

# Design Brief

## Site Plan Control Application 50 The Driveway

main + main



# Design Brief

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# Design Brief

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## 1.0 INTRODUCTION

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This Design Brief has been prepared by J.L. Richards & Associates Limited (JLR) on behalf of our client, main + main (m+m), in support of the Site Plan Control Application for a nine (9) storey, mid-rise residential building that consists of 77 dwelling units at 50 The Driveway in the Golden Triangle, Centretown, Ottawa.

**Figure 1** below shows the view of the proposed redevelopment from the opposite (east) side of the Rideau Canal.



*Figure 1: Redevelopment proposed at 50 The Driveway. Source: Hobin Architecture Incorporated*

The proposed redevelopment will integrate the key heritage attributes of the old headquarters for the Canadian Nurses Association (CNA): the heritage lantern and a significant portion of the building façade facing the canal side. The deconstruction and reconstruction of the building façade will include the trapezoidal staircase. These key heritage attributes will be secured via a heritage easement which will need to be recommended to Council for approval by the City of Ottawa’s Built Heritage Sub-Committee and the Easement will run with the title of the property, in accordance with Section 37 of Ontario’s Heritage Act, R.S.O. 1990, c. O.18. The proposed built form fits within the City’s definition of an “apartment dwelling, mid-rise” and is permitted by the “Residential Fifth Density, Subzone ‘B’, Urban Exception 2763, Schedule S451, holding

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[R5B(2763)S451-h]", adopted by Council when they enacted by-law no. 2022-69 on March 23<sup>rd</sup>, 2022.

A total of 77 dwelling units are proposed with an average unit size of approximately 121.33 sqm. (1,306 sq.ft.). The dwelling unit total consists of twenty-three (23) 1-bedroom suites and fifty-four (54) 2-bedroom suites, which all vary in suite type, layout and size. A variety in dwelling types is therefore proposed and a 70/30 residential split of 2-bedroom units to 1-bedroom units is achieved. This will provide a market-based range of bedroom sizes and therefore a mix of residential types in an area of the City of Ottawa where intensification is encouraged.

Regular Parking is proposed at a rate of 1 space per dwelling unit, which is the maximum required. Additionally, 20 visitor parking spaces are proposed for visitors, including caregivers. The minimum required bike parking rate of 1 space per dwelling unit is also satisfied and the bike parking is contained within a bike parking storage unit provided underground.

The total proposed gross floor area (G.F.A), as defined in Zoning By-Law No. 2008, is approximately 8,926.87 sqm (96,088 sqft.). The building G.F.A is 100% residential, with approximately 2,879 sqm. (30,989.3 sqft.) of total amenity space. The provided amenity space exceeds the required total by 2,417 sqm (26,016.37 sqft.) and is therefore a generous offering. Common and private amenity spaces are both required and proposed. Common amenity spaces include a gym and yoga studio and lobby/ lounge. Private amenity spaces include generous private terraces (e.g. rooftop) and balconies proposed on each floor.

Our client, m + m, has extensive experience in urban development projects including some projects that are still pending approvals in downtown Ottawa. Their objective is to create a high-quality urban environment along the Rideau Canal that both respects the cultural heritage value of the site and complements the existing patterns of the development found along the Rideau Canal in the Golden Triangle area. The proposed redevelopment will be compatible with the adjacent National Capital Commission (NCC) lands.

The proposed redevelopment provides a mid-rise, transition block that scales down and away from the nearby high-rise to ensure transition and compatibility with the adjacent low-rise development found within the core of the Golden Triangle neighbourhood. This transition has been carefully designed with building heights and building setbacks and step backs that ultimately uphold the intent of the City's angular plane guidelines and adhere to the zoning requirements prescribed by the site specific Zoning Schedule 'S451'.



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Close attention was paid to the development's relationship with the townhouses along the westerly property line during the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) process. The approved zoning incorporated increased setbacks and placed restrictions on balcony projections along the western building façade. The proposed site plan complies with these provisions and provides a mix of inset and regular balconies along the western façade that further uphold the intent of the City's 45-degree angular plane and ensure compatibility with the adjacent townhouses to the west. Regular balconies/ terraces are provided along the other façades. Along the southern façade, the building also step backs at various storeys to uphold the intent of the City's angular plane and ensure compatibility with adjacent low-rise residential uses.

Our client's Site Plan Control application to the City of Ottawa is accompanied by various reports and plans, as identified at the Pre-application consultation, that support the future development of 50 The Driveway for the proposed residential use. The following reports and plans have been reviewed to inform this Design Brief:

- A complete Architectural Presentation Package prepared by Hobin Architecture Incorporated, including Plans, Renderings, Sections, Elevations and a Sun-Shadow Study, all dated June 14<sup>th</sup>, 2022.
- A revised Tree Conservation Report (TCR) prepared by CSW Landscape Architects Limited.
- Landscape Plan, prepared by CSW Landscape Architects Limited.
- A revised Cultural Heritage Impact Statement (CHIS), prepared by Bray Heritage with FOTENN Planning + Design, and dated June 2022.
- A Site Servicing Report, prepared by J.L. Richards & Associates Limited (Ltd.), dated May 2<sup>nd</sup>, 2022.

In response to the pre-consultation feedback received to date, Hobin Architecture Incorporated has prepared an architectural package that provides all the requirements of the Design Brief, which are further represented and discussed within this Report.

The proposed mid-rise built form, which was approved by Council when they enacted By-laws 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022, offers:

- the integration of the key heritage attributes of the current building through deconstruction and reconstruction;
- clarity on the relationship with the abutting National Capital Commission (NCC) lands;
- generous building setbacks of at least 7.5 m from each lot line shared with a low-rise dwelling type to provide appropriate buffering;
- building step backs that provide a gradual transition from low-rise built forms, maintaining the intent of the City's 45-degree angular plane guidelines; and

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- landscaping and tree plantings that form the perimeter of the site and strengthen the public realm experience of Lewis Street.

Having reviewed the plans and studies prepared by Hobin Architecture Incorporated, it is our opinion that the proposed redevelopment meets with the intent of the City's planning policies and provides a significant opportunity for city-building that respects the:

- cultural heritage value of the site;
- existing character of this area; and
- privacy and function of all neighbouring properties.

The proposed redevelopment conforms to the approved zoning and represents good land use planning.

### 1.1 Background

The design process for the proposed redevelopment project commenced with City Staff over a year ago and has involved many conversations between the Canadian Nurses Association (CNA) and City of Ottawa staff, the local Ward Councillor's Office, the Centretown Community Association and the broader Centretown community. The on-site open house hosted by the CNA, the community meeting hosted by the Ward Councillor and the statutory Public Meeting (Planning Committee) for Official Plan Amendment and Zoning By-Law Amendment, were all well attended. The OPA and ZBA for the subject property were adopted by Council when they enacted by-laws no.(s) 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022. These by-laws have been provided in **Appendix A** and **Appendix B** of this Report.

There were numerous submissions from the public made to the Project Team and the City of Ottawa during the Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) process for 50 The Driveway, each of which were considered prior to the finalization of the Zoning Schedule that prescribes the desired built form for the site. The Project Team for 50 The Driveway worked closely with City Staff on the development of the architectural design package to address the concerns raised by the staff, public and Councillor's Office with respect to height and scale, parking ratio, landscape and tree retention, traffic and heritage conservation.

A Section 37 contribution was also evaluated and determined through the OPA and ZBA process. The proposed G.F.A exceeds more than a 25% increase from the as-of-right G.F.A and therefore triggered a Section 37 contribution as per the City of Ottawa's existing guidelines which were approved by City Council on May 24, 2017. The Section 37 requirements and drawdowns, which resulted in a net cash value contribution of \$200,000, were determined and

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negotiated between the CNA, the Ward Councilor and City Staff during the rezoning process and was captured through the holding 'h' symbol, which now applies to the subject property. Prior to the lifting of the 'h' symbol, the Section 37 agreement needs to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Real Estate and Economic Development. This requirement for Section 37 will be met as a condition of the Site Plan Approval.

After receiving Staff's recommendation for approval based on the agreed upon supporting plans and drawings, the Amendments were recommended to Council for approval by both the Built-Heritage Sub-Committee (BHSC) on March 8<sup>th</sup> and then Planning Committee on March 10<sup>th</sup>. Council then proceeded to adopt the Amendments when they enacted by-laws no.(s) 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022, as previously mentioned.

A pre-consultation meeting for Site Plan Application took place on March 29<sup>th</sup>, 2022. The main comments received from Staff at this meeting include: more details on tree retention, proposed parking, amenity space strategy, treatment of the lantern, submission to UDRP and approval by the BHSC. The list of required studies and plans were sent to the project team on April 6<sup>th</sup>, 2022, shortly after this meeting.

As required, this Design Brief has been prepared in accordance with the City of Ottawa's Terms of Reference for Design Brief reports. This Design Brief report further breaks down the overall design approach to the proposed redevelopment and analyzes how the proposed redevelopment respects the design policy criteria and the relevant guidelines.

The proposed Site Plan, prepared by Hobin Architecture Incorporated and dated June 14<sup>th</sup>, 2022, adheres to the approved zoning, and responds to Staff feedback from the pre-consultation meeting by providing:

- A regular parking-to-dwelling unit ratio of 1:1, with 20 visitor parking spaces;
- A bike parking-to-dwelling unit ratio of 1:1 (contained in a designated bike storage facility);
- A range of dwelling unit types, sizes and layouts, achieving a residential split of approximately 70 % two-bedroom units and 30% one-bedroom units;
- The integration of the key heritage attributes of the building through deconstruction and reconstruction;
- Generous setbacks of at least 7.5 m from each lot line shared with existing low-rise development;
- Step backs that provide transition from the neighbouring low-rise and maintain the intent of the City's 45-degree angular plane guidelines;



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- Inset balconies along the western façade (storeys 4-6);
- Projecting terraces and balconies that conform to the approved zoning;
- A mix of landscape materials provided at grade, including specially paved private areas, private pathways, at-grade terraces and a retaining wall along the easterly property line that provides separation between public and private areas;
- Tree plantings that form the perimeter of the site and strengthen the public realm experience of Lewis Street; and
- An outdoor private area that complements the function of the internal lobby area (2,879 sq. m. of total amenity space provided), including a common ground floor amenity area (yoga room, lounge, lobby, gym etc.) and private terraces (rooftop) and balconies.

The integration of the key heritage attributes of the site (e.g. Lantern, Heritage Building Façade) through deconstruction and reconstruction process has been discussed with Planning, Urban Design and Heritage Staff and have been reviewed by the Built Heritage Sub-Committee (BHSC). As mentioned, the overall heritage approach to this redevelopment project, which did not include any refined details, was also approved by Council when they enacted By-law 2022-68 on March 23<sup>rd</sup>, 2022, after receiving a recommendation from the BHSC, where Heritage Staff presented a Staff Report recommending the following:

*1. Authorize the entering into of a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the owner of the property at 50 The Driveway, as a requirement of the site-specific zoning amendment (D02-02-21-0072). Such agreement shall address the proposed alterations and development, in the context of conserving the property's cultural heritage value and interest.*

*2. Approve the addition of 50 The Driveway to the City of Ottawa's Heritage Register, in accordance with Section 27 of the Ontario Heritage Act, effective as of the date that the applicant withdraws the demolition permit application A20-005202, received July 30, 2020.*

The requirement for the Heritage Easement Agreement has been captured through the 'h' symbol with the approved zoning. Once the agreement has been finalized the lifting of the 'h' symbol, through Council's normal passing of a by-law process, will be initiated.

Attendance at, and approval by, the Built Heritage Sub-Committee (BHSC) will be required when the details of the conservation plan and the heritage easement have been reached with

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City Staff. The heritage easement will run with the title of the property, in accordance with the *Ontario Heritage Act*.

A formal submission to the Urban Design Review Panel (UDRP) has been requested and required for this Site Plan application, given the site's location within a design priority area as per Schedule C7A of the City of Ottawa's New Official Plan. The City's New Official Plan was adopted by City Council when they enacted By-law no. 2021-386 on November 24th, 2021. We understand from Staff that the purpose of UDRP attendance will be to have a more refined discussion on the key heritage attributes and the architectural design detail. We further understand that the UDRP meeting will not be used to focus on the mass and form as this was already approved by Council when they enacted by-laws 2022-68 and 2022-69. The UDRP meeting will occur following Site Plan application submission.

There is no on-site parkland dedication required for the proposed redevelopment. In accordance with the City's Parkland Dedication By-Law No. 2009-95, as amended, cash-in-lieu of parkland will be required. The amount will be determined based on the final unit count, as a condition of Site Plan Approval. To conclude, the City's processes and requirements for Site Plan Approval have been followed. The proposed redevelopment conforms to the approved zoning for the subject property. All other zoning requirements of Zoning By-Law No. 2008-250 will be met.

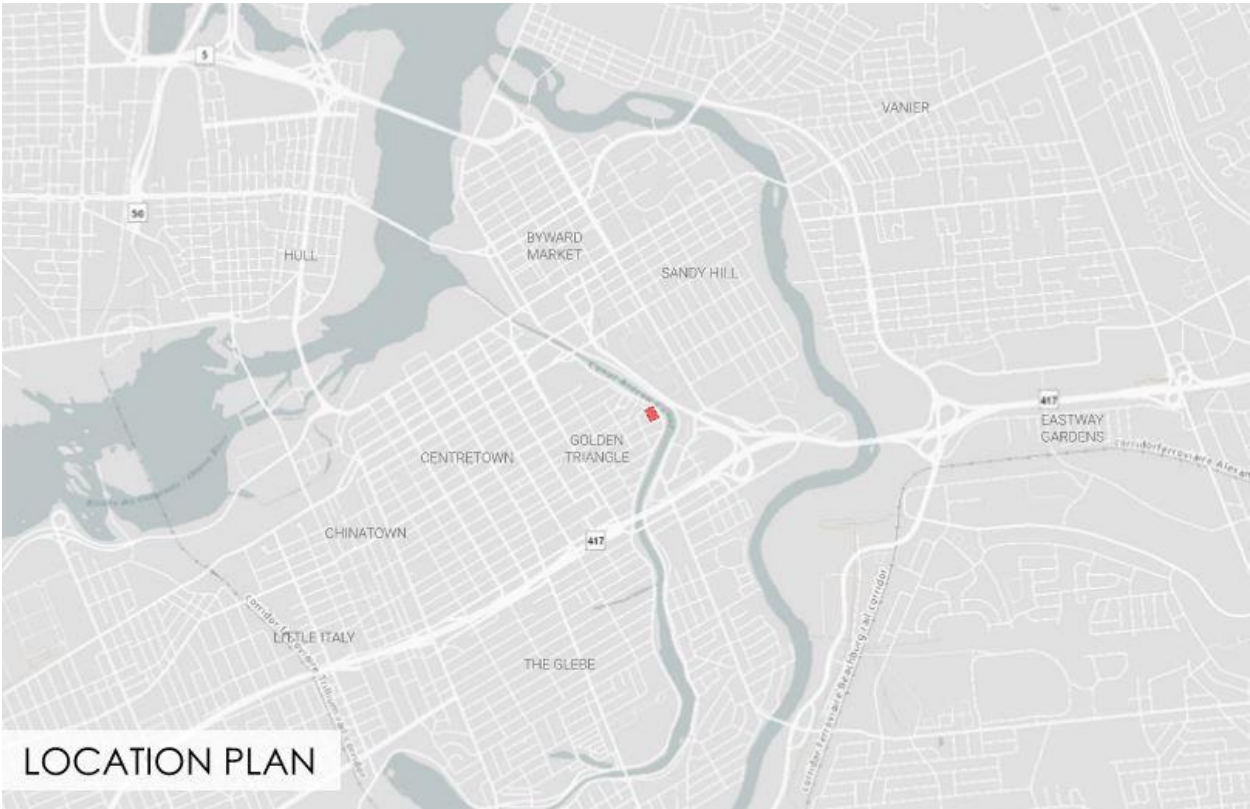
### 1.2 Subject Property Location

The subject property is municipally known as '50 The Driveway'. The legal description of the property is provided below:

PCL 29-1, SEC 3365 ; LTS 29, 30, 31 & 32, PL 3365 ; LTS 1, 2 & 3 & PT LT 4, PL 15324 , ALL BEING PTS 1 & 2 4R424 ; OTTAWA/NEPEAN

The subject property is located within Centretown on the periphery of the neighbourhood known as the Golden Triangle and immediately west of the Queen Elizabeth Driveway (QED) and Rideau Canal corridor, as shown in **Figure 2** below.

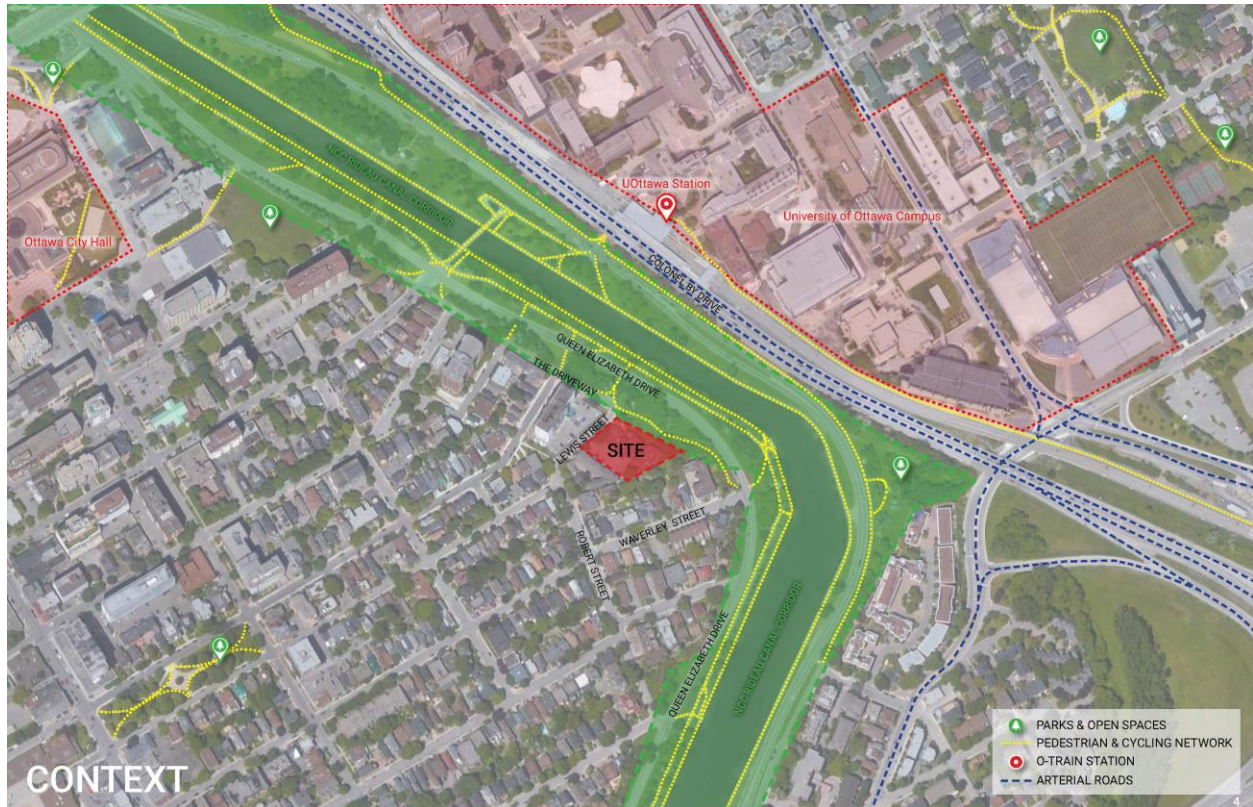
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**Figure 2:** Location of 50 The Driveway in the Golden Triangle. Source: Hobin Architecture Incorporated

The subject property is located at the south corner of intersection of Lewis Street and The Driveway. **Figure 3** below shows the approximate boundaries of the subject property and its relationship with the surrounding context, including parks and open spaces, the existing multi-use pathway system, the existing road network, and the nearby LRT transit line.

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**Figure 3:** Location of 50 The Driveway and the surrounding context Source: Hobin Architecture Incorporated

Facing Ottawa University, across the canal, 50 The Driveway is the site of the Canadian Nurses Association (CNA). Commissioned in 1965, the Canadian Nurses Association Headquarters was designed by one of Ottawa’s most renowned architects, James Strutt. While the building has lost much of its functional value, it remains a piece of Canadian architectural heritage that should be recognized and will be respected through the proposed redevelopment.

The subject property is approximately 2,860 sqm. in total area and has approximately 44.2 metres (m) of frontage along Lewis Street and a lot depth of 75.2 m.

**Figure 4** below shows the extent of the subject property and the footprint of the existing CNA building based on a legal plan of survey, as prepared Annis, O’Sullivan, Vollebakk Ltd.

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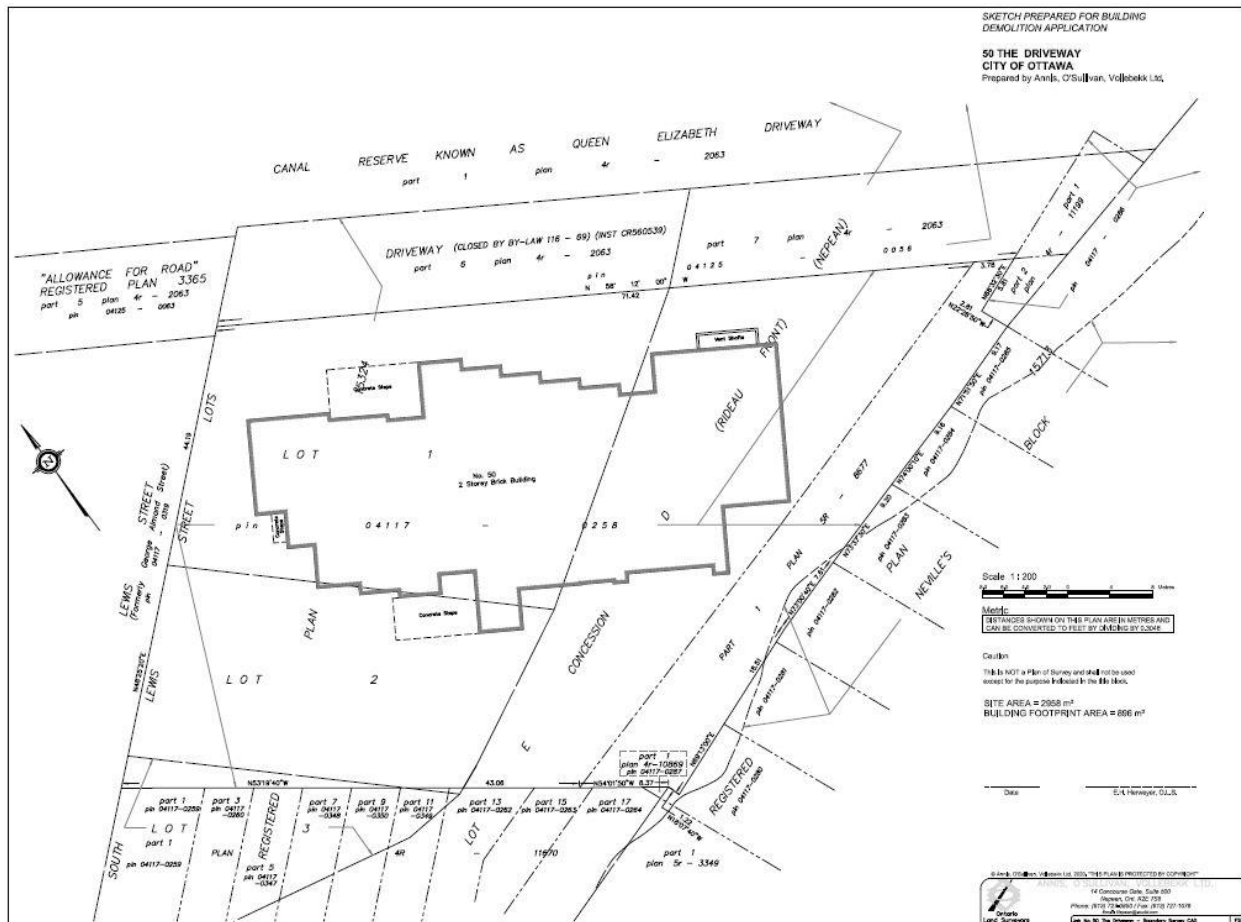


Figure 4: Footprint of the CNA building at 50 The Driveway. Source: AOV Ltd.

## 1.3 Existing Conditions

The subject property is relatively flat, sloping towards the canal. Mature trees which surround the original CNA building are located on the abutting National Capital Commission (NCC) lands.

These trees will be retained as required by the holding “h” symbol with the approved zoning. In terms of natural heritage, Neville’s Creek previously meandered through the southern part of the subject property.

Figure 5 below shows the views of the subject property from the neighbouring properties.



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Figure 5: Views of the Site from neighbouring properties (source: Hobin Architecture Incorporated)



Figure 6 showing the principal entrance to the CNA building

As discussed in detail in the CHS, the existing CNA building is significant with some cultural heritage value, although not officially designated as heritage. The key heritage attributes of the site include the lantern projecting above the current building and the building façade closest to the NCC lands (canal side). The stairs shown in **Figure 6** will also be reintegrated. At the north corner of the subject property, standing at the intersection of Lewis Street and the Driveway, the CNA building already

serves as a gateway to the Golden Triangle neighbourhood. The key attributes of the building that make it significant, including the “Lantern” piece at the top of the building and the brick building façade, including the trapezoidal staircase, are proposed for integration through deconstruction and reconstruction. These heritage attributes will be further protected through a heritage easement that will run with the title of the lands. **Figure 7** below shows the principal entrance to



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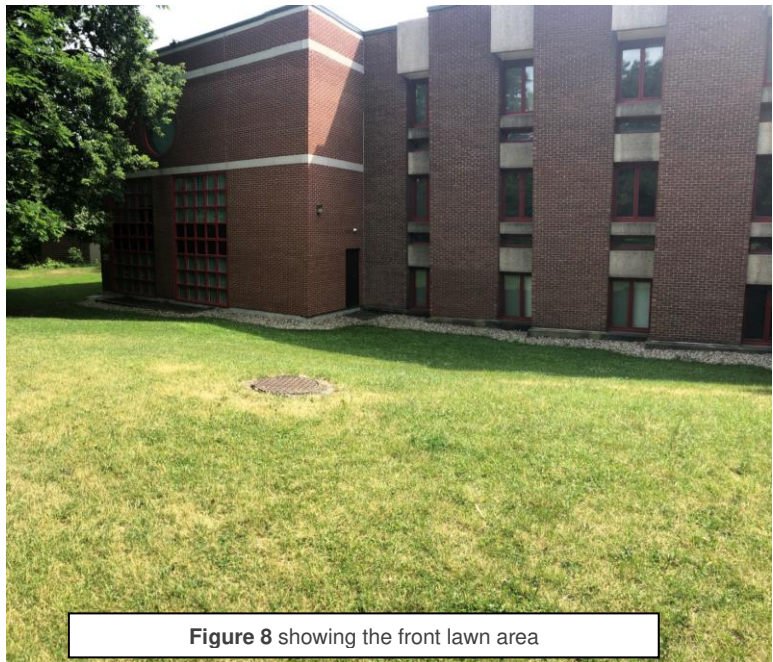
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the CNA building. The “front lawn” area on the subject property abuts the NCC owned land to the northeast. The front lawn currently provides a welcoming open space. The existing open space found on NCC lands will remain and the proposed redevelopment will not encroach onto the lands or create any at-grade private feature that would disturb the experience of NCC lands or blur the relationship between private and public realm.

This open landscaped area is shown in **Figure 8** below.



**Figure 7** showing the principal entrance to the CNA building



**Figure 8** showing the front lawn area

The subject property is currently defined by a series of small moments, which consists of gardens for viewing, vegetative areas and mature tree canopies which provide significant shading for leisure.

Generally, there are some existing gardens found on-site. The landscaping plan will create new planting opportunities on-site and retain all species found on NCC lands. The edges of the property are further defined by aged fencing that currently provides screening from adjacent properties, including the backyards of adjacent residential properties and the German Embassy, which are all located along the rear property line (south-southeast) and the west property line.

The areas found along these property lines will be landscaped and planted with trees that provide additional screening. **Figures 9** and **10** show the existing relationship between the subject



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property and abutting properties. Landscaping treatments and buffers would significantly help to define and improve the relationship.



*Figure 9: Existing fences along the rear lot line*



*Figure 10: Existing fences along the rear lot line*



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The CNA building can be viewed from Lewis Street at the west corner of the subject property. The existing parking lot consumes a considerable amount of land for a limited parking supply, meaning that the site is currently underdeveloped and underutilized.



The CNA headquarters previously employed over 120 individuals. The existing parking lot only provided parking for just over 30 of these employees, which means that employees either commuted to work via public transit or parked elsewhere in the surrounding neighbourhood, on-street, or in a parking garage. **Figure 11** shows the existing parking lot.

Finally, the westerly property line (side lot line) is defined by wooden fencing. The upper storeys and private terraces of the abutting townhouses are completely exposed and there is no landscaping provided along this shared property line to provide screening, or separation. Currently, the private terraces of the Townhouses, which are elevated above the fence line, can be easily viewed from the parking lot, as shown in **Figures 12** and **13** below.



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To sum up the current experience of the site and relationship with the abutting lands, the subject property has some cultural heritage value but is currently underdeveloped and underutilized. The site could also benefit from design measures that reduce the ambiguity of parcel ownership between the subject property and the abutting National Capital Commission (NCC) lands.

The subject property is both lacking in programming (e.g. gardens, landscapes) and elements that would make it more desirable in terms of look and feel for a property in a dynamic urban setting (e.g. surface parking lot). Furthermore, the perimeter of the subject property could benefit from landscaping treatments that provide further privacy to abutting residential uses.

### 1.4 Subject Property Context

The subject property is located within Centretown in the neighbourhood, known as the Golden Triangle. The subject property is found within close walking distance of shops, offices, parks, recreational facilities, community services and facilities (community centres), public institutional buildings (Ottawa City Hall), pathways and rapid transit.

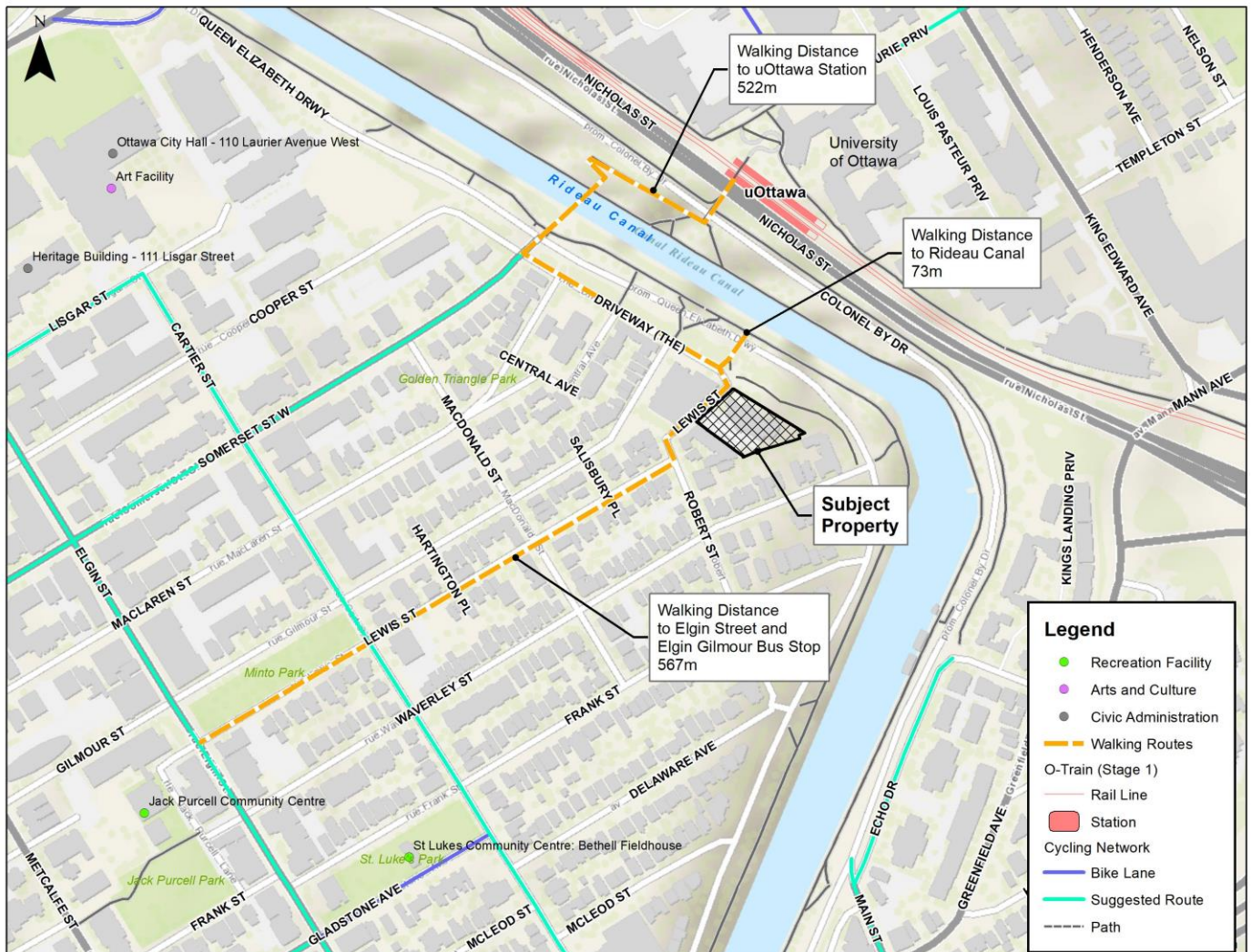
The subject property is not found within a heritage conservation district. However, the key heritage attributes are proposed to be integrated through deconstruction and reconstruction and the details and components confirmed via a Heritage Easement.

The subject property is under 600 m in walking distance from both the uOttawa LRT Station and Elgin Street, which is a transit priority network. The nearest bus stop is at the intersection of Gilmour Street and Elgin Street. There is an abundant supply of pedestrian and cycling facilities in the immediate surrounding area.

**Figure 14** below shows the broader context.



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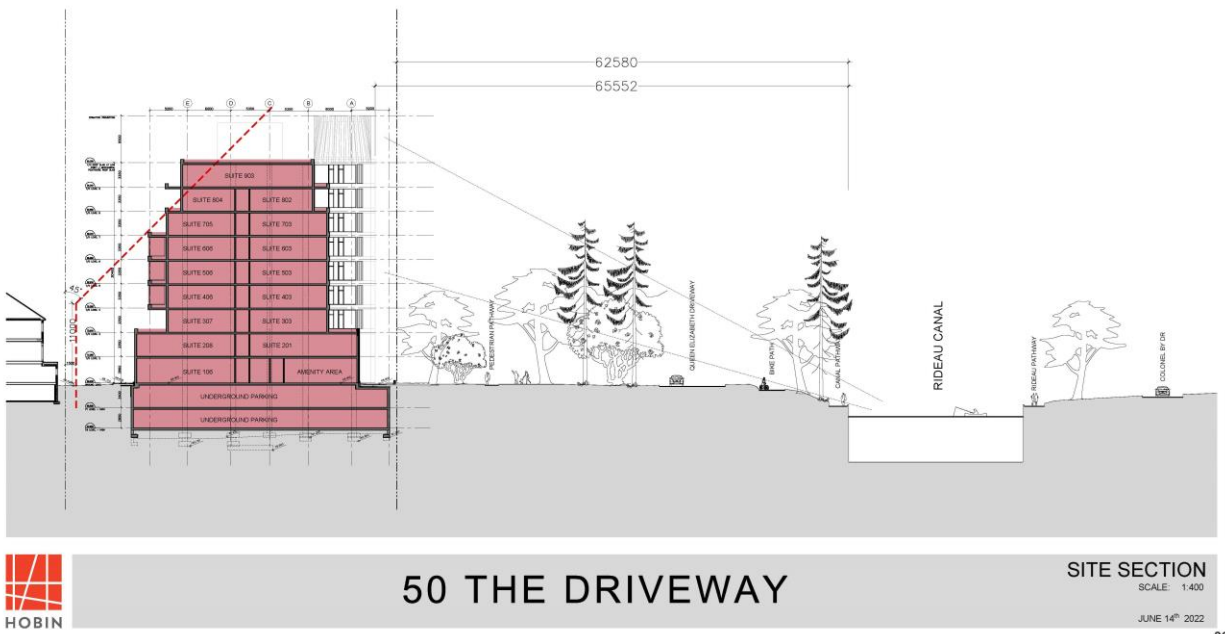


**Figure 14:** Broader Context surrounding 50 The Driveway

The surrounding neighbourhood consists of a mix of housing types, ranging from single family homes, to townhouses, to low, mid and high-rise apartment dwellings. The subject property has immediate access to National Capital Commission (NCC) owned parks and multi-use pathways, the Queen Elizabeth Driveway (QED) and is a 73 m walk to the Rideau Canal, all to the east; though, at the direction of the NCC, the experience of the proposed redevelopment will not be blended with the public realm experience of the NCC lands.

At over 60 m, the subject property is substantially setback from the Rideau Canal, as shown in **Figure 15** below.

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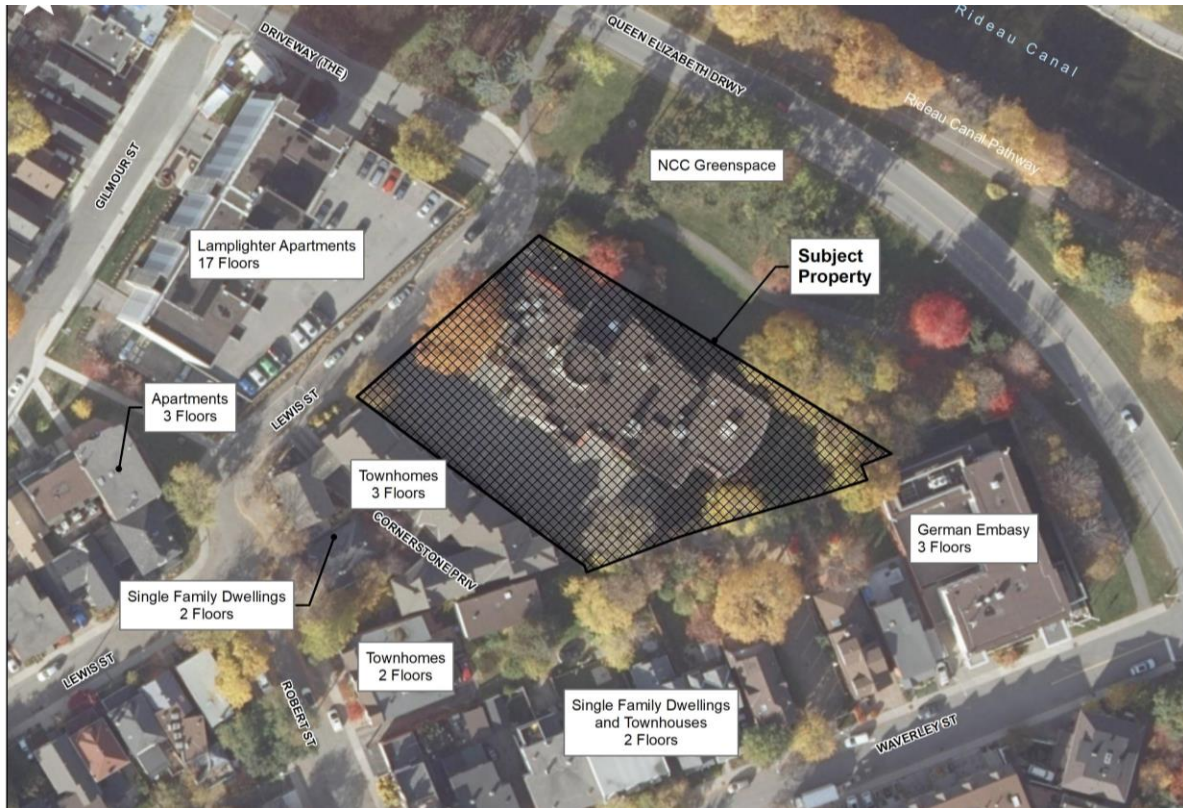
**Figure 15:** Elevation showing the distance between the subject property and the Rideau Canal.

The subject property is a natural transition block between the high-rise development to the north and the adjacent low-rise community to the south.

**Figure 16** below shows the immediate surrounding context, including the building heights found on adjacent properties.



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**Figure 16:** Existing Heights / Neighbourhood Height Profile.

**Figure 17** below provides further visual context of the 17-storey Tower at the apartment building (40 Driveway) across the Lewis Street.



**Figure 17:** From existing parking lot of adjacent 17-storey Tower (40 Driveway).

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The following summarizes the immediate surrounding context:

**North:** 40 The Driveway (Lamplighter Apartments), National Capital Commission (NCC) lands, the Queen Elizabeth Driveway (QED) and the Rideau Canal.

**South:** The German Embassy and single-family homes along Waverly Street.

**East:** Multi-Use Pathway on National Capital Commission (NCC) lands, the Queen Elizabeth Driveway (QED) and the Rideau Canal.

**West:** Townhouses (single-family homes and low-rise apartments along Robert Street).

With the neighbouring high-rise development to the north and the low-rise to the south and west, the subject property is a logical location for a nine (9) storey mid-rise residential building, consisting of building heights, building step backs and building setbacks that support transition from high rise to low rise.

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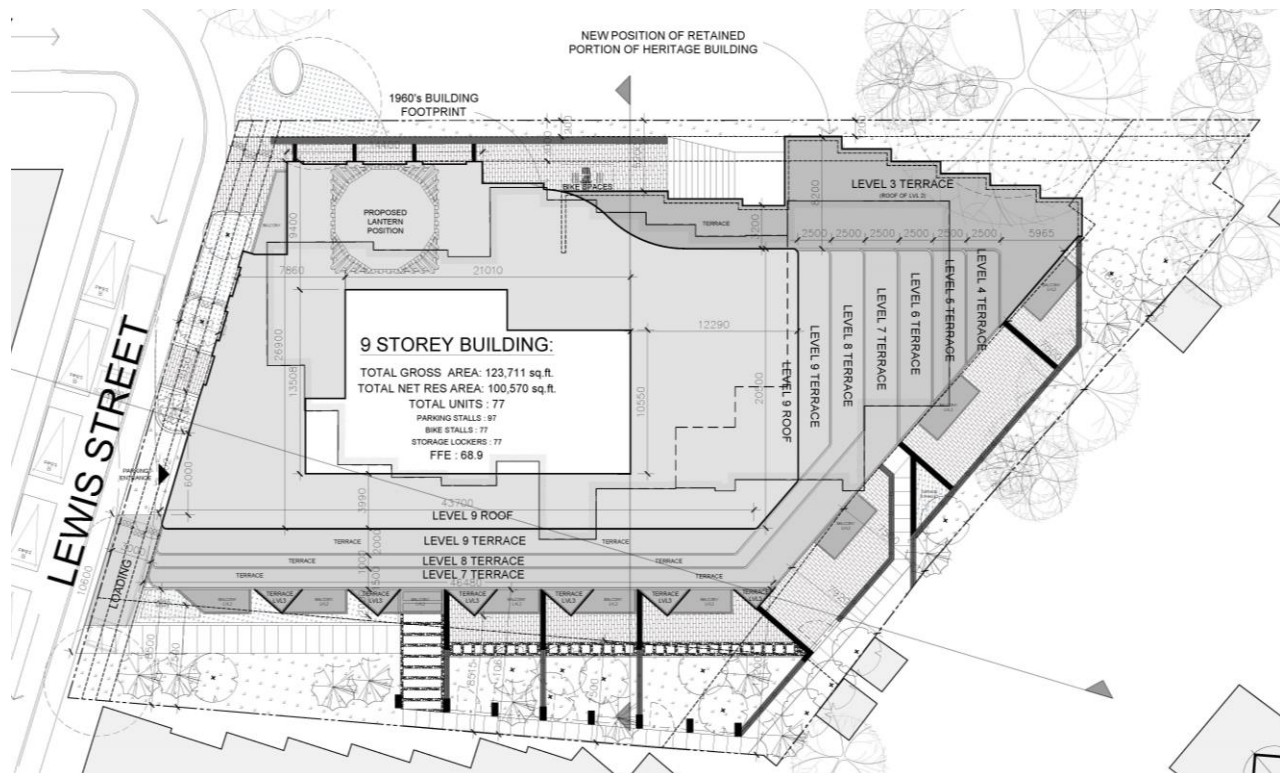
## 2.0 PROPOSED REDEVELOPMENT

### 2.1 Proposed Redevelopment Overview

A Design Brief is required for this site plan control application. The following sections of this Design Brief satisfy the City's requirements for a Design Brief, as confirmed on April 6<sup>th</sup>, 2022, following the receipt of the City's list of required plans and studies.

Our client is proposing to develop a nine (9) storey residential building, that offers a considerable amount of landscaping, amenity space and bike parking. The proposed mid-rise residential building, including all maximum building heights and minimum setbacks and step backs, were approved by Council when they enacted by-laws no. 2022-68 and no. 2022-69. on March 23<sup>rd</sup>, 2022.

**Figure 18** shows the Site Plan prepared by Hobin Architecture Incorporated and dated June 14<sup>th</sup>, 2022.



**Figure 18:** Site Plan prepared by Hobin Architecture Incorporated and dated June 14<sup>th</sup>, 2022

Overall development statistics are provided in Hobin's Site Plan Design Package and dated June 14<sup>th</sup>, 2022.



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The key elements of the proposed design include:

- A maximum building height of nine (9) storeys.
- A regular parking-to-dwelling unit ratio of 1:1, with 20 visitor parking spaces;
- A bike parking-to-dwelling unit ratio of 1:1 (contained in bike storage facility);
- A range of dwelling unit types, sizes and layouts, achieving a residential split of approximately 70 % two-bedroom units and 30% one-bedroom units;
- The integration of the key heritage attributes through deconstruction and reconstruction;
- Generous setbacks of at least 7.5 m from each lot line shared with a low-rise neighbour;
- Step backs that provide a gradual transition from the neighbouring low-rise and maintaining the intent of the City's 45-degree angular plane guidelines;
- Projecting terraces and balconies that conform to the approved zoning;
- A mix of landscape materials provided at grade, including specially paved private areas, private pathways, at-grade terraces and a retaining wall along the easterly property line that provides separation between public and private areas;
- Tree plantings that form the perimeter of the site and strengthen the public realm experience of Lewis Street; and
- An outdoor private area that complements the function of the internal lobby area (2,879 sq. m. of total amenity space provided), including a common ground floor amenity area (yoga room, lounge, lobby, gym etc.) and private terraces (rooftop) and balconies.

**Figure 19** below shows the proposed redevelopment.



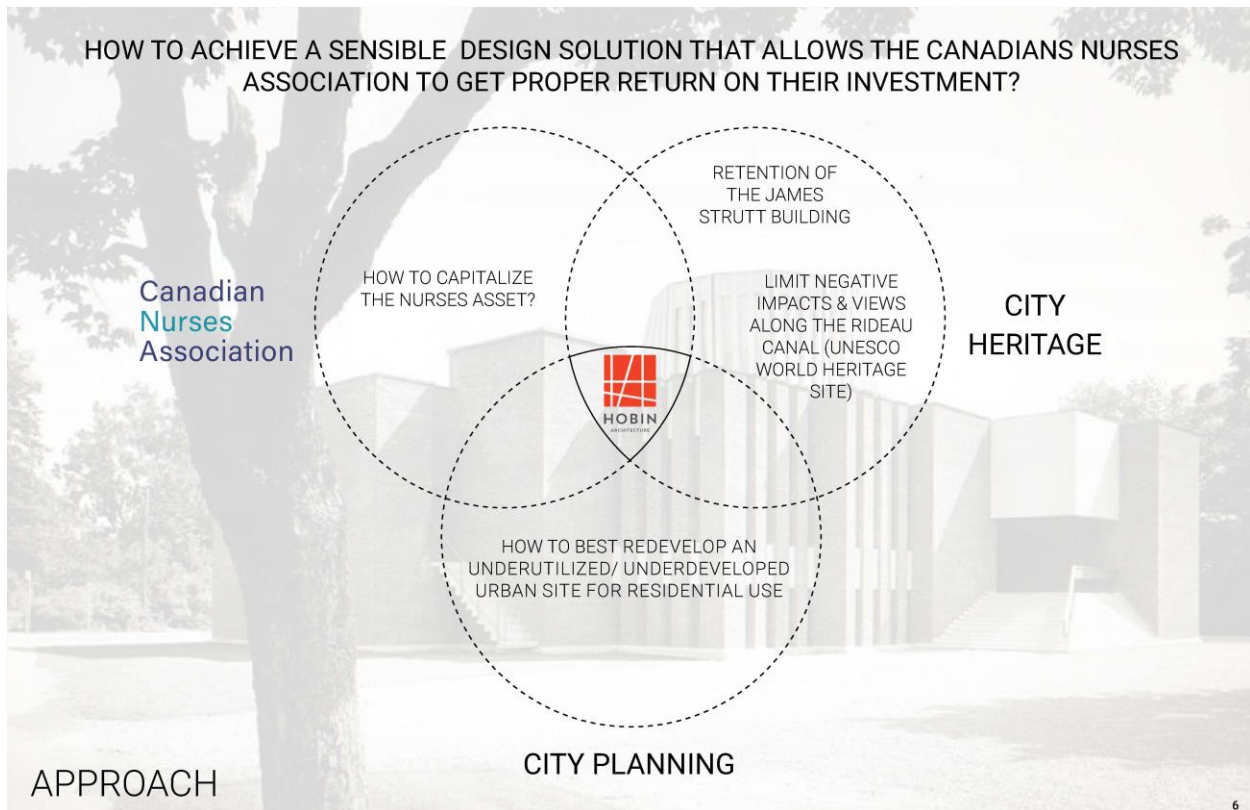
**Figure 19:** *Rendering of the Proposed Redevelopment (source: Hobin Architecture Limited)*

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The proposed redevelopment responds to City comments received at the pre-consultation meeting, as all submitted plans and studies provide more details on tree retention, proposed parking, amenity space strategy, and the treatment of the lantern. Overall, the proposed redevelopment achieves the approved zoning for the subject property and provides a mid-rise built form that is appropriately scaled and supportive of transition between high-rise and low-rise building typologies.

## 2.2 Design Development: backstory

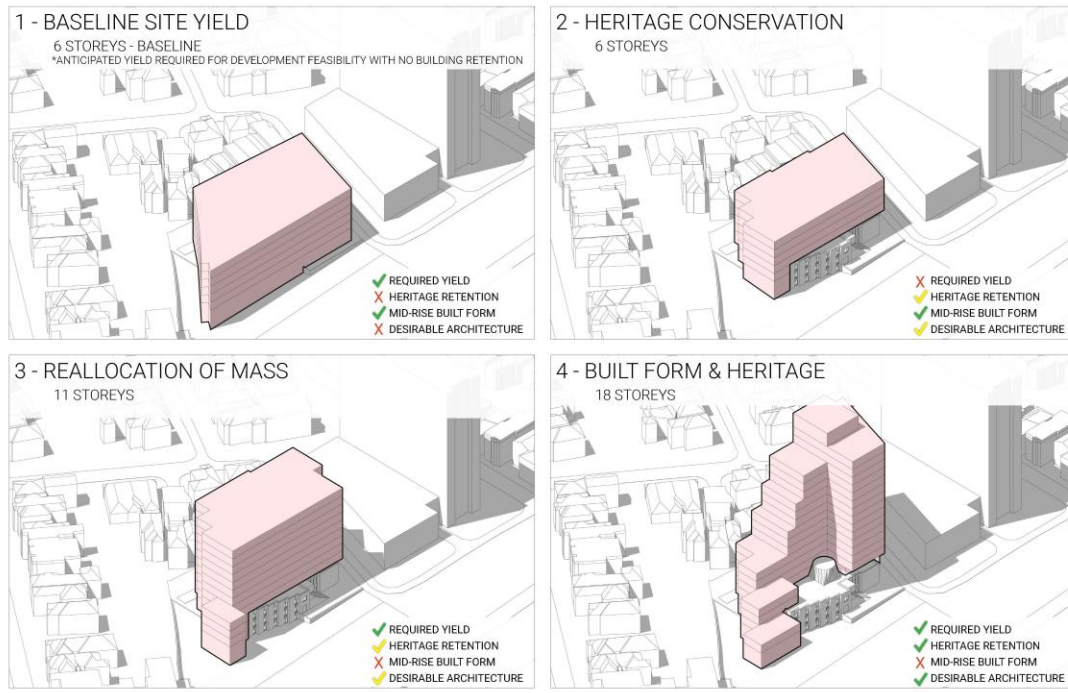
The Canadian Nurses Association (CNA) was the applicant for the Amendments to the City Official Plan (2003, as amended) and Zoning By-Law 2008-250. Hobin Architecture Incorporated was hired by our client to assist with the design development, which involved several discussions with City Staff based upon the feedback the project team received from Councillor’s McKenney’s Office and the local community. The diagram, shown as **Figure 20** below, conveys the overall approach to the redevelopment of the subject property from the onset of the project:



**Figure 20:** The approach

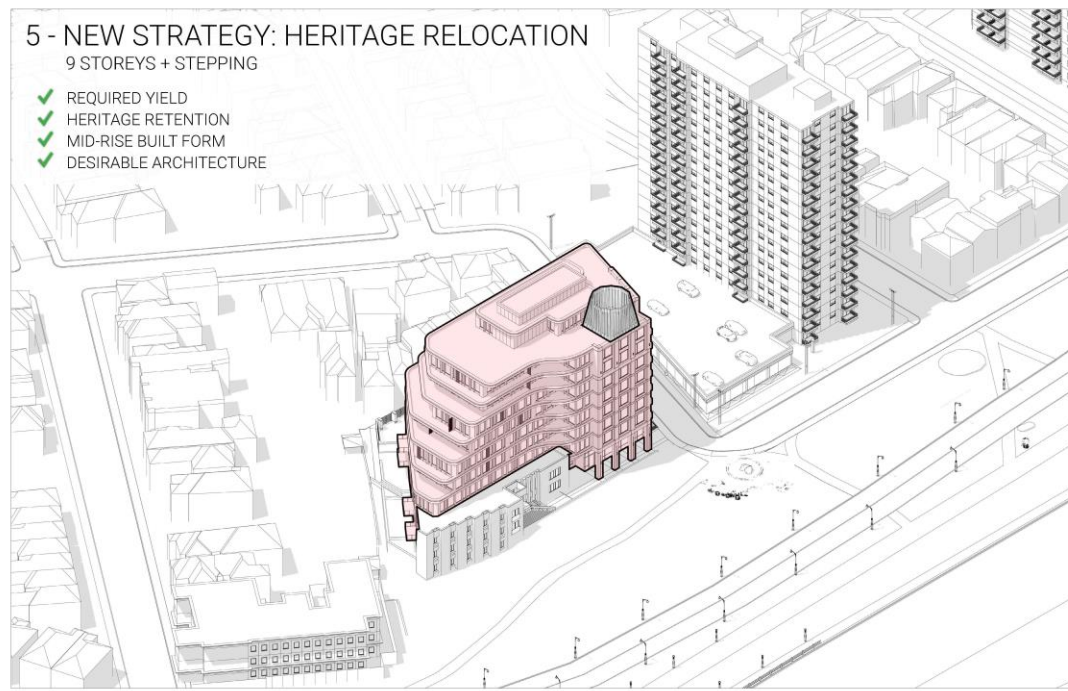
# Design Brief

Prior to the applications for OPA and ZBA, there were several early massing exercises undertaken and discussed with City Staff, as shown in **Figure 21** below.



**Figure 21:** Alternative Massing Options for 50 The Driveway

Following a thorough review of the alternative massing options for the subject property, a nine (9) mid-rise building emerged as the most desirable built form, as shown in **Figure 22** below.



**Figure 22:** Desirable Massing Option for 50 The Driveway



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As compared to the early massing options, the proposed redevelopment achieves all desirable elements of a redevelopment project within Centretown:

- An economically viable and feasible development project;
- A mid-rise built-form that provides appropriate scaled transition;
- Integration of the key heritage attributes of the site through deconstruction and reconstruction; and
- High-quality architectural design.

The integration of the key heritage attributes of the site through deconstruction and reconstruction has been a major component to the proposed redevelopment of 50 The Driveway. For context, the project team had initially proposed the integration of the Heritage Lantern at grade, embedded in the landscape, as shown on **Figure 23** below.



**Figure 23:** Heritage Lantern in the Landscape

During the development review process for the applications for OPA and ZBA, the project team received comments from the National Capital Commission (NCC) and the City of Ottawa Heritage Staff that the integration of the heritage lantern as an element of the landscape or public realm was not their preferred option for the redevelopment of the site.

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One of the main concerns was that the provision of the lantern at grade would lead to ownership ambiguity between public (NCC) and private (subject property) space. To minimize this ambiguity and accommodate the City's desire to see the heritage lantern integrated into the proposed building, the project team requested a site-specific zoning exception to allow for the existing heritage lantern to be permitted as a projection above the maximum building height.

The proposed Site Plan Application is supported by an architectural package prepared by Hobin Architecture Incorporated that conforms to the approved zoning. Since the OPA and ZBA were approved by Council, Staff asked for clarification on the following elements:

- more details on tree retention;
- proposed parking;
- amenity space strategy;
- treatment of the lantern; and
- attendance at both UDRP and approval by the BHSC

The complete site plan package responds to these comments.

### 2.3 Design Approach

This section of the Report provides a thorough understanding of design approach for the proposed redevelopment of 50 The Driveway, based on all supporting plans and studies being submitted to the City for this application for Site Plan Control. This section provides an architecture statement, written in conjunction with David Anderson at Hobin Architecture Incorporated; a summary of the proposed landscape design intervention written in conjunction with Lisa MacDonald from CSW Landscape Architects Limited; and a summary of the heritage approach, as presented by Carl Bray from Bray Heritage. Together, all three (3) sections explain the overall design approach to the proposed redevelopment and constitute the "Design Narrative".

David, Lisa and Carl have been the professional experts for architecture, landscape and heritage, since the applications were first submitted to the City of Ottawa for OPA and ZBA.

#### 2.3.1 Architecture

Council has recently approved the Official Plan and Zoning By-Law Amendments, by-laws 2022-68 and 2022-69, to permit the redevelopment of the CNA building for a nine-storey, mid-rise residential building, consisting of seventy-seven (77) dwelling units, which responds to the surrounding context. Ultimately designed to respect the site's heritage and respond to its

# Design Brief

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immediate context, 50 The Driveway offers a sophisticated solution to urban living on the Rideau canal.

Located along the Rideau Canal, marking the waterway’s bend at the intersection of Centertown, Sandy Hill and Old Ottawa East neighborhoods, the 77-unit, 9 storey high-end residential building offers a transition from the high-rise towers of Centretown to the North-West towards the low-rise residential fabric to the south.

See **Figure 24** below.



*Figure 24: North view of the proposed redevelopment*

Facing Ottawa University, across the canal, 50 The Driveway is the former site of the Canadian Nurses Association (CNA). Commissioned in 1965, the Canadian Nurses Association Headquarters was designed by one of Ottawa’s most renowned architects, James Strutt. While the building has lost much of its functional value, it remains a piece of Canadian architectural heritage and recognition of components was deemed to be appropriate. In the CNA’s efforts to both protect the site’s heritage while extracting its modern-day value for the benefit of its members, Hobin Architecture Incorporated (HAI) and Bray were brought on board to come up with a redevelopment & conservation project proposal.



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See **Figure 25**, which shows the integration of the key heritage attributes to the site.



**Figure 25:** *Respecting and Integrating Heritage – “Lantern” Feature*

As shown in **Figure 25** above, the proposed redevelopment offers a repositioning of the existing “lantern” piece and the integration of the existing 2.5 storey heritage façade along the eastern building face where it can be viewed and experienced from the public realm. The “lantern” skylight component of James Strutt’s original building has been retained upon the rooftop, where the historic location of the lantern on top of the roof of the CNA building has been respected replicated through the proposed redevelopment. The northeast corner of the building has been carefully designed to relate to the rooftop lantern and enhance the views of the feature from the nearby public realm. Opportunities to enhance the lantern with lighting will be considered and explored, subject to input from the National Capital Commission (NCC), the Urban Design Review Panel (UDRP) and the Built-Heritage Sub Committee (BHSC). More visual depictions of this corner expression and the lantern enhancement opportunities are found in Section 2.3.1.

Above the retained building façade sits 7 additional storeys of urban living, including indoor communal amenity areas and private terraces and balconies permitted by the approved zoning for the site. This places the heritage façade further into the public realm, engages with the Rideau Canal walkways and allows the new building to step back, revealing the red brick and precast concrete modules that make up the uniqueness of the heritage façade. See **Figure 26** below.



*Figure 26: Relationship between Heritage Building Façade and Public Realm experience*

The 9-storey residential building makes strategic efforts, based on 45-degree angular plane analyses and sun orientation, to provide step backs on virtually every floor towards providing a proper transition to the low-rise fabric to the South. The stepping reduces the building to essentially a 3-4 storey building facing the low-rise neighbours.

**Figure 27** below is an elevation that shows the stepping and in particular the relationship with the townhouses found on the abutting lot to the west.





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In addition to the step-backs moving up the building; both the rear yard and South facing interior side-yard provide from 7.5m up to 11m of separation between the new building footprint and the adjacent lot lines.

This also provides ample space where trees will be planted and private terraces can enjoy privacy. All terraces at grade benefit from this large buffer; they are all located off the street frontage and away from the canal for a proper delineation between private and public realm.

**Figure 29** below shows the relationship.



**Figure 29:** Private Terraces

To summarize, located on the corner of Lewis Street and The Driveway, our proposal holds a strong vertical corner expression, transitioning to a lighter horizontal expression above the heritage component. The building engages with the street and public realm along the Canal by inviting people into its corner lobby while leaving the rear and interior side yard focused on private uses. The maximum building height of nine (9) storeys does limit the negative view impacts associated with the redevelopment of the site, as experienced from the abutting NCC lands and from across the Rideau Canal. Great efforts have been made through the design development of 50 The Driveway to preserve the existing tree canopy along the NCC side of the subject property and reintegrate the heritage lantern as the signature piece of the redevelopment.

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Trees will provide substantial screening from the site and maintain the exceptional pedestrian experience of the Rideau Canal. The view of the heritage lantern from the adjacent public realm will provide a unique urban experience like no other. **Figures 30** and **31** provide views of the site from across the Rideau Canal.



*Figure 30: Northwest facing view, across the Rideau Canal*



*Figure 31: Southwest facing view, across the Rideau Canal*



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Ultimately designed to respect the site's heritage and respond to its immediate context, 50 The Driveway offers a sophisticated solution to urban living on the Rideau Canal.

### 2.3.2 Summary of Landscape Design Elements (Project Landscape Architect)

The overall design approach to the proposed redevelopment has been to reduce impact to the vegetation on adjacent properties, while providing new landscape environments throughout the site. The landscape plan (**Figure 32**) aims to enhance site access, extend the protection of vegetation and provide greater compatibility with adjacent neighbours through screening and privacy.



Figure 32: Landscape Plan prepared by CSW

For the lands adjacent to NCC property, along the north/ northeast boundary of the site, low walls and pavement changes have been proposed to differentiate between private and public lands, while not detracting from the character of the canal landscape. For trees on NCC property, whose roots zones extend onto private lands, commitments related to conservation, as a first measure, and compensation, if necessary, have been made in the event of impact.



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Further coordination is underway in relation to the treatment of masonry walls and terrace, which are later additions to the CNA building and extend onto NCC property. The appropriate levels of approvals for the careful removal of encroaching objects onto NCC lands are being determined, and preliminary discussions around the nature of the reinstatement have begun. The following list provides further detail on the proposed landscape interventions and coordination with the National Capital Commission (NCC) as it pertains to tree retention and potential relocation and compensation measures:

### 1. Queen Elizabeth Drive (QED), scenic parkway interface

- Maintain and protect existing trees
- Additional planting to contribute to parkway character
- Low walls and pavement changes to differentiate private and public lands, while not detracting from the character of the canal landscape

### 2. Terrace

- Retain a modern terrace as a formal entrance
- Spillover use from central lobby / lounge for events
- Terrace wall delineates public/private space
- Built elements reference CNA

### 3. Lewis Streetscape (see Figure 34 below)



**Figure 33:** *Pedestrian Experience of Lewis Street*

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- Simple streetscape treatment along Lewis Street with linear planter along facade including street tree planting
- Pedestrian scale
- Adds vegetation along this façade
- Preservation of Linden tree at corner for neighbour privacy
- Clear pavement patterns to support delineation of functions and public realm

## 4. Materials

- Preference for native, drought tolerant material
- Use of conifers for year-round impact and privacy
- Potential use of reclaimed bricks in landscape architectural details to reference the heritage fabric
- Concrete walls and features to complement and reference the heritage stair's integration into the north façade.

## 5. Private terraces

- Design of walls and pillars references CNA
- Walls, fencing, and vegetation provide screening for privacy to side and rear neighbours
- Controlled rear yard access
- Extensive tree planting as a year-round feature and screen

## 6. Nevilles's Creek

- Low point on the site
- Proposed removal of unstable and low-value existing 'volunteer' trees
- Proposed planting of desirable indigenous specimens
- Reestablishment of soil volumes to encourage regeneration of root zones of NCC trees that may be impacted by site construction on private property.

## 7. NCC Coordination

- For the lands adjacent to NCC property, along the north/ northeast boundary of the site, coordination with NCC staff to ensure a good neighbourly relationship. For trees on NCC property whose roots zones extend onto private lands, commitments related to conservation, as a first measure, and compensation as a last result, have been made in anticipation of impact.
- The landscape and architectural designs have both been adjusted on the 50 the Driveway site to reduce impact to the vegetation on adjacent properties, and open lines of communication related to site access and extended protection of vegetation and soft landscape have been established.

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- Further coordination is underway in relation to the treatment of masonry walls and terrace, which are later additions to the CNA building and extend onto NCC property, are underway. The appropriate levels of approvals for the careful removal of encroaching objects onto NCC lands are being determined, and preliminary discussions around the nature of the reinstatement have begun.

A Landscape Plan and Tree Conservation Report (TCR) have been prepared by CSW Landscape Architects Ltd. for Site Plan Submission. Extensive tree planting is planned to make up for the loss anticipated with the proposed redevelopment. The appropriate permits (e.g. NCC approval) and compensation for trees proposed for removal will be obtained. Please refer to the TCR prepared by CSW for a complete breakdown of tree retention and loss.

### 2.3.1 Summary of Interventions to retain the key heritage attributes of the site

The proposed redevelopment will integrate the key heritage attributes of the old headquarters for the Canadian Nurses Association (CNA). **Figure 34** below shows the integration of the key heritage attributes of the site through deconstruction and reconstruction:



**Figure 34:** *Heritage Integration Perspective prepared by Hobin Architecture Incorporated and dated June 14<sup>th</sup>, 2022*

As shown above, the key attributes are the “heritage lantern”, which pays homage to Florence Nightingale, and a significant portion of the existing original building façade facing the canal side, including the trapezoidal staircase. The approved zoning allows for the existing heritage lantern to be integrated on top of the roof as a permitted projection above the maximum height limit.



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There are several options to integrate the heritage on top of the roof of the ninth storey, as shown in **Figure 35** below:



**Figure 35:** Heritage Lantern Integration options

The deconstructed and reconstructed heritage lantern will be co-located with private terraces for dwelling units on the ninth floor, but the area immediately around and within the heritage lantern is not habitable area and will not be used as an amenity area.

The overall heritage conservation approach was recommended to Council for approval by the BHSC on March 8<sup>th</sup>. These key heritage attributes will be secured via a “heritage easement” which will need to be approved by the City of Ottawa’s Built Heritage Sub-Committee’s (BHSC) and run with the title of the property, in accordance with the *Ontario Heritage Act*. A conservation plan is being prepared, including the precise details of the deconstruction and reconstruction process. The process has been explained thoroughly in various technical memos that have been included in this Site Plan submission alongside the updated CHS prepared by Bray Heritage with Fotenn.

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**Figure 36** below shows a possible evening view of the heritage lantern from the area to the north of the site. The lantern has the potential to be an engaging evening feature that is well-lit and can be viewed from the public realm.



**Figure 36:** Evening view of the Heritage Lantern

**Note:**

The heritage statement provided above, as required for the Design Brief, includes only general information required conservation plan, heritage easement and the associated approval processes. For any specific details on the heritage component of the proposed redevelopment, please refer to the Cultural Heritage Impact Statement (CHIS) prepared by Bray Heritage with FOTENN Planning + Design and dated June 2022. This CHIS report demonstrates how the building relates to the historic details, materials, site and setting of any existing historic resources on or adjacent to the subject property (if applicable); therefore, meeting the requirement of the Design Brief to provide a heritage statement.

**Summary:**

As explained above, the proposed redevelopment represents a high-quality architectural approach to complementing the surrounding context, greening the neighbourhood and retaining the key heritage attributes of the site. All of these design moves will conform to the recently approved zoning and all other requirements of Zoning By-Law 2008-250.

### 3.0 ZONING COMPLIANCE

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J.L. Richards & Associates had prepared a Planning Rationale in support of the approved Official Plan Amendment and Zoning By-Law Amendment, final version dated July 15<sup>th</sup>, 2021. The Planning Rationale included a review of the City of Ottawa Comprehensive Zoning By-law.

On March 10<sup>th</sup>, 2022, Planning Committee recommended to Council to approve an Amendment to Zoning By-law 2008-250 for 50 The Driveway, which was adopted by City of Ottawa Council when they enacted by-law no. 2022-69 on March 23<sup>rd</sup>, 2022.

The Zoning By-Law Amendment rezoned the subject property from “Residential Fourth Density, Subzone ‘UC’, Urban Exception 478 [R4UC(478)] to “Residential Fifth Density, Subzone ‘B’, Urban Exception 2763, Schedule S451, holding [R5B(2763)S451-h]” to permit the development of a nine (9) storey, mid-rise building, with various site-specific exceptions and a zoning schedule that prescribes the minimum building setbacks and step backs and maximum building heights.

The details of the Zoning By-law Amendment can be found in Document 3 and 4 – Zoning By-law Amendment in **Appendix B**.

The City’s New Official Plan 2021 was adopted by City Council when they enacted By-law no. 2021-386 on November 24<sup>th</sup>, 2021. The adopted Official Plan has not yet received Ministerial approval and the City’s transitional policies for Site Plan applications only states that applications will be reviewed/evaluated for zoning compliance based on the provisions of the existing Zoning By-law:

**Review of Site Plans – Building Permits**

*Until such time as amendments are made to the Comprehensive Zoning By-law, applications will be reviewed/evaluated for zoning compliance based on the provisions of the existing Zoning By-law.*

This Section demonstrates zoning compliance with the recently approved zoning for the subject property.

**Figure 37** below shows the approved Zoning Schedule (441).



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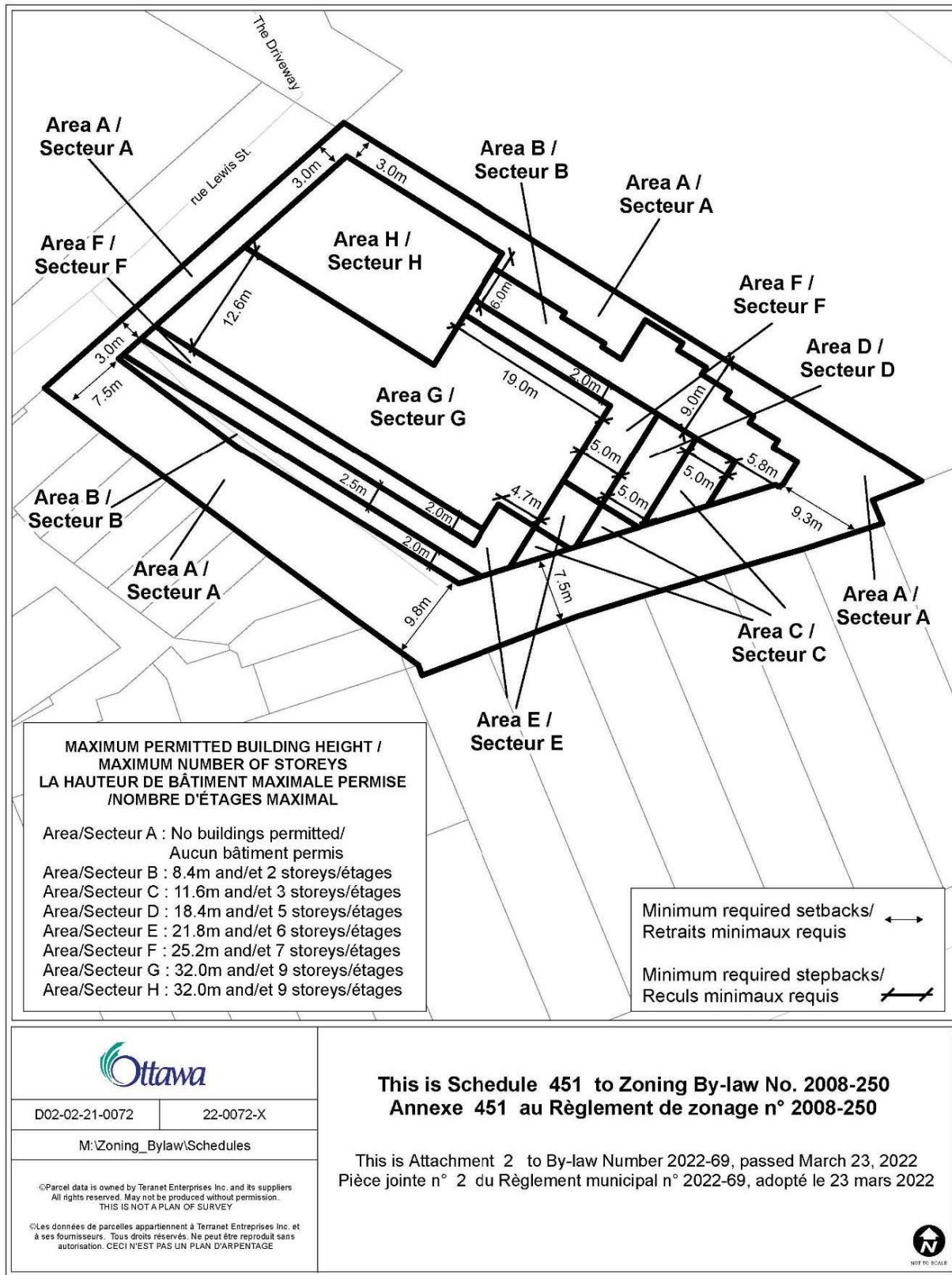


Figure 37: Zoning Schedule 441

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The following Site-Specific zoning provisions, stemming from Urban Exception 2763, apply to the development of the subject property:

- *Maximum permitted building heights, minimum setbacks and minimum step backs are as per Schedule 451.*

**All maximum permitted building heights, minimum setbacks and minimum step backs have been reviewed for compliance in Table 1 below. The proposed redevelopment complies.**

- *The maximum amount of parking spaces, excluding visitor parking, is the greater of 88 parking spaces or one space per dwelling unit.*

**The proposed residential parking (regular) is provided at a rate of one (1) parking space to one (1) dwelling unit (1:1 ratio), meeting the requirement of this provision. See Table 1 below.**

- *The ornamental element, known as the “heritage lantern” from the building existing as of the date of Council approval, is permitted within a new development as projection above the height limit within Area H of Schedule 451.*

**A heritage lantern is proposed to be retained on the rooftop of the ninth floor in Area H of Schedule 451. The proposed redevelopment conforms.**

- *Balconies on the fourth, fifth and sixth storey are not permitted to project beyond the outer wall of the same storey along the western façade.*

**The intent of this provision was to restrict overlooking balconies at the fourth, fifth and sixth storeys. Balconies at the fourth, fifth and sixth storey are inset balconies and do not project beyond the outer wall of the same storey along the western façade.**

- *The outdoor terraces/balconies on the third, seventh, eighth and ninth storeys are not permitted to project beyond the step back of the closest storey below.*

**Minimum building step backs are prescribed by Schedule 451. This provision applies to the western building façade where the intent was to uphold the general intent of the City’s angular plane guidelines and mitigate any potential privacy impacts resulting from the proposed redevelopment for residents living in the abutting townhouses to the west of the site.**

**The proposed redevelopment complies with this provision as follows:**

- ✓ **The terraces/balconies at the eighth and ninth storeys do not project beyond the step back of the seventh storey below.**

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- ✓ The terraces/balconies at seventh storey do not project beyond the step back at the sixth storey below.
- ✓ The terraces/ balconies at the third storey do not project beyond the step back at the second storey below.

The proposed redevelopment complies with this provision.

- *Despite Table 111(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.*

The proposed redevelopment incorporates 77 bike parking stalls in an underground storage unit and therefore complies with the minimum requirement of 1 bike stall per dwelling unit. Please see drawing A2-00 prepared by Hobin Architecture Incorporated and dated June 14<sup>th</sup>.

**Table 1**, below, demonstrates compliance with the approved Zoning Schedule and all applicable zoning provisions, stemming from Urban Exception 2763 and Zoning By-Law 2008-250, as shown on drawing A1 from Hobin Architecture Incorporated.

<b>Table 1 – R5B Zone, Urban Exception 2763, Schedule 451</b>			
<b>Provision</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
Min. Lot Width (Frontage)	22.5 m	44.19 m	✓
Min. Lot Area	675 sqm.	2,958 sqm.	✓
Max. Building Heights	Area B – 8.4 m	8.4 m	✓
	Area C – 11.6 m	11.6 m	
	Area D – 18.4 m	18.4 m	
	Area E – 21.8 m	21.8 m	
	Area F – 25.2 m	25.2 m	
	Area G – 32.0 m	32.0 m	
	Area H – 32.0 m	32.0 m	
<b>Minimum Step backs as per Schedule 451</b>			
Min. Step backs from the southerly property line	From outer edge of Area B to Area C – 5.8 m	5.9 m	✓
	From outer edge of Area C to Area D – 5.0 m	5 m	
	From outer edge of Area D to Area F – 5.0 m	5 m	
	From outer edge of Area F to Area G – 5.0 m	5 m	
Min. Step backs from the easterly property line <sup>(1)</sup>	From the outer edge of Area 'A' (easterly	3 m	



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	property line) to Area 'H' – 3 m		
	From the outer edge of Area 'H' closest to the easterly property line to Area 'F' – 6 m	6.0 m	✓
	From the outer edge of Area 'A' (easterly property line) to Area 'D' – 9 m	9.4 m	
Min. Step backs from the westerly property line	From the outer edge of Area 'B' to Area 'E' – 2 m	2 m	✓
	From the outer edge Area 'E' to Area 'F' – 2.5 m	2.5 m	
	From the outer edge of Area 'F' to Area 'G' – 2 m	2 m	
<b>Minimum Setbacks as per Schedule 451</b>			
Min. Setback from the southerly property line (Waverly Side)	7.5 m	7.5 m	✓
Min. Setback from the westerly property line (Towns Side)	7.5 m	7.5 m	✓
Min. Setback from the northerly property line (Lewis Street)	3 m	3 m	✓
Min. Setback from the easterly property line. (Canal Side)	1.2 m	1.2 m	✓
<b>Other Provisions</b>			
Landscaped Area Coverage	30%	43.5%	✓
Min. Amenity Space (Section 137) - Private	231 sqm.	2,530 sqm.	✓
Min. Amenity Space (Section 137) - Common	231 sqm.	349 sqm.	✓
Min. Residential Vehicle Parking (regular)	33 spaces (0.5 per unit)	77 spaces	✓

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Max. Residential Vehicle Parking (regular)	77 spaces (1 per unit)	77 spaces	✓
Min. Visitor Parking	7 spaces (0.1 per unit)	20 spaces	✓
Min. Residential Bicycle	77 spaces (1 per dwelling unit)	70 spaces (1 per dwelling unit)	✓

The proposed redevelopment also incorporates private terraces on the rooftop for dwelling units at the ninth floor, which will include access structures such as vestibules from the elevators to the outdoors. These terraces are considered permitted projections above the height limit as per Section 64 of Zoning By-Law 2008-250:

- *mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014-94)*
- *landscaped areas, **roof-top gardens and terraces** and associated safety guards and access structures; pursuant to Table 55, Row (8) (By-law 2020-289)*

The term 'terrace' is not defined in Zoning By-law 2008-250, nor is it limited to either "private" or "communal". The restrictions of Table 55, Row (8) apply only to parts of the building that is four storeys or less and would not restrict either type of terrace (private or communal) on the rooftop.

It was further confirmed with City Staff during the OPA and ZBA process that opportunities for rooftop terraces would not be precluded from the provisions of Zoning By-Law 2008-250.

There is also a holding ('h') symbol implemented through the approved Zoning.

*The Holding Symbol may not be lifted until the following is satisfied :*

*1. The Owner shall enter into a Heritage Easement Agreement under Section 37 of the Ontario Heritage Act with the City, for the purposes of the conservation of the cultural heritage values and attributes of the existing property at 50 The Driveway, as of the date of Council approval. The cultural heritage values and attributes will be identified through the heritage easement agreement. The easement will reflect the final elevations, site/landscape plans, lighting, and interpretation plans, to be approved through conditions of Site Plan Control and secured via a Site Plan Agreement or within the Heritage Easement Agreement. Council approval and execution of the Heritage Easement Agreement is required prior to lifting the holding symbol; and*

*2. A Site Plan application has been approved, including execution of an agreement pursuant to Section 41 of the Planning Act, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development, satisfying the following:*

*a. Confirm the below grade garage/foundation has been designed in an effort to protect trees found on abutting properties and those within the National Capital Commission lands.*

*b. Approved plans and/or reports will clearly identify conservation of the cultural heritage elements defined and identify the strategy for keeping preserved items in the same condition for inclusion in new development; and*

*3. Registration of a Section 37 Agreement, or similar development agreement, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.*

The requirements of the holding are being met through the Site Plan Control application and approval. The proposed redevelopment conforms to the approved Zoning. The proposed redevelopment complies with all other general provisions of Zoning By-Law 2008-250.

### **3.1 City of Ottawa Section 37 requirements**

A Section 37 agreement with the City of Ottawa is required for the proposed redevelopment and was determined during the OPA and ZBA based on the change from the as-of-right zoning to the recently approved zoning.

The proposed G.F.A. represents more than a 25% increase from the as-of-right G.F.A and therefore triggered a Section 37 contribution as per the City of Ottawa's existing guidelines which were approved by City Council on May 24, 2017. The Section 37 requirements and drawdowns, which resulted in a net cash value contribution of \$200,000, were determined and negotiated between the CNA, the Ward Councilor and City Staff during the rezoning process and was captured through the holding 'h' symbol, which now applies to the subject property. Prior to the lifting of the 'h' symbol, the Section 37 agreement needs to be registered on title. The Section 37 contribution requirement captured in the 'h' symbol is outlined below:

*"The City shall require that the owner of the lands at 50 The Driveway enter into an agreement pursuant to Section 37 of the Planning Act, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Real Estate and Economic Development, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner with the total value of the benefits to be secured being \$200,000 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from March 23rd, 2022 to the date of payment.*



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a) *The specific benefits to be secured and provided are:*

- *Ward 14 specific account for affordable housing: \$200,000*

b) *Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.*

c) *The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.”*

*The Site-Specific Zoning Exception has a holding (“h”) symbol that requires that a Section 37 agreement be executed and registered with the City of Ottawa. The holding (“h”) symbol will not be lifted through by-law until such agreement has been executed and registered.”*

The Section 37 requirement, as outlined above, will be included as a condition of the Site Plan Approval to be paid prior to the building permit being issued.

## 4.0 APPLICABLE POLICIES AND DESIGN GUIDELINES

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### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) was issued under section 3 of the *Planning Act* and came into effect May 1, 2020. The PPS provides policy direction on matters on provincial interest with regard to land use planning and development. Decisions made by all approval authorities in the Province on planning applications “shall be consistent with” the policies of the Statement.

The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The proposed redevelopment is consistent with the policies of the PPS 2020, as first demonstrated through the Planning Rationale that was written in support of the Amendments to the City’s Official Plan (2003, as amended) and Zoning By-Law 2008-250, which were furthermore approved by Council when they enacted by-law no.(s) 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022.

The proposed redevelopment is an appropriate form of intensification that is transit-supportive and makes use of existing services and infrastructure.

### 4.2 City of Ottawa Official Plan (2003, as amended)

J.L. Richards & Associates had prepared a Planning Rationale in support of the approved Official Plan Amendment and Zoning By-Law Amendment, final version dated July 15<sup>th</sup>, 2021. There were various technical memos sent to City Staff at each submission, including a Public Response Letter, dated December 23<sup>rd</sup>, which is displayed on the City’s website.

The Planning Rationale included a review of the City of Ottawa Official Plan, the Centretown Secondary Plan (OPA 127), the Centretown Community Design Plan (CDP) and all other relevant council approved guidelines. Various additional technical memos were submitted to the City and responded to public comments and staff comments regarding OPA and ZBA details and the Section 37 requirement for the proposed redevelopment.

On March 10<sup>th</sup>, 2022, Planning Committee recommended to Council to approve an amendment to the Official Plan, Volume 2a, Centretown Secondary Plan, specific to 50 The Driveway, re-designating the lands on Schedule ‘H2’ with a maximum height limit of “mid-rise – 9 storeys”. The City of Ottawa Council adopted the Amendment when they enacted By-law No. 2022-68 on March 23<sup>rd</sup> and the official Notice of Passing was distributed and received on April 6<sup>th</sup>, 2022.

## Design Brief

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This Official Plan Amendment can be found in **Appendix A** for “Document 2 – Official Plan Amendment”.

Within the framework of the existing OP, the subject property is found within the Centretown Secondary Plan. The Centretown Community Design Plan (CDP) implements the policies of said plan and provides specific design direction for mid-rise typologies. Sections 2.5.1 and 4.11 of the existing (Old) OP apply and have been reviewed.

The City’s New Official Plan 2021 was adopted by City Council when they enacted By-law no. 2021-386 on November 24th, 2021. The adopted Official Plan has not yet received Ministerial approval and the City’s transitional policies for Site Plan applications states that applications will be evaluated for zoning compliance based on the provisions of the existing Zoning By-law:

### **Review of Site Plans – Building Permits**

*Until such time as amendments are made to the Comprehensive Zoning By-law, applications will be reviewed/evaluated for zoning compliance based on the provisions of the existing Zoning By-law.*

Under the New OP, the property is not found within the Centretown Secondary Plan and is not subject to the Centretown Community Design Guidelines. Rather, the site is found within the Rideau Canal Special District. The City has required formal attendance at the Urban Design Review Panel (UDRP) for the proposed redevelopment, given the site’s location within this special district, also considered a design priority area according to Schedule C7A and Section 4.6 of the New OP.

Policy 1) of Section 6.6.2.2 calls for a secondary planning study for the Rideau Canal Special District, which will include recommendations for development along QED/Canal in Centretown (golden triangle), including design guidelines and development standards (zoning). As of now, there is no such secondary plan, or other policies found in the New OP that specifically guide future development and site design in this area. The City has not provided an updated terms of reference based on the policies of the New OP; however, Section 4.6 of the New Official Plan has been reviewed for consistency. Section 4.6 has been reviewed and the proposed redevelopment will conform to the policies provided therein.

Outside of Section 4.6, there are no other policies that provide specific design direction for the subject property that need to be evaluated, so the policies of Section 2.5.1 and 4.11 of the existing OP has been provided in accordance with the Design Brief Terms of Reference provided to the project team.



## Design Brief

### 4.2.1 Section 2.5.1 – Designing Ottawa

Section 2.5.1 of Official Plan no. 2003, as amended, provides direction on patterns, locations of land uses and issues related to urban design to be sensitive to and compatible with existing communities. The Official Plan requires that all development applications be evaluated in the context of Section 2.5.1. The following table offers a response to how the proposed redevelopment addresses the design objectives:

Design Objectives	How the Proposed Phase 1 Development Meets the Objectives
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed redevelopment will establish a gateway at the corner of Lewis Street and The Driveway. The proposed redevelopment places an emphasis on placemaking, including the enhancement of the public realm along Lewis Street, and subtle design elements that do not interfere with the experience of NCC lands on the canal side. The experience of the lantern from the streetside will continue through the proposed redevelopment. Opportunities to further animate the lantern are being explored.
2. To define quality public and private spaces through development.	Private indoor and outdoor amenity spaces, including the terraces and lounge areas, are provided throughout the proposed redevelopment. They are however placed in a meaningful way to ensure that future residents make use of the ample amenity space. All units will have terraces or balconies. Units at the 9 <sup>th</sup> storey will have access to rooftop terraces. These spaces will be useable and enhance social interaction within and among households. The proposed private areas will be landscaped and the experience of the public realm along Lewis Street will be improved
3. To create places that are safe, accessible and are easy to get to and move through.	The proposed redevelopment will integrate spaces that are safe, accessible and are easy to get to and move through. The proposed redevelopment will consist of strong Crime Prevention through Environmental Design (CPTED) principles, such as appropriate lighting and landscaping that does not block viewsheds from existing sidewalks and multi-use paths. Screening for privacy along lot lines abutting low-rise residential is proposed.
4. To ensure that new development respects the character of existing areas.	Generous building setbacks and step backs are proposed to ensure compatibility with adjacent residential development and consistency with the existing built form found along Lewis Street. The use

## Design Brief

	<p>of large yards and landscaping abutting the existing low-rise development provides an immediate buffer for those lots. The proposed redevelopment will serve as a transition block between high-rise development to the north and the low-rise residential community to the south. The proposed height will not compromise views from across the canal, nor extend above the existing tree canopy along the QED corridor. By comparison, the existing 17-storey tower at the 40 Driveway provides more visual impact than the proposed 9-storey development.</p>
<p>5. 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>	<p>The proposed redevelopment considers adaptability and diversity by providing a large-sized indoor and outdoor amenity areas that can be used for various activities. The proposed redevelopment is characterized by variety and choice, as reflected by the range of dwelling unit types and sizes proposed. The proposed dwelling unit types and sizes offer some flexibility for young families and the evolving workforce, including opportunities for caregivers and more overall floor space to accommodate Work-At-Home (WAH) scenarios.</p>
<p>6. To understand and respect natural processes and features in development design.</p>	<p>The proposed redevelopment will result in the removal of most existing trees found on-site, all of which were either deemed to be insignificant or precluded the future development of the site as approved by the zoning. The redevelopment of the property will provide significant tree planting. Soft landscaping will complement existing landscapes found on the adjacent NCC lands. In keeping with the requirements of the holding symbol, there has been a strong effort through site and building design (e.g. underground parking garage and servicing) to protect trees found on abutting lands, including the NCC property.</p>
<p>7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment. <b>(Sustainability Statement)</b></p>	<p>The proposed redevelopment will include some energy efficiency design and greening (e.g. rooftop amenity). The proposed redevelopment is also near transit, which will ultimately reduce automobile dependency and promote sustainability. EV Charging stations are proposed within the garage.</p>

The proposed redevelopment conforms to Section 2.5.1 of Official Plan, no. 2003 as amended.

## Design Brief

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### **4.2.2 Section 4.11 – Urban Design and Compatibility**

Section 4.11 of Official Plan no. 2003, as amended, provides direction on how to assess development applications to ensure their integration into, and compatibility with, existing or planned community character and in the overall context of the OP. The policies require consideration for views, design, massing, and amenity space, among others, as key factors for assessing the relationship between new and existing development. The focus of this Site Plan Application is to demonstrate how the proposed mid-rise building provides a compatible built form that provides a transition between high-rise and low-rise character areas, conforming to the broader intent of policies found in the Official Plan(s) and more specific guidance for mid-rise typologies found in the Centretown Secondary Plan.

### **4.2.3 Centretown Secondary Plan and Community Design Plan (CDP)**

The Centretown Secondary Plan, which is within the policy framework of the City's Official Plan, was recently amended to permit the proposed redevelopment with a maximum building height of nine (9) storeys, as approved by Council on March 23<sup>rd</sup> (by-law 2022-68). The Centretown Community Design Plan (CDP) implements the policies of the Secondary Plan and provides guidelines on built-form, public realm and heritage integration.

The proposed redevelopment's consistency with the guidelines of the Centretown Design Plan (CDP) was first demonstrated through the Planning Rationale that was written in support of the Amendments to the City's Official Plan (2003, as amended) and Zoning By-Law 2008-250, which were furthermore approved by Council when they enacted by-law no.(s) 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022.

We have again reviewed these guidelines for adherence. The proposed redevelopment achieves the targeted streetscape recommendations (Section 4.5) for local streets in the CDP; creates a positive ground floor experience (Section 6.3.2), upholds the intent of the mid-rise guidelines, and respectfully integrates the key heritage attributes of the site (6.5.1), thereby implementing the vision of the CDP.

### **4.3 Transit-Oriented Development Guidelines (2007)**

The subject property is approximately 522 metres (m) in walking distance from the uOttawa LRT Station and is, therefore, subject to the City's Transit-Oriented Development Guidelines (2007).

The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.



## Design Brief

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We have reviewed these guidelines for adherence. The proposed redevelopment is transit-supportive through the level of residential density proposed and the emphasis placed on improving connections to sidewalks and nearby multi-use pathways and reducing the parking for the site to a 1:1 parking ratio, while providing a 1:1 bike parking ratio.

### 5.0 CONCLUSION

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It is our professional opinion that the proposed redevelopment is appropriate and will implement the recently amended zoning for the site while achieving our client's specific design philosophy of creating a high quality mid-rise urban development that provides transition between high and low-rise building typologies.

The proposed redevelopment is consistent with the plans that were approved by Council through Official Plan Amendment (by-law 2022-68) and Zoning By-Law Amendment (2022-69) on March 23<sup>rd</sup>, 2022, under Official Plan no. 2003, as amended. The project team for 50 The Driveway worked closely with City Staff on the development of the architectural design package to address the concerns raised by the public and Councillor's Office with respect to height and scale, parking ratio, landscape and tree retention, traffic and heritage conservation.

At the pre-consultation meeting for Site Plan Control application, Staff asked for more details on tree retention, proposed parking, amenity space strategy, treatment of the lantern, and required attendance at both UDRP and approval by the BHSC.

The following has been provided in response to Staff's comments:

- A regular parking-to-dwelling unit ratio of 1:1, with 20 visitor parking spaces;
- A bike parking-to-dwelling unit ratio of 1:1 (contained in bike storage facility);
- A range of dwelling unit types, sizes and layouts, achieving a residential split of approximately 70 % two-bedroom units and 30% one-bedroom units;
- The integration of the key heritage attributes through deconstruction and reconstruction;
- Generous setbacks of at least 7.5 m from each lot line shared with a low-rise neighbour;
- Step backs that provide a gradual transition from the neighbouring low-rise and maintaining the intent of the City's 45-degree angular plane guidelines;
- Projecting terraces and balconies that conform to the approved zoning;
- A mix of landscape materials provided at grade, including specially paved private areas, private pathways, at-grade terraces and a retaining wall along the easterly property line that provides separation between public and private areas;
- Tree plantings that form the perimeter of the site and strengthen the public realm experience of Lewis Street; and
- An outdoor private area that complements the function of the internal lobby area (2,879 sq. m. of total amenity space provided), including a common ground floor amenity area (yoga room, lounge, lobby, gym etc.) and private terraces (rooftop) and balconies.

## Design Brief

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In summary, it is our opinion that this Design Brief, alongside the supporting plans and studies, support the approval of this Site Plan Control application for the following reasons:

1. The approval of this Site Plan Control application is consistent with the Provincial Policy Statement as first demonstrated through the Planning Rationale that was written in support of the Amendments to the City's Official Plan (2003, as amended) and Zoning By-Law 2008-250, which were furthermore approved by Council when they enacted by-law no.(s) 2022-68 and 2022-69 on March 23<sup>rd</sup>, 2022.
2. City Council has approved an Official Plan Amendment to the Centretown Secondary Plan with a site-specific policy that permits a maximum building height of nine (9) storeys at 50 The Driveway. City Council has approved a site-specific Zoning By-law Amendment which implements the Official Plan Amendment. The proposed redevelopment meets the zoning requirements of the City of Ottawa Zoning By-law 2008-250; therefore, conforming to both the City's Official Plan (2003, as amended) and Zoning By-Law 2008-250.
3. The proposed redevelopment conforms to sections 2.5.1 and 4.11 of the City's Official Plan, no. 2003 as amended.
4. The proposed redevelopment is appropriate and compatible with the area and is consistent with the many goals, objectives and guidelines of the Centretown Community Design Plan (CDP).
5. The proposed redevelopment achieves both the integration of the key heritage attributes of the site and transition between high-rise and low-rise building typologies; and is therefore appropriate and compatible with the surrounding area.
6. The proposed redevelopment is consistent with the many goals, objectives and guidelines of the Centretown Community Design Plan (CDP) and the City's Transit-Oriented Development (TOD) Guidelines.
7. The proposed redevelopment is considered an appropriate form of intensification in the Golden Triangle neighbourhood, making efficient use of existing and planned infrastructure and public service facilities, as demonstrated by the supporting studies and plans, being submitted alongside this Design Brief.

The proposed redevelopment is appropriate and represents good land use planning.

# Design Brief

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J.L. RICHARDS & ASSOCIATES LIMITED

Prepared by:



Eric Forhan, MScPI  
Planner

Reviewed by:



Timothy F. Chadder, MCIP, RPP  
Associate  
Chief Planner



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# **APPENDIX A**

Official Plan Amendment for 50 The Driveway (By-Law No. 2022-68)

BY-LAW NO. 2022 – 68

A by-law of the City of Ottawa to amend the Centretown Secondary Plan of Volume 2A of the Official Plan for the City of Ottawa to increase maximum building heights and add site-specific policies to lands known municipally as 50 The Driveway.

WHEREAS Planning Committee convened a public meeting to consider the adoption of the aforementioned official plan amendment;

AND WHEREAS Planning Committee recommends the adoption of the aforementioned official plan amendment;

AND WHEREAS Council on March 23, 2022 carried the recommendation of Planning Committee;

THEREFORE the Council of the City of Ottawa exacts as follows:

1. The attached document, being Official Plan Amendment No. 275 to the Official Plan for the City of Ottawa, is hereby adopted.
2. This by-law shall come into force in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c. P.13, as amended.

ENACTED AND PASSED this 23rd day of March, 2022.

DEPUTY CITY CLERK

MAYOR

**Official Plan Amendment 275 to the  
Official Plan for the  
City of Ottawa**

## **INDEX**

### **THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. 275 to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment 275 to the Official Plan for the City of Ottawa.

**PART C – THE APPENDIX -Schedule 1 of Amendment 275 – Official Plan for the City of Ottawa**

#### **PART A – THE PREAMBLE**

Purpose

Location

Basis

Rationale

#### **PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

#### **PART C – THE APPENDIX**

Schedule 1 of Amendment 275 – Official Plan for the City of Ottawa



## **PART A – THE PREAMBLE**

### **1. Purpose**

The purpose of this amendment is to amend the Centretown Secondary Plan, specific to 50 The Driveway, by re-designating the lands on Schedule H2 with a maximum height limit of “mid-rise – 9 storeys”.

The summary of proposed amendments and changes to the Centretown Secondary Plan made through this amendment area as follows:

- a. Increase the maximum permitted building heights from “LOW-RISE - 12 TO 14.5M - 4 STOREYS (R4V ZONE - 11M)” to “MID-RISE – 9 STOREYS”.
- b. Provide site specific policy for 50 The Driveway to allow for a mid-rise apartment building up to 9-storeys.

### **2. Location**

The proposed Official Plan amendment includes changes only applicable to 50 The Driveway. The subject lands are located at the corner of Lewis Street and The Driveway.

### **3. Basis**

The amendment to the Official Plan was requested by the applicant in order to build a nine-storey apartment building.

### **4. Rationale**

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for a residential development, while preserving the important heritage attributes of the existing building. The development, in manner consistent with policy, will allow for a range of housing choices and add residential intensification within an existing community with excellent access to amenity and active transportation. The development achieves compatibility through built form transition and by providing generous setbacks and a landscape buffer around the perimeter of the site that abuts low-rise residential. The amendment is consistent with broader goals of the Official Plan and represents quality city building and good planning.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. 275 to the Official Plan for the City of Ottawa.

### **2. Details**

The City of Ottawa Official Plan, Volume 2a, Centretown Secondary Plan, is hereby amended as follows:

2.1 by amending Schedule H2 –Maximum Building Heights, by re-designating 50 The Driveway from “LOW-RISE - 12 TO 14.5M - 4 STOREYS (R4V ZONE - 11M)” to “MID-RISE – 9 STOREYS” as shown on Schedule 1 of this document, in Part C – The Appendix.

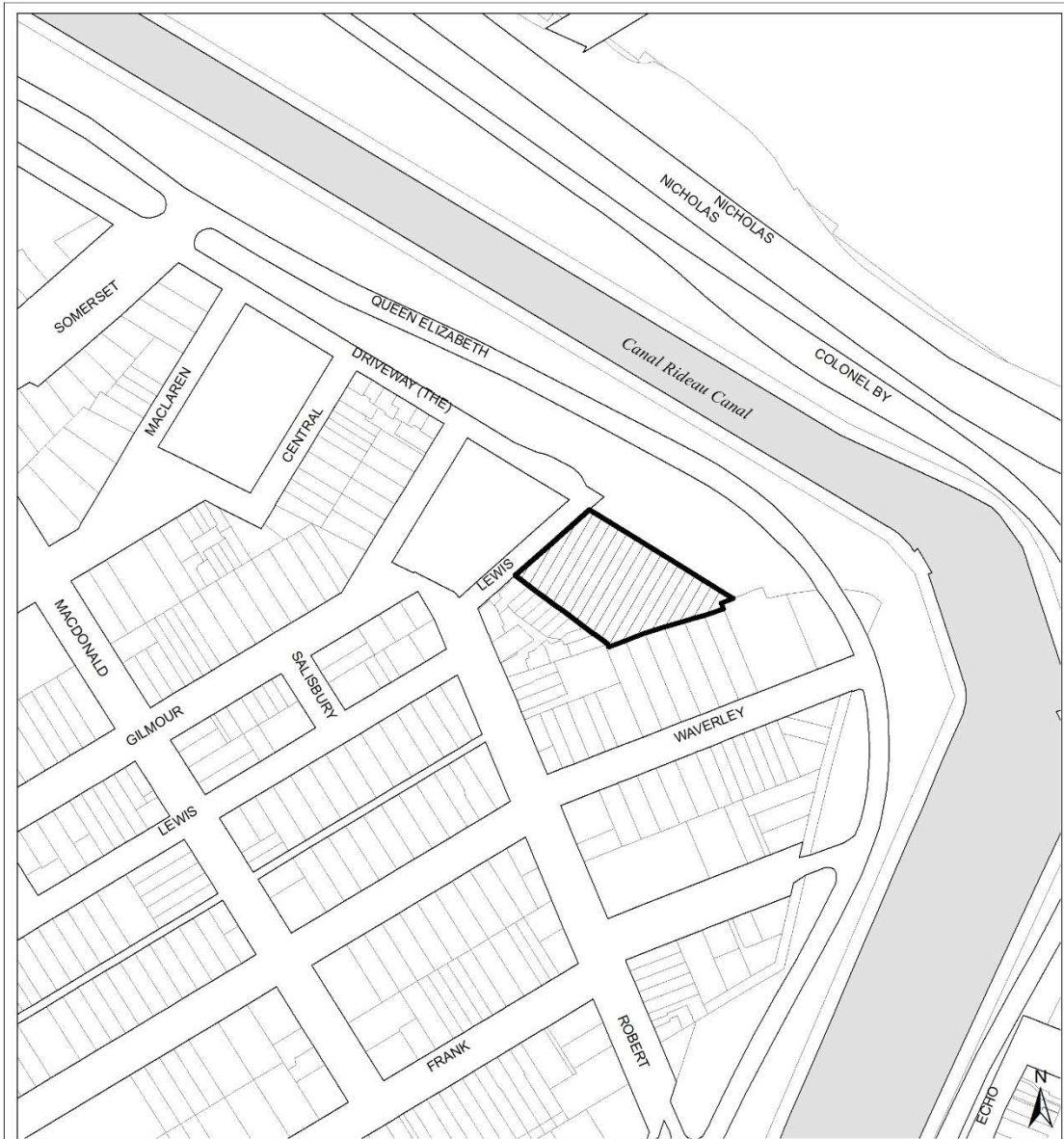
2.2 by adding a new policy in Section 3.9.1 (Residential Character Areas) as follows:

“Notwithstanding Policies 3.9.1.1 and 3.9.1.3, the maximum permitted building height is mid-rise, up to nine (9) storeys, on the lands municipally known as 50 The Driveway, as shown on Schedule H2”

### **3. Implementation and Interpretation**

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

# PART C – THE APPENDIX



Planning, Infrastructure and Economic  
Development Department,  
Services de la planification, de Géospatial Analytics,  
Technologie and Solutions



Préparé par: l'infrastructure et du  
développement économique.  
Analyse géospatiale,  
technologie et solutions

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\\AAS\Staff\Sheila\OPAs\2013\OPA 275\Centretown Hts 5D Dwg

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE 1 to  
AMENDMENT NO.275**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA  
Amending Schedule H2 -  
Maximum Building Heights  
CENTRETOWN  
SECONDARY PLAN

 LANDS REDESIGNATED FROM MAXIMUM BUILDING HEIGHT "LOW-RISE - 12 TO 14.5M - 4 STOREYS (R4V ZONE - 11M)" TO MAXIMUM BUILDING HEIGHT "MID-RISE - 9 STOREYS"  
TERRAINS DON'T LA DÉSIGNATION PASSERA DE « FAIBLE HAUTEUR - 12 TO 14.5M - 4 ÉTAGES (R4V ZONE - 11M)» À « MOYENNE HAUTEUR - 9 ÉTAGES »

**ANNEXE 1 de  
L' AMENDEMENT NO.275**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA  
Modifiant Annexe H2 -  
Hauteurs maximales des immeubles  
PLAN SECONDAIRE  
CENTRE-VILLE





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# APPENDIX B

Zoning By-Law Amendment for 50 The Driveway (By-Law No. 2022-69)

BY-LAW NO. 2022 - 69

A by-law of the City of Ottawa to amend By-law No. 2008-250 to change the zoning of lands known municipally as 50 The Driveway.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O.1990, enacts as follows:

1. The Zoning Map of By-law No. 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown as Area A on Attachment 1 from R4UC[478] to R5B[2763] S451-h.
2. Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended by adding the following exception:

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2763	R5B[2763] S451-h			<ul style="list-style-type: none"> <li>– Maximum permitted building heights, minimum setbacks and minimum stepbacks are as per Schedule 451.</li> <li>– The maximum amount of parking spaces, excluding visitor parking, is the greater of 88 parking spaces or one space per dwelling unit.</li> <li>– The ornamental element, known as the “heritage lantern” from the building existing as of the date of Council approval, is permitted within a new development as projection above the height limit within Area H of Schedule 451.</li> <li>– Balconies on the fourth, fifth and sixth storey are not permitted to project beyond the outer wall of the same storey along the western façade.</li> </ul>

				<ul style="list-style-type: none"> <li>– The outdoor terraces/balconies on the third, seventh, eighth and ninth storeys are not permitted to project beyond the step back of the closest storey below.</li> <li>– Despite Table 111(a)(b)(c), the minimum number of bicycle spaces required is 1.0 per dwelling unit or rooming unit.</li> </ul> <p>The Holding Symbol may not be lifted until the following is satisfied :</p> <ol style="list-style-type: none"> <li>1. The Owner shall enter into a Heritage Easement Agreement under Section 37 of the <i>Ontario Heritage Act</i> with the City, for the purposes of the conservation of the cultural heritage values and attributes of the existing property at 50 The Driveway, as of the date of Council approval. The cultural heritage values and attributes will be identified through the heritage easement agreement. The easement will reflect the final elevations, site/landscape plans, lighting, and interpretation plans, to be approved through conditions of Site Plan Control and secured via a Site Plan Agreement or within the Heritage Easement Agreement. Council approval and execution of the Heritage Easement Agreement is required prior to lifting the holding symbol; and</li> <li>2. A Site Plan application has been approved, including execution of an agreement pursuant to Section 41 of the <i>Planning Act</i>, to the satisfaction of</li> </ol>
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				<p>the General Manager, Planning, Real Estate and Economic Development, satisfying the following:</p> <ol style="list-style-type: none"> <li>a. Confirm the below grade garage/foundation has been designed in an effort to protect trees found on abutting properties and those within the National Capital Commission lands.</li> <li>b. Approved plans and/or reports will clearly identify conservation of the cultural heritage elements defined and identify the strategy for keeping preserved items in the same condition for inclusion in new development; and</li> </ol> <p>3. Registration of a Section 37 Agreement, or similar development agreement, to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.</p> <p>The following provisions deal with Section 37 of the <i>Planning Act</i> :</p> <ol style="list-style-type: none"> <li>1. Pursuant to Section 37 of the <i>Planning Act</i>, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law, including the provision by the owner of the lot of the facilities, services and matters set out in Section 33 of Part 19 hereof, to the City at the owner's sole expense and in</li> </ol>
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				<p>accordance with and subject to the agreement referred to in b. below of this by-law.</p> <p>2. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the <i>Planning Act</i> securing the provision of the facilities, services or matters set out in Section 33 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.</p> <p>3. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the <i>Planning Act</i>, then once such agreement has been executed and registered, such conditional provisions shall continue.</p>
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3. Part 17 – Schedules of the said by-law No. 2008-250 is amended by adding Schedule 451 as shown in Attachment 2 to this by-law.

4. Part 19 – Section 37 Provisions of the said by-law No. 2008-250 is amended by adding a new Section 33 as follows:

**“(33) 50 The Driveway**

The City shall require that the owner of the lands at 50 The Driveway enter into an agreement pursuant to Section 37 of the *Planning Act*, to be



registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Real Estate and Economic Development, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner with the total value of the benefits to be secured being \$200,000 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from March 23<sup>rd</sup>, 2022 to the date of payment.

- a) The specific benefits to be secured and provided are:
  - Ward 14 specific account for affordable housing: \$200,000
- b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
- c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.”

ENACTED AND PASSED this 23rd day of March, 2022.

DEPUTY CITY CLERK

MAYOR



D02-02-21-0072

22-0226-X

M:\Zoning\_Bylaw\bylaws\

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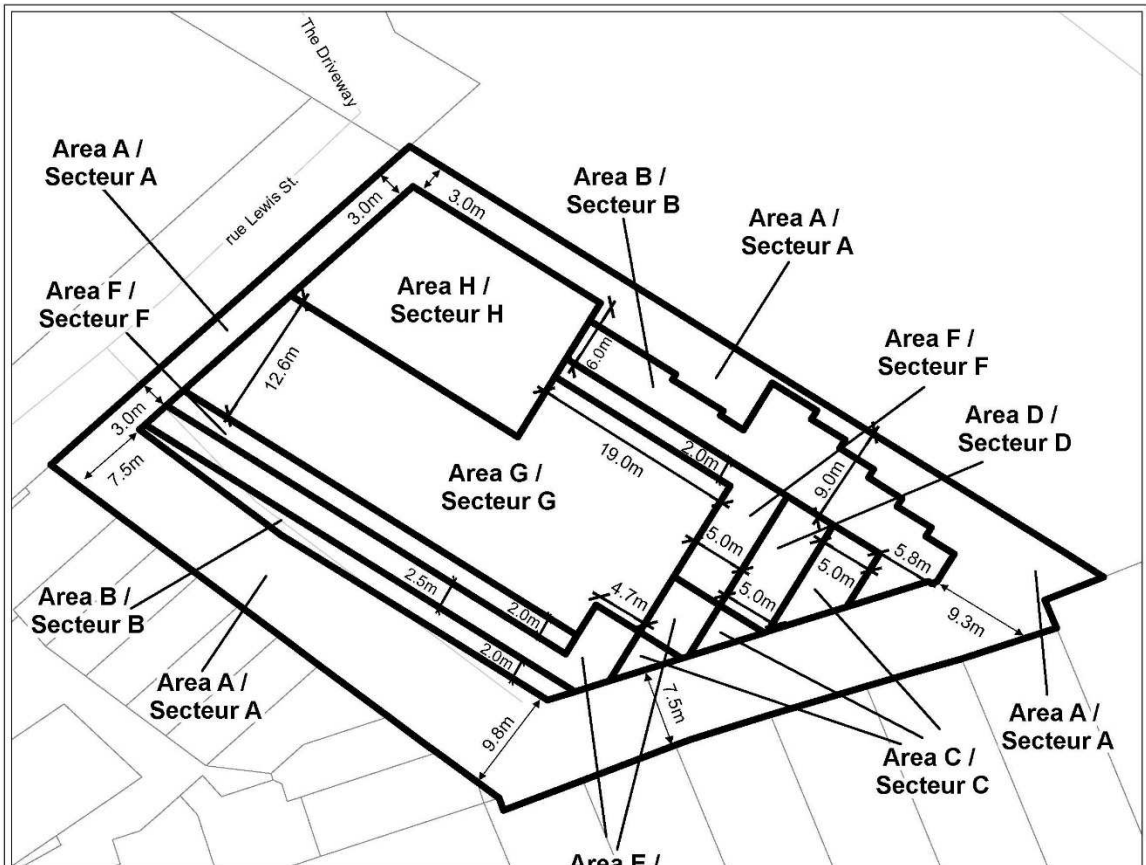
LANDS AFFECTED PART OF THE ZONING  
MAP OF BY-LAW NO. 2008-250

This is Attachment 1 to By-law Number 2022-69, passed March 23, 2022

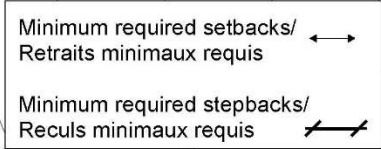
**Lands Affected by By-law**


Area A to be rezoned from R4UC[478] to R5B[2763] S451-h





MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE /NOMBRE D'ÉTAGES MAXIMAL
Area/Secteur A : No buildings permitted/ Aucun bâtiment permis
Area/Secteur B : 8.4m and/et 2 storeys/étages
Area/Secteur C : 11.6m and/et 3 storeys/étages
Area/Secteur D : 18.4m and/et 5 storeys/étages
Area/Secteur E : 21.8m and/et 6 storeys/étages
Area/Secteur F : 25.2m and/et 7 storeys/étages
Area/Secteur G : 32.0m and/et 9 storeys/étages
Area/Secteur H : 32.0m and/et 9 storeys/étages






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**This is Schedule 451 to Zoning By-law No. 2008-250  
Annexe 451 au Règlement de zonage n° 2008-250**

This is Attachment 2 to By-law Number 2022-69, passed March 23, 2022  
Pièce jointe n° 2 du Règlement municipal n° 2022-69, adopté le 23 mars 2022

  
NOT TO SCALE





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