



84 & 100 Gloucester Street

Planning Rationale
Zoning By-law Amendment & Site Plan Control Application
April 14, 2023



Prepared for Claridge

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April 2023

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1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) was retained by Claridge Homes to prepare a Planning Rationale & Design Brief in support of a Zoning By-law Amendment application to permit a development proposal located at 84 & 100 Gloucester Street. The intent of the application is to facilitate the development of a 27-storey mixed-use building containing residential apartment uses and ground-floor commercial uses.

1.1 Application Overview

1.1.1 Intent

The intent of the proposal is to maintain and conform to the existing provisions set out in the current Official Plan and Secondary Plan documents while amending certain requirements of the Zoning By-law to establish the appropriate provisions to facilitate the proposed development. Fotenn is of the opinion that the proposal represents sound land-use planning.

1.1.2 Summary

The proposed development is a 27-storey mixed-use building on a five & six-storey podium. A total of 315 dwelling units are proposed including a mix of 1- and 2-bedroom units with 98 underground parking spaces accessed from a vehicle ramp on Gloucester Street. The proposal also provides for 315 enclosed bicycle parking spaces both within the underground parking levels as well as within the ground floor with direct outdoor access. The ground floor of the building includes 144 square metres of retail spaces. A total of 1,761m² of amenity space is included throughout the building including on the ground floor, at-grade in the rear-yard, private balconies, and rooftop amenity areas.

1.1.3 Required Application

To facilitate the proposed development, a Zoning By-law Amendment Application is being submitted. The subject site is currently zoned Residential Fifth Density, Subzone B, Exception 482, Maximum Floor Area Ratio 3 (R5B [482] F(3.0)). The submitted Zoning By-law Amendment proposes to retain the Residential Fifth Density zone while amending the performance standards of the subject property with site-specific zoning provisions to permit the built-form of the development as proposed. The site-specific provisions would also permit a range of non-residential uses for the at-grade retail space, consistent with the policies of the Centretown Secondary Plan.

A Site Plan Control Application for the proposed development has also been submitted to resolve site-specific design considerations such as landscaping, site access/egress, servicing locations, and building materiality.



Figure 1: Rendering of proposed building (right), looking south-west from Gloucester Street

1.2 Public Consultation Strategy

All public engagement activities will comply with applicable Planning Act requirements, such as and including the circulation of notices. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Pre-Application Consultation
 - The pre-application consultation for this file included community representatives to add community contributions to the preliminary input received.
- / Notification of Ward Councillor
 - The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- / Notification to residents and local registered Community Associations
 - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.

Site Context and Surrounding Area

2.1 Site Context

The subject site, municipally known as 84 & 100 Gloucester Street, is located within Downtown Ottawa in Somerset Ward (Ward 14). The two properties encompass the interior portion of the block with 60 metres of frontage along Gloucester Street to the north with a total combined area of 1,835 square metres.

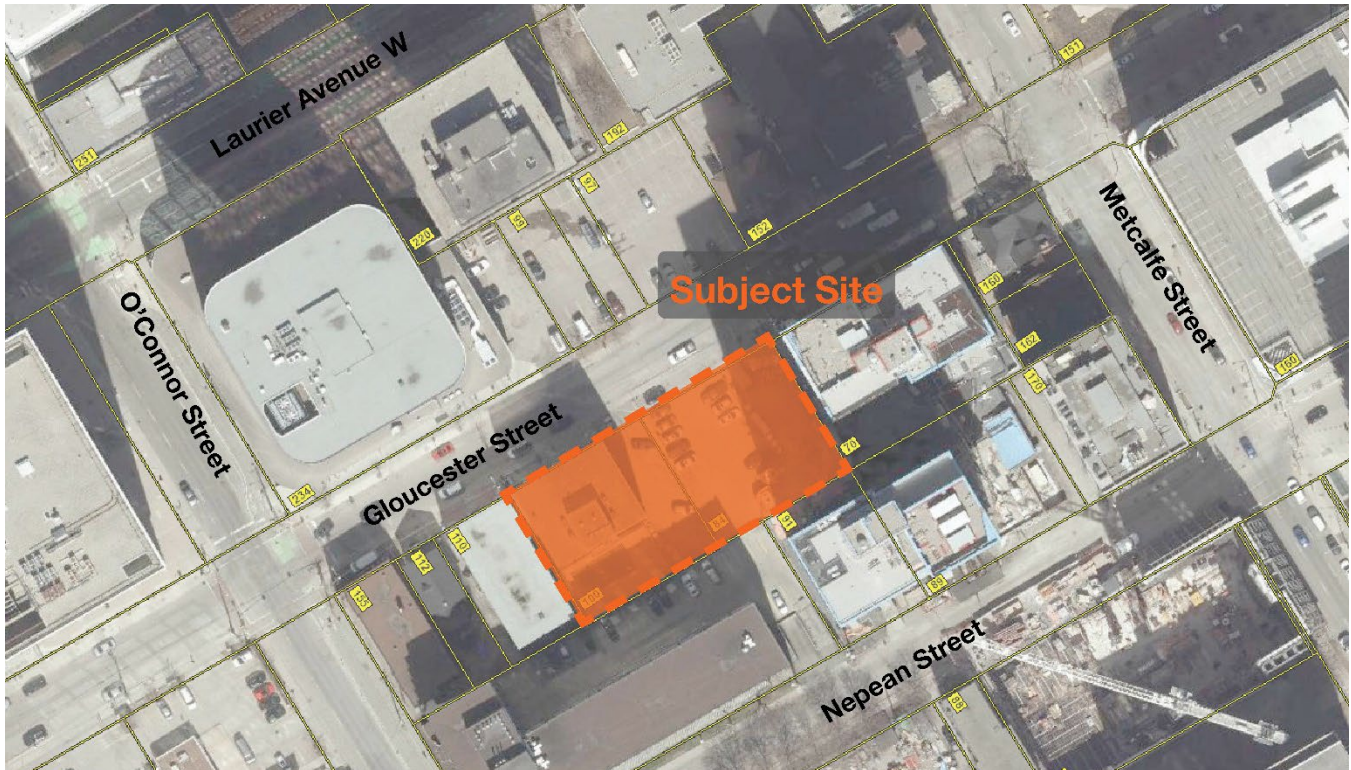


Figure 2: Aerial picture of the immediate site context of the subject property, outlined in blue. The subject property consists of 2 parcels: 84 & 100 Gloucester Street to east and 160 Laurier to the west.

Archived aerial imagery of the subject site indicates that the lands were historically occupied by residential buildings until the early 1960s when the lands at 100 Gloucester Street began to be demolished and replaced by a 6-storey office/retail building. Subsequently, the structures at 84 Gloucester were demolished and replaced with surface parking in the mid 1970s. As per GeoOttawa, both uses continue presently.

2.2 Surrounding Area



Figure 3: Subject property and surrounding area

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

North: Immediately north of the subject property along Gloucester Street is a surface parking lot. Next to this, at the intersection of Gloucester Street and O'Connor Street lot is a 26-storey commercial building. The majority of high-rise development further north of the subject property is representative of the Central Business District (CBD) with office buildings that are generally greater than 20 storeys in height. The CBD to the north also offers significant amenities, services, entertainment and employment opportunities. The Parliament LRT station and entrance to the Confederation Line is located 450 metres northwest of the subject property at the intersection of O'Connor Street and Queen Street.

East: Immediately east of the subject property at 70 Gloucester Street is a newly constructed 27-storey residential building. Further east, at the intersection of Gloucester Street and Elgin Street at 150 Elgin Street is a 21-storey office building formerly known for the Shopify tenancy. Also incorporated into this development is an individually designated heritage structure currently used as a restaurant. Further south, beyond Gloucester Street, is 160 Elgin Street, a 27-storey office building incorporating ground-floor commercial uses and occupying the majority of the street block. The remainder of the block is occupied by an above-ground parking garage.

Elgin Street is located 250 metres east of the subject property and is characterized as a vibrant commercial mainstreet with a variety of mixed-use buildings with locally-oriented services and amenities. To the east, also on Elgin Street, are Ottawa City Hall and the Provincial Courthouse.

South: South of the subject property at the intersection of O'Connor Street and Nepean Street is a 10-storey apartment building. On the south side of Nepean Street is a surface parking lot and two mid-rise apartment buildings fronting onto Lisgar Street. The area further south is predominantly residential with non-residential uses generally along O'Connor Street. Low- to mid-rise buildings with a mix of uses, surface parking areas, and converted dwellings are mixed with more recent infill developments. Further south of the subject property is Glashan Public School, the Canadian Museum of Nature, the Taggart Family YMCA, and access to Highway 417.

Elgin Street Public School and Jack Purcell Park and community centre with pool, dog run, tennis courts and play structures are also located south of the subject property.

West: Immediately west of the subject property is a four-storey residential heritage building. Next to this, is a three-storey building with commercial at-grade. On the south side of the intersection at O'Connor Street and Gloucester Street is a four-storey residential building. O'Connor Street is a south-bound designated arterial roadway on Schedule C4 of the Official Plan and features a north-south protected bi-directional bicycle lane. The neighbourhoods further west are characterised by a diverse residential community containing predominantly mid-rise multi-unit buildings with some commercial, retail and mixed-use properties. One block west of the subject property is Bank Street, a Traditional Mainstreet and an important commercial corridor with a range of stores, services, restaurants, and mixed-use developments.

The subject site is in a location within the greater downtown Ottawa context that is suitable for increased building heights and can accommodate re-development that consists of a high-rise mixed-use program.

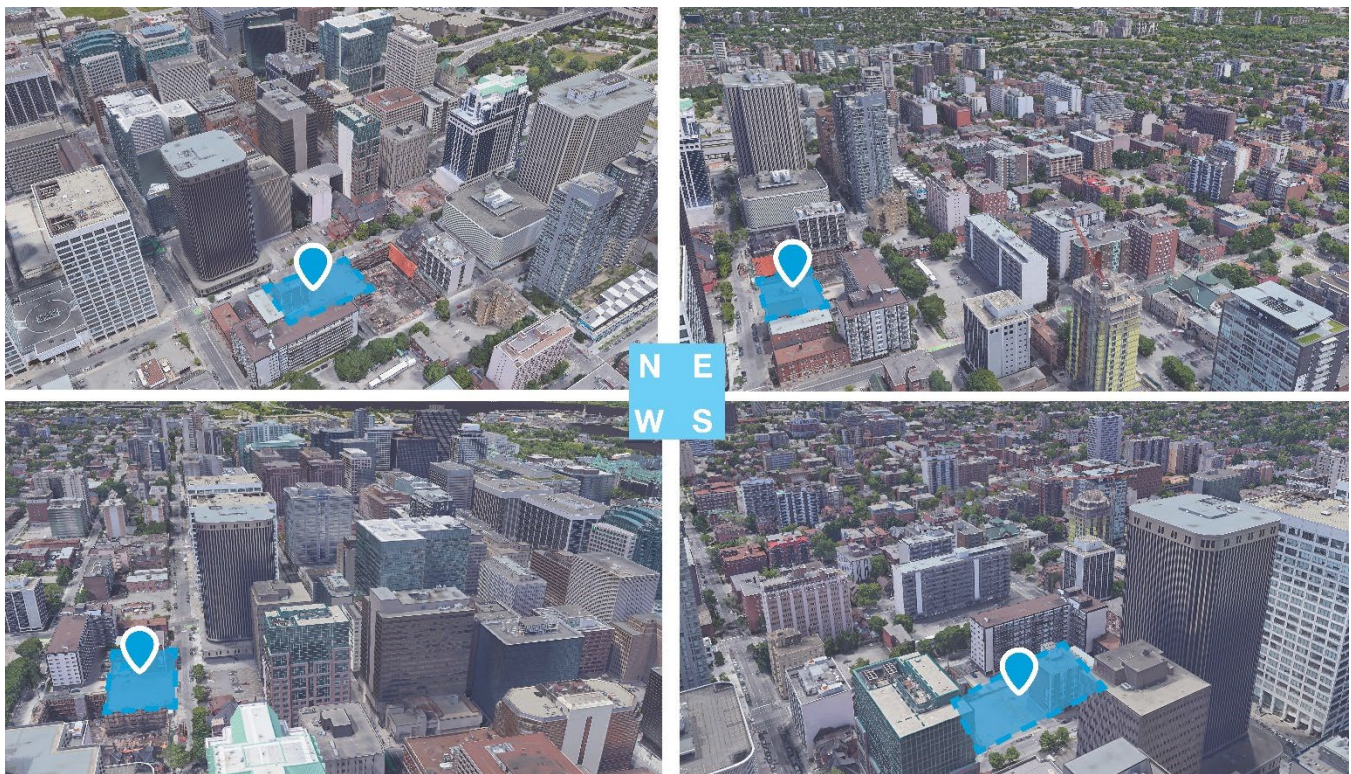


Figure 4 Surrounding Community Context.

2.3 Vehicle Transportation

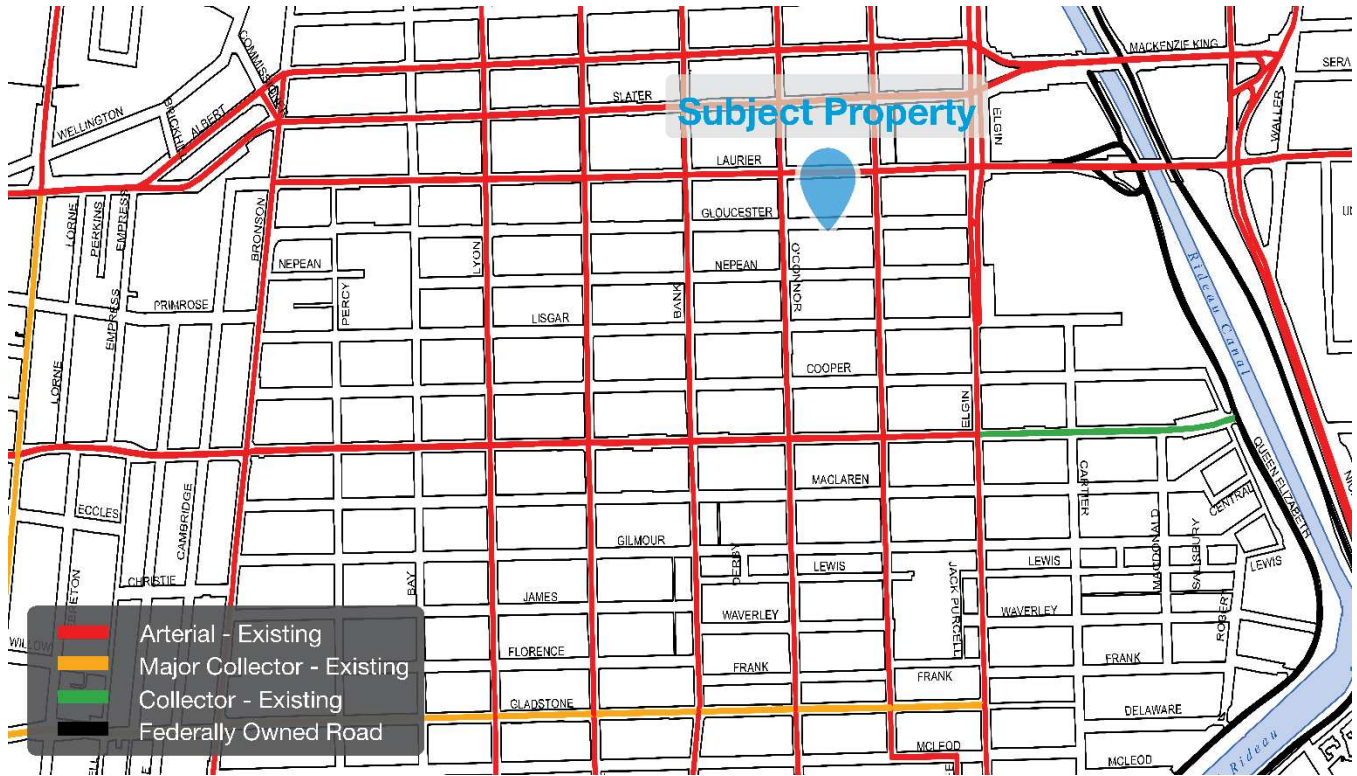


Figure 5: Subject Property on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan (2022).

Gloucester Street is classified as an “Local Road” on Schedule C4 – Urban Road Network of the Official Plan (Figure 4).

The subject property is in close proximity to O’Connor Street to the west and Metcalfe Street to the East, which are designated as Arterial Roads on Schedule C5 of the City of Official Plan. O’Connor, a one-way street includes two southbound lanes of travel, with on-street parking available along the west side of the street and bi-directional separated bike lanes on the east side while Metcalfe is a one-way street with two northbound lanes of travel.

Arterial Roadways are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification.

2.4 Public Transportation Network



Figure 6: Subject property on Schedule C2 – Transit Network of the City of Ottawa Official Plan (2022).

The subject property is well served by public transit options. The property is located approximately 450 metres from the nearest rapid transit station on the Confederation Line (Parliament Station). The site is also well serviced by local transit routes along Slate Street, Albert Street, Queen Street, Bank Street, Elgin, Somerset Street West and Gladstone Avenue, all designated as Transit Priority Corridors (Isolated Measures) on Schedule C2 of the Official Plan.

2.5 Active Transportation

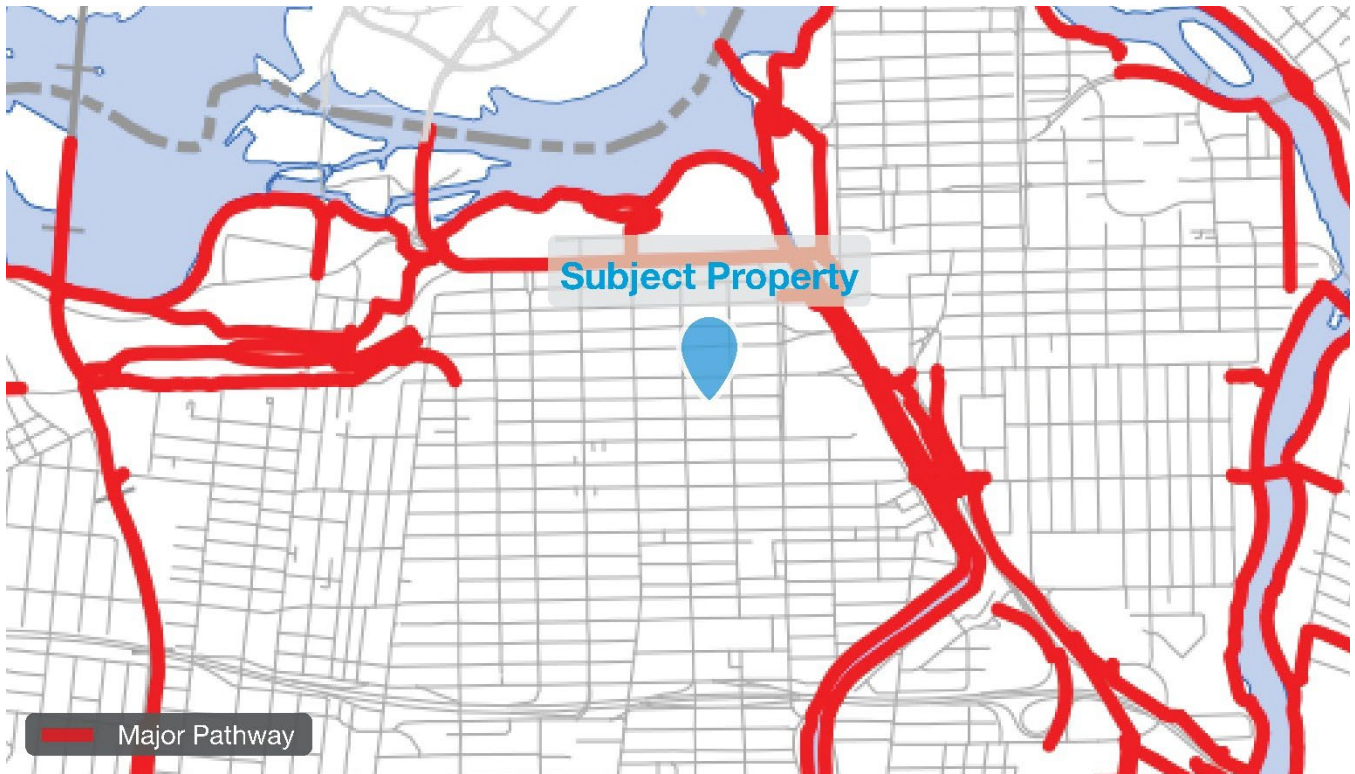


Figure 7: Subject property on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (2022).

The site is located 40 metre east of O'Connor Street. O'Connor is an important cycling route and provides connection to the greater Ottawa cycling network. O'Connor Street delivers a bi-directional bike lane on the east side of the road and allows cyclists safe and comfortable access to and from the downtown core, as well as improving overall connectivity by intersecting with the east-west crosstown bikeway along Laurier Avenue.

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

Proposed Development

3.1.1 Overview

The proposed development is a 27-storey mixed-use building on a five & six-storey podium. A total of 315 dwelling units are proposed including a mix of 1- and 2-bedroom units with 98 underground parking spaces accessed from a vehicle ramp on Gloucester Street. The proposal also provides for 315 enclosed bicycle parking spaces both within the underground parking levels as well as within the ground floor with direct outdoor access. The ground floor of the building includes 144 square metres of retail spaces. A total of 1,761m² of amenity space is included throughout the building including at-grade in the rear-yard, private balconies, and rooftop amenity areas.

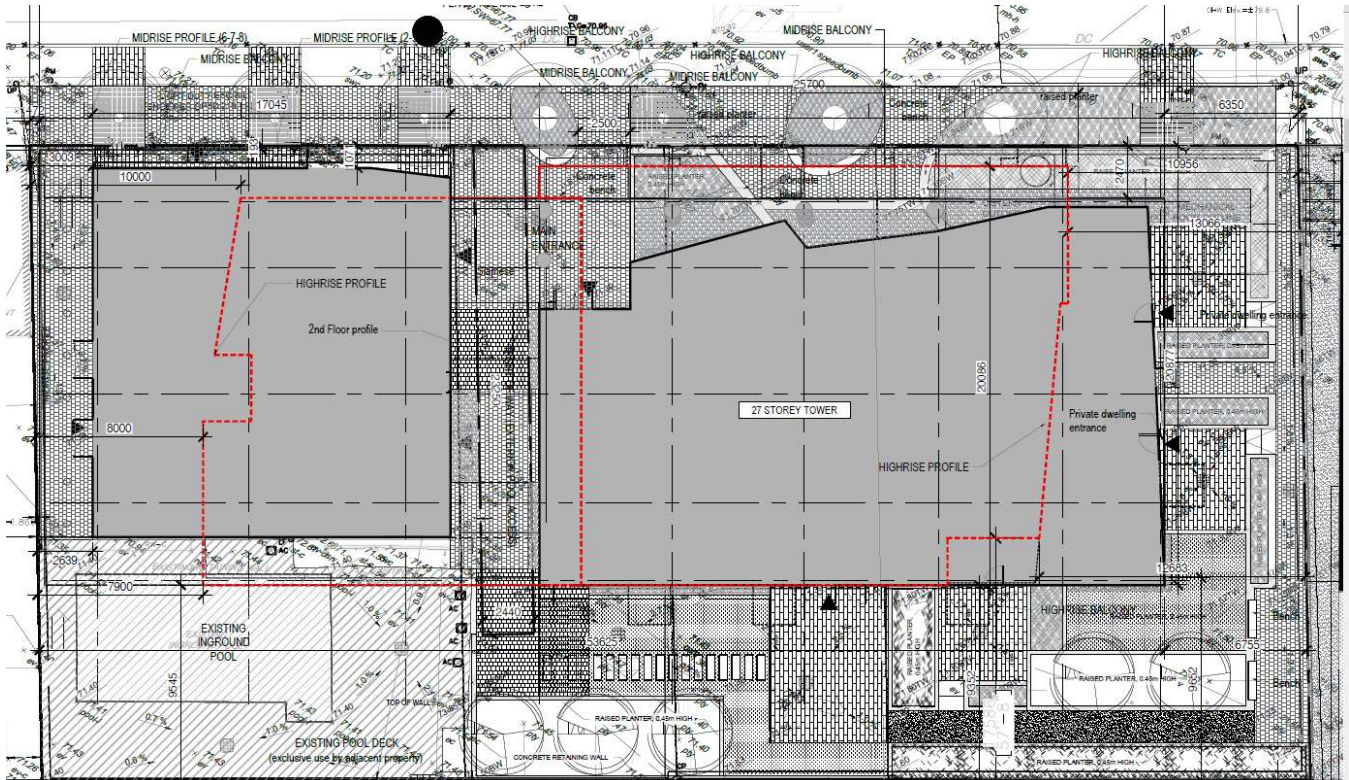


Figure 8: Site Plan Excerpt

In designing the proposed development, many components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.1.2 Planned Context and Surrounding Area

In accordance with the planned context for the area, the proposed development is among many existing, under-construction, or planned high-rise developments. High-rise buildings exist, are planned, or under construction along both sides of Gloucester Street immediately adjacent to the east of the subject property. Further, recent high-rise developments are located to the south and east of the proposed development.

As such, the proposed development is 27-storeys in height, which is in keeping with the planned context for this portion of Centretown as further described herein. This area of Centretown is seen as an area of transition between the Central Area to the north and low- to mid-rise development to the south. As illustrated in Figure 9 below, within the Centretown CDP, Gloucester Street is envisioned for 27-storeys with gradual height transition to the south.

In response to the existing and planned context, the proposed development has been designed to frame the streetscape along Gloucester with minimal setbacks while also enhancing the pedestrian realm.

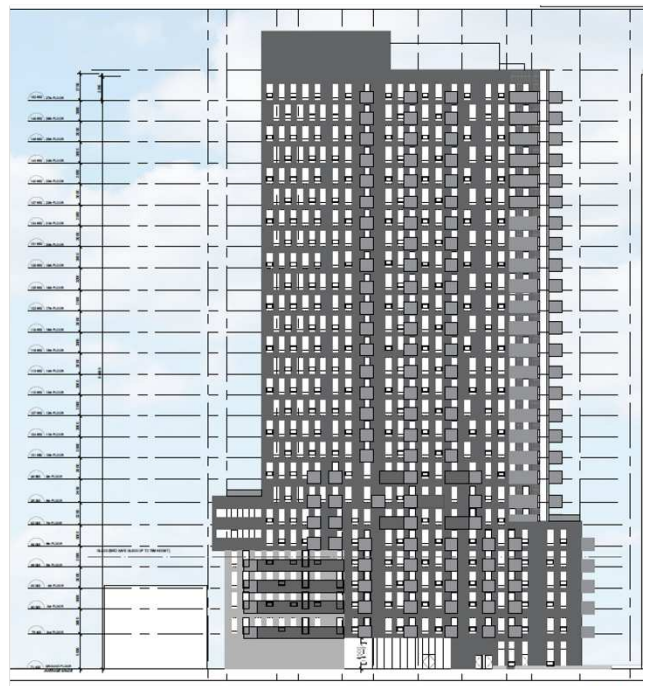
3.1.3 Massing and Scale

As referenced above, the proposed project is a 27-storey tower with floor plates of 750m² in area, resting on a varied podium structure of 6 or 7 storeys. Podium floor plates vary from 780 to 965 square meters – the smaller plates at grade and second floors to ‘carve out’ and sculpt pedestrian-related spaces facing Gloucester.

The overall massing of the project has been articulated to respond to urban conditions around the project, to provide an animated tower profile and a dynamic street experience. The building form and position on its site allows for a garden space to the south, linking with the existing landscaped amenity area located between the towers of Claridge Loop; common space which will be shared between the projects.

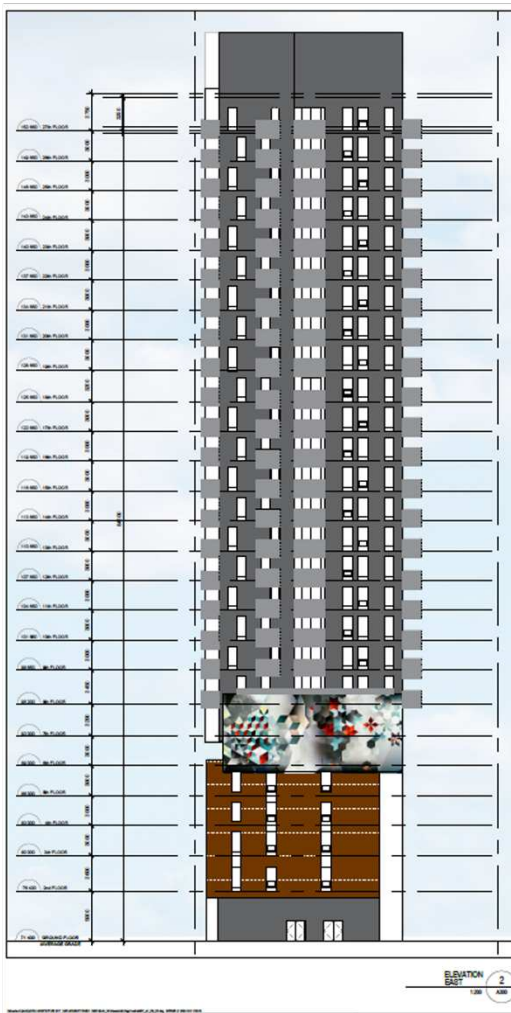


North

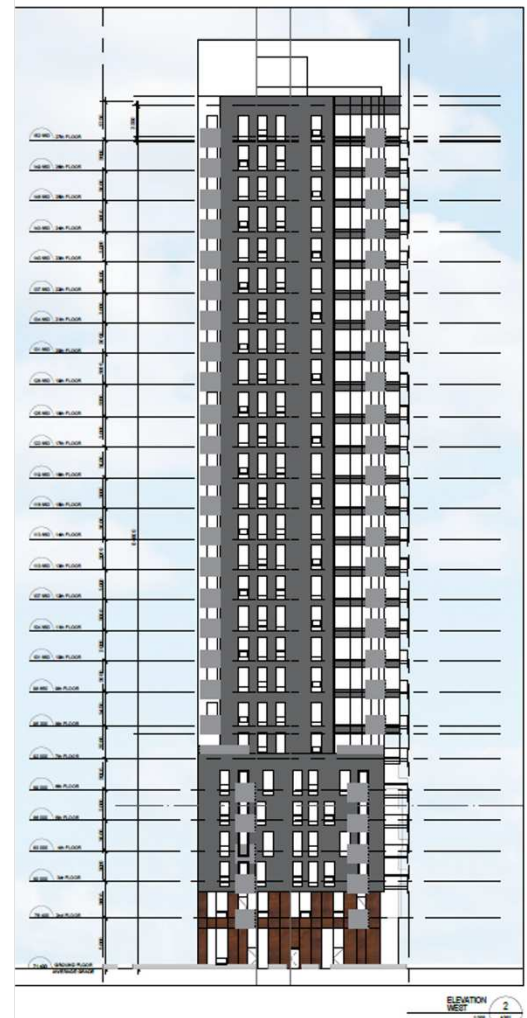


South

Figure 9 Proposed North and South Elevations.



East



West

Figure 10 Proposed East and West Elevations.

3.1.4 Vehicular Access

The project includes a 3-level underground parking structure designed to accommodate 98 vehicles and 165 bicycle storage spaces. The parking structure is adjacent to the 5-level below grade structure of Claridge Loop (70 Gloucester/89 Nepean), and access will be provided from the current 70 Gloucester parking ramp through new openings connecting the garage levels.

As such, there is no new ramp or garage door at street level of 100 Gloucester, freeing the building's sidewalk façade and benefiting the pedestrian street experience of the project. The sharing of the existing ramp structure permits a more efficient and less wasteful below ground structure. Traffic studies are being conducted based on the current usage of the existing parking structure to verify the feasibility of this approach.

3.1.5 Amenity Space

A total of 1,761m² of amenity space is included throughout the building including at-grade in the rear-yard, private balconies, interior space at-grade, and rooftop amenity areas. The rear-yard amenity space is well programmed and landscaped to ensure residents and their visitors are able to enjoy outdoor space with easy access to residential units. A terrace communal amenity space is also provided atop the 7th-storey, while the rooftop also includes a generous communal amenity area.

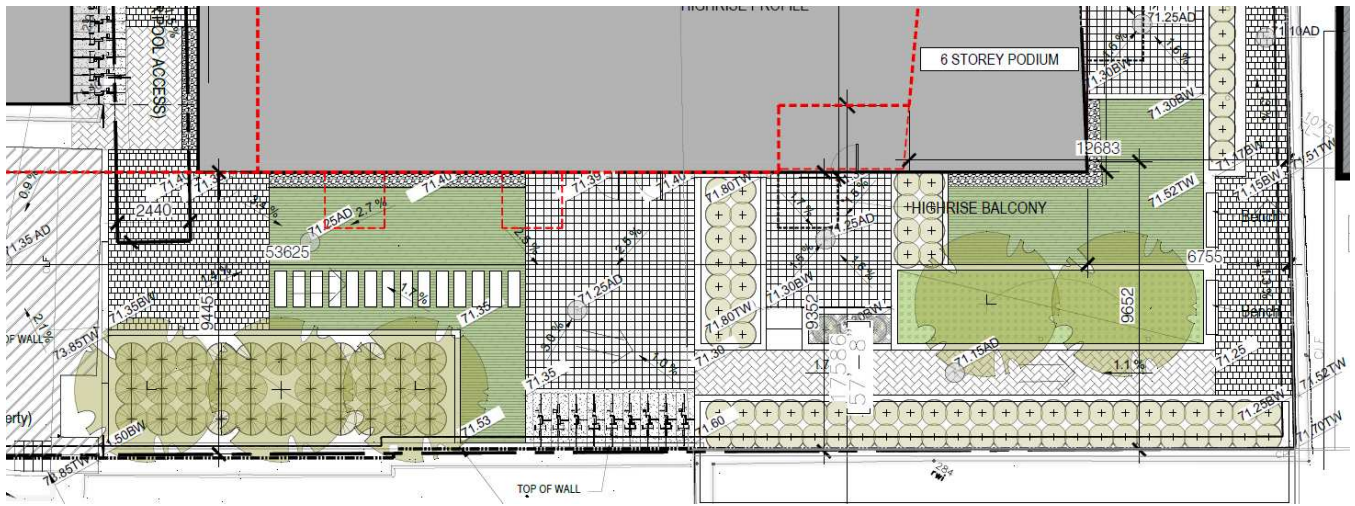


Figure 11 Rear-yard amenity area.



Figure 12 Street view of proposed development looking south-east.



Figure 13 Proposed at-grade interface with existing streetscape form and character.



Figure 14: Concept Renderings

Please refer to the submitted Design Brief (under separate cover) for a detailed review of the architectural aspects of the proposed development.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement 2020 (PPS), issued under the authority of Section 3 of the Planning Act, came into effect on May 1, 2020. The PPS provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

Subsection 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- (a) promoting efficient development and land use patterns...;
- (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- (d) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
- (g) ensuring that necessary infrastructure and public service facilities are or will be available....

The proposed development is located within the urban boundary on a serviced lot. As a site within walking distance of the downtown core, an existing Traditional Mainstreet, and rapid transit network, it has easy access to amenities and services, including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. Furthermore, the proposed zoning permits for commercial uses that will support employment opportunities.

Subsection 1.1.3: Settlement Areas

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- (a) efficiently use land and resources;
- (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
- (e) support active transportation; and
- (f) are transit-supportive, where transit is planned, exists or may be developed.

The proposed development is on an existing underutilized lot within the urban boundary where services, amenities, facilities, transit, and infrastructure are readily available. The site is in close proximity an important cycle route, and is within walking distance of a Traditional Mainstreet for access to amenities and services, including parks, schools, employment, retail, and the Parliament LRT Station.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development in close proximity to the LRT network. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

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

The proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City's urban design guidelines.

Subsection 1.3: Employment

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- (a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4.

The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.

Subsection 1.4: Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- (b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- (c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

- (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;

The proposed development encloses the street edge with active at-grade uses that feature large amounts of glazing and active entrances to the sidewalk. Furthermore, the proposed development will support the future vibrancy for this portion of Gloucester Street.

Section 1.7 Long-Term Economic Prosperity

1.7.1 Long-term economic prosperity should be supported by:

- (a) promoting opportunities for economic development and community investment-readiness;
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- (c) optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality and viability of the nearby downtown core. The design of the development promotes an improved sense of place along Gloucester Street by creating a continuous street edge and providing active at-grade uses.

Section 1.8 Energy Conservation, Air Quality and Climate Change

1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- (a) promote compact form and a structure of nodes and corridors;
- (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
- (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development provides additional residential intensification within an existing walkable community in close proximity to an important bicycle route and nearby to higher order transit. Further, the development will offer a mix of uses, and create a sense place along this stretch of Gloucester. The

proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Directions

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

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

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

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

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

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

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

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

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

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

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

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

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

Further, the project will encourage a healthy modal split that isn't overly reliant on personal vehicle trips. Electric charging stations will be provided for vehicles. Secure, indoor ride-in bicycle storage is provided below grade. Bicycle parking is provided in numbers as per municipal requirements and exceeding LEED standards.

The building design including envelope and heating and cooling systems will optimize energy consumption through modeling to meet and exceed all provincial and federal requirements.

Construction will favour locally sourced, durable, sustainable and recycled materials. Contractors will be required to follow best waste-management principles.

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

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

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

4.2.2 Cross-Cutting Issues

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

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

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

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

day-to-day needs. The unit make-up also includes variety of unit-type options offering potential to attract a wide-selection of new tenants to the community.

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

4.2.3 Section 3. Growth Management Framework: Supporting Intensification

4.2.4 Growth Management Framework

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

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

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

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

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

The proposed development also includes 7% large-household units as defined in the Official Plan.

4.2.5 Section 4. City-Wide Policies

4.2.6 Shifting Towards Sustainable Transportation

- / Section 4.1.4, Policy 10 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
 - Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
 - Providing landscaping, art, murals or decorative street treatments;

- Including other uses along the street, at grade, to support pedestrian movement;
- Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
- Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

The proposed development features underground parking with the parking ramp shared with the neighbouring property, resulting in no additional interruptions to the pedestrian experience at-grade. The frontage along Gloucester Street is landscaped with a widened sidewalk, trees, and seating areas.

4.2.7 Housing

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

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

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

4.2.8 Downtown Core Transect

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



Figure 15: Schedule A – Transect Policy Areas, City of Ottawa Official Plan (2022).

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

Key Objectives of the Downtown Core Transect Include:

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

Specific Policy Direction in this Transect is as follows:

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

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

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

The proposal takes advantage of the site's location near Parliament LRT Station within the City's downtown core and convenient access to multiple amenities by increasing the number of high-quality residential units within the established neighbourhood.

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

4.2.9 Hub Designation

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

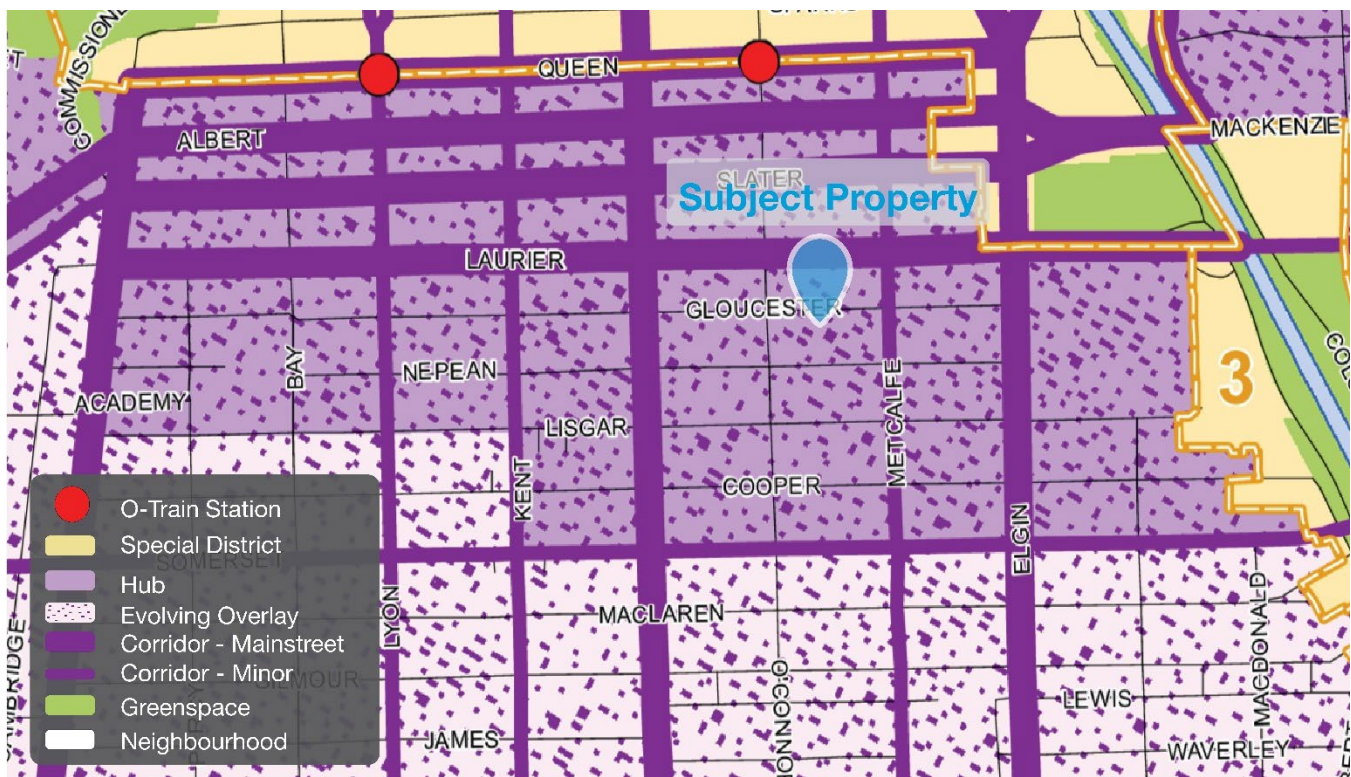


Figure 16: Subject property on Schedule B1 – Downtown Core Transect of the City of Ottawa Official Plan (2022)

The subject property is designated **Hub**, as per Schedule B1 – Downtown Core Transect of the Official Plan. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres. Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher-density and mixed-use communities around transit stations.

Specific policy of the Hub Designations are as follows:

- / **Section 6.1.1, Policy 2** states The strategic purpose of Hubs is to:
 - Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
 - Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
 - Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
 - Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses.

- / **Section 6.1.1, policy 3** states development within a hub:

- Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub
- Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- Shall establish buildings that:
 - Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
 - Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
 - Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

The proposed development contributes to the housing density policies of the Official Plan and PMTSAs by providing housing within walking distance to the Confederation O-Train Line. Furthermore, the proposed development provides a comfortable public realm by orienting the principal entrances along Gloucester Street, with wide sidewalks, tree landscaping, and areas to sit and gather.

The proposed development aligns with the Official Plan’s policy direction for Hubs and creates a well-designed, mixed-use development that integrates with its surroundings and site context. The development offers ground-floor commercial, retail spaces as well as a residential portion above. Active entrances are proposed on ROW, thereby contributing the animation of the public realm. The presence of ground floor retail units, and the location of the site within the City’s core, the development is well situated to contributing to the creation of 15-minute neighbourhoods.

Further, the development complies with the policy direction for building heights in Hub Designations within the Downtown Core Transects, as it proposes a maximum building height of twenty-seven (27) storeys. The building complements the nearby heritage buildings, and gradually steps back to achieve an appropriate transition in height and built-form massing. By doing so, the development integrates well with the existing community character and also complements the surrounding area and context.

4.2.10 Protected Major Transit Station Areas (PMTSAs)

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement. With the Official Plan, policy section, 6.1.2 sets out the direction for Protected Major Transit Station Areas (PMTSAs) as follows:

- / Policy 1 states that Schedule C1 identifies the PMTSA locations and boundaries and Table 3a sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

Table 3a: PMTSA Density and Large Dwelling Requirements			
Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare¹	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare²	Minimum Proportion of Large-household Dwellings within Intensification
Downtown	500	350	Minimum: 5 per cent Target: 10 per cent

- / Policy 3 states that permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions, excluding those uses listed in Policy 2) above.
- / Policy 4 states that the minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:
 - a. Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent; and
 - b. Outside the area described by a) not less than 2 storeys with a minimum lot coverage of 70 per cent.

Per policy 4.2.5, the City intends to implement Inclusionary Zoning as a priority measure. Per the *Planning Act*, Inclusionary Zoning can only be implemented within PMTSAs.

As mentioned above, the proposed development achieves the required density and unit targets of Table 3a, and provides a transit supportive redevelopment on the site which will promote substantial residential intensification in an area well served by local and rapid transit facilities.

4.2.11 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

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

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

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

4.2.12 Urban Design

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

The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is in a Hub, within the Downtown Core. Tier 2 areas define the image of the city at the national and regional. Characterized by their regional attractions related to leisure, entertainment, nature or culture., these areas provide a high-quality pedestrian environment.

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

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

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

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

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

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

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

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

- / **The proposed development animates the street edge with a variable podium that features an appropriate scaled ground floor. The street edge will be animated with large panels of glazing, active entrances to the sidewalk, and active uses along the street. Above the first floor to the east, the building podium is cantilevered further towards the property line which will provide pedestrian protection from inclement weather conditions. The podium offers changing materiality and articulation to add a break in massing and visual integrity to this interface. The upper floors of the building integrate a compact tower footprint to ensure an appropriate pedestrian scale along the street. Within the building, the various amenity spaces will provide a high-quality and unique communal amenity space for residents and their guests. This will be complemented by private balconies and a communal amenity space atop and to the rear of the building.**

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

- / **The proposed development has been designed to improve the existing pedestrian environment and provide a vibrant pedestrian condition along Gloucester Street. As a site within walking distance of numerous key services, amenities, and employment opportunities, and with convenient access to Ottawa's light rail rapid transit network and protected bicycle lanes, residents and visitors will be able to easily access the site. A high amount of glazing and active entrances along the frontage will ensure eyes on the street for safety.**

The proposed development integrates the garbage room, as well as loading and storage access, into the at-grade enclosed portion of the podium with a shared driveway located on the neighbouring site in order to minimize interruptions to the pedestrian realm and vehicular traffic along Gloucester.

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

- / **The height, massing, and design of the building is compatible within the existing context and promotes the planned function of the area. The high-rise building form responds to the policies and regulations established for this area within the Secondary Plan and the planned function of the surrounding area while also providing appropriate tower separation.**

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

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

- / **The proposed development of 27-storeys is in accordance with the planned context of the area. The podium maintains a human scale within the pedestrian realm, while the tower portion is appropriate separated from existing and planned development. The subject site acts as a transition to the Central Area to the north and, therefore, has been designed to reflect its unique position as providing an edge condition between the dense, high-rise built form to the north and the mid- to low-rise building heights to the south.**

The proposal achieves transitions through design and materiality for the Gloucester Street facade, including a change in material to ground the podium while ensuring the tower is a background building. For the south and east, and west, property lines, which abut existing and planned developments, height and massing transition is achieved through the stepback of the tower to achieve appropriate separation.

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

- / **The proposed development includes interior and exterior amenity area for residents through private balconies, at-grade outdoor landscaped space, communal amenity rooms and within the first floor, and an enclosed amenity room and landscaped terrace on the rooftop of the building.**

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

- / **The proposed project is a 27-storey tower with floor plates of 750m² in area, resting on a varied podium structure of 6 or 7 storeys. Podium floor plates vary from 780 to 965 square meters – the smaller plates at grade and second floors to ‘carve out’ and sculpt pedestrian-related spaces facing Gloucester.**

The proposed development does not negatively impact any protected view planes or historically significant views. The wind and shadow studies prepared for the proposed development show that any impacts are typical of an urban context and will not negatively impact the useability of the pedestrian realm. Shadows will move quickly as is typical of a point tower within an urban context. Finally, tower separation will ensure that there are no impacts to privacy of existing or planned development within the vicinity of the proposed development.

The design of the proposed building with a distinct base, middle, and top ensures the building respects the at-grade and low-rise scale and character of nearby properties while providing a tower that further steps back from the interior and rear-yard property lines mitigating impacts on shadowing, overlook, and loss of sky views to those properties.

The proposed floorplate is of an appropriate size to provide an efficient core while also providing flexibility in unit size and type. As a site within a transition area to the Central Area to the north, the proposed floorplate also provides transition to larger floorplates within the Central Area.

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

The tower is setback 8 to 10 metres to the west, 9.5 metres on average to the south, and 12 to 13 metres to the east.

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

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

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

- The visual impact of the proposed development from key vantage points, in order to assess impact of national symbols.

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

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

The proposed development complies with the view and scenic route policies of the New Official Plan as it will be built as-of-right based on the Secondary Plans permitted maximum heights which was modeled to protect the height of the Parliament Building. The proposed development features a distinct design that blends in with the City of Ottawa’s cohesive skyline.

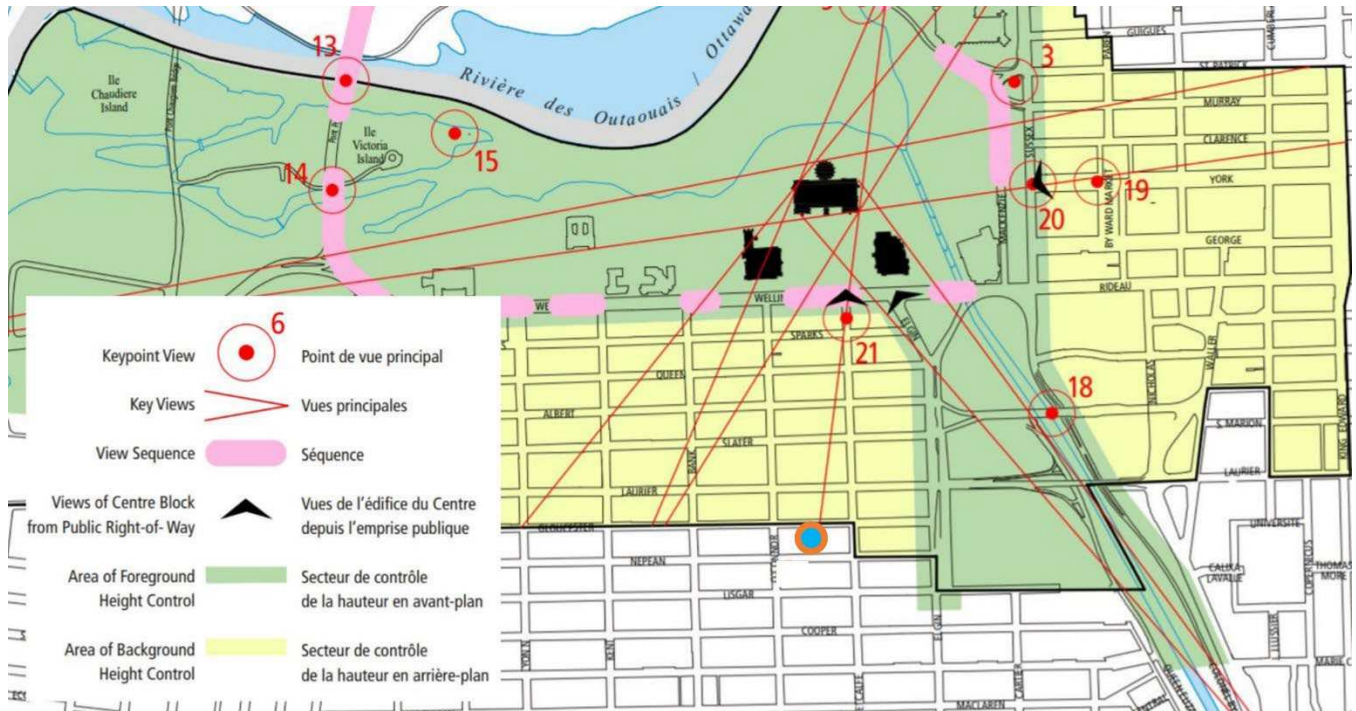


Figure 17 Schedule C6-A-Views, Viewsheds, and View Sequences of the Parliament Buildings and other National Symbols.

The proposed development, including permitted projections, falls entirely within the angular height control planes as projected southward from the Central Area. The proposed height will not impact key views of the Parliament Buildings.

4.3 Central Area and East Downtown Core Secondary Plan and Community Design Plan

The subject property is within the Central and East Downtown Core Secondary Plan and Centretown Community Design Plan. The two plans provide the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

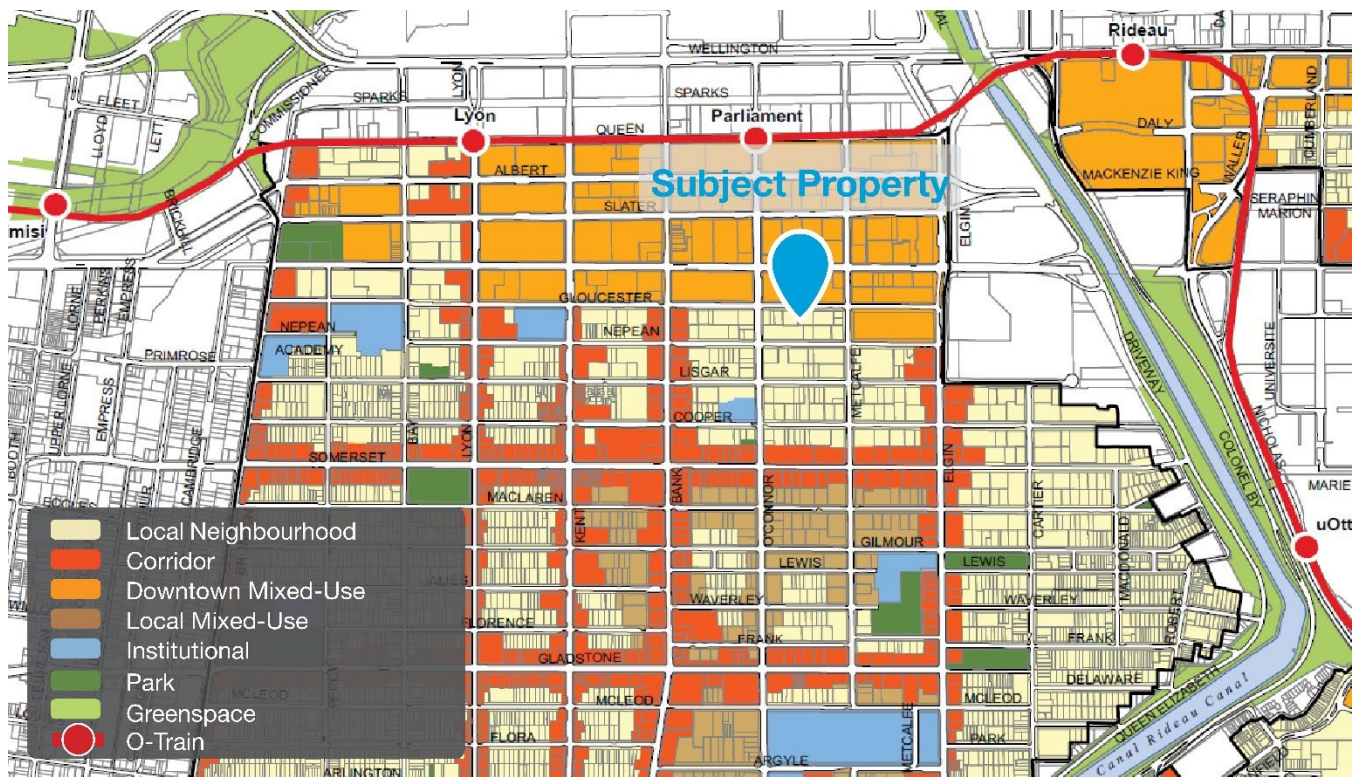


Figure 18: Subject Property on Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan.

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

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

The following policies support the proposed development:

4.3.1 Local Neighbourhoods Designation

As described in the Secondary Plan, the character of the Local Neighbourhoods designation is primarily residential. Built from within this designation may include small-scale commercial and institutional uses that are meant primarily to support local residents' everyday needs, as per Section 6.3 - Neighbourhoods, of Volume 1 of the Official Plan.

Per the Secondary Plan and CDP, the subject property is located within the 'Northern Character Area'. The Northern Character Area is "an area of high density development that is planned for more residential and mixed-use intensification in mostly tall buildings that frame and enliven adjacent streets".

As identified in the Secondary Plan, the predominant land use designation in the Northern Character Area is 'Local Neighbourhood', which permits apartment buildings, as well as small-scale neighbourhood-oriented commercial uses. The permitted heights in the Northern Character Area are intended to achieve a transition to the mid-rise and low-rise areas to the south of the subject site. Development within this area is to be guided by the Built Form Guidelines of the CDP, as well as other Council-approved design guidelines, and the site context may inform how these guidelines are applied.

Within the Centretown North Character Area, buildings of varying heights are encouraged with maximum heights as per Schedule C –Maximum Building Heights which are intended to achieve a transition to mid-rise and low-rise areas to the south. As per the Secondary Plan, heights of twenty-seven (27) storeys are permitted on the subject property.

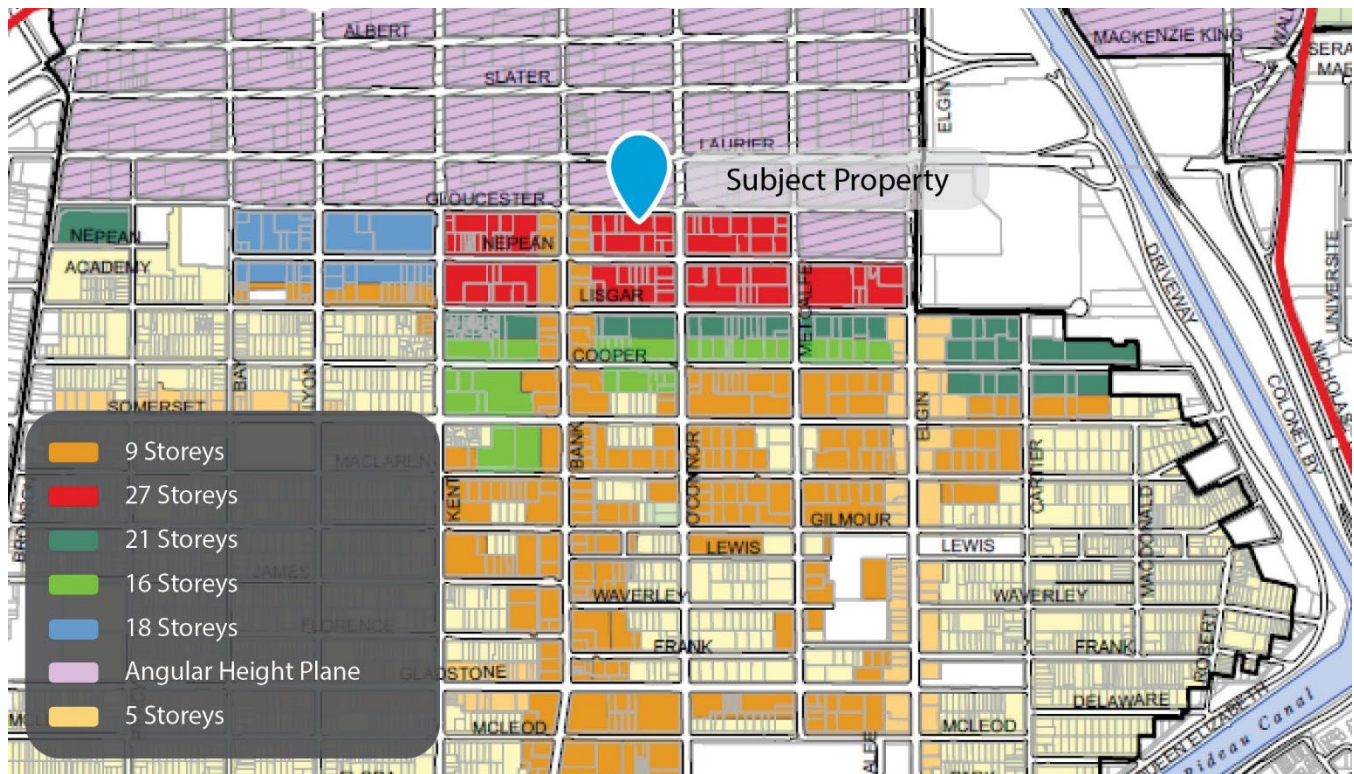


Figure 19 Schedule C - Maximum Building Heights, Central and East Downtown Core Secondary Plan Volume 2

The proposed development complies with the Character Area policies by proposing a predominantly residential building, locating parking and services facilities away from the front building wall and to the rear of the subject property, while promoting commercial uses at-grade which provides animation to the public realm.

The proposed development complies with the policies of the Central and East Downtown Core Secondary Plan, and proposed building heights of twenty-seven (27) storeys as prescribed by the Secondary Plan and follows the policies of the Official Plan. The proposed development contributes to the creation of a well designed and animated public realm along Gloucester Street, while respecting the nearby heritage buildings on the site and introducing significant residential density. The proposed development achieves appropriate transitions and corresponds to its surrounding area well.

4.3.2 Built Form

High-rise development in Centretown is expected to respect the CDP’s built form guidelines for tall buildings as detailed in Section 6.4.4. The Built Form Guidelines of the CDP note that tall buildings are to be comprised of three parts: a podium, tower, and top. The applicable guidelines for the proposed development are as follows:

Podium

- / The podium height shall not exceed six storeys;
- / The podium street façades shall be well articulated and blank walls avoided.

Top

- / The top should contribute to the city skyline;
- / Mechanical penthouses should be architecturally integrated in a manner that is consistent with the overall character of the tower.

Tower

- / Towers shall sit on a podium;
- / Maximum floor plate of the towers should be approximately 750 square metres;
- / Tower should step back...Where blocks are narrow (e.g., less than 63 m) transition between the base and tower can be achieved through design techniques instead of a stepback;
- / Towers must be set back a minimum 10 m from side and rear property lines, or 9 m minimum on narrow blocks north of Lisgar Street;
- / Towers should be staggered from one another within a same block, property or when across a street;
- / Minimum separation distance between towers should be 20 metres;
- / Tall buildings directly facing each other (not staggered) must be at least 20 m apart and should not overlap by more than 15-20%;
- / Blank walls are not permitted unless small portion where two towers overlap;
- / Mix of materials, articulation and use of recessed and/or integrated balconies are important design considerations.

The proposed development responds to the built form guidelines of the CDP & SP for tall buildings. The proposed development includes key design elements that respect the built form guidelines of the CDP for tall buildings, including a varied podium of six, and seven storeys integration of the top of the building and mechanical penthouse into the design of the building, and appropriate tower separation from existing and planned developments.

As a site located on a narrow block (e.g., the block is 30 m in depth), the proposed development uses design and material to provide a transition between the podium and tower where it fronts onto the public ROW. The podium and tower are inset and articulated with changing form and materiality to create a visual break and to clearly provide a differentiation between the podium and tower, and to complement the existing character of the area.

The tower is setback from the abutting neighbouring properties to provide an amenity area at-grade, as well as to provide tower separation from existing and planned developments to the south, east, and west of the subject site. The tower is setback 8 to 10 metres to the west, 9.5 metres on average to the south, and 12 to 13 metres to the east. A large building, its scale is broken down into smaller components creating visually slenderer elements and gestures and to relate appropriately to the existing streetscape.

The floorplate of the proposed development is 750 sq.m. which is appropriate within the context surrounding the subject site especially as a site that provides transition to the Central Area and downtown core. Furthermore, the provided tower floorplate allows for an efficient core layout which enables the inclusion flexible space, and also increases the potential for a variety of family types and sizes to live comfortably within an urban development.

4.3.3 Centretown Character Area

The following seven core principles flow from the vision for Centretown and provide the foundation for this Character Area. They recognize that Centretown is not only one of Ottawa's oldest established communities

with many significant built heritage resources, but is also an area of the city that will continue to evolve to accommodate more residents and businesses:

The Secondary Plan outlines seven core principles which form the foundation for the Secondary Plan. The proposed development will contribute to achieving these principles and objectives as follows.

- / Maintain and respect the character of Centretown's neighbourhoods

The proposed development respects the character of the surrounding area in its architecture and materiality. The six & seven-storey podium maintains a pedestrian scale along the street and the proposed masonry cladding will relate to the materiality present in Centretown.

- / Accommodate residential growth

The proposed development includes 315 new residential units, which supports the Secondary Plan's intensification target for the Centretown area. The development represents an appropriate evolution of an underutilized property that is currently used as a surface parking area. The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed above with steps taken to mitigate any impacts.

- / Accommodate a diverse population

The proposed development is mixed-use project that will add needed housing stock to the Centretown neighbourhood. The residential component of the development will feature a total of 315 dwelling units with a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.

- / Reinforce and promote commercial activity

The proposed development includes commercial space within the ground floor with direct access to the surrounding pedestrian environment. This space will provide the opportunity to support new and existing residents within the neighbourhood in a form that is compatible and a location that encourages walking or alternative transportation.

- / Enhance the public realm

The proposed development will improve the streetscapes abutting the development through better framing of the public realm and landscaping improvements, and through a built form that encloses the street and creates a comfortable pedestrian environment.

The treatment of open space around the building is an important consideration in the overall design of the project. Facing Gloucester, the project features a distinct and varied street treatment which should provide a dynamic public realm. The absence of a dedicated parking entrance and ramp benefits the street treatment.

- / Encourage walking, cycling and transit use

The proposed development encourages walking based on its location within a walkable neighbourhood that is located just south of the City's downtown core and Central Business District, allowing residents to walk to meet their day-to-day needs. The proposed development also encourages transit usage as the subject site is located 410 metres walking distance south of the Parliament LRT station and in close proximity to transit priority corridors on Bank, Elgin, and Somerset Streets. Furthermore, cycling is strongly encouraged as an important lifestyle

option for residents of the proposed development and is supported through a minimum of one bicycle space per dwelling unit, and nearby access to the O'Connor Street protected cycle lane.

/ Promote design excellence

The proposed development has been thoughtfully designed to create a project that fits well within its surroundings and respects the character of the surrounding community as discussed herein.

The proposed development responds to the Core Principles of the Centretown Secondary Plan.

The proposed design, which comprises the proposed 27-storey building with an enclosed mechanical/amenity penthouse above, conforms to the Centretown Secondary Plan. The modest tower floorplate mitigates impacts on shadowing, wind, and loss of sky view for immediately abutting properties.

4.4 Downtown Ottawa Urban Design Strategy

The proposed development is located within a Design Priority Area subject to the Downtown Ottawa Urban Design Strategy 2020 (DOUDS), specifically the Business Precinct within DOUDS.

A number of strategic and design strategies are proposed for the Business Precinct including streetscaping, parks and open space, and built form guidelines. A number of the directives of the DOUDS are intended to be undertaken through City-driven city building initiatives, however the built form guidelines apply to this site and are assessed below.

The heights of new developments across the Business Precinct are set by strong height control and view corridor protection guidelines which protect the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols. Within the confines of the established controls, attention should be focused on ensuring that all proposed new office and residential developments and infill projects meet a higher architectural and urban design standard, especially at the lower level of the building. This can be achieved by:

- / Requiring, where appropriate, all new developments to accommodate active uses on the ground floor, including galleries and street-related office and service functions.
- / Promoting a more human scale of development at ground level. Entranceways should be well defined and provide large circulation space.
- / Prohibiting servicing and underground parking entrances from fronting onto main east-west streets. Where possible, these should be accessed from within the building envelope and not from the public right-of-way.
- / To accommodate the provision of wider sidewalks, street furniture and landscaping, major new buildings occupying significant areas on a whole block require a deeper front setback.
- / Where possible, buildings should be architecturally articulated on both their top and lower floors. Podiums should be encouraged.
- / Ground level of buildings should not be below street level.
- / No new surface parking lots should be permitted, and extensions of approval for existing temporary lots should require landscaping improvements and taking back of any encroachments on the public right-of-way.

Active uses are encouraged on the ground-floor through the implementation of highly glazed and well defined commercial areas. A human scale is accomplished by establishing prominent, defined building entrances. The proposed building incorporates articulation cuts and a podium. The ground level of the building is located at-grade.

4.5 Urban Design Guidelines for High-rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site". As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The Guidelines also recognize that the Official Plan "provides direction to evaluate the appropriateness of individual sites...and to inform many aspects of high-rise design".

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development..

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

Section 1 – Context

Section 1 of the Guidelines acknowledges that development must consider existing and planned context to provide an effective design response. The following guidelines within this section are applicable to the revised development proposal.

- / 1.1: Identify existing and future landmarks with the associated views and vistas. Existing and future landmarks with associated views and vistas are typically determined by the Official Plan (OP), a Secondary Plan and/or a CDP.
- / 1.2: The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.

At 84.85 metres, the proposed development is under the project angular view planes, and does not impact any identified protected views to protected landmarks or prominent locations.

- / 1.4: In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.

The proposed building will function as a background building setting a framework in tandem with other approved and existing high-rise development in this neighbourhood of Centertown.

- / 1.12: Include base buildings that relate directly to the height and typology of the existing or planned street wall context.

The inset first floor and six to seven-storey podium, have been designed to respect the existing neighbouring character and properties and will also form an appropriate street wall condition that positively frames the public realm along Gloucester Street improving the pedestrian scale on this portion of the street.

A key component of the massing composition along Gloucester is found in the replacement of the 6 ½ storey office building with a new commercial block of a similar scaled element, occupying more or less the same footprint as the previous building component. The 4.5m high fully glazed ground floor facing Gloucester will be occupied by a 120m² commercial unit which will address the street.

As mentioned, access will be provided from the current 70 Gloucester parking ramp through new openings connecting the garage levels thus not introducing additional vehicle access point interruptions to the public realm.

- / 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

The rectangular lot is uniform in shape.

- / 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

The site abuts the Gloucester Street right-of-way. The design along the public realm has been applied a considerate design approach with inset and articulated first floor, ample glazing, landscaping framing the interface between the public and private realm. Street trees, and areas for seating have been included in the ground floor design.

- / 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back (b) 1,350² for an corner lot;

At 1,832 m², the lot is a sufficient size to accommodate a high-rise building. Tower separation of 13 metres to the lot line to the east, 9.0 metres to the south, and 8.0 metres to the west has been achieved.

- / 1.17: When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
 - (a) in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and
 - (b) in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

The subject lands consist of a lot area of 1,832 m² and exceeds the minimum lot size guideline. Using appropriate design and a compact and sensitive tower portion of the building, shadowing and overlook are minimized, and sky views are preserved.

Furthermore, the tower floorplate width is articulated towards the Gloucester Street frontage effectively softening the look and feel of the tower to the public realm.

Section 2 – Built Form

Built form is discussed in Section 2 of the Guidelines and states that “built form is key to achieving many Official Plan design objectives, including enhancing the sense of community, defining quality public and private spaces, promoting sustainable design and ensuring compatibility”. The following guidelines within this section are applicable to the revised development proposal.

- / 2.1: Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
 - (a) fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
 - (b) creates a new urban fabric, defines, and animates new public spaces, and establishes new views.

The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm through a well-designed podium with high-quality materiality and glazing and the design of the lower portion which animates the existing street edge. Street trees, landscaping, seating areas, and an improved sidewalk condition along Gloucester Street all further improve the public realm.



Figure 20 Animated public realm along Gloucester.

- / 2.2: Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:
 - (a) protects and/or creates views and landmarks; and
 - (b) respects and/or enriches urban fabric and skylines

The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline.

- / 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions: a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives (Diagram 2-2). b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

The proposed building has been designed with a distinctive base, middle, and top with stepbacks, massing articulation, and a change in materiality emphasizing the different aspects of the building. The tower form, is articulated from along the interface along the Gloucester Street R.O.W. This design reduces any interpretation of an overwhelming massing along Gloucester and provides for a unique tower design improving the City's skyline.

- / 2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
 - (a) where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades;
 - (b) in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution.

The proposal places the base of the building to form an animated and continuous building edge along the street; appropriately frame the public realm on Gloucester Street; and provide a height that establishes transition from the maximum height permission of the properties to the north.

- / 2.15: The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.
- / 2.16: Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
- / 2.17: The minimum height of the base should be 2 storeys.
- / 2.19: For sites where the adjacent context is lower-scale and not anticipated to change:
 - (a) the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings; and
 - (b) provide a transition in height on the base through setbacks and architectural articulation.

At six & seven storeys, the proposed podium provides a height that is reflective of the existing built form of the mid-rise properties to the south. Transitioning to the tower, the building narrows, changes materiality, and is setback to the east and west to better transition to those properties. The base of the proposed building is appropriately expressed given the width of the abutting ROW. Furthermore, the height of the tower portion is appropriate given the abutting ROW, Secondary Plan direction, and existing nearby buildings forms.

- / 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
 - (a) breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context;
 - (b) determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and
 - (c) introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

The podium and tower represent a beneficial contribution to the public realm along Gloucester Street that improves the existing edge condition through animation of the street through active at-grade uses, tree planting, and seating within the public realm. The changing materiality, appropriate glazing, and multiple active entrances help to promote an improved scale and rhythm to this street.

The overall massing of the project has been articulated to respond to urban conditions around the project, to provide an animated tower profile and a dynamic street experience. The building form and position on its site allows for a garden space to the south, linking with the existing landscaped amenity area located between the towers of Claridge Loop; common space which will be shared between the projects.

- / 2.21: Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade.

The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade.

- / 2.22: Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.

The recently adopted bird-friendly guidelines will be utilized at the detailed design stage of this process.

- / 2.23: The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages (refer to guideline 3.12).

The ground floor of the base has been designed to be animated and transparent with pedestrian access to both the residential and commercial portions of the proposal. The podium of the building applies changes in materiality from east to west, and a cantilevered technique to provide visual interest and create a sense of multiple building facades.

- / 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces: (a) the maximum tower floor plate for a high-rise residential building should be 750 m²;

The proposed tower floorplate is approximately 750m² for the main massing of the tower. The tower design, orientation and massing minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into interior spaces.

- / 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces:
 - (a) the minimum separation between towers should be 23 m;
 - (b) a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building;
- / 2.26: In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20 m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades (Diagram 2-10).

The proposed tower is setback over 13 metres from the east property line, and 8.0 metres from the west property line, and 9.5 metres from the south property line to provide appropriate transition and separation distance to abutting properties.

- 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views:
- (a) a step back of 3 m or greater is encouraged.
 - (b) the minimum step back, including the balconies, should be 1.5 m; and
 - (c) where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown

Along with the change in materiality, the tower portion of the building steps back from the base to the east and west and applies vertical materiality change from east to west to allow the base to be the primary defining element for the site and break-up the perceived massing of the tower portion of the building.

- / 2.31: Orient and shape the tower to minimize shadows

The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The property is located north of the low and mid-rise residential community of Centretown which ensures minimal shadow impacts on these areas. The tower design ensures any shadows move quickly across impacted areas.

- / 2.35: The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- / 2.36: Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

- / 2.37: The top should make an appropriate contribution to the character of the city skyline:
- (a) for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline; and
- (b) for a landmark building, the top should enrich the city skyline by creating a new focal point.

The tower section is quite articulated and provides a reduced impact on the Gloucester Street R.O.W. The mechanical area is enclosed and setback from the front building edge to further mitigate visual impacts.

Section 3 – Pedestrian Realm

The final section of the Guidelines addresses the pedestrian realm with a focus on pedestrian spaces to support high-rise intensification, as well as opportunities to design safe and attractive pedestrian spaces while also managing the challenges to managing microclimates created through development.

- / 3.1: Provide a minimum 6 m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:
 - (a) the pedestrian clearway must be within the ROW;
 - (b) on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and
 - (c) on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public/private transition.
- / 3.2: At locations with high foot traffic volumes, such as the Central Area and the emerging downtown districts, a wider curb to building face space may be desirable to accommodate pedestrians, street furniture, signs, displays, and vendor space:
 - (a) provide increased building setbacks at the street corner, where appropriate; and
 - (b) in areas where the streets are narrow and building setback is difficult to achieve, provide additional pedestrian spaces through pedestrian easements, and use arcaded, colonnaded and cantilevered building bases to augment the width of the pedestrian space at grade.

Facing Gloucester, the project features a distinct and varied street treatment which should provide a dynamic public realm. Appropriate hard and soft landscaping will be implemented within the Gloucester Street interface of the building to improve on the experience between the public and private realm. The absence of a new dedicated parking entrance and ramp benefits the street treatment.

- / 3.10: Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.
- / 3.11: Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.
- / 3.12: Animate the streets, pathways, parks, open spaces, and POPS by:
 - (a) introducing commercial and retail uses at grade on streets with commercial character;
 - (b) incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;
 - (c) providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;
 - (d) providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
 - (e) providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people, and visitors; and
 - (f) providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.

The main pedestrian entrances to both at-grade commercial and residential uses are linked with a seamless connection to the sidewalk and glazing is provided at the pedestrian level to better frame and animate the public realm.

- / 3.14: Locate parking underground or at the rear of the building.
- / 3.15: Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.
- / 3.16: Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.
- / 3.18: Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.
- / 3.19: Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.
- / 3.20: Design elements such as the screen, garage doors and service openings as integral parts of the building and use high quality finishings
- / 3.21: Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

Parking is located entirely underground and accessed away from the primary pedestrian realm. Loading, servicing, and utilities are located via the same access point and screened from view and enclosed. This single shared entrance helps to reduce interruptions for pedestrian and cyclist movement along Gloucester Street.

- / 3.23: Infill development should fit in and enhance the character of the street by:
 - (a) implementing the applicable City's streetscape design standards; and
 - (b) implementing streetscape design visions and policies of a CDP and Secondary Plan, where applicable.

This portion of Gloucester Street is underdeveloped and consists of surface parking and a mid-rise office building. The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide glazing and landscaping for visual amenity.

- / 3.26: Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:
 - (a) how the building is placed and built form is designed to minimize the potential impacts; and
 - (b) how measures have been introduced to mitigate any potential wind impacts

In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a pedestrian level wind study was undertaken. The study concluded that conditions around the site at grade level, including access points, sidewalks, and the nearby bus stop, are acceptable for their intended uses through the year. For the rooftop amenity space atop the tower, the study concluded that conditions are suitable for sitting during the typical months that the space would be used and recommendation that this be considered acceptable.

- / 3.27: Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

In order to understand the impact of the proposed development in terms of shadowing, a Shadow Study was undertaken. The Shadow Study shows that shadows move quickly through the site as is expected within an urban context.

Overall, the proposed development responds well to the applicable Urban Design Guidelines for High-Rise Buildings.

4.6 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The following sections provide analysis of the Guidelines and Fotenn's professional opinion as they relate to the proposed development.

- / Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- / Guideline 2: Discourage non transit-supportive land uses that are not oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
- / Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses.
- / Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- / Guideline 11: Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale on the sidewalk and to reduce shadow and wind impacts on the public street.
- / Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- / Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- / Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes and residences.
- / Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.
- / Guideline 36: Design access driveways to be shared between facilities.
- / Guideline 39: Encourage underground parking or parking structures over surface parking lots.
- / Guideline 43: Locating loading areas off the street, behind or underneath buildings.

As a site within 410 m of the Parliament LRT Station and in close proximity to the O'Connor Street protected cycle lane, the proposed development strongly supports and encourages walking and cycling. The proposed development will include a high amount of glazing on the ground floor, along with pedestrian entrances, to provide animation and safety along Gloucester Street.

A minimum of one bicycle parking space for each dwelling unit will be provided with the majority of these spaces located on the ground floor and easily accessible from the cycling network.

Parking for the proposed development will be located within an underground garage and will make use of a single parking ramp along Gloucester Street; shared with the neighbouring property to the east. As access will be provided from the current 70 Gloucester parking ramp through new openings connecting the garage levels, the pedestrian realm will not be impeded by an additional vehicle access point, improving the at-grade experience for those users.

Garbage collection and loading access will also be provided from Gloucester Street and will allow for vehicles to pull off the street into the site in order to minimize disruption to the pedestrian realm.

Overall, the proposed development responds well to the applicable Transit-Oriented Development Guidelines.

4.7 Bird-Safe Design Guidelines

Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds. However, on an individual basis, large buildings (whether low, mid or high-rise) tend to have higher per-structure kill rates than houses due to their greater surface area and, frequently, their more extensive use of glass and lighting. Targeted mitigation in such buildings can substantially reduce bird deaths, and can be readily achieved for new buildings through the site plan control process.

Some important aspects of bird-safe design include:

- / Treating glass to make it more visible as a barrier to birds (see Guideline 2).
- / Eliminating design traps such as glass passageways or corners that are invisible to birds (see Guideline 3).
- / Designing landscaping to reduce the risk of collisions (see Guideline 5).
- / Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds (see Guideline 6).

The proposed development has considered and incorporated relevant guidelines into the design program. The project intends to integrate measures to limit danger to birds caused by expansive glazed surfaces or reflective surfaces. We will propose an approach which was accepted in 2022 by the planning department for the most recent Phases of Le Breton Flats, Bird-friendly glass is used on all ground floor windows and doors, and on curtain walls up to the 2nd floor continuous with ground-floor glazing. In the proposed project at 100 Gloucester, curtain walls and expansive windows are generally not employed between the 3rd and 6th floors, up to a height of over 19m. The smaller typical window width (less than 1m) should mitigate risk to birds. We will also propose to avoid glass balcony railings in the project except on roof terraces which will all be higher than the 16m limit described in the guideline.

5.0 Zoning By-law

5.1 City of Ottawa Zoning By-law (2008-250)

The subject site is currently zoned Residential Fifth Density, Subzone B, Exception 482, Maximum Floor Space Index of 3.0 (R5B [482] F(3.0)). The intent of the Residential Fifth Density Zone is to allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan.

Exception 482 permits a small number of additional uses that serve to allow limited commercial uses while accommodating convenience retail and service uses of limited size. These uses include a personal service business limited to barber shop, beauty parlour, or drying cleaning distribution station; place of assembly limited to a club; retail store limited to a drug store, florist shop, and news stand; and restaurant. These uses are restricted to the ground floor or basement of the residential use building.



Figure 21: Zoning map of the subject site and surrounding context

Permitted uses for the R5B zone include:

- / apartment dwelling, low rise;
- / apartment dwelling, mid rise;
- / apartment dwelling, high rise;
- / bed and breakfast (a maximum of ten guest bedrooms);
- / detached dwelling;
- / diplomatic mission;
- / duplex dwelling;
- / dwelling unit;
- / group home (a maximum of ten residents permitted);
- / home-based business;
- / home-based daycare;
- / linked-detached dwelling;
- / park;
- / planned unit development;
- / residential care facility;
- / retirement home, converted;

- / retirement home;
- / rooming house;
- / secondary dwelling unit;
- / semi-detached dwelling;
- / shelter;

- / stacked dwelling;
- / three-unit dwelling;
- / townhouse dwelling; and,
- / urban agriculture.

5.1.1 Zoning Provisions

The following table provides a summary of the Residential Fifth Density, Subzone B zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development meets the provisions.

Table 1: Zoning provisions and proposed development compliance

Provision	Required	Provided	Compliance
Minimum Lot Area	675 square metres	1,832 m ²	Yes
Minimum Lot Width	22.5 metres	60.5 m	Yes
Minimum Front Yard Setback	3 metres	East Wing: 0.96m West Wing: 0.0m	NO
Minimum Interior Side Yard Setback	a) First 21 metres of the front lot line: 1.5 metres b) If located further than 21 metres from the front lot line: 6 metres	East: 6.75 metres. West: 0 metres for cantilevered element. - 3 metre to 2.6 metres at-grade.	Yes NO
Minimum Rear Yard Setback	Equal to 25% of the lot depth but not exceeding 7.5 metres	9.3 metres	Yes
Maximum Building Height	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	27 storeys / 84.85 m	See FSI Below.
Floor Space Index	3.0 x 1,832m ² = 5,496m ²	FSI: 9	NO
Minimum Percentage of Landscaped Area	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling 1,832 m ² x 30% = 549.6 m ²	985.09 m ² or 54% of total landscaped area	Yes
Amenity Area for High-Rise Apartment Building	Total: 1,890m ² 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit (6m ² /unit x 315 units). Communal	Total: 2,534m ²	Yes

Provision	Required	Provided	Compliance
	<p>A minimum of 50% of the required total amenity area shall be communal $1,890 \text{ m}^2 \times 50\% = 945 \text{ m}^2$</p> <p>Location Amenity area provided outdoors must not be located in a required front or corner side yard.</p>	<p>Communal: 945m²</p> <ul style="list-style-type: none"> - Rear-yard; - Rooftop; - Podium. 	Yes

5.1.2 Parking Provisions

The subject site is within Area X on Schedule 1A of the Zoning By-law and subject to the following parking provisions.

Table 2: Vehicle and Bicycle Parking Zoning Provisions

Provision	Required	Provided	Compliance
Residential Vehicle Parking (Area X, Schedule 1A)	0 spaces for first 12 units 0.5 space / unit for 315 units = 152 spaces	68 residential parking spaces	No
Visitor Parking	0 spaces for first 12 units 0.1 spaces/unit for 315 units = 30 spaces	30 visitor parking spaces	Yes
Bicycle Parking	0.5 spaces/unit for 315 units = 158 spaces	249 bicycle parking spaces	Yes
Bicycle Parking Space Dimensions	0.6m x 1.8m	0.6m x 1.8m	Yes
Bicycle Parking Aisle Dimension	Minimum width: 1.5 metres	Minimum width: 1.5 metres	Yes

The proposed development supports the area with compact, complementary residential and commercial uses at a height that maintains the primacy of the Parliament Buildings.

5.1.3 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fifth Density (R5B) zoning of the site and to introduce new site-specific provisions to address, among others, building height, setbacks, and parking provisions. The site-specific exception would also permit a range of non-residential uses for the at-grade retail space, consistent with the policies of the Centretown Secondary Plan. The following is appropriate for the proposed development:

- / **Establish Maximum Building Height:** While there is no maximum building height assigned to the subject site as per the current zoning, the maximum Floor Space Index serves to limit the building envelope on the site. As such, in accordance with the proposed development, the maximum proposed height is 84.85 metres/27 storeys. This height is in conformance with the policies of the Secondary Plan, which permits a maximum of 27 storeys on the subject site.
- / **Remove Maximum Floor Space Index:** The City of Ottawa recognizes that density can be regulated appropriate through maximum building height and massing. As such, it is appropriate to remove the

maximum FSI that currently applies to the site and to regulate the building envelope and massing through site-specific provisions as discussed herein.

- / **Additional Commercial Uses:** While the current Urban Exception 482 applicable to the site permits a limited number of commercial uses, these uses are restricted to very specific types of commercial uses. As such, it is proposed that personal service business and retail uses be maintained as permitted on the site, but that they are not limited to the specific types as currently listed within Urban Exception 482. Furthermore, convenience stores are permitted on the ground floor within high-rise buildings in the R5 zone, but are limited to a maximum gross floor area of 75 square metres. In order to permit flexibility for future use of the ground floor, it is proposed that a convenience store be permitted to be a maximum of 120 square metres.
- / **Reduced Minimum Required Residential Parking:** The subject lands are in close proximity to multi-modal transportation options including bicycle infrastructure and Ottawa's LRT network. Further, the lands are located within the well established Centretown community with key amenities and employment hubs within walking distance. Therefore, the reduction in required parking requested is appropriate for this development proposal. Importantly, visitor parking spaces will be provided at the required rate for this area.
- / **Reduce Front Yard Setback:** A reduction of the required front yard setbacks from 3.0 metres to 0.0 m on Gloucester Street frontage is proposed for the development of the subject site for both portions of the podium and the tower. Given the context of the surrounding neighbourhood, which generally has development built to the lot line, the requested reductions are appropriate. Further to this, the design of the building incorporates an inset and articulated ground floor, which will serve to enhance the pedestrian realm through an active street front and framing of the pedestrian realm.

Finally, as per the design guidelines for the Centretown neighbourhood and for high-rise buildings, it is recognized that on narrow lots, using design and materiality – as opposed to physical setbacks – can achieve appropriate delineation and separation of the podium and base.
- / **Interior Yard Setback:** A reduction of the required interior yard setback is proposed for the western podium portion of the development. This reduced setback is appropriate given the tight urban fabric established throughout the area and within most urban contexts.

6.0 Conclusion

In considering the proposed development, applicable policy framework, and planned/future context, it is our professional opinion that the proposal represents good planning and is in the public interest for the following reasons:

Conforms to the Intent of the City of Ottawa Official Plan

The proposed mixed-use development is permitted and encouraged within the Hub designation and PMTSA adjacent to Parliament LRT station. The development achieves the City's objectives for intensification by revitalizing an under-utilized property near a rapid transit station and key services, amenities, and employment opportunities with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles of Section 4.6 of the Official Plan.

Consistent with the Policy Direction of the Secondary Plan

The proposed development meets the intent of the Centretown character area of the Central and East Downtown Core Secondary Plan. The design contributes to the established high-rise development in the Centretown Area, particularly along the eastern edge. The appropriate tower design, articulated podium design, underground parking, well articulated entrances, and active ground level frontages contribute to the Centretown Area design criteria of the Secondary Policy Plan. At 27-storeys, the proposed height aligns with the direction of the Secondary Plan as well.

Meets Applicable Design Guidelines

The proposed development generally meets the design direction provided in the "Downtown Ottawa Urban Design Strategy", "Transit-Oriented Development Design Guidelines" and the "Urban Design Guidelines for High-Rise Housing". The proposed building takes advantage of an under-utilized property and achieves a compatible building in terms of form and design.

Maintains the General Intent of the Zoning By-Law

The proposed development achieves general conformity with the Residential Fifth Density zone of the Ottawa Zoning By-law (2008-250). It represents an appropriate height and scale of development while remaining generally supported by the existing zoning.

Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, intensification within an identified target area and adjacent to a rapid transit station, and contributing to the range and availability of housing for all ages and incomes.

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



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