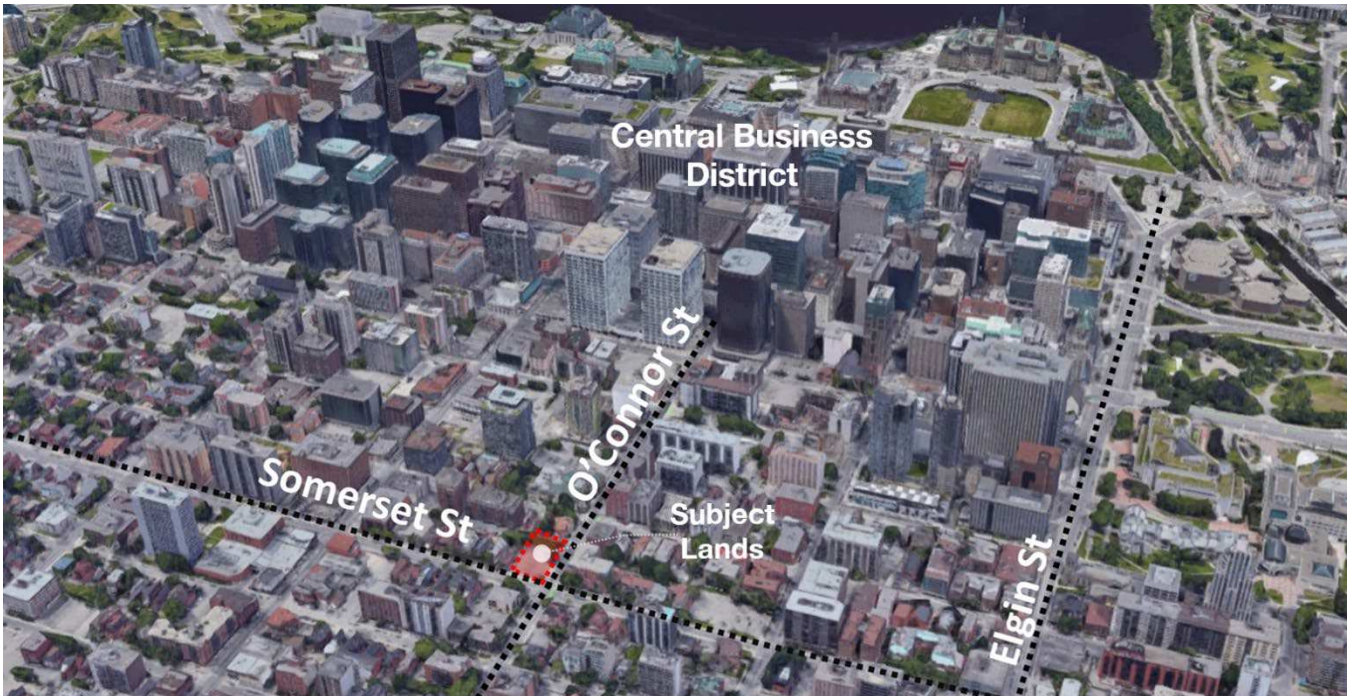


Figure 2: Site Context Aerial (Subject Property Noted)

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 Cooper Street. To the north-west are two (2) mid and high-rise apartment buildings with heights of seven (7) and eleven (11) storeys along Cooper Street. Directly north of the subject property are two low-rise detached dwellings with considerable heritage value. Also, directly north of the lands is a two-storey multi-unit residential building with frontage along O'Connor Street.

The historic Dominion Chalmers United Church building is also north of the subject property with frontage along O'Connor Street. The Church building was recently acquired by Carleton University to be utilized as a multi-purpose arts and performance centre as well as for classes and practice space for Carleton students. A large surface parking lot located north of the subject lands is associated with the church building.

Further north is the downtown Central Business District which offers significant amenities, services, entertainment and employment opportunities. Approximately 675 metres north of the subject property is the entrance to Parliament Station on the Confederation Line.

East: 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 farther east are characterised by a diverse residential community containing predominantly low and mid-rise single-detached and multi-unit buildings with some commercial/retail properties. A seven (7) storey building

within frontage on O'Connor is directly east of the subject lands. Building heights ranging from four (4) to eleven (11) storeys are in close proximity to the subject lands along O'Connor Street.

Elgin Street is located 350 metres east of the subject lands 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, on the south frontage of Somerset Street W and O'Connor Street is a three-storey institutional building with surface parking and low-rise converted residential buildings along Somerset Street W. One block farther south along MacLean Street are two high-rise buildings of twelve and thirteen storeys.

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 Gleshan Public School, the Canadian Museum of Nature, the Taggart Family YMCA, and access to Highway 417.

West: Immediately west of the subject lands are low-rise commercial buildings along the Somerset Village corridor. These buildings are generally converted residential buildings with diverse architectural styles and heritage considerations. 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.

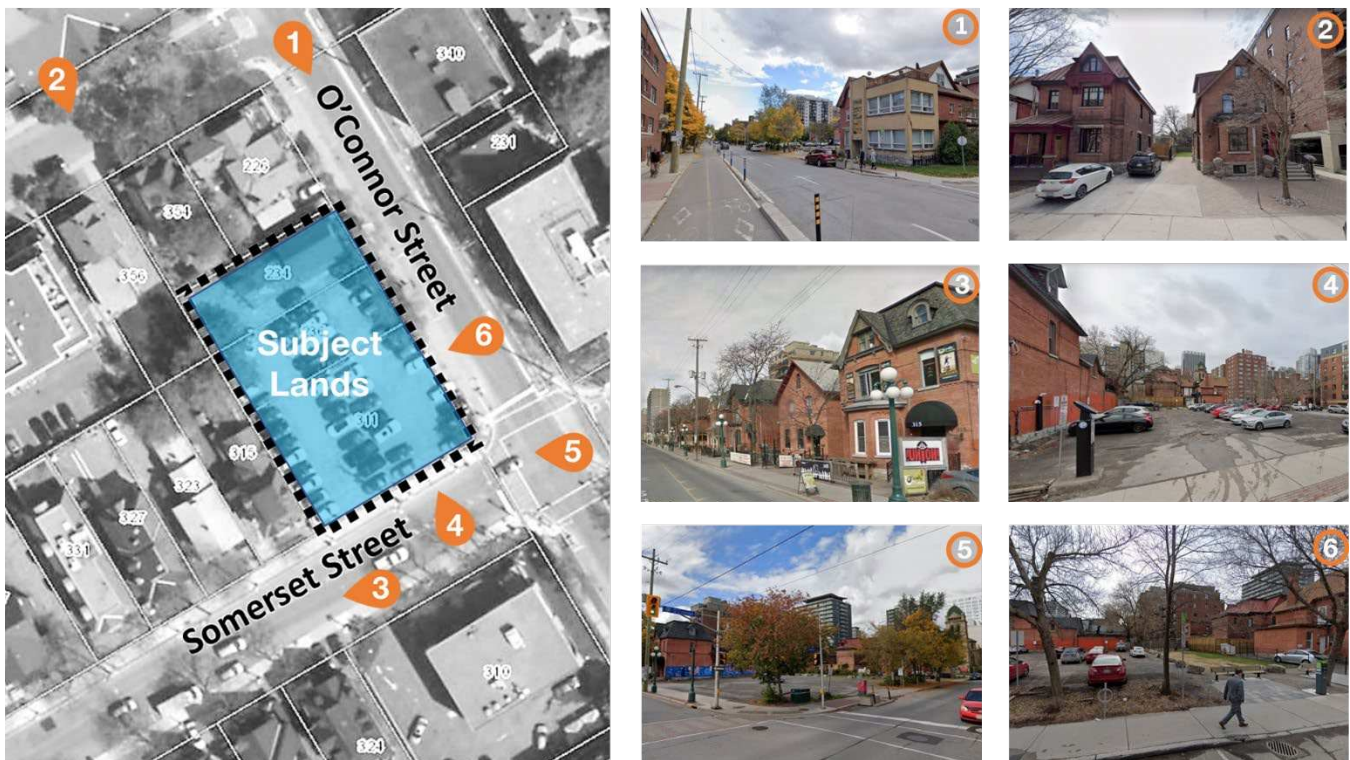


Figure 3 Area Context Images

2.2 Road Network

The subject property abuts O'Connor Street to the east and Somerset Street West to the south which are designated as an Arterial Roads on Schedule F of the City of Official Plan. O'Connor Street, a 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. Somerset Street West is a two-way, east-west street arterial roadway to the north providing connections to key destinations.

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.



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 675 metres south of 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.

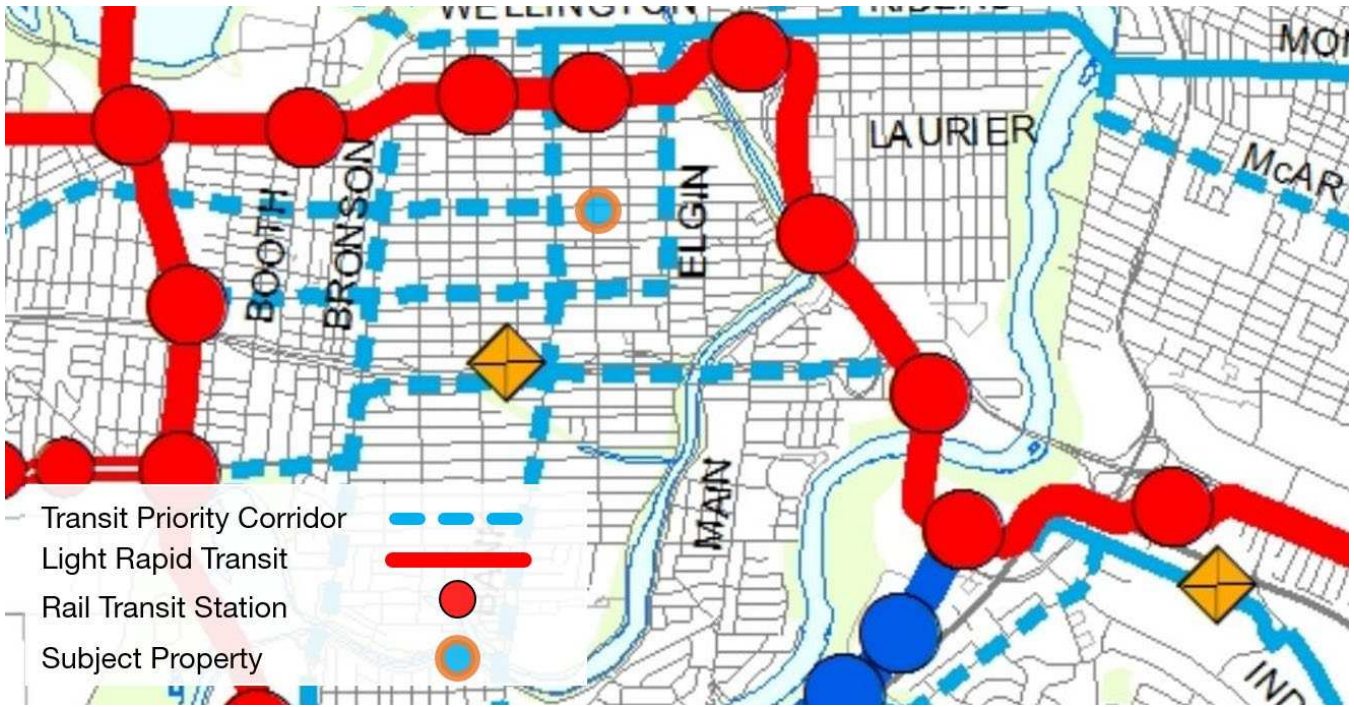


Figure 5: Excerpt from Schedule D of the Official Plan (Rapid Transit Network)

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 while Somerset Street West is designated a spine route. Both routes provide connections 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.

3.0 Proposed Development

The proposed development consists of a high-rise, mixed-use building. In total, the project would contain 140 residential units (including a mix of studio, one and two-bedroom units) and 251 square metres of commercial space at-grade with 67 underground parking spaces and 110 bicycle parking spaces located within the parking garage and a dedicated enclosed bicycle room at-grade.

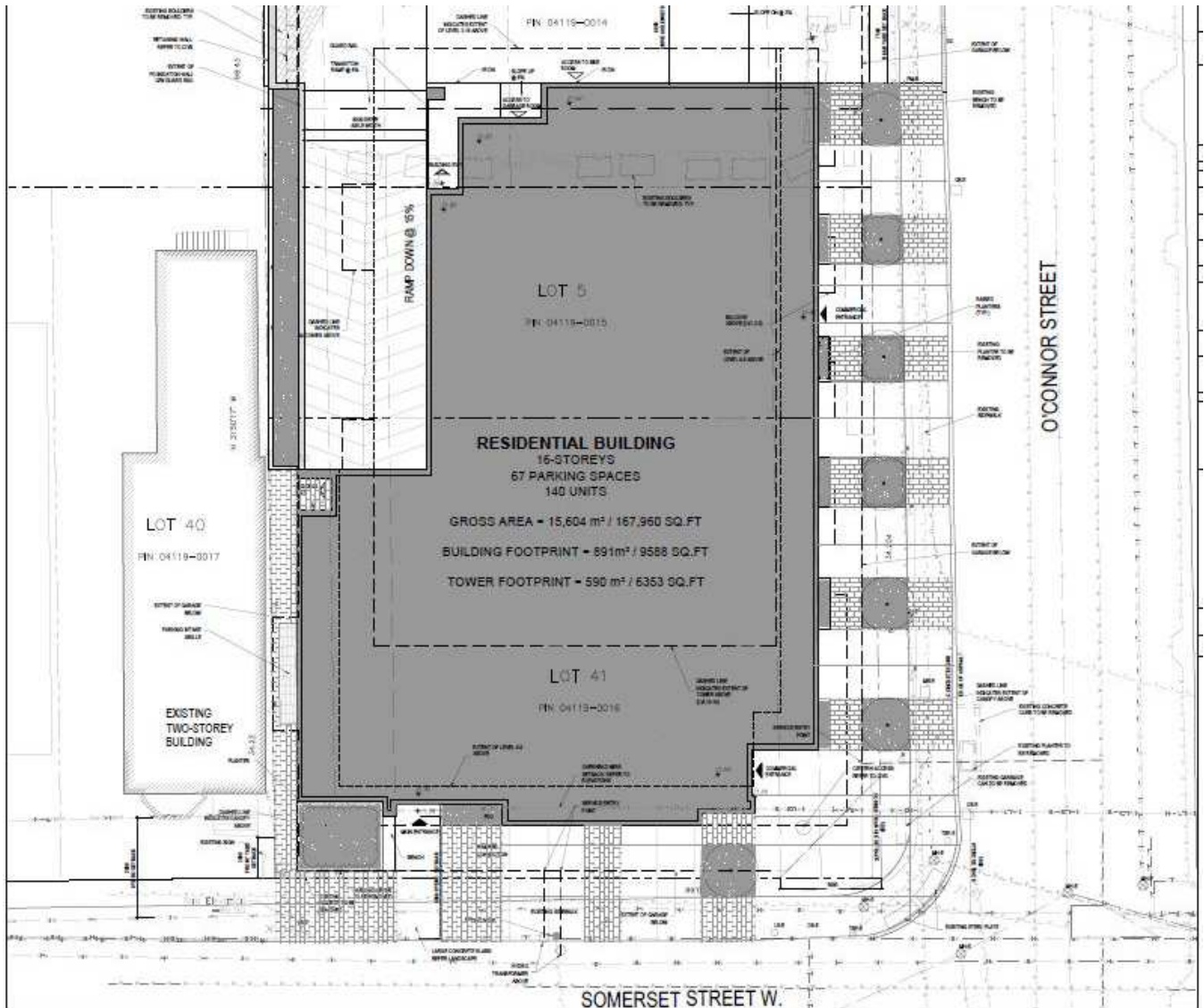


Figure 7: Proposed Site Plan

The proposed building; a 16-storey (50.9 metre) mixed-use building with approximately 140 residential dwelling units and 15,604 square metres of total gross floor area with an 891m² footprint. The building features a three (3) storey podium clad in red brick and relating to the adjacent buildings along Somerset Street West to the west. The upper floors of the building are distinguished by a dark horizontal band above the third storey and are clad in a mix of glass and aluminium panels that provide a modern aesthetic for the building.

At grade, the building front-yard setback is 2.58 metres from the south property line, while the corner side yard setback along O'Connor Street to the east is setback 2.54 metres at-grade and stepping back to a 4.36 metre setback at the fourth floor. The rear-yard setback to the north is 6.2m for the cantilevered portion of the ground floor and reducing to 4.38 metres from the 2nd to 16th storey. The interior yard setback is 1.25 metres to the west and steps back an additional 2.2 metres after the third-floor. Along the south façade, the building steps back incrementally after the first, third, and ninth storeys and provides a total setback of 11.5 metres for the tower portion of the building from Somerset Street West.

The main entrance and lobby are in the southwest frontage of the building, fronting Somerset Street West. The ground floor will host key amenity space such as a lobby lounge area, bicycle parking room, office/amenity space, service areas, and 251 square metres of commercial space with front on both Somerset and O'Connor. The commercial units will also have an opportunity to provide a patio area and would be consistent with the line of patios already on the north side of Somerset St. West. Direct exterior access to the bike storage and garbage rooms are by the access lane on the north end of the building, sheltered by the building's cantilever above.

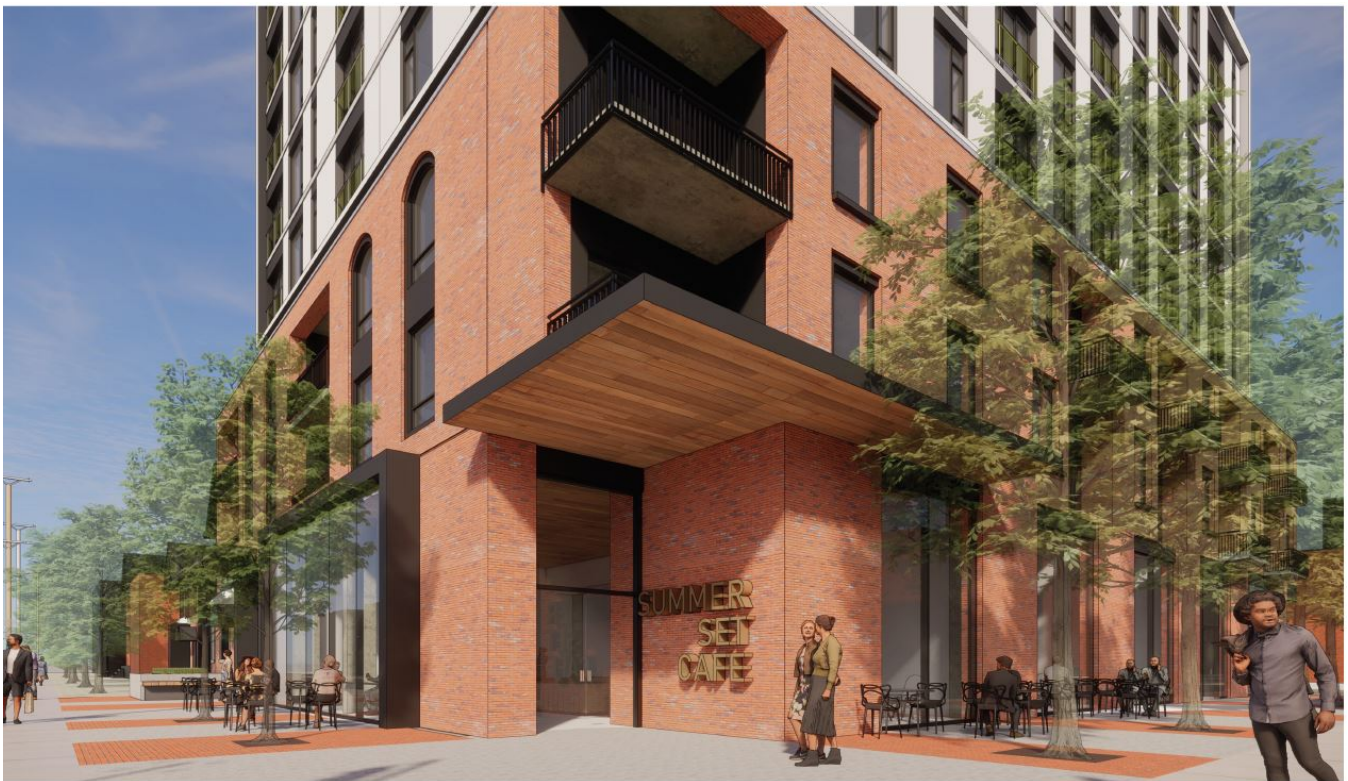


Figure 8: View of the Proposed entry from O'Connor Street

The proposed design includes a three (3) storey underground parking garage that includes 67 parking spaces and is accessed via a garage ramp via O'Connor Street to the northeast. Of the 67 spaces, 13 spaces are proposed as visitor spaces, while the balance of the spaces will be for residents resulting in a residential parking rate of 0.48 spaces per unit. No parking is proposed for the retail component of the building. This allows the building to contribute to neighborhood animation through pedestrian-friendly and human scale experiences of this intersection.

Bike parking has been included at grade in both buildings with additional parking to be provided in the underground parking garages. A rate 0.78 bicycle parking spaces per dwelling unit is proposed 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.

Amenity space will be provided through a combination of private balconies, indoor communal spaces, and an exterior rooftop terrace at the tenth level as well as atop the building. Indoor amenity space is provided in association with the rooftop patio space on floor ten as well as within the podium of the building. A large communal amenity space dedicated to a collaborative and communal workspace is also provided on the ground floor level. In total 945m² of amenity space is provided with 581m² for communal use.

As the project is within the Centretown Heritage Conservation District, the proposal is subject to heritage approval. As such the Architect team has worked collaboratively with the heritage consultant to create a ground floor and podium experience that reflects the scale and material character of the street. The 3-storey podium reflects influences from the existing streetscape through the strategic play of mass and voids, language of window openings, and materiality. Architectural detail and respect of the rhythm and pattern of existing buildings are reflected in the alignment of the podium height, and articulation of windows, doors and detail trims. The use of red masonry is drawn from the prominent use of brick along that section of Somerset St. W. The building has been setback at the 4th storey above the podium to further recognize the predominant and noticeable building datum line along the street and to achieve a human scale experience.

The landscape plan submitted as part of this application provides for a robust planting program including newly planted deciduous trees within soil-cells framing the perimeter of the site.



Figure 9 Proposed building rendering looking east from Somerset Street West.

3.1 Design Statement

As mentioned, the proposed development will be a 16-storey residential tower fronting onto Somerset Street and O'Connor Street, consisting of a three-storey red brick podium that wraps around the entire base. At the fourth floor, the footprint is recessed and further defined by a dark finish providing a physical and visual break. The fifth to the ninth floor are treated with a light off-white brick while the upper 7 floors are further set back from Somerset in a darker grey finish.

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 low-rise buildings, while the upper portions of the building 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 10: 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 five (5) metres in height, the ground floor area offers a comfortable sense of enclosure and positively frames the public right-of-way along.

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. Given the site's context and existing materiality on nearby buildings, brick has been chosen for the exterior cladding of the proposed building podium. The upper storeys transition to predominantly glass and contrasting dark and light paneling to reduce the visual mass of the building.

The proposed tower portion of the building will provide a floor plate of 590 square metres. These floor plates will minimize shadow and wind impacts, loss of sky-views, and allow for the passage of natural light into area and living spaces. The floor plate size, in part to be mindful of the policy context of the Centretown Secondary Plan, is considerably

smaller than the target floor plate size of 750 square metres noted in the Ottawa Official Plan and the City's Urban Design Guidelines.

The two (2) ground floor commercial spaces front the two (2) intersecting streets and offer at grade barrier-free access from the public sidewalks. Both spaces have the potential to offer attractive exterior patio areas which will supplement the pedestrian experience of the intersection. Pedestrian weather protection is also offered at the intersection near the traffic lights in the form of canopies, also supplementing this public corner site intersection with this architectural expression at the corner of the building.

3.1.1 Development Feasibility to the North

The properties immediately abutting the subject lands to the north are designated for high-rise development in the Centretown Secondary Plan. However, for the reasons detailed below, it is not anticipated that high-rise development could feasibly occur on these properties. The below analysis is provided in the context of assessing the appropriate tower separation to the north property line.

/ Heritage Considerations

The two (2) buildings noted below as Buildings B and C are designated under Part 5 Ontario Heritage Act and are "contributing" buildings in the Centretown Heritage Conservation District. In the Centretown CDP, the two (2) buildings at 354 and 356 Cooper Street are indicated as Group 1 and Group 2 buildings respectively, from a heritage conservation standpoint. The CDP states that all Group 1 and 2 heritage structures must be preserved and sensitively integrated into any new development proposal. This is especially important given that where Somerset Street West is almost completely intact from a heritage perspective, only 354 and 356 Cooper Street represent the original character of the street currently.



Figure 11 Heritage Considerations on Cooper Street.

/ Urban Design Guidelines for High-Rise Design Buildings:

The Ottawa Urban Design Guidelines for High-Rise Buildings establish minimum lot areas (Section 1.16) for sites that can reasonably accommodate high-rise development. The guidelines state that when a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back and that for a corner lot and that a minimum lot size of 1,350m² is required to accomplish these objectives on corner lots. Further, regarding tower separation, Section 2.26 of the guidelines state that in the Central Area where lot fabric is tight, a separation distance to a minimum of 15 to 20 metres may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades.

As demonstrated in figures 12 and 13 below, the properties immediately to the north (246 O'Connor, 354 Cooper, and 356 Cooper) of the subject lands cannot achieve these guidelines. In fact, at 1,085 square metres, the lot size for the three properties combined is only 80% the size of the established minimum area within the guidelines. Figure 13 further indicates that to achieve the required separation distances for a high-rise building would represent approximately half of the site depth. Architecturally speaking, it is therefore anticipated that only a small tower footprint (less than 450 square metres) could reasonably fit on these properties which would not represent a feasible building program.



Figure 12 Comparative lots sizes.



Figure 13 Building separation distance demonstration plan.

/ New Development

The properties to the north-west of the subject lands (Block E and D on Figure 12) have been developed within the last 20-years (2001). Although the required lot area and separation distances could be achieved it is not anticipated that redevelopment will occur on these properties in the foreseeable future.



Figure 14 Newer 7 and 11-storey buildings with frontage along Cooper Street.

It is Fotenn's opinion that the proposed northern rear-yard setback of 6.2m for the cantilevered portion of the ground floor and the 4.38 metres tower setback for the 2nd to 16th storey is reasonable and appropriate, summarized below:

- / The properties to the north along Cooper Street are characterized by recognized heritage buildings, intended to remain in situ, restricting development opportunities on the lots;
- / Despite the high-rise designation in the Centretown Secondary Plan, the lots, even if combined would not meet the area criteria for a high-rise development;
- / Abutting mid-rise buildings along Cooper Street restrict further land assembly. Even if consolidated, the lands further west along Cooper Street are far removed from the Gemstone lands and would have no policy implications for tower separation.
- / The land area for the heritage properties, as per the analysis prepared by Figurr Architects would have a limited redevelopment options and a very constrained tower floor plate (less than 450 square metres). The three (3) lots are considerably shallower than other lots further west along Cooper Street, developed with mid-rise buildings.

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 housing within the Centretown neighbourhood, in proximity to the downtown core's employment opportunities, amenities and services.

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 (8) 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 on 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 buildings.

The proposed development seeks to intensify the subject property with a high-rise development 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. 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 675 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).

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

The Official Plan identifies specific land use designations, including the Central Area, Mixed-Use Centres, and Mainstreets, as target areas for intensification given their location on the rapid transit and transit priority network as defined by Schedule D of the Official Plan. Minimum density targets for many of these areas are defined in Figure 2.3 of the Official Plan; however, Policy 8 of Section 2.2.2 states that for Traditional Mainstreets such as Somerset Street West, the density targets are contained in the 2006 “Residential Land Strategy”. Figure 34 of this strategy specifies a target of 575 new dwelling units from 2006 to 2031, with 350 of those units targeted between 2021 and 2031, and an additional 150 dwelling units post-2031. Per policy 8 of Section 2.2.2, these targets are intended to inform the community design process and other planning processes.

The proposed development contributes to the achievement of the targeted intensification for the Somerset Street West Traditional Mainstreet to 2031.

4.2.2 Land Use Designation

The subject property is designated “Traditional Mainstreet” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. The Traditional Mainstreet designation encourages a mixed-use, compact, and pedestrian-oriented development pattern. The policies of the designation encourage more compact forms of development, a lively mix of uses, and a pedestrian-friendly environment.

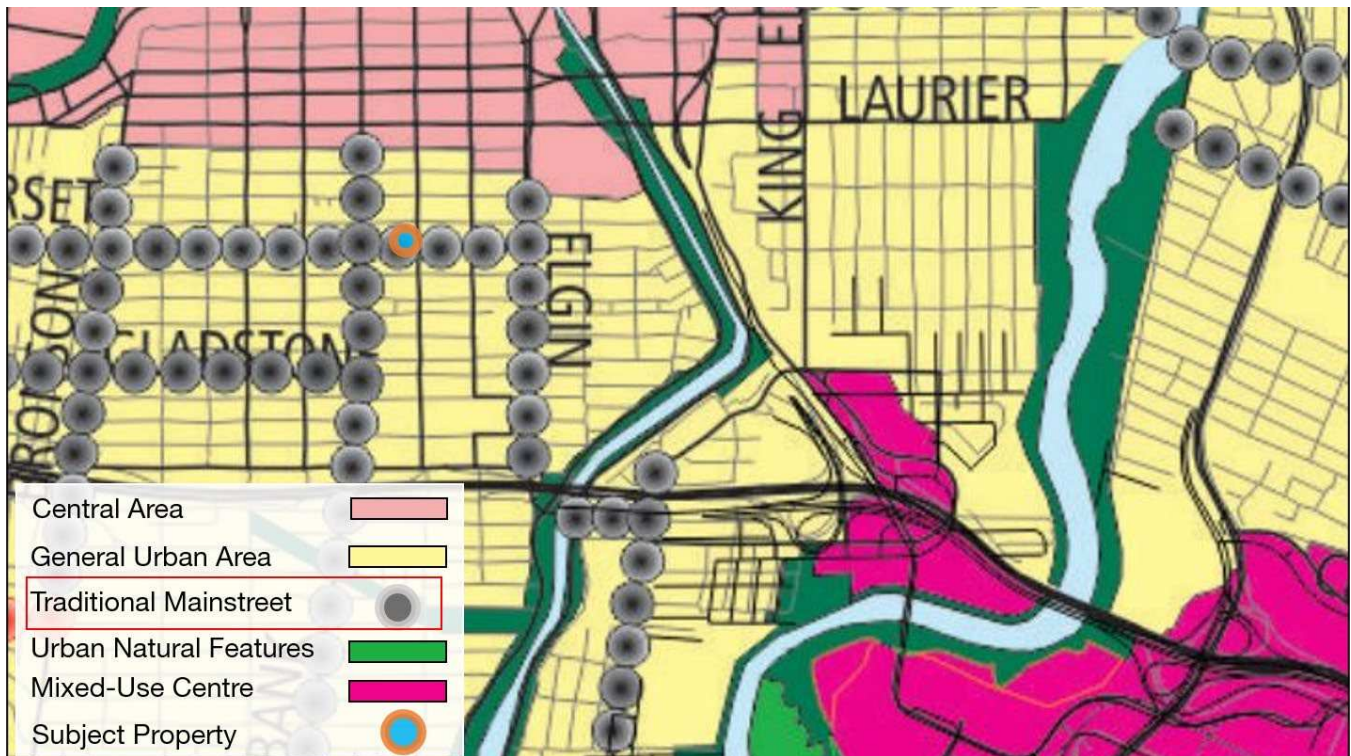


Figure 15: Excerpt of Schedule B from the Official Plan (Urban Policy Plan)

Policy 1 of Section 3.6.3 states that Traditional Mainstreets are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit, and automobile. Traditional Mainstreets will also fulfill and take advantage of their multi-modal transportation corridor function. Per policy 5, a broad range of uses is permitted including retail and service commercial uses, offices, residential, and institutional uses.

The development provides a compact, mixed-use, high-rise building, that will contribute to the provision of a varied mix of residential units to foster a vibrant and diverse community in proximity to key amenities and the transit system. The proposed development is in proximity to existing amenities and services that can be accessed by active transportation. Limiting on-site vehicular parking and providing ample bike parking will encourage residents to meet their day-to-day needs within the community. The proposed residential and retail uses conform to the vision for Traditional Mainstreets.

The proposed development will contribute to the available 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. The proposed development has been designed to build upon the desirable patterns of the surrounding community while also creating a desirable addition to neighbourhood. The ground-floor of the building provides space for small, neighbourhood focused commercial/retail uses which will complement and serve residents of the building and the surrounding community.

Policy 3 states that the Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. [Amendment #150, LPAT October 22, 2018].

As per policy 3, for this application it has been assumed the entirety of the subject lands (311 Somerset Street W, and 234/236 O'Connor) are designated Traditional Mainstreet on Schedule B.

Policy 9 states that on Traditional Mainstreets surface parking will not be permitted between the building and the street. Per policy 10, redevelopment and infill are encouraged on Traditional Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposed development transforms an existing underutilized lot to facilitate a redevelopment that brings residential and commercial intensification to the area and to a high-profile corner lot, while also respecting the existing neighbourhood character and heritage inventory. The site layout and building design incorporates an approach that improves the public interface along Somerset Street West and O'Connor Street, with building elements and treatments that define the street edge. The ground floor features large amounts of glazing and opportunities for direct access from retail spaces to the pedestrian sidewalk.

Policy 11 of Section 3.6.3 states that the Official Plan supports mid-rise building heights (i.e., Up to 9 storeys) on Traditional Mainstreets but acknowledges secondary plans may identify circumstances where different building heights may be permitted. Building heights greater than 9-storeys will only be permitted through a Secondary Plan.

The proposed sixteen (16) storey building height generally conforms to the Centretown Secondary Plan policy. As discussed in greater detail in Section 4.3 of this report, while the Secondary Plan policies applicable to these lands identify an opportunity for increased height for a portion of the site and therefore, a site-specific amendment to the Secondary Plan only is proposed to permit the proposed building height further south on the subject lands.

Aligned with the intent of the Official Plan, the proposed building is designed with a prominent mid-rise (9-storeys) feature fronting Somerset Street West which is setback 4.2 metres from the front property line. The sixteen (16) storey tower portion is setback an additional 7.3 metres (11.5 metres total) to ensure the building appropriately interfaces with the traditional mainstreet and provides a fitting scale that positively frames the public realm.

The proposed development contributes to the continued development of a compact, mixed-use, and pedestrian-oriented Traditional Mainstreet along Somerset Street West. The proposed building will enclose the street edge and the built form will ensure an appropriate scale for the pedestrian realm which complements the existing built-form of Somerset Village to the west. The ground floor will feature active uses and ample glazing to activate the public realm and add visual interest to the street. Finally, the building height is appropriate given the location of the site at a gateway corner and given the compatibility of the building with the existing character and planned function of the area.

The subject property is suitable for a taller building. The subject property fronts onto Somerset Street West and O'Connor Street (designated Arterial Roadways on Schedule E) and is located 675 metres walking distance from Parliament Transit Station on the Confederation Line. The subject property is also located in an area characterized by taller buildings in close proximity. 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.

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 underutilized property characterized by surface parking along the street today, enclosing the street edge and improving the public realm with active uses at-grade and a mix of residential units above. The three-storey podium portion of the building has been designed to reflect and complement the existing character along Somerset Street West while offering a modern interpretation of this character and creating a distinct entry feature for Somerset Village with active and accessible space at-grade.
To define quality public and private spaces through development.	<p>The proposed development animates the street edge with a three-storey podium that features an appropriate scaled, 5 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.</p> <p>The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the podium, the rooftop amenity space is adequately setback from the buildings exterior walls and will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and a communal amenity room within the building.</p>
To create places that are safe, accessible and are easy to get to.	The proposed development has been designed to strengthen the existing vibrant pedestrian environment along Somerset Street West and O'Connor Street. As a site within walking distance of numerous key services, amenities, and employment opportunities and with a convenient access to Ottawa's light rail rapid transit network, and along a bi-directional protected bicycle lane, residents and visitors will be able to easily access the site. A high amount of glazing along the frontage will ensure eyes on the street for safety.
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. The podium massing and fenestration pattern reflects the existing building form along this portion of Somerset Street West.</p> <p>The high-rise building form 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 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 at-grade commercial space provides opportunities for locally focused uses.</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.

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.	<p>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 ninth floor, and materiality to achieve compatibility with the surrounding properties 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 5-metre-high ground floor provides an appropriate scale for the pedestrian realm.</p> <p>The proposed development has a low-rise podium and slender high-rise tower form that is compatible with the existing context in Centretown and in defining this street as an edge to the Somerset Village corridor. The building utilizes a compact tower footprint above the ninth-floor to provide transition and ensure an appropriate scale along the street.</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 building design includes a prominent front entry feature for the residential building along Somerset Street West and creates opportunities for commercial entries directly from the sidewalk. The building features a significant amount of glazing to interface with adjacent properties.</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 buildings to minimize impacts on the public realm. Access to the

		underground parking and service facilities is located via O'Connor Street at the northern boundary of the lands. As the bi-directional bicycle lane on O'Connor Street is located on the east side of the ROW, there are no anticipated issues between the two,
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.	<p>A shadow study has been prepared by Hobin Architecture as part of the applications to assess the impact of the proposed development on adjacent properties.</p> <p>The proposed 590m² tower floor plate reduces impacts on surrounding properties. The tower layout generates a smaller shadow footprint that is narrow and fast moving throughout the day.</p> <p>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 lands (including sidewalks, building access points), will be acceptable for the intended pedestrian uses throughout the year.</p>
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.	<p>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 dark ribbon at level 4, and a masonry cladding, establishes an appropriate scale along the street. The tower steps 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 west property line provide separation from the adjacent uses.</p> <p>These design elements serve to transition the building and create an appropriate scale and transition to the low-rise residential properties to the north.</p>

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 commercial 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. Responsibility for tower separation shall be shared between abutting properties.	<p>The proposed development incorporates a base, middle and top and the tower steps back from the podium below. The proposed development accounts for the potential of future development to the north or west. Given the existing heritage buildings directly north, the existing lot fabric with narrow lots, and the recently constructed mid-rise buildings to the north-west, it is not anticipated that high-rise development is feasible on the lots immediately north of the subject lands.</p> <p>The proposed development includes a tower floor plate 590 square metres which reflects the design guidelines for residential towers which establish a maximum floor plate size of 750 square metres.</p>
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.

		The studies submitted with this application indicate that the slender tower design and low-rise podium ensure that shadow and wind impacts to the established residential properties in the area are minimally impacted with only brief periods of the day where shadows are cast on individual property's amenity space.
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.	<p>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.</p> <p>The proposed development includes amenity area for residents through private balconies, a communal amenity room within the fourth floor, and a rooftop amenity space atop the podium and top floor.</p>
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 five (5) metre high ground floor 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 frontages along the public right-of-way.
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)	A strong street edge along Somerset Street West and O'Connor Street will be created through at-grade uses and using a design that complements the existing character and maintains a pedestrian scale.

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11. Pursuant to Policy 1 of Section 4.11, this report also constitutes a Design Brief as required as part of the Zoning By-law Amendment application package.

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.



Figure 16 Community Character and Heritage Considerations Design Process.

The report concludes that the proposed redevelopment of the subject property will not negatively impact those nearby registered heritage buildings or the overall character of the neighbourhood. The CHIS concludes that the height of the podium 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 tower 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 timeline for this review is detailed below:

- / Most of the draft Plan was released on November 20th, 2020. It is our understanding that comments on this draft are due by February 17th, 2021.
- / The Staff Report pertaining to the Urban Boundary Expansion evaluation and the Industrial and Logistics Lands Strategy was debated at a Committee meeting on January 25 and 26 and will go to Council on February 10.
- / A second draft of the OP is expected to be released in June 2021.

- / Adoption of the new Official Plan by Council is planned for September 2021, after which the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

The City of Ottawa has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that will create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification (now referred to as "regeneration" than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

The subject lands are designated Minor Corridor within the Downtown Core Transect within the Draft Official Plan. The draft OP states that a minimum density is 80 to 160 units per net hectare is required on minor corridors depending on the corridor with no specific density provided for this portion of Somerset Street West. In general, heights ranging from seven (7) to nine (9) storeys are permitted on Minor Corridors in the Downtown Core, unless a Secondary Plan or Area Specific Policy specifies a greater or lesser height.

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	The proposed development respects the character of the surrounding area in its architecture and materiality, including the nearby heritage designated properties and the character of the Heritage Conservation District Overall. 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.

	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 design porosity that is appropriate for this location.
Accommodate Residential Growth	The proposed development includes 140 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. The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed above with steps taken to mitigate any impacts.
Accommodate a Diverse Population	The proposed development will add needed 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.
Reinforce and Promote Commercial Activity	The proposed development includes a small, neighbourhood-serving retail component at-grade along Somerset Street West and O'Connor Street and will bring new residents to the neighbourhood who will support existing commercial businesses along the Somerset, Bank and Elgin mainstreets.
Enhance the Public Realm	The subject lands are currently underdeveloped and utilized for surface parking. The proposed building at this prominent corner will dramatically improve on the existing condition and provide for a vibrant, well-designed public interface along this portion of the Somerset Village corridor. The proposal retains the urban grain and scale of the neighbouring heritage buildings, with glazing, traditional unit masonry finishes, increased ground to ceiling height on the ground floor, and commercial glazing which all contribute to improvements to the public realm. Moreover, the extended sidewalk and street trees carry the public improvements to the corner of Somerset and O'Connor.
Encourage Walking, Cycling, and Transit Use	The proposed development includes a low parking ratio (0.48 spaces/unit) and includes ample bike parking spaces (110 spaces) to encourage cycling and will integrate with the existing pedestrian network in Centretown. The site is also located 675 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.
Promote Design Excellence	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 and design, fenestration pattern, reflects the heritage of Centretown while also providing a modern building. The public realm interface along Somerset Street West and O'Connor Street has been conceptualized as a vibrant gathering space within Centretown.

4.4.1 Land Use Designation

Per the Secondary Plan and CDP, the subject property is partially located within the both the Central and Northern Character Area on Annex 1 of the plan. 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. Further, the Northern Character Area designation is meant for areas of high-density development planned for more residential and mixed-use intensification in mostly tall buildings that frame and enliven adjacent streets.

Both the Northern and Central Character Area include several land use designations. Schedule H1 of the Secondary Plan identifies the subject property as “Apartment Neighbourhood” on the northern portion of the site and Traditional Mainstreet to the south.

As per the policy framework, this area is expected to continue to evolve to accommodate more residential and mixed-use development that reflects and complements the many historic buildings and streetscapes in the area. The Secondary Plan states that compatible intensification can occur on underutilized and vacant sites in Apartment Neighbourhoods and should minimize impacts and provide transition to lower-scale areas.

Section 3.4.1 of the Secondary Plan indicates that new development or modifications to existing buildings should reinforce the established character and establishes the following objectives:

1. Protect identified heritage buildings, streetscapes and areas;
2. Rehabilitate, conserve and re-use buildings with heritage value;
3. Preserve and reinforce the character of stable, valued neighbourhoods and main streets;
4. Ensure the scale, massing and design of new development respects the character of surrounding established areas with concentrations of heritage buildings;
5. Preserve irreplaceable, valued architectural styles.

Further Section 3.4.2 speaks to appropriate accommodation of residential growth within the Secondary Plan area. This section directs the majority of growth to the northern area where high-density development already exists and states that growth will also continue to occur where intensification will have minimal or no adverse impacts on established, low-rise neighbourhoods.

Per policy 3.9.4.3 of the Secondary Plan, low and mid-rise building heights are generally encouraged within the Central Character Area with increasing heights in the Northern Character Area. Per Schedule H2, buildings up to nine (9) storeys are permitted on the southern portion of the subject property. Lands to the north, south, and east are all also intended to be developed with mid-rise to high-rise buildings. The northern portion of the lands permits building heights up to sixteen (16) storeys.

Notwithstanding the direction on heights in policy 3.9.4.3 above, Policy 3.9.4.4 states that where a high-rise building is introduced in the Central Character Area, provisions described in Section 3.9.3.3 and 3.9.4.3 above shall apply as discussed below. [Amendments #117 and #125, OMB Order File #PL130619, September 30, 2016].

Regarding the portion of the subject lands within the Northern Character Area policy 3.9.2.3 states that buildings of varying heights shall be encouraged in the Northern Character Area. The maximum heights (16-storeys), identified in Schedule H2, are intended to achieve a transition to the mid-rise and low-rise areas to the south. Further, proposals for development in the Northern Character Area shall be guided by the Built Form Guidelines in the Centretown CDP.

These guidelines, together with other applicable Council approved Design Guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown.

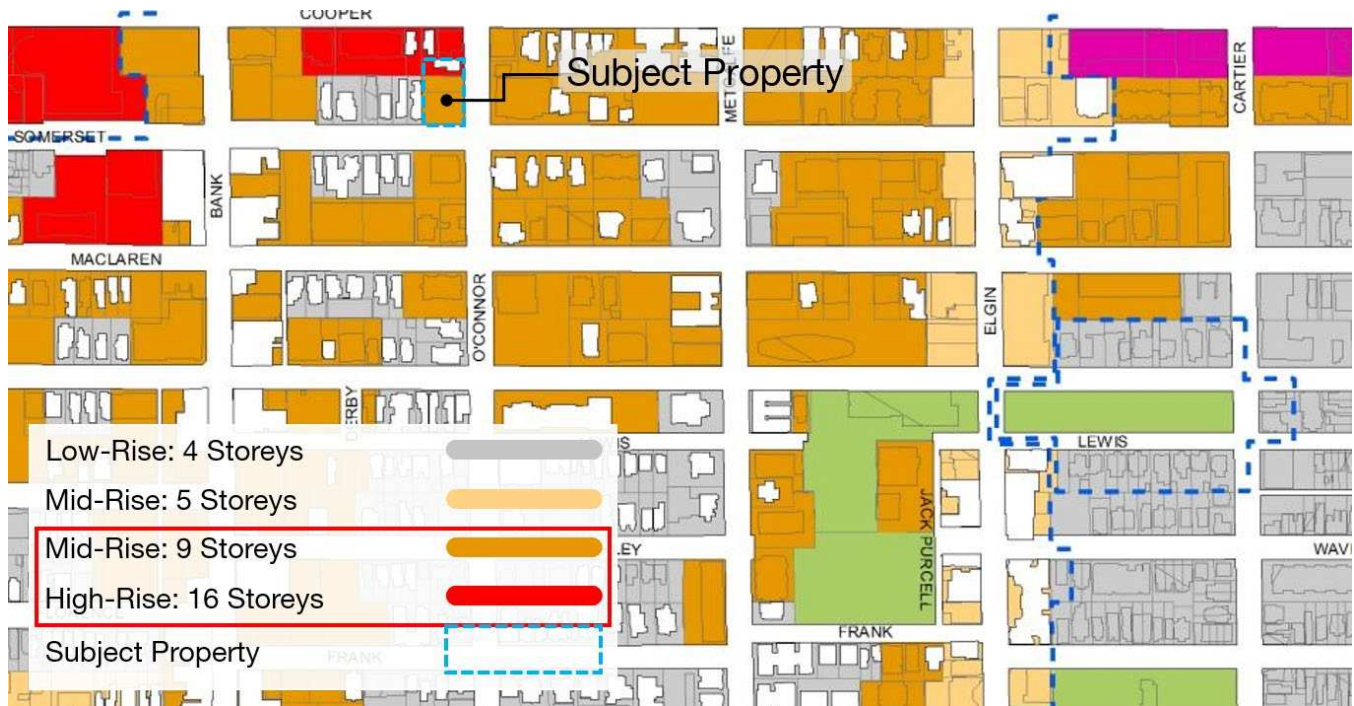


Figure 17: Centretown Secondary Plan Schedule H2 - Maximum Building Heights.

All development is to be guided by the Built Form Guidelines in the CDP, discussed below. As mentioned above, 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 to high-rise buildings and is in an area that is already characterized by several taller buildings.

The proposed building respects the intent of the land use designations of Schedule H1 by proposing a form and height of nine-storeys on the southern portion of the lands where mid-rise buildings are generally encouraged and transitions to sixteen (16) storeys to the northern portion of the subject lands where the Secondary Plan envisions increased building heights.

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, which is up to sixteen (16) storeys for the subject properties.

The current applications include a site-specific Zoning By-law Amendment application.

The CDP and SP provide a Heritage Approach (Section 6.5), and a heritage context that provides guidance for new buildings that are located adjacent to a heritage building or streetscape.

The submitted CHIS concludes that the programming of the base of the proposed building is well thought out and suits the street. The wide sidewalk on Somerset and level of animation at grade will add to the Somerset Village place making and integration into the neighbourhood.

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 two (2) street frontages and low-rise development to the north.

4.4.2 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 tower sits on a well-defined podium;
- / The tower has a maximum floorplate size of 590 square metres;
- / The tower generally steps back 1.5 to 2 metres from the podium below, except at strategic locations intended to add architectural interest;
- / The tower is set back from adjacent low-rise areas;
- / The tower has no blank walls;
- / The tower utilizes a mix of materials, articulation, and integrated balconies; and,

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

Finally, Policy 3.11.3.1 of the Secondary Plan indicates that the City will initiate various undertakings to implement land use and site development policies of the Plan including Zoning By-Law Amendments consistent with the land use and built form policies of the plan.

The proposed use and height are consistent with the planned function of the area as established in the Official Plan and Secondary Plan and provides for a residential use as indicated in the zoning context for the site. The proposed development has been informed by the Built Form Guidelines of the CDP and Secondary Plan and by the other applicable design guidelines. The proposed development respects the intent of the height maximums established in Schedule H2 and is surrounded to the north, and, east, and west by lands that are developed with mid- to high-rise buildings further ensuring that the proposed modest height increase will not negatively impact the existing character of the area.

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. 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];
- / Given the subject property's location within an emerging downtown district the proposed development will enhance the characteristics of the skyline [1.3];
- / A transition to lower-profile development is facilitated through the use of setbacks lot lines, step backs and articulation cuts as well as the 3-storey podium base (1.12).
- / The subject property abuts the public realm on two (2) 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 abutting public space [2.1];
- / The design of the upper floors will 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 [2.13];
- / The height of the podium is appropriate for the site [2.15];
- / The podium has a height of three (3) storeys [2.17];
- / The base of the proposed buildings is appropriately expressed given the width of the abutting ROWs and the nearby low-rise built-form (Guideline 2.18, 2.19).
- / 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 floor is highly transparent [2.23];
- / The tower portion of the design provides a floor plate of 590m² which is below the maximum tower floorplate recommendation within the guidelines and will assist in reducing impacts from shadow, overlook, and massing (Guideline 2.3.a, 2.24).
- / The tower has no blank facades [2.28];
- / The middle portion of the building steps back from the base to allow the base to be the primary defining element for the site (Guideline 2.29).
- / Portions of the tower extend straight down to the ground to address street corners [2.30];
- / Tower has been designed to minimize wind and shadow impacts [2.31];
- / 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 [3.12];
- / Parking is located underground [3.14];
- / All servicing and loading are 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 Urban Design Guidelines for Traditional Mainstreets

The Urban Design Guidelines established for Traditional Mainstreets are a Council-approved set of guidelines intended to provide urban design guidance at the planning application stage to assess, promote and achieve appropriate development along Traditional Mainstreets.

The proposed development meets applicable design guidelines in that the building:

- / Promotes development that will enhance and reinforce the recognized or planned scale and character of the street.
- / Provides a mid-rise building height to the front of the property to frame the public realm along the Traditional Mainstreet;
- / Achieves high-quality built form and strengthens building continuity along a Traditional Mainstreets.
- / Aligns the building with the average setback of the adjacent buildings in order to create a visually continuous streetscape.
- / Uses periodic variations to add interest to the streetscape.
- / Designed with architectural detailing and respects the rhythm of existing mainstreet.
- / Uses large clear windows at-grade to maintain a pedestrian-focused public realm.
- / Provides pedestrian weather protection through the inset lower portion of the building.

The proposed development achieves the objectives of the design guidelines by fostering compatible development that locates building frontage along the Traditional Mainstreet and will contribute to the planned character of the street and achieve high-quality built form with a sense of identity and a human scale.

Further, the proposed development provides a gateway by proposing a high-quality architecture for the building that is appropriate for the gateway location at the eastern entrance of Somerset Village.

4.7 City of Ottawa Zoning By-Law

The subject property is currently split zoned with 234 O'Connor zoned, "Residential Fifth Density, Subzone B, Exception 482, with a Maximum Floor Area Ratio of 3.0 (R5B[482] F3.0)" and 311 Somerset Street West and 236 O'Connor Street zoned, "Traditional Mainstreet", Exception 2185 (TM[2185]) in the City of Ottawa's Comprehensive Zoning By-law (2008-250)

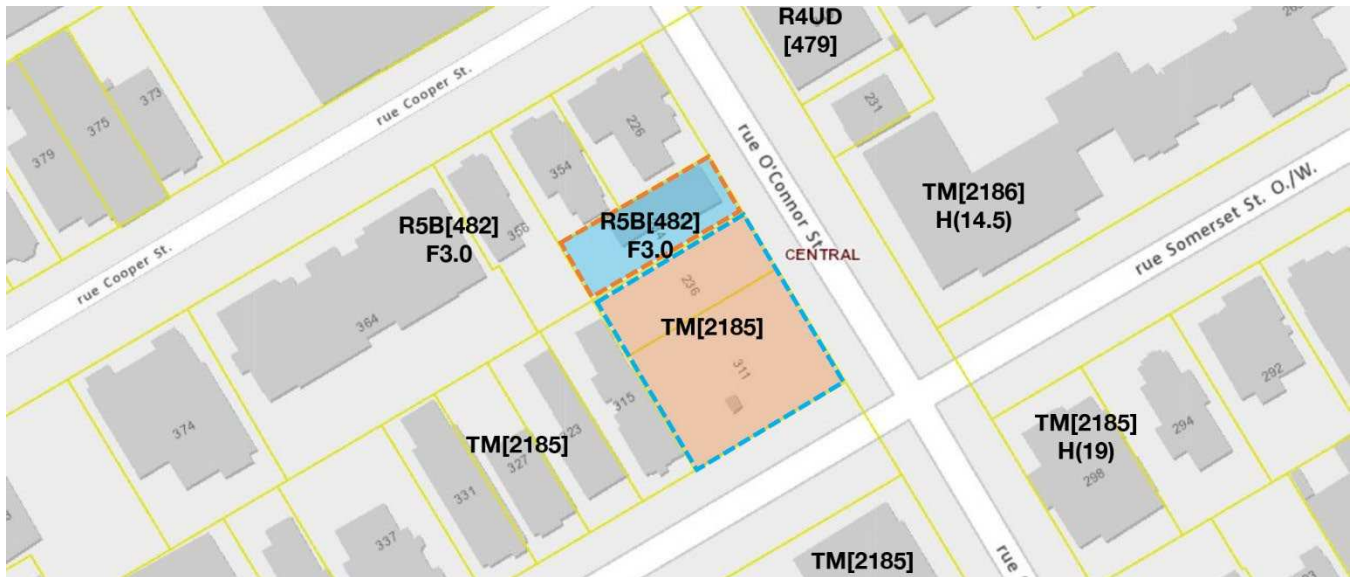


Figure 18: Excerpt from the City of Ottawa's Zoning By-Law Map.

The intent of the Residential Fifth Density Zone is to accommodate a wide mix of residential building forms ranging from detached to mid-high rise apartment dwelling. The R5B Zone is applied to allow a wide mix of residential building forms and heights 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 intent of the Traditional Mainstreet Zone is to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings, in areas designated Traditional Mainstreet in the Official Plan and to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile. The TM Zone will impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The proposed Zoning By-law Amendment would rezone the entire subject lands to the "Traditional Mainstreet" Zone, Exception XXXX, Schedule YYY (TM[XXXX] SYYY)" to permit the proposed development.

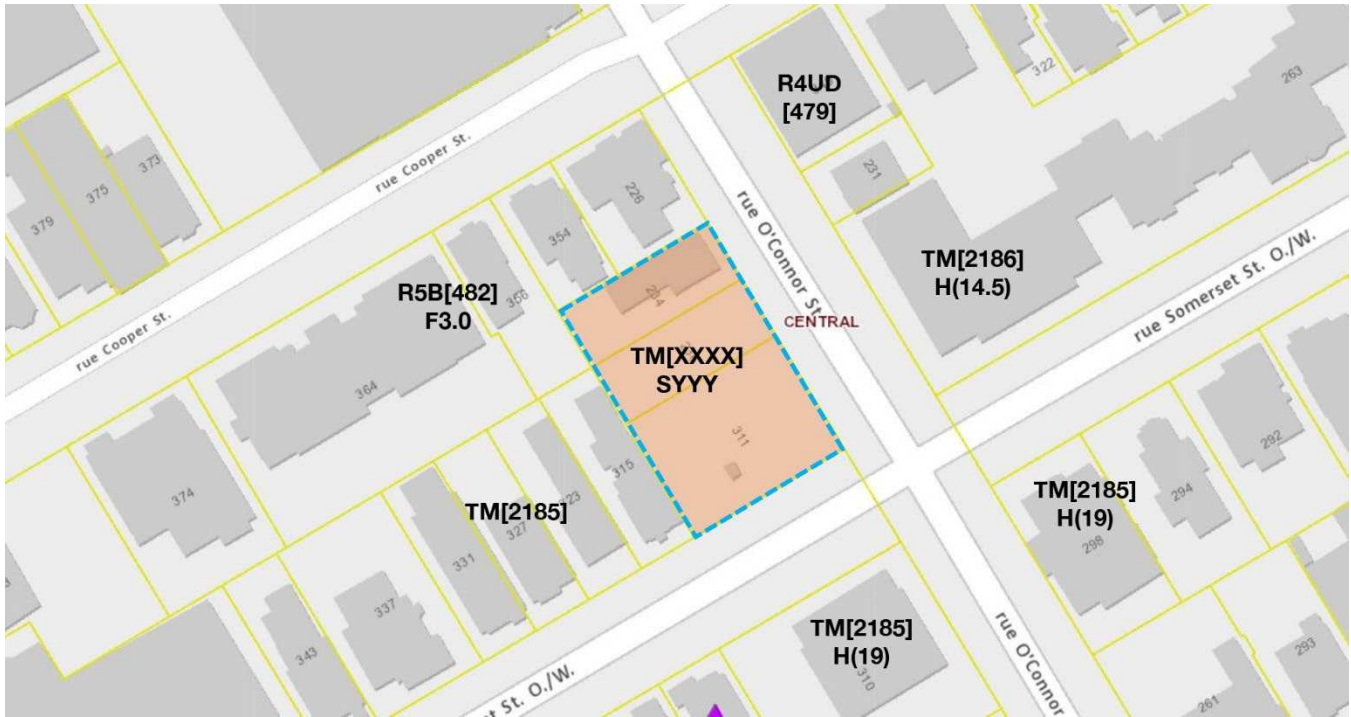


Figure 19 Proposed zoning for the subject lands.

The proposed development is compared to the provisions of the TM zone in the table below:

Provision	Required	Proposed	Compliance
Minimum Lot Area	No minimum	1,372.3m ²	✓
Minimum Lot Width	No minimum	30 metres	✓
Front Yard Setback	Maximum: 2m - in the case of a hydro pole, the setback may be 2 metres, and from a high voltage power line, the setback may be 5 metres for that portion of the building affected by the high voltage power line. Minimum: - No Minimum at-grade; Any part of a building above 15 metres: 2 metres;	At-Grade: 2.58m Hydro lines allow increased setback. Above 15 metres: Exceeds 2 metres	✓ ✓
Minimum Interior Side Yard Setback	No minimum	1.25m	✓

Provision	Required	Proposed	Compliance
Minimum Corner Side Yard Setback	3m below 15m of height	Below 15 metre height: 2.54 metres	X
	Additional 2m above 15m of height	Above 15 metre height: 4.36	X
Minimum Rear Yard	7.5m	6.2m At Ground Floor 4.38m Second Floor and Above	X
Building Height	Minimum: 6.7m Maximum: 15m	Greater than 6.7 metres 50.9 metres	✓ X
	Where the building is greater than 15m/4 storeys, the building must be setback 2m more than the provided setback below	Setback greater than 2 metres.	✓
	Angular Plane	Does not apply when abutting R5 zone.	N/A
Minimum Width of Landscaped Area	Abutting a Residential Zone: 3m or 1m with a 1.4m opaque fence All other instances: 0m	Less than 1m provided at rear. 1.2 metre buffer provided for interior side yard.	X
Façade – Active Entrances	The facade facing the mainstreet must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	Multiple Active Entrances	✓
Façade – Transparent Windows and Active Entrances.	A minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances; and where an active entrance is angled on the corner of the building, such that it faces the intersection of the main street and an intersecting side street, it is deemed to face the main street.	Along Somerset St. W: 53% Along O'Connor St.: 56%	✓ ✓
Amenity Area 6m ² per unit; Minimum 50% communal	Total: 840m ² Communal: 420m ²	Total Amenity: 945m ² Total Communal: 581m ²	✓ ✓
Parking Provision and Dimensions			
Minimum Parking Requirements Area X Minimum: Residential: 0.5/unit after 12 units	Residential: 64 Spaces Res. Visitor: 13 Spaces No Retail Required	Residential: 54 Spaces Visitor: 13 Spaces Retail: 0	X ✓ ✓

Provision	Required	Proposed	Compliance
Visitor: 0.1/unit after the 12 units; maximum 30 visitor spaces/building Retail at grade – 500m ² or less: No requirement	Total: 77 Spaces	Total: 67 Spaces	
Driveway Width	6m	6 metres	✓
Drive Aisle Width	6m	6m	✓
Parking Space Dimensions	Minimum width: 2.6m Minimum length: 5.2m	Minimum width: 2.6m Minimum length: 5.2m	✓
Minimum Bicycle Parking Requirements Residential: 0.5 spaces/unit Retail: 1 space/250m ²	Residential: 70 spaces Retail: 2 spaces	Residential: 110 Spaces	✓
Minimum Aisle Width for Bicycle Parking	1.5m	1.5m	✓
Bicycle Parking Space Dimensions (Horizontal)	Minimum width: 0.6m Minimum length: 1.8m	Minimum width: 0.6m Minimum length: 1.8m	✓
Bicycle Parking Orientation	Maximum 50% may be vertical	Maximum 50% may be vertical	✓
Loading Space	No loading space required for residential uses or for less than 1000 m ² commercial space		
Permitted Projections			
Permitted Projections above the Height Limit	Permitted Projections include: / mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014-94). / landscaped areas, rooftop gardens and terraces and associated safety guards and access structures.	The building design adheres to the established permitted projections as outlined in the zoning by-law.	✓
Permitted Projections into required yards	Ornamental Elements: 1.2 m, but not closer than 0.6 m to a lot line. Canopies and awnings: / a distance equal to ½ the depth of a front,		✓ ✓

Provision	Required	Proposed	Compliance
	rear or corner side yard but not closer than 0.6 m to a lot line, and / 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line.		
Right-of-Way			
Hydro Clearance	6 metres	6 metres	✓
Corner Triangle	TBD	5x5	✓

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the TM 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.

4.7.1 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. Section 60 of the Zoning By-law states that despite the provisions of the underlying zone, the following provisions apply to land uses within an area affected by a heritage overlay. The proposed development does not trigger additional provisions under Section 60 of Zoning By-law (2008-250).

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 Schedules H1 and H2 of the Centretown Secondary Plan. The OPA would amend the land use designation of Schedule H1 to “Traditional Mainstreet” and amend the maximum height provisions of Schedule H2 to permit sixteen (16) storeys on the entirety of subject lands.

The site-specific Official Plan Amendment will recognize the full development potential of the subject property by applying a consistent land use designation on Schedule H1 and maximum height provisions of Schedule H2 on the entirety of the subject lands. The required amendment is 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 “Traditional Mainstreet, Exception XXXX, Schedule YYY (TM[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.

5.2.1 Proposed Zoning By-law Amendment

To facilitate the proposed development, the Zoning By-law Amendment proposes the following site-specific exceptions:

- / **Apply the Traditional Mainstreet Zone to the entirety of the subject lands:** The proposed zoning amendment will provide consistent zoning to the entire site while respecting and promoting the intent of the Zoning By-law to accommodate a broad range of uses and to foster and promote compact, mixed-use, pedestrian-oriented development while ensuring that scale and character is maintained. The site-specific schedule will establish height permissions on the lands that promote a shift from mid to high-rise built-form as the building transitions away from Somerset Street West.
- / **Increase to the Permitted Maximum Building Height:** The permitted maximum height of 20 metres is proposed to be increased to 51 metres. The proposed height and tower design is appropriate given the subject lands unique gateway condition along Somerset Street West and O’Connor Street; a prominent corner in the City of Ottawa. Moreover, the subject lands are currently underutilized and represent significant opportunities for residential intensification in close proximity to private and public amenities and services.

The building has been designed as a high-rise point tower building advancing several of the City’s Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline.

The proposed podium and tower design will ensure minimal shadow, wind, and privacy impacts while providing for noise mitigation for those residents in the immediate area. Further, due to the slender tower design, along with reducing shadowing, the design will also preserve sky plane views for the immediately abutting neighbours.

Through providing a building form that transitions from mid-rise along Somerset Street West (Traditional Mainstreet) to a high-rise form to the north, the proposal conforms to the intent of the Centretown Secondary Plan and specifically for development along Traditional Mainstreets and within the norther character area.

- / **Setback:** The proposed development requires a reduced rear, and corner-yard setback. The provided setback is appropriate as discussed herein and as detailed in the supporting Design Brief.
- / **Stacked Bicycle Parking:** To allow for flexibility of the changing market for bicycle parking systems, it is proposed that a provision to permit stacked bicycle parking be permitted, whereas the Zoning By-law requires that spaces be horizontal or vertical and does not explicitly permit stacked parking.
- / **Landscaping Buffer:** The landscaping requirements reflect a more traditional design found in a suburban context. Given the urban context of the proposed development, the reduction in the required landscaping buffer along the rear and interior property line is appropriate. Fencing and screening will be installed along the rear and interior property line, which will ensure appropriate separation.
- / **Minimum Required Residential Parking:** The subject lands are in close proximity to multi-modal transportation options including bicycle infrastructure and Ottawa's LRT network. Further, the lands are located within the well established Centretown community with key amenities and employment hubs within walking distance. Therefore, the modest reduction in required parking requested is appropriate for this development proposal.
- / **Removal of the Maximum Floor Space Index:** The City of Ottawa recognizes that density can be regulated appropriate through maximum building height and massing. As such, it is appropriate to remove the maximum FSI that currently applies to the site and to regulate the building envelope and massing through site-specific provisions as discussed herein.


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.

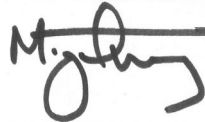
6.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment, Zoning By-law Amendment, Site Plan Control, 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 Traditional Mainstreet 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;
- / Through providing a building form that transitions from mid-rise along Somerset Street West (Traditional Mainstreet) to a high-rise form to the north, the proposal conforms to the intent of the Centretown Secondary Plan and specifically for development along Traditional Mainstreets and within the norther character area. The site-specific Official Plan Amendment will recognize the full development potential of the subject lands by establishing a consistent land use designation on Schedule H1 and maximum height provision on Schedule H2 of the Secondary Plan across the entirety subject lands;
- / 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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Partner

Appendix A Proposed Zoning Schedule

