

PLANNING RATIONALE + DESIGN BRIEF

IN SUPPORT OF THE OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW
AMENDMENT OF 557 WELLINGTON STREET, 584/587 WELLINGTON STREET
AND 550 ALBERT STREET

MARCH 26, 2018



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FOTENN
Planning + Design

**PLANNING RATIONALE + DESIGN BRIEF
557 WELLINGTON STREET, 584/587 WELLINGTON STREET
AND 550 ALBERT STREET**

Prepared for the City of Ottawa Corporate Real Estate Office
and the National Capital Commission

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March 26, 2018

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1.0 INTRODUCTION

1.1 STUDY PURPOSE

Fotenn Consultants Inc. (Fotenn) has been retained by the City of Ottawa to assist with applications and conceptual plans to accommodate a range of uses and building heights at the site known as 557 and 584/587 Wellington Street and 550 Albert Street in keeping with the previously approved Escarpment Area District Plan. The design at this time is conceptual in order to permit the various uses and expected heights. In order to prepare the site for development, Official Plan Amendment and Zoning By-law Amendment applications are required.

1.2 THE OFFICIAL PLAN AMENDMENT

The site is located within the boundaries of the Central Area Secondary Plan. More specifically, the site is located within the LeBreton Flats sub-policy area. Schedule Q of the LeBreton Flats policy area designates a portion of the site as “Residential” and Map 4 of the Secondary Plan limits heights on the subject property to between six (6) and eight (8) storeys for the majority of the site while the southeastern portion of the site has no specified height limit.

The site is currently subject to two (2) land use designations: Residential and General Mixed Use.

The aqueduct and Fleet Street Pumping Station, located directly north of the subject area are designated as heritage. The community located south of the site is primarily residential, with the exception of the St. Vincent Hospital campus. East of the site is the downtown core, characterized by a mix of uses and built forms.

The proposed Official Plan Amendment would amend the Central Area Secondary Plan to designate the entire site (557 Wellington, 584/587 Wellington and 550 Albert) as “Mixed-Use” in order to permit a range of uses including but not limited to: residential, retail, office and institutional. The Amendment would further permit a maximum height of twenty-five (25) storeys on the 584/587 Wellington portion of the site and a height limit of 40 metres on the 557 Wellington site where the new Central Library is to be located.

1.3 THE ZONING BY-LAW AMENDMENT APPLICATION

The site is subject to several zones. Moving east to west, the site is currently zoned: “Residential Fifth Density, Subzone O, Exception 951, Maximum Height 20 metres (R5O[951] H(20))”, “General Mixed Use Zone, Subzone 7, Exception 119, Maximum Height 25 (GM7[119] H(25))” and “General Mixed Use, Subzone 7, Exception 119, Maximum Height 33 (GM7[119] H(33))” in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The proposed Zoning By-law Amendment would amend the zoning of the subject property to “Mixed-Use Downtown Zone (MD)”. A new site-specific exception would introduce site-specific provisions, similar to the following:

- / Permit maximum building heights of 83 metres at 584/587 Wellington and 40 metres at 557 Wellington;
- / Remove the minimum landscaped area requirement for low-rise residential buildings;
- / Permit required parking to be located on any lot within this zone;
- / Permit an outdoor commercial patio within 30 metres of a residential zone without the need for a screen, structure or minimum 2 metre wall; and,
- / Include “Amusement Park” (e.g. indoor aquarium) as a permitted use in the zone.

Note that these amendments do not affect 550 Albert Street. A separate Zoning By-law Amendment application will be required to permit development on this block in the future.

	SUBJECT AREA		OFFICE
	RESIDENTIAL		GENERAL MIXED USE
	INSTITUTIONAL		HERITAGE
	OPEN SPACE		



Figure 1: City of Ottawa Existing Conditions Land Use Map (2011)

1.4 DIVISION OF THE SITE

The subject property is made up of several parcels owned by the City of Ottawa and National Capital Commission (NCC). The City owns the properties in blue described as 557 Wellington Street and the NCC owns the properties in green at 584 and 587 Wellington Street and 550 Albert Street.

In November 2017, the City of Ottawa initiated the “Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study” to explore opportunities to improve walking, cycling, transit, and general traffic along these streets by reallocating existing Transitway lanes after the O-Train Confederation Line opens in 2018. The recommended plan includes the realignment of Slater Street adjacent to the subject lands and is scheduled for review by the City of Ottawa’s Transportation Committee in April 2018. Portions of existing rights-of-way are anticipated to be closed following the realignment, as noted in Figure 2b.

The zoning for 550 Albert Street currently permits medium density residential to a maximum height of 20 metres. No amendment to the existing zoning is proposed and so it is considered a future development site in all cases, with the exception of Figures 30 and 31 which depict conceptual massing and a conceptual site plan based on the existing configuration of the site. This has been done to assist in the preparation of transportation and servicing impact analyses.

No development is shown on the lands at 550 Albert Street based on the reconfigured Slater Street as the future parcel configuration resulting from the modified road alignment is yet to be determined.



Figure 2a: Existing Parcel Division

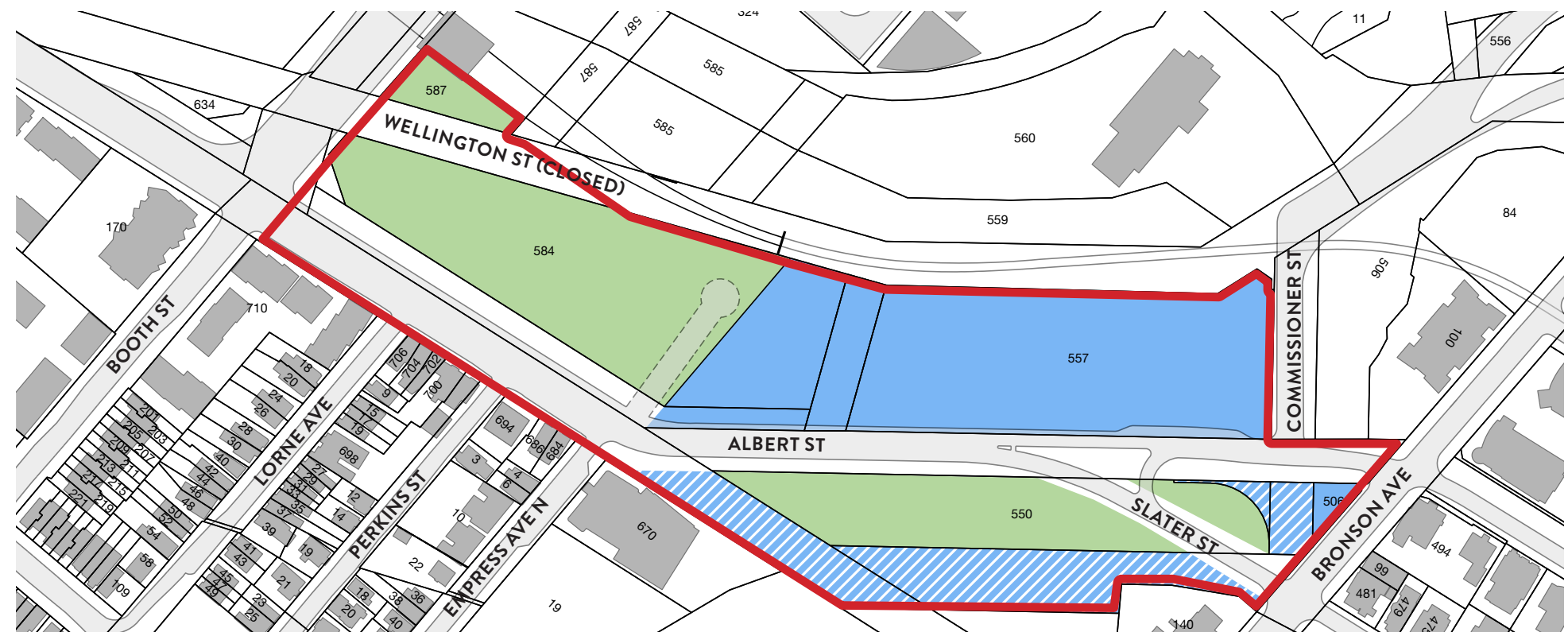


Figure 2b: Proposed Parcel Division Resulting from the Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

- SUBJECT AREA
- NCC OWNERSHIP
- CITY OF OTTAWA OWNERSHIP
- PROPOSED ROAD CLOSURE

2.0 SITE CONTEXT

2.1 NEIGHBOURHOOD CONTEXT

The site is located on the edge of Ottawa's downtown, approximately 1.5 kilometres from Parliament Hill, amongst some of Ottawa's fastest growing neighbourhoods, including Hintonburg, Mechanicsville, West Centretown, and Centretown.

The site is located within the LeBreton Flats neighbourhood, adjacent to the NCC LeBreton Flats redevelopment site, Phases I-III of the Claridge LeBreton Flats development, and the Windmill/Dream Zibi development on Chaudière Island.

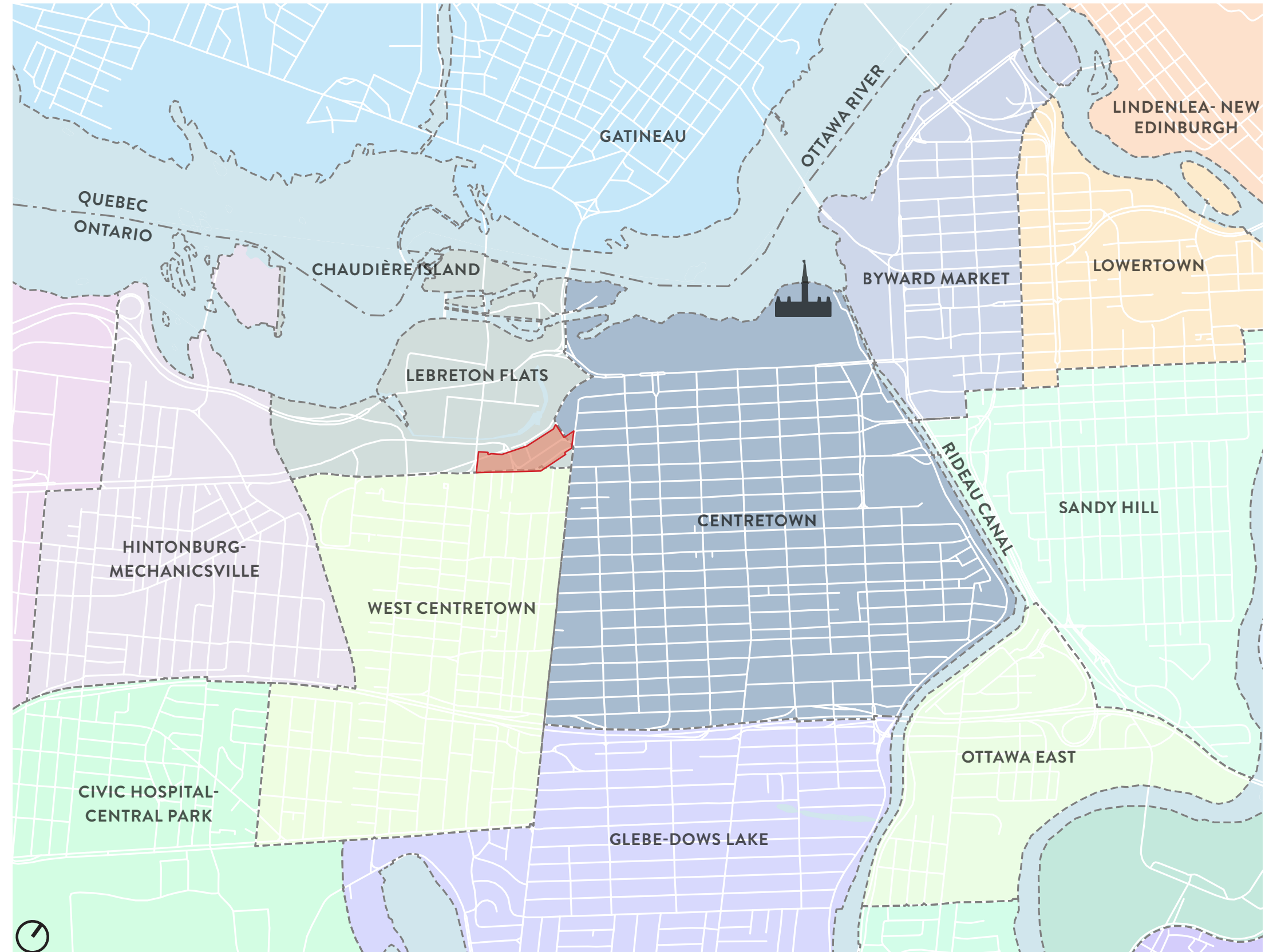


Figure 3: Neighbourhood Context Map (per the Ottawa Neighbourhood Study)



Figure 4: The Canadian War Museum and Aqueduct

2.2 CITY CONTEXT

The site is well situated amongst a number of points of interest including the Canadian War Museum, the National Holocaust Monument, Parliament of Canada, the National Gallery of Canada, Place du Portage, Zibi and the proposed LeBreton Flats redevelopment.

The Rendez-Vous LeBreton Group's redevelopment plan proposes a 4,400 unit mixed-use development including various attractions such as the proposed Major Event Centre, all located within a 10 minute walk of the subject site.

Located further north of the site is the Zibi redevelopment located along the Ottawa River waterfront in both Ottawa and Gatineau including approximately 2,300 condo units.

The numbers on Figure 5 correspond to the figures on the following page.

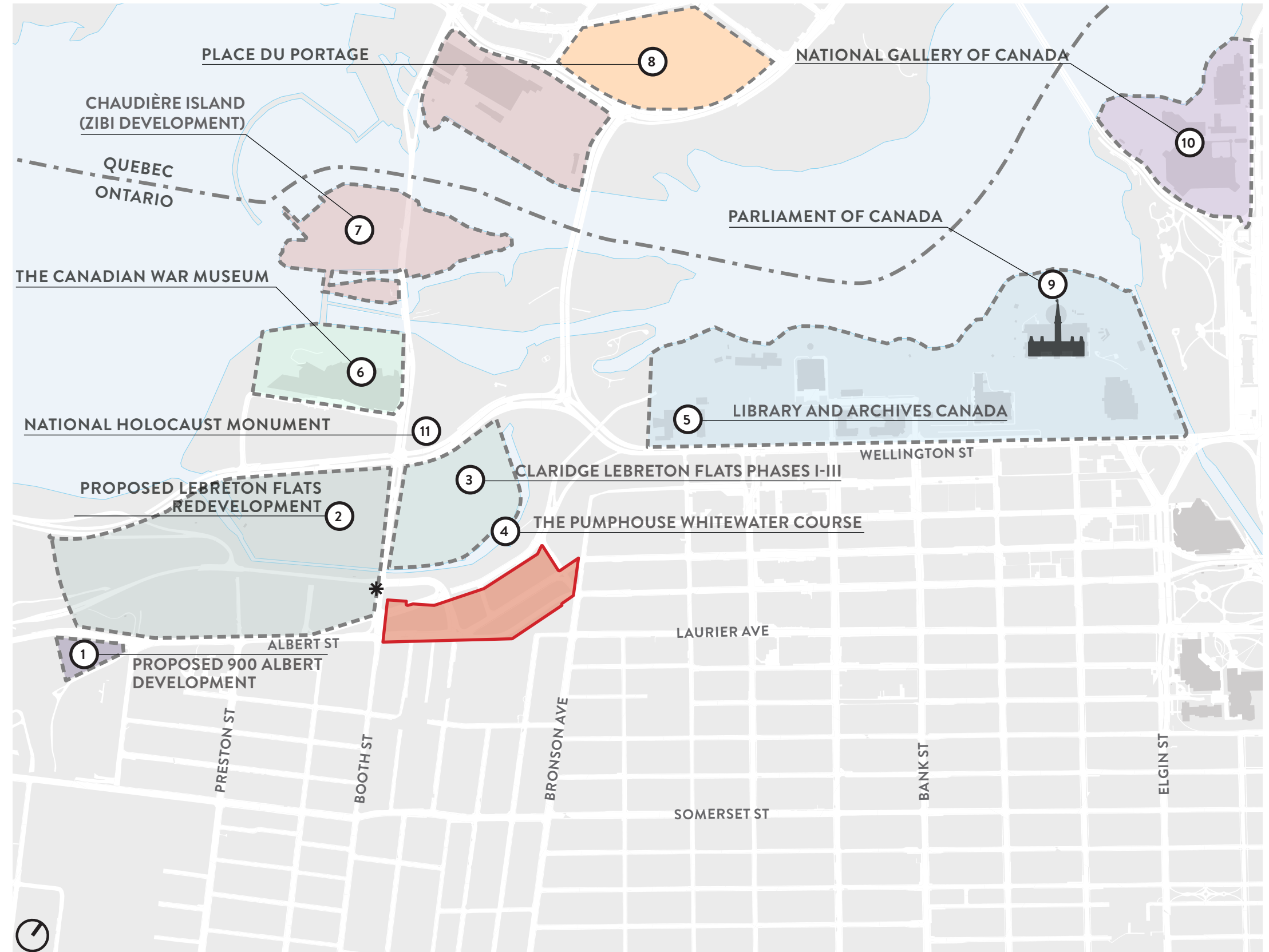


Figure 5: City Context Map



Figure 6: Proposed 900 Albert Development

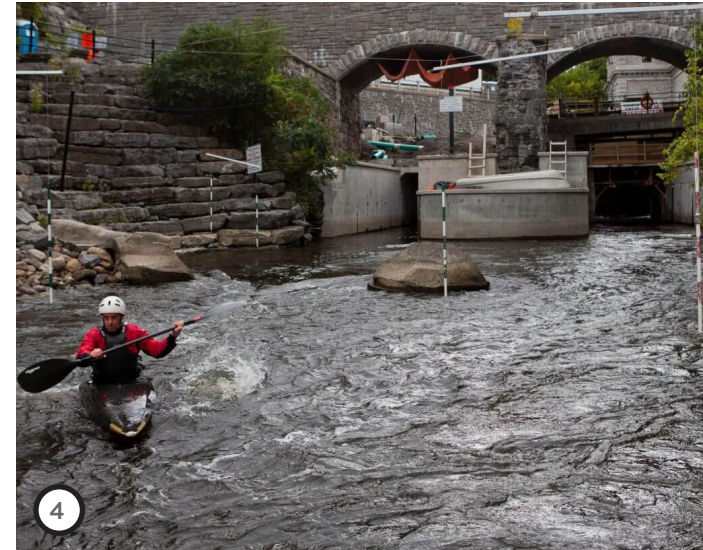


Figure 7: 'The Pumphouse' Whitewater Course



Figure 8: Zibi Redevelopment Rendering

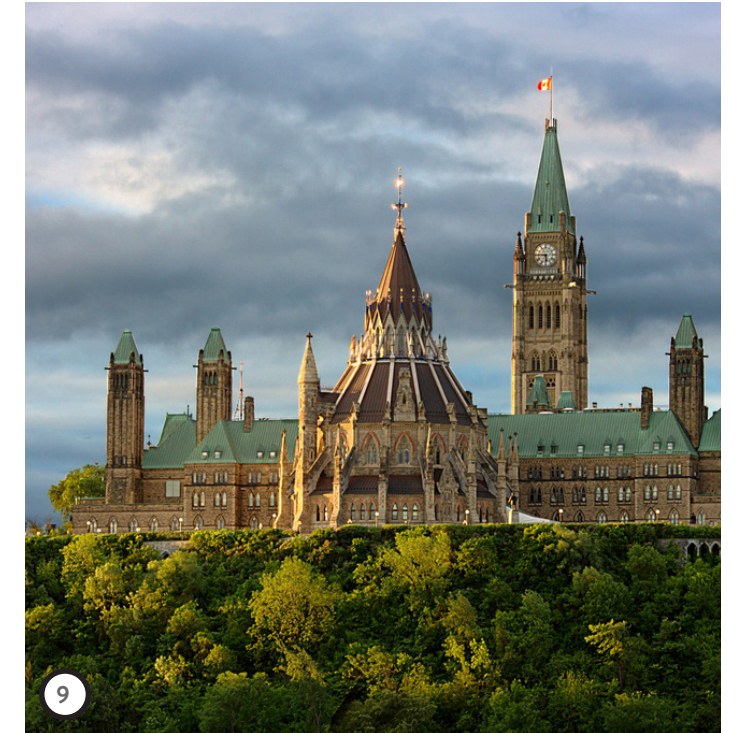


Figure 9: Parliament of Canada



Figure 10: Proposed LeBreton Flats Redevelopment Renderings



Figure 11: Library and Archives Canada



Figure 12: Place du Portage

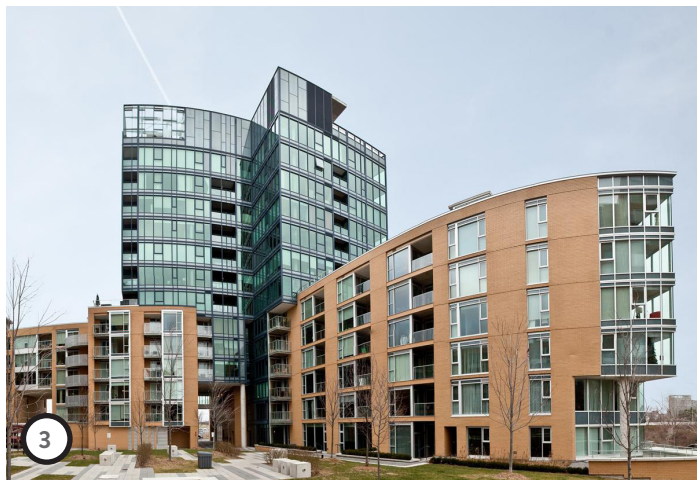


Figure 13: LeBreton Flats Claridge Phase I



Figure 14: Canadian War Museum



Figure 15: National Holocaust Monument



Figure 16: National Gallery of Canada

2.3 AMENITIES MAP

The site is located in proximity to the following major community amenities:

1. Saint Vincent Hospital (1)
2. Bronson Park (2)
3. Garden of the Provinces and Territories (3)
4. Primrose Park (4)
5. LeBreton Flats Park (5)
6. Capital Pathway Network (6)
7. LeBreton Flats Transit Stop (7)
8. Bay Street Transit Stop (8)
9. Future Pimisi LRT Station (9)
10. The Canadian War Museum (10)
11. Dalhousie Community Centre (11)
12. Centennial Public School (12)
13. St. Patrick Adult High School (13)
14. Dundonald Park (14)
15. Pindigen Park (15)
16. The Good Companions Seniors' Centre (16)

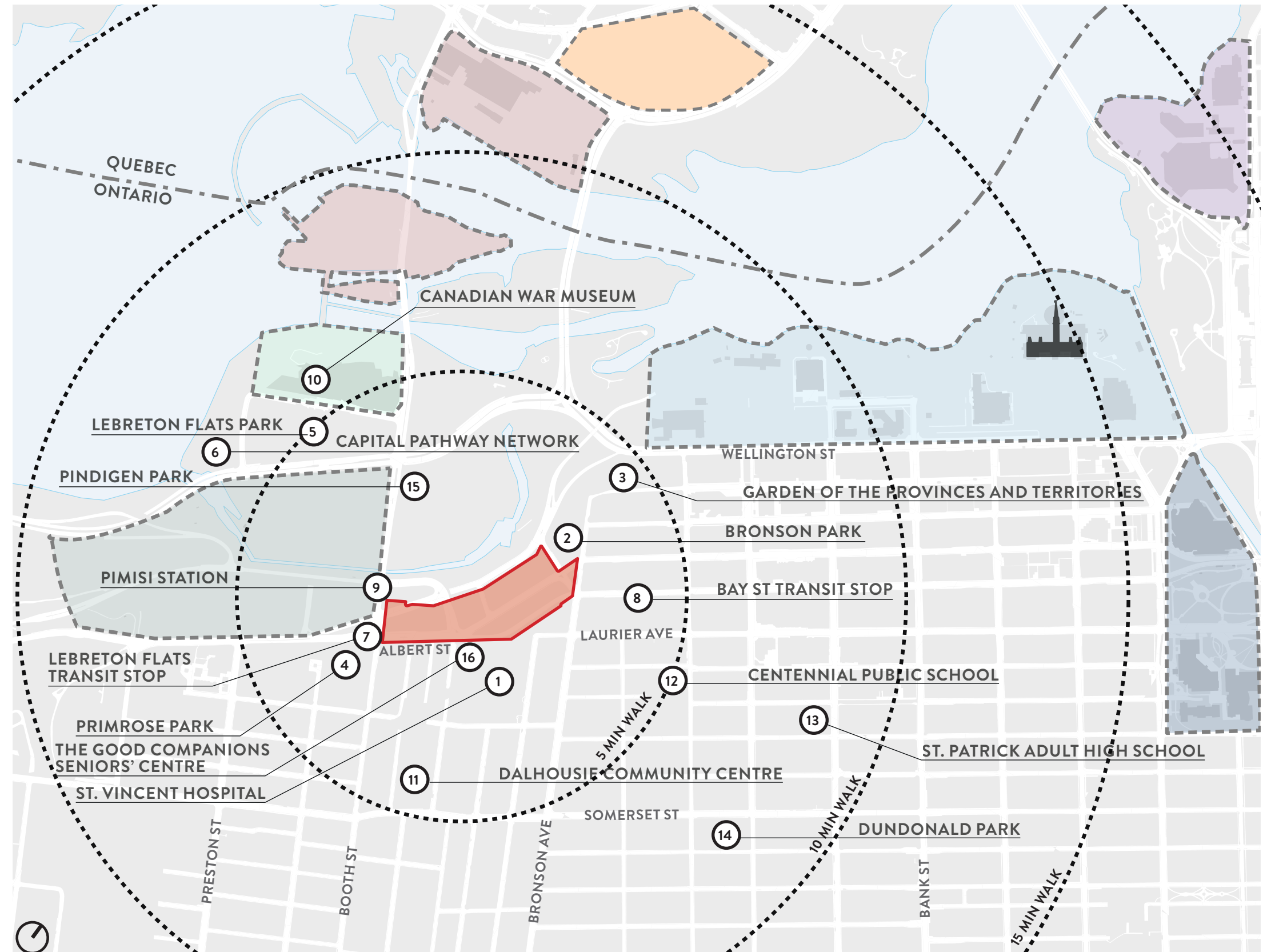
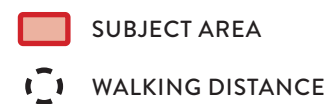


Figure 17: Existing Amenities Map

2.4 TRANSIT NETWORK

The site is well-served by a number of transit modes including local bus routes, the Transitway and the future Light Rail Transit (LRT) line which provides access across the city. Pimisi Station, part of the 12.5 kilometre LRT system, is planned adjacent to the west end of the site at Booth Street. Construction of the LRT began in January 2016 and full revenue service on the Confederation Line is scheduled to begin in November 2018. The proximity of transit stations will bring a large population to the area daily. Any future development within the subject area should provide connectivity to the station by way of walkways, multi-use pathways and cycling lanes.

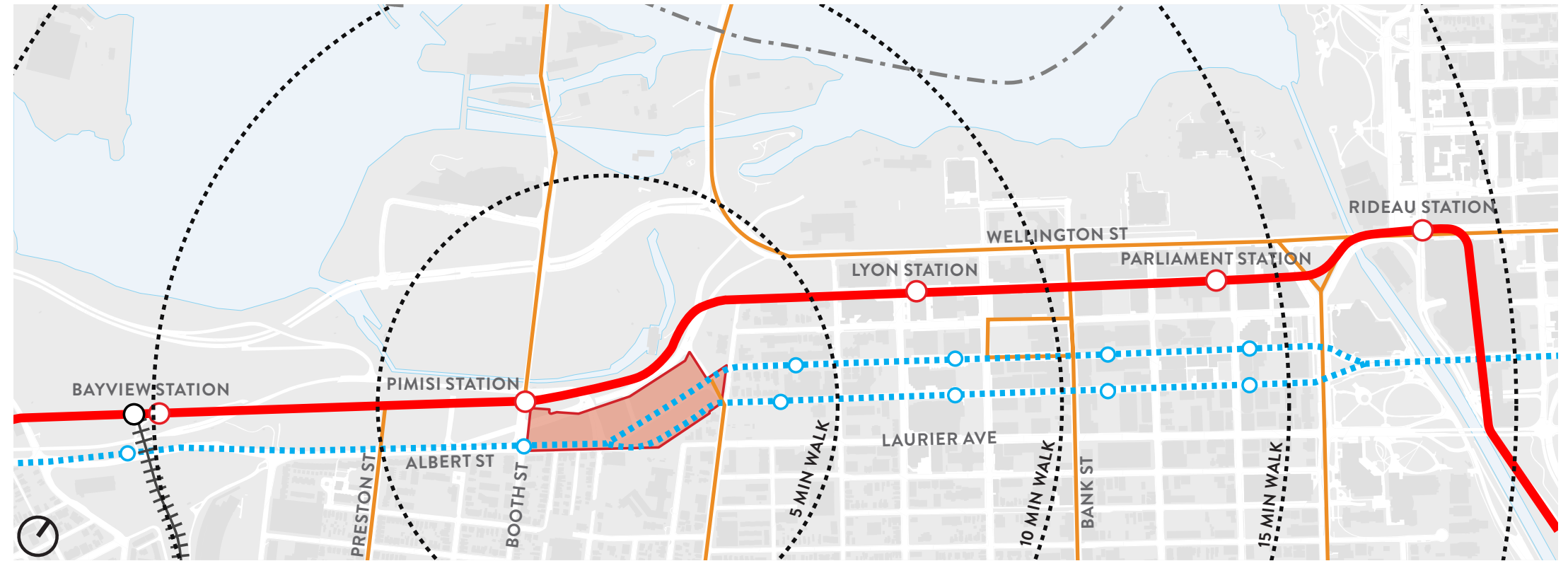


Figure 18a: Existing Transit Network

- SUBJECT AREA
- FUTURE LRT
- FUTURE LRT STATION
- TRANSIT PRIORITY CORRIDOR
- TRANSIT STATION
- LOCAL ROUTES
- O-TRAIN
- WALKING DISTANCE

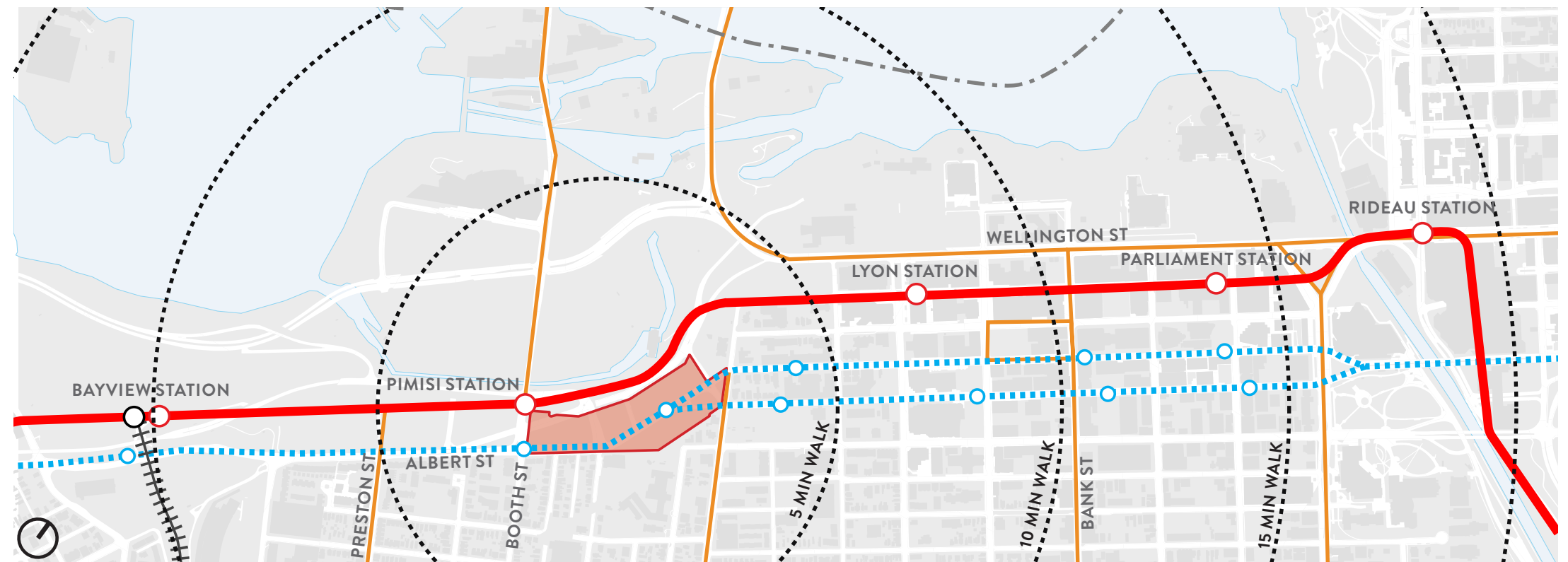


Figure 18b: Transit Network - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

2.5 CYCLING AND PATH NETWORKS

The site is surrounded by a variety of cycling infrastructure. A multi-use pathway has recently been constructed along the north side of Albert Street, linking to the NCC's Capital Pathway Network along the Ottawa River waterfront with access into Gatineau, Westboro, and Downtown Ottawa. A link to Pimisi station from the subject area, as well as north and west connections from the site linking to the proposed Claridge "East Flats" development, Zibi, and the next phase of the LeBreton Flats redevelopment, are also planned.

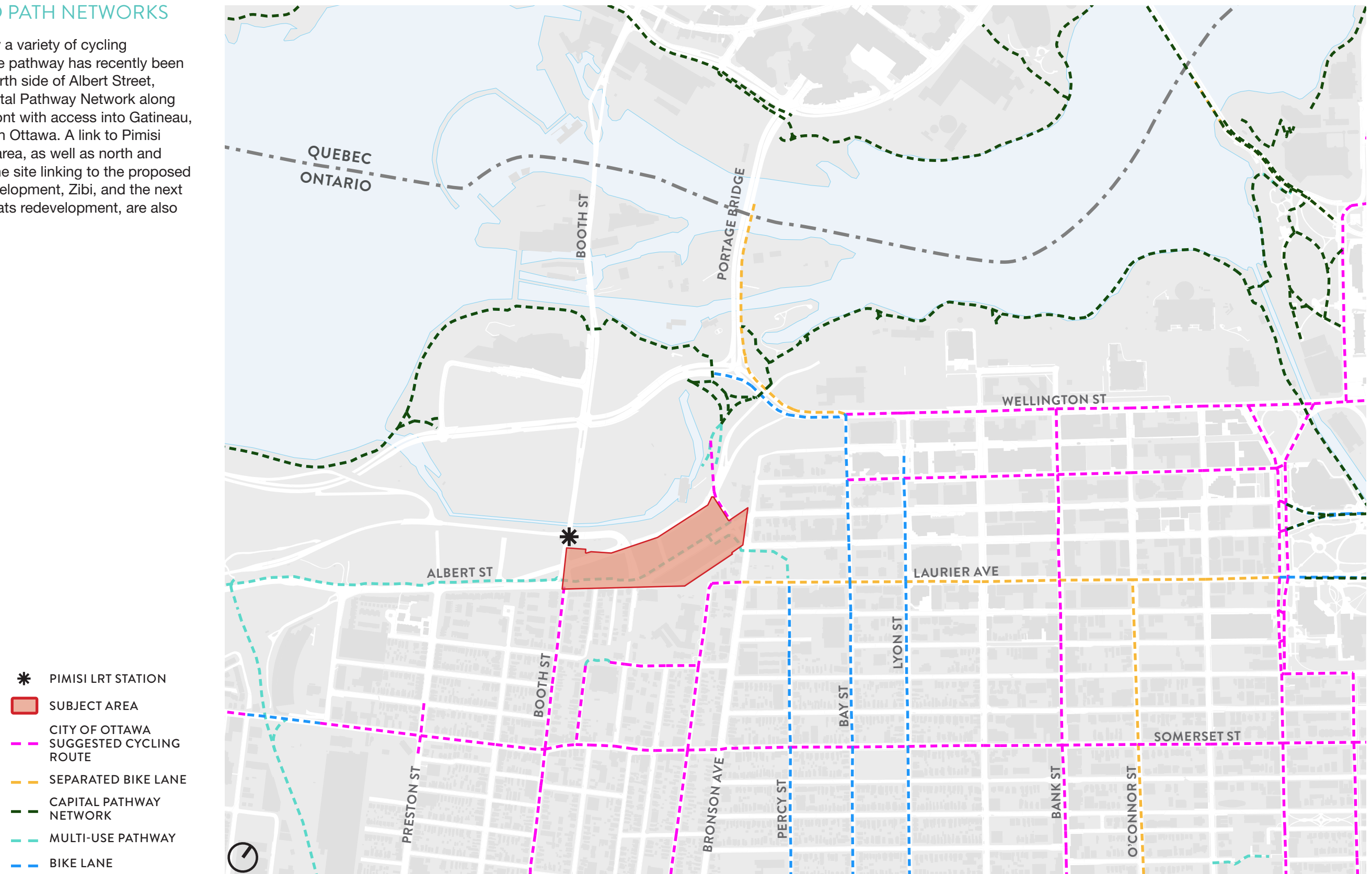


Figure 19: Existing Cycling Network Map

2.6 ACTIVE TRANSPORTATION

Residents and visitors to the subject area will have access to a number of active transportation modes providing connections across the City of Ottawa and into Gatineau. The network will continue to develop and improve as LeBreton Flats redevelops.

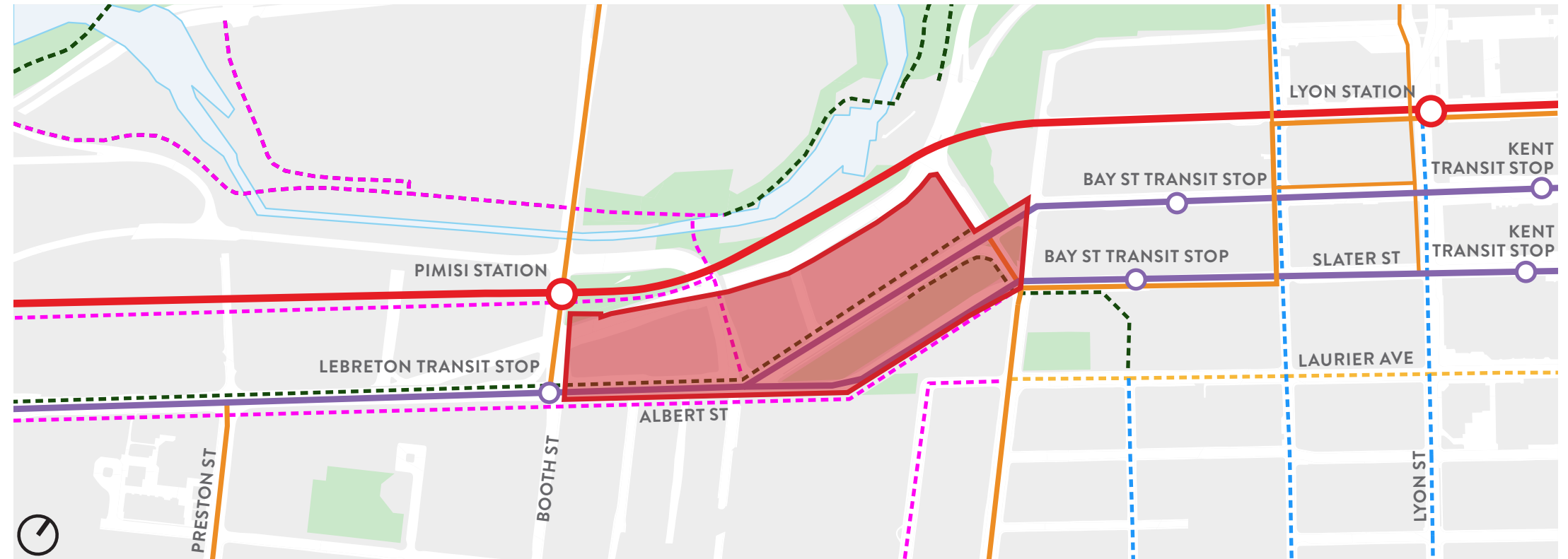


Figure 20a: Existing Active Transportation Network

- SUBJECT AREA
- FUTURE LRT
- FUTURE LRT STATION
- BUS TRANSITWAY
- LOCAL BUS ROUTE
- MAJOR TRANSIT STOP
- FUTURE CYCLING CONNECTION
- SEPARATED BIKE LANE
- CAPITAL PATHWAY NETWORK
- MULTI-USE PATHWAY
- BIKE LANE

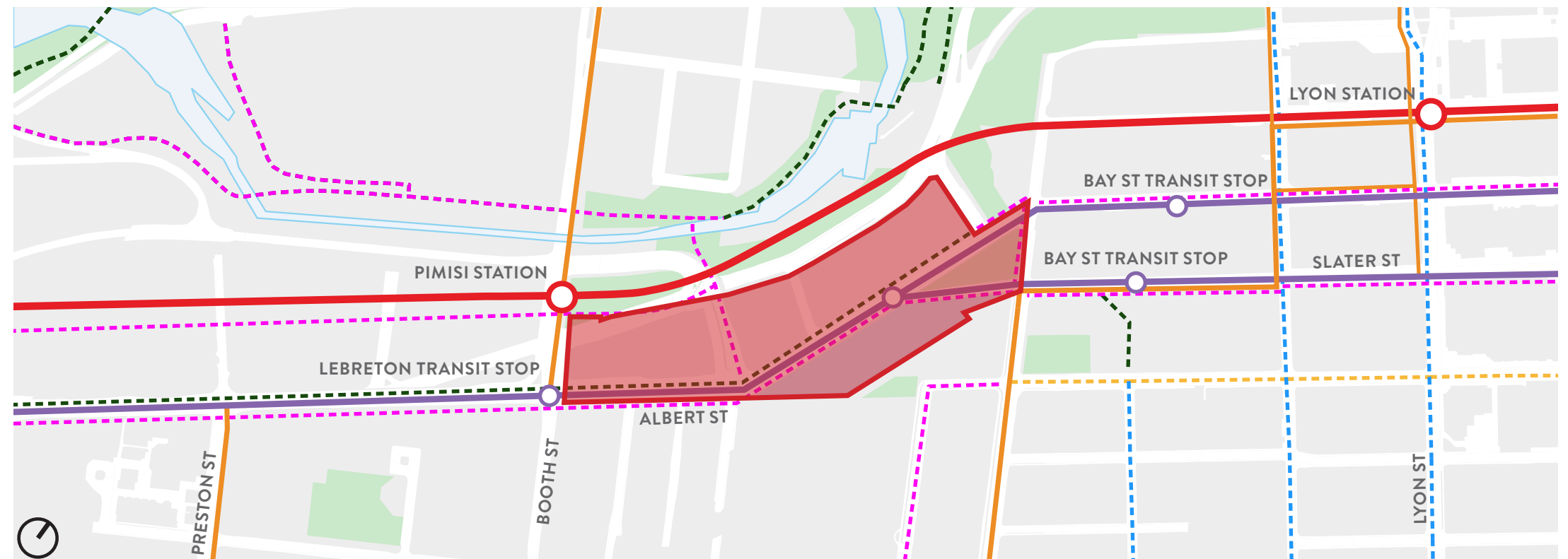


Figure 20b: Proposed Active Transportation Network - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

2.7 ROAD NETWORK

The subject area has frontage along Albert Street, Commissioner Street, Slater Street and Booth Street. West of the subject lands, Albert Street is a four-lane, east-west road identified as an Existing Arterial on Schedule F of the Official Plan. East of the subject area Albert (westbound) and Slater Streets (eastbound) are designated as one-way, three (3) lane Existing Arterials. Booth Street is a four (4) lane north-south roadway identified as an Existing Arterial north of Albert Street and an Existing Collector Road south of Albert Street on Schedule F. Albert Street also has a multi-use pathway along its north side. Commissioner Street is a two-lane, north-south Local Street which borders the site's eastern lot line and provides eastbound access to Wellington Street.

As arterial roadways, Albert Street, Slater Street and Booth Street are designed to carry high volumes of traffic over long distances while accommodating all modes of transportation. Other arterial roads in the area include Bronson Avenue and Laurier Avenue, both located east of the subject area.

As noted above, in November 2017 the City of Ottawa initiated the "Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study" to explore opportunities to improve walking, cycling, transit, and general traffic along these streets by reallocating existing Transitway lanes after the O-Train Confederation Line opens in 2018. The recommended plan includes the realignment of Slater Street adjacent to the subject lands and is scheduled for review by the City of Ottawa's Transportation Committee in April 2018.

- SUBJECT AREA
- ARTERIAL ROAD
- COLLECTOR ROAD
- FUTURE LRT
- FUTURE LRT STATION
- LOCAL ROAD
- SIGNALIZED INTERSECTION

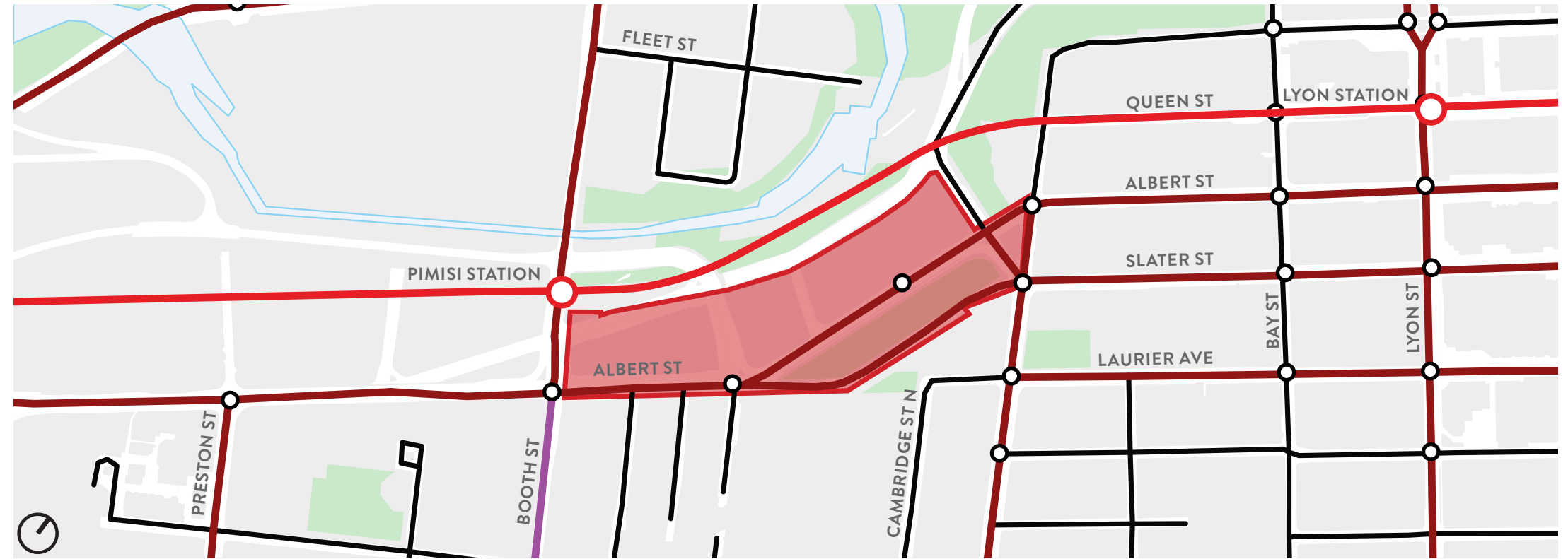


Figure 21a: Existing Road Network

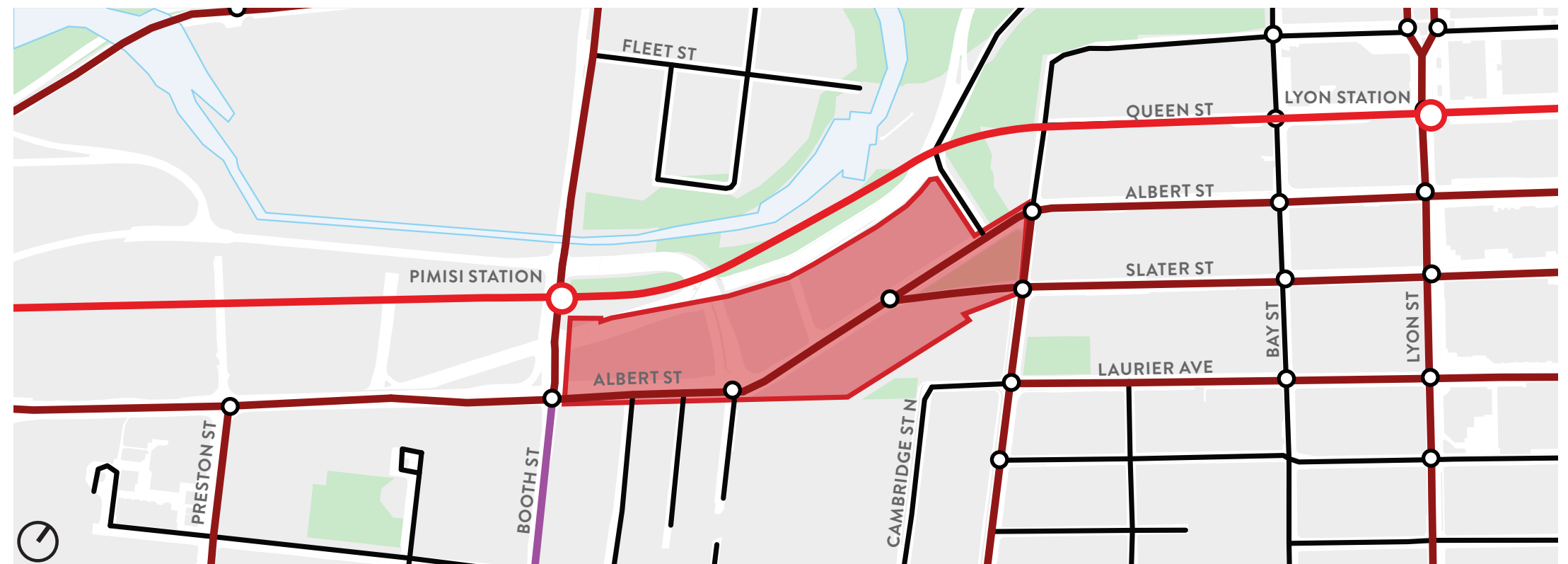


Figure 21b: Proposed Road Network - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

2.8 SITE CONTEXT

The subject area is located on the north side of Albert and Slater Streets, west of Bronson Avenue and Commissioner Street, and east of Booth Street. The lands north of Albert Street have a total area of approximately 2.38 hectares (5.88 acres), with approximately 410 metres of frontage along Albert Street, approximately 80 metres of frontage on Booth Street and approximately 57 metres along Commissioner Street. The lands have a depth between approximately 56 and 73 metres.

Another portion of the subject area is located between Albert Street and Slater Street and measures approximately 0.61 hectares (1.5 acres) with approximately 232 metres of frontage.

The subject area is unique in that it is an amalgamation of a number of lots owned by both the City of Ottawa and the National Capital Commission, and is irregular in shape.

The lands are generally vacant, however a portion of the site is being used as staging grounds during the construction of the Confederation Line. These temporary staging grounds are being used for parking and trailers and a two (2)-storey building. Access to the site is currently provided from Commissioner Street, Albert Street, and Booth Street.

The subject area is located in the southeast sector of LeBreton Flats in close proximity to Pimisi Station as well as the Albert/Slater transit corridor. LeBreton Flats is a master planned redevelopment area in which several buildings have been constructed to date. The City’s official plan contemplates the area as a major transit – oriented development node, to include commercial, recreational and residential sites.”

Wellington Street and the Sir John A. Macdonald Parkway are north of the site and run along the south side of the Ottawa River providing a major scenic gateway to the downtown core from the west end of the city.

 SUBJECT AREA

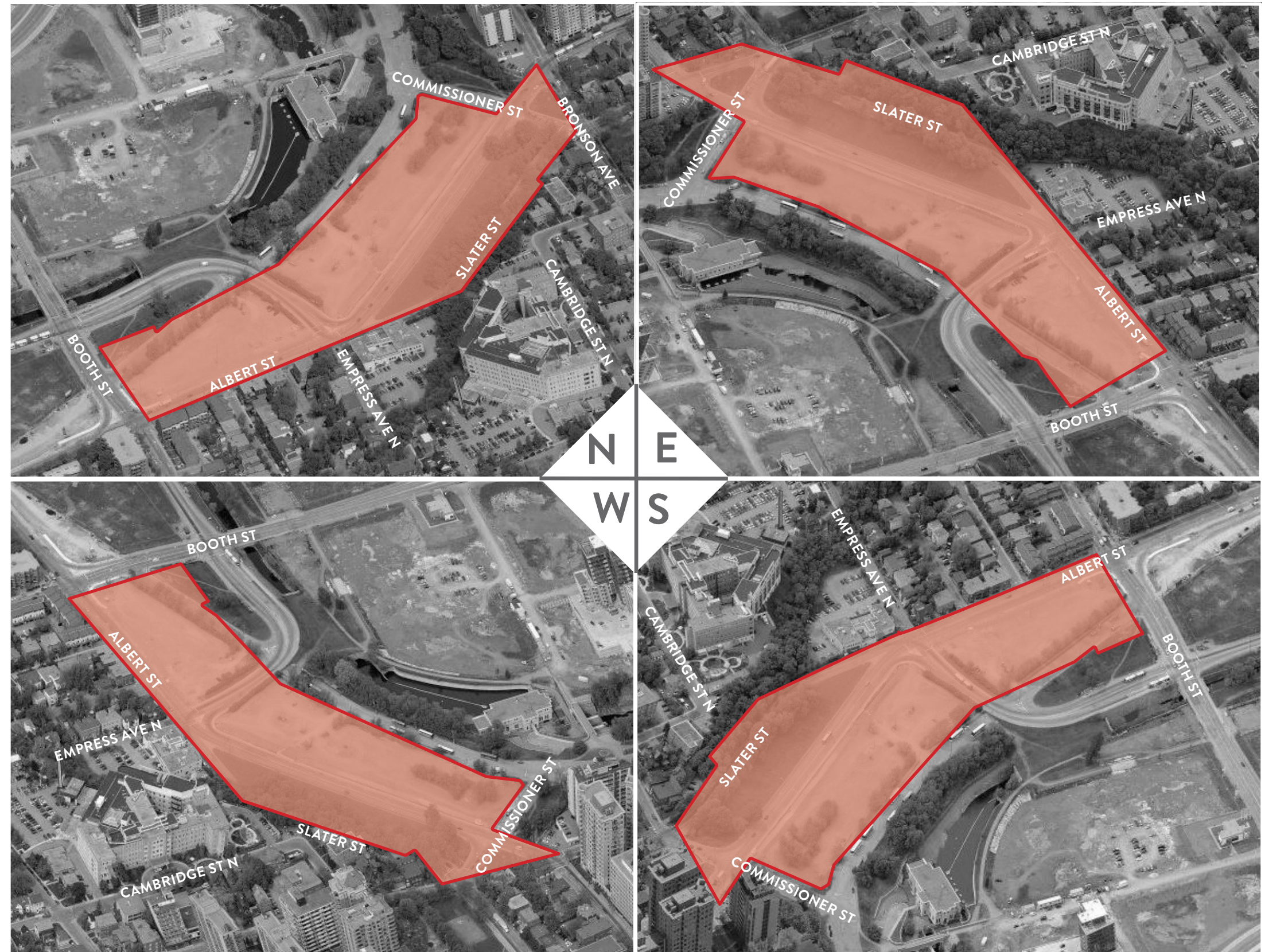


Figure 22: Site Views

2.9 SURROUNDING AREA

The following outlines an inventory of uses surrounding the subject area:

- / North: The area north of the site is the first and second phases of the initial NCC redevelopment of LeBreton Flats which includes a residential condominium built in 2008 and second one completed in 2016. The City of Ottawa's Fleet Street Pumping Station and heritage aqueduct are also located north of the project. Northwest of the subject area are additional LeBreton Flats redevelopment lands.
- / East: East of the site is the City of Ottawa's downtown core and the Centretown neighbourhood. The downtown includes a full range of residential, institutional, office, retail, and hotel uses, amongst others and a range of built forms.
- / South: South of the subject area is a low-rise residential community with some retail commercial uses interspersed throughout. The mid-rise St. Vincent Hospital and the Dominican University College, are located just south, on top of the escarpment. The lands along Primrose Avenue are significantly higher than the subject area.
- / West: West of the site are vacant land that forms part of the future LeBreton Flats redevelopment site, currently in procurement with the NCC. The Rendez-Vous LeBreton Group was selected as the preferred proponent for the project with their "Illumination LeBreton" proposal.



■ SUBJECT AREA

Figure 23: Existing Conditions Site Photo Key (refer to following page for related images)



3.0 POLICY AND REGULATORY ENVIRONMENT

3.1 PURPOSE OF THE OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment would amend the Central Area Secondary Plan to designate the entire subject area as “Mixed-Use” to permit a range of uses including but not limited to: residential, retail, office and institutional. The Amendment would further permit a maximum building height of twenty-five (25) storeys at 584 Wellington Street and 40 metres at 557 Wellington Street where the new Central Library is to be located.

3.2 PURPOSE OF THE ZONING BY-LAW AMENDMENT

The proposed Zoning By-law Amendment would amend the zoning of the lands north of Albert Street to “Mixed-Use Downtown Zone (MD)” and to establish a new site-specific exception including the following provisions:

- / Permit maximum building heights of 83 metres at 584 Wellington and 40 metres at 557 Wellington;
- / Remove the minimum landscaped area requirement for low-rise residential buildings;
- / Permit required parking to be located on any lot within this zone;
- / Permit an outdoor commercial patio within 30 metres of a residential zone without the need for a screen, structure or minimum 2 metre wall; and,
- / Include “Amusement Park” (e.g. indoor aquarium) as a permitted use in the zone.

3.3 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It 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 the intensification of 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 uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed amendments meet the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projects needs [1.1.1 (g)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)];
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3];
- / Promotes economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long term needs; provides opportunities for a diversified economic base and encourages compact, mixed-use development that incorporates

compatible employment uses to support liveable and resilient communities [1.3.1];

- / Provides for an appropriate range of housing types and densities required to meet projected needs [1.4.1];
- / Contributes to providing an appropriate range of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of residential intensification and redevelopment [1.4.3 (b)];
- / Proposes development of new housing in a location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs [1.4.3 (c)];
- / Promotes a density for new housing which efficiently uses land, resources, infrastructure and public service facilities and supports the use of the alternative transportation modes and public transit [1.4.3 (d)];
- / Promotes land use patterns, density and a mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes [1.6.5.4]; and,
- / Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improves the mix of employment and housing uses to decrease transportation congestion [1.8.1 (b) and 1.8.1 (c)].

The proposed amendments are consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development while capitalizing on an intensification opportunity within the City’s downtown. The site is an underutilized site with significant development potential in an area where infrastructure and public service facilities are available.

3.4 CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the city as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the city.

Ottawa’s population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

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

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

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

LOT ADDRESS		SECONDARY PLAN LIMIT	ZONING BY-LAW LIMIT	PROPOSED
557 Wellington		6 storeys	20 m	40 m
584 Wellington	East Portion	6 storeys	25 m	83 m
	West Portion	8 storeys	33 m	83 m

Figure 24: Existing Secondary Plan and Zoning By-law Height Limit, and Proposed Height Limit

3.4.1 MANAGING GROWTH

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

The range of uses and additional height and density proposed for the lands is in conformity with the overarching intent of the Official Plan policies on managing growth within the city. The Official Plan identifies areas designated Central Area, including the subject lands, as target areas for intensification.

Development within the surrounding area is characterized by a mix of uses, building heights and densities. Proximity to the existing Transitway and future Pimisi LRT station make the site well-suited for the proposed development. A mix of uses provides for a more vibrant streetscape and moves towards the creation of a more complete community by providing a mix of uses and encourages alternative modes of transportation (e.g. walking and/or cycling or transit use) envisioned for the Central Area.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

Residential intensification is broadly defined in Section 2.2.2, Policy 1, as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meet the definition of residential intensification as defined above.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. The City has established a density target of 500 people and jobs per gross hectare for the Central Area by 2031, as compared to the 2006 density of 395 people and jobs per gross hectare.

Finally, Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed below.

3.4.2 LAND USE DESIGNATION

The site is designated “Central Area” on Schedule B of the City of Ottawa Official Plan (Figure 25). The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities.

Policies for the Central Area promote its vital role in the city; protect its distinct identity and heritage character and the primacy of the Parliament Buildings and other national symbols. The policies aim to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses and day/night, year-round activities while protecting existing residential neighbourhoods in and near the Central Area.

In accordance with the Official Plan, the City will support the Central Area’s role as the economic and cultural heart of the city by, among other policies:

- / Implementing the Central Area Secondary Plan, discussed in Section 6.3;

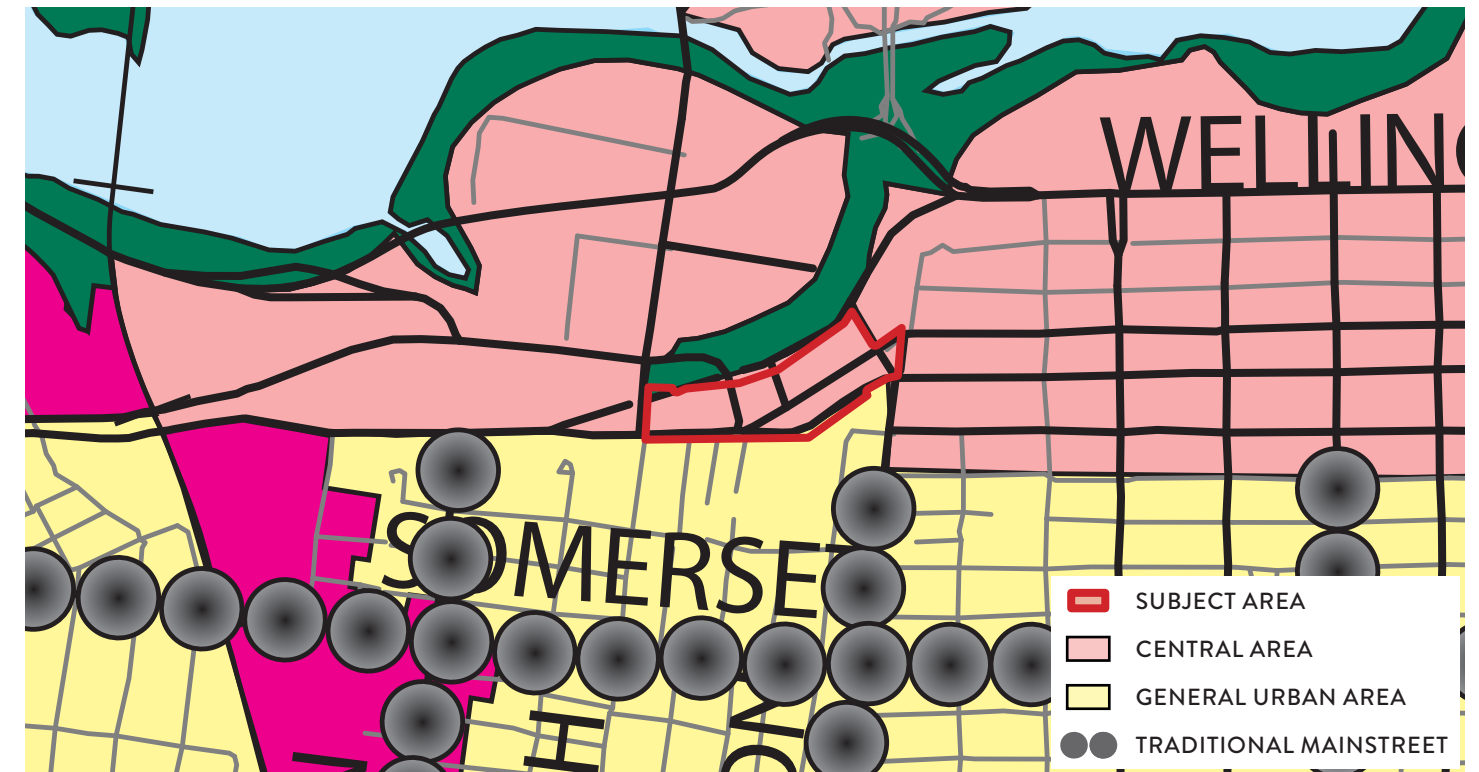


Figure 25: City of Ottawa Official Plan Schedule B (2003, as amended)

- / Implementing the Downtown Ottawa Urban Design Strategy, discussed in Section 6.5;
- / Protecting the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols;
- / Working with federal agencies to encourage the federal government to maintain its concentration of administrative functions;
- / Ensuring that all development has regard for the compatibility criteria in Section 2.5.1, discussed later in this Section;
- / Improving the image of the Central Area and assisting in visitor orientation by enhancing major gateways into the Central Area;
- / Improving and enhancing the pedestrian environment in the Central Area; and
- / Giving walking, cycling and public transit priority in the Central Area.

The proposed amendments will allow existing vacant lands to develop with a broad range of uses to enhance the diversity of the Central Area and with a greater density in order to help support the future LRT transit line. The application will allow development at a height that will not negatively affect the primacy of the Parliament Buildings. The policies of the Central Area support the proposed form of development.

3.4.3 BUILDING LIVEABLE COMMUNITIES

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” amongst those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: City-wide, neighbourhood, street, site, and building. Although the subject applications are not accompanied by a site plan proposal at this time, the following objectives are considered the most applicable to the concept plans:

TO ENHANCE THE SENSE OF COMMUNITY BY CREATING AND MAINTAINING PLACES WITH THEIR OWN DISTINCT IDENTITY.

The proposed amendments will permit the full development of currently vacant lands adjacent to a future LRT station and the LeBreton Flats redevelopment site. The proposal aims to intensify an underutilized site, located at the edge of the downtown core in close proximity to transit thereby advancing the objectives of the Central Area land use designation. The proposal is for a mixed-use development that will enliven the street and bring much needed amenities to the area, including a new Central Library. The proposal enacts the future vision for the area with sensitive and appropriate design that responds to the existing and future context.

TO DEFINE QUALITY PUBLIC AND PRIVATE SPACES THROUGH DEVELOPMENT.

The proposed concept proposes significant improvements to the streetscape throughout the development. Landscaping improvements in the form of tree plantings, wide sidewalks and active retail uses at-grade work together to enhance the public realm and create a pedestrian-oriented environment. The protection of multi-use pathway (MUP) and proposed cycling infrastructure will help connect the site and surrounding areas to existing and future MUPs. The proposed public space located at the northwest corner of the development concept and west of the future Library provide attractive and valuable public amenity spaces and offers both a connection to the future Pimisi Station and flexible outdoor space for residents and visitors alike.

TO CREATE PLACES THAT ARE SAFE, ACCESSIBLE AND ARE EASY TO GET TO.

The proposed concept seeks to develop in an area already well served by transit and in an area that will form a significant part of the link between Centretown and the future LeBreton Flats development. As such, the amendments and the proposed mix of uses will improve the safety and accessibility for pedestrians, cyclists and commuters.

TO ENSURE THAT NEW DEVELOPMENT RESPECTS THE CHARACTER OF EXISTING AREAS.

The built form in the development concept seeks to balance the varied nature of West Centretown, Chinatown/Little Italy and the future LeBreton Flats area. This is accomplished by providing sufficient setbacks for towers and establishing mid-rise and low-rise podiums to better integrate with the surrounding community. The southeast portion of the site allows for further transitioning to surrounding communities. This form offers the flexibility to respect the dynamic context surrounding this site.

TO CONSIDER ADAPTABILITY AND DIVERSITY BY CREATING PLACES THAT CAN ADAPT AND EVOLVE EASILY OVER TIME AND THAT ARE CHARACTERIZED BY VARIETY AND CHOICE.

The proposed amendments offer greater flexibility for development on the site. This will allow the design to vary and adapt as needs change over time.

The Concept Plan illustrates one option for development of the subject area wherein a variety of housing options are provided, as well as a range of retail and commercial office space adjacent to the new Central Library. The proposed Official Plan and Zoning By-law Amendments allow for a diversity of uses and will allow the plans for the site to adapt over time.

In addition to the above, the site is located within a Design Priority Area and will be presented to the City of Ottawa Urban Design Review Panel during future Site Plan Control application processes for further consultation.

3.4.4 URBAN DESIGN AND COMPATIBILITY

Section 4.11 presents additional policies to address issues that may arise from development on surrounding properties or neighbourhoods. These issues include noise, light spillover, parking and shadowing. As the present development seeks to establish a conceptual model rather than a prescriptive design, Section 4.11 and the evaluation criteria established in Policy 2 will be less applicable. Instead, development on individual blocks will be evaluated against the policies of Section 4.11 during future Site Plan Control applications.

Despite the fact that specific elements are not available for evaluation, various studies have been completed which will evaluate the external effects of the conceptual model on the surrounding community. These studies include Wind and Noise studies prepared by Gradient Wind Engineering, and a Transportation Study prepared by Stantec. This Transportation Study evaluate the proposed conceptual development based on assumed uses and densities that can be reasonably expected from a development of this nature.

3.4.5 LOCATION OF TALL BUILDINGS

Although the specifics of the development are not yet available to evaluate, Section 4.11 does address broader compatibility questions such as establishing the appropriate locations of tall buildings throughout the City. Policies 7 through 13 of Section 4.11 address the location of tall buildings and general policies for integration of those buildings within their neighbourhoods. Policy 7 defines high-rise development as a building of 10 storeys or more while Policies 8 and 9 direct high-rises to areas, among others, that are designated Central Area, that are within 600 metres of a rapid transit station, where a community design plan, secondary plan, or similar Council-approved planning document identifies locations suitable for the creation of a community focus, at a gateway location, or at a location where there are significant opportunities to support transit.

The proposed concept is located within the Central Area, adjacent to the future Pimisi LRT station. Furthermore, as will be discussed later in this document, the site forms part of the Escarpment Area District Plan which envisions high-rise development and increased density within the subject area. As mentioned, the lands are surrounded by many planned and existing high-rise buildings north and east of the lands.

The subject area is a unique location characterized by a variety of building types and is located at the junction between the high-rise nature of West Centretown, low-rise nature of Chinatown/Little Italy and LeBreton Flats which is currently vacant but slated for mixed-use high-rise redevelopment. Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can be addressed by ensuring an effective transition between varying built forms. Transitions may be accomplished through a variety of measures, including:

- / Incremental changes in building height (e.g. angular planes or stepping building profiles up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);

- / Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and,
- / Building Setbacks.

The proposed concept includes large setbacks, staggered towers with podiums ranging from five (5) to nine (9) storeys and mid-rise buildings, often with three (3) storey podiums. The large setbacks and tower separation ensure that sufficient light and air are available so as not to overwhelm the pedestrian experience. The low to mid-rise podiums further help to frame the street and allow for an improved pedestrian realm.

As the lands develop, additional steps will be taken through design and material choices to further break up the mass of the development and improve transitions and compatibility with surrounding development.

3.4.6 CYCLING ROUTES

Schedule C of the Official Plan illustrates on and off-road cycling routes through the City. Both Albert Street and Booth Street are identified as on-road cycling routes, while north of the site is an off-road cycle route which connecting to the Capital Pathway Network.

Bronson Avenue and Cambridge Street north, to the east, are also identified as an on-road cycle route and provides access to Laurier Avenue and the segregated east-west bike lane located along that street.

The available cycling facilities in the area provide a viable transportation alternative to residents and visitors helping to reduce the dependence on private automobiles for getting to and from the site.

3.4.7 RIGHT OF WAY PROTECTION

Protected rights-of-way for major streets in the City are defined in Annex 1 of the Official Plan. Both Albert Street and Slater Street, between Empress Avenue and Bronson Avenue, have a 40 metres protected right-of-way. The additional right-of-way has been protected along Albert Street on the proposed concept plan. The right-of-way protection is currently in place for Slater Street as well, however the pending realignment will modify these requirements. Regardless of the ultimate build out of the area, the potential to provide the necessary right-of-way is maintained.

3.4.8 SCENIC ENTRY ROUTES AND GATEWAYS

Albert Street and Slater Street adjacent to the site is identified as a Scenic Entry Route on Schedule I of the Official Plan. The area directly adjacent to the property is also identified as a Gateway to the Central Area on Annex 9 of the Official Plan.

Policies in Section 4.6.4 address Scenic Entry Routes within the city. These routes form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa. Though no guidelines exist to date, the primary function of these roads is to be respected while promoting:

- / The creation of a safe and attractive environment for travelers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- / Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- / The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way; and
- / Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property.

The development concept makes significant strides to infill a currently vacant parcel of land in the Central Area. The proposed concept has been designed not to impede on views to the Parliament Buildings but rather provide the opportunity to frame the view to Parliament Hill and create a true gateway to the Central Area. The proposed public spaces will also provide opportunities for amenities that take advantage of the surrounding features such as the aqueduct, the adjacent pathway systems.

Ultimately, development will significantly improve the pedestrian realm along Albert Street and help to reinforce the gateway feature of this location.

3.5 CENTRAL AREA SECONDARY PLAN

The Central Area Secondary Plan provides more detailed area-based policy direction for various “character areas” within the Central Area. The site is located within the LeBreton Flats character area, an area considered unique and critical to the future of the heart of the Nation’s Capital and the Central Area of the City of Ottawa. The vision for the area is to create an urban community where people can live, work, socialize and play. The community will be one of mixed-uses surrounded by open spaces. LeBreton is envisioned to consist of compact neighbourhoods, linked together and connected to the wider open space network by pathways and pedestrian-friendly streets.

The site is designated both “Residential” and “Mixed-Use” on Schedule Q – LeBreton Flats Land Use. The policies of the Residential designation seek to provide a range of housing options from medium to high profile buildings of a density appropriate to the downtown area in order to make effective use of the infrastructure, services and facilities within the inner-city area. The policies also seek to protect affordable housing in the area and to ensure that local open space and recreation areas are provided within residential areas.

The Mixed-Use designation policies permit a range of uses including residential, retail, office, entertainment, cultural, institutional and recreational uses. The intent is to generate all-day and year-round activity and serve the needs of the community. In this regard, the primary uses are envisioned to be office or residential uses. The policies further seek to establish mixed-use areas or buildings in order to support available transit and to establish pedestrian oriented uses, such as retail and restaurants to support the community. The majority of the retail/commercial uses are to be directed toward Booth Street.

The Secondary Plan also presents general policies for the LeBreton Flats area which address the areas of Transportation, Environment, Infrastructure, and Urban Design. These policies include requirements for necessary studies to be submitted with any development applications, which include Traffic Impact Studies, Noise Studies, Environmental Site Assessments, Stormwater Management Plans and Wind Studies, all of which are being prepared in support of this application.

Regarding design, the applicable policies establish building height limits for the subject site. The policies, presented visually on Map 4 (Figure 27), limit heights to six (6) storeys between Commissioner Street and Lorne Avenue and eight (8) storeys between Lorne Avenue and Booth Street. Where higher profile development is proposed adjacent to lower profile development, various transition measures, as established in the Official Plan, must be employed.

Finally, the Plan sets out policies to ensure that no buildings within the Central Area project above the building height planes established to protect the views of Parliament - established at 79.9 metres above sea level.

The proposed amendments seek to extend the Mixed-Use designation across the entire subject area to permit a range of uses at this key location. Schedule Q and the land uses established therein, were adopted in June of 1999, prior to LRT being anticipated at this location. The context has changed significantly since that time, which has partially contributed to the need for the proposed amendments. The addition of non-residential uses will allow for greater diversity within the community offer a wider range of amenities and services while supporting alternative modes of transportation. This is consistent with over-arching policy direction in the Official Plan for mixed-use intensification within 400 metres of a rapid transit stations.

Furthermore, the proposal seeks to permit an increase in heights across the site to permit the development of towers a maximum of 25 storeys or 83 metres in height at 584 Wellington and 40 metres in height at 557 Wellington. Due to the particular geography of the site and the escarpment above, the proposed towers have no negative effects on the primacy of the Parliamentary Buildings. The towers on low to mid-rise podiums is in keeping with the design intent established within the Official Plan and allows for integration within the existing context.

The necessary studies have been prepared to support the increased range of uses and heights proposed and are being submitted in support of these applications.

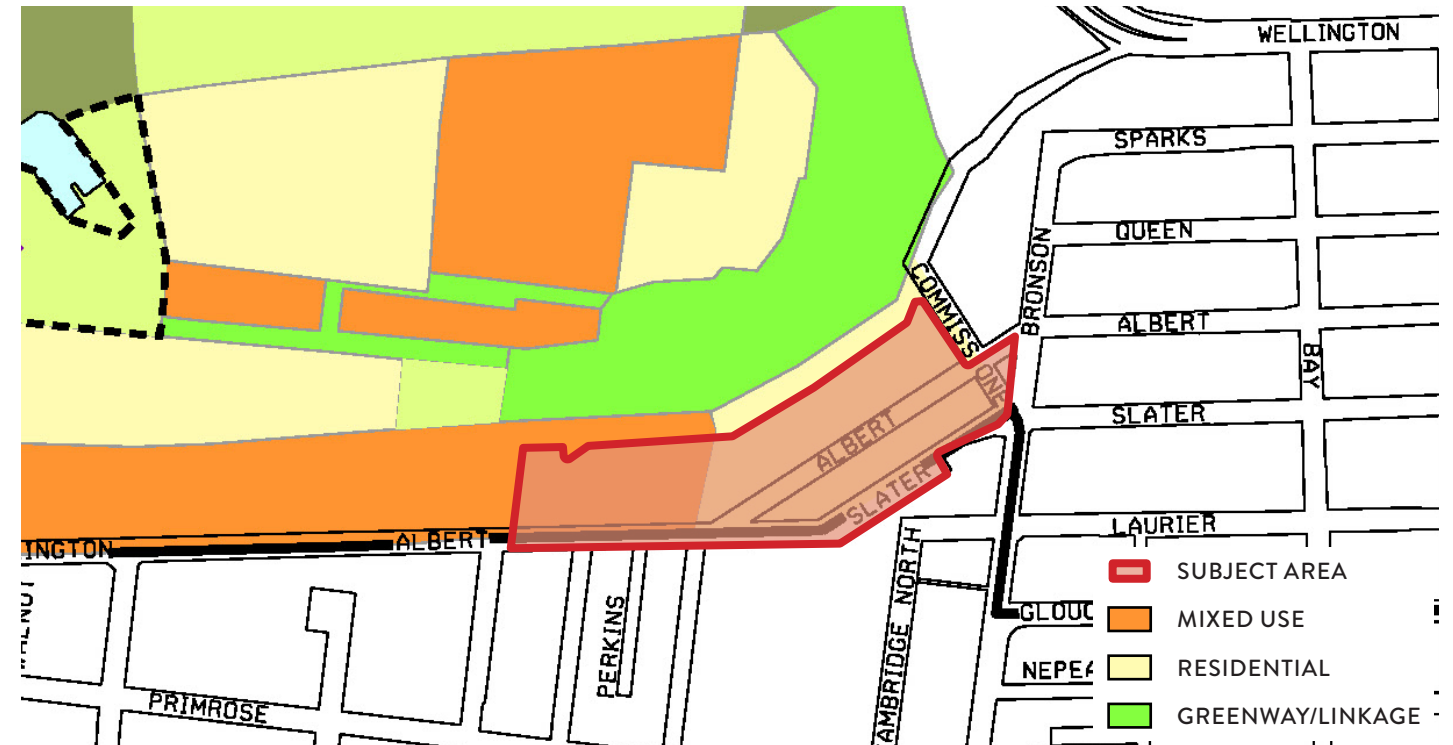


Figure 26: Central Area Secondary Plan Schedule Q (1999, as amended)



Figure 27: Central Area Secondary Plan Map 4 (1999, as amended)

3.6 ESCARPMENT AREA DISTRICT PLAN

The Escarpment Area District Plan was approved in 2008 and aimed to establish a new benchmark for high-rise development that is more pedestrian friendly, visually appealing and generally more sensitive to its context than the high-rise development of the late 20th century that defined much of downtown Ottawa at the time.

The site falls within both the Plan's "Study Area", where the majority of the detailed work was undertaken, as well as the "Area of Influence" which provided a broader context for the plan. The Escarpment area is bounded by LeBreton Flats to the west, the Garden of the Provinces to the north, Lyon Street to the east and Gloucester Street to the South. The portion of the lot east of Empress is located within the Study Area while the portion west of Empress, is located in the Area of Influence.

The Plan identified nine (9) Open Space and Development opportunities throughout the Escarpment District. The subject area is identified as the South LeBreton development area. The Plan largely envisioned this area as mixed-use with a small portion of open space located at the east end of the site. The mixed-use designation corresponds to the designation of the Official Plan which permits a range of uses including residential and commercial, employment, community and recreational uses. The southeastern portion of the subject area is indicated within the Plan as being both a portion of the Escarpment Park as well as designated area for mixed-use redevelopment. This dual role reflects both the current status of the area, which is undeveloped open space, and the Official Plan designation.

As noted, the Escarpment Plan sought to establish new guidelines to create more pedestrian focused high-rise development. This approach led to the preference for towers built in the base-middle-top format, wherein high-rise buildings are grounded with a pedestrian-oriented base which frames the street and allows the development to better fit in with surrounding buildings. Above the podium is the main portion of the building - the tower - which is set back to reduce both the physical and visual perception of the building from the street. Finally, a distinctive top is intended to cap the building and provide a visual benefit to the skyline of the city.

When multiple high-rise buildings are located within close proximity to each other, it is important to provide for

sufficient separation distances between towers so as to preserve views, maintain privacy and mitigate the impacts of tall structures such as day lighting and pedestrian-level winds. The Escarpment Plan recommends a minimum separation distance of 20 metres in order to achieve these goals. Furthermore, the Plan recommends floor plates of no more than 750 square metres to mitigate the impact that towers may have on their surrounding context.

Section 6.4 of the Escarpment Plan establishes a strategy for the South LeBreton Site. The strategy notes that the site's location and topography provides a unique opportunity for the introduction of taller buildings with a mix of residential and commercial uses.

Several key concepts are also established in Section 6.4, including integrating the scale, intensity and pattern of existing development by employing low- and mid-rise development along Wellington and providing pedestrian and vehicular connections to physically and visually enhance the relationship between the aqueduct and the development.

The concept proposes a mixed-use, mid- and high-rise built form consistent with the vision for the South LeBreton development area and recognizing the proposed Central Library at 557 Wellington Street. The proposed design concept conforms to the pedestrian-oriented design guidelines presented in the Escarpment Area District Plan. The Concept includes 750 square metre towers set upon mid-rise podiums ensuring sufficient separation between neighbouring towers on adjacent properties and a new Central Library building at the east end of the subject area. The balance of the lands at 557 Wellington Street is envisioned as mid-rise buildings that will be compatible with, and protect the view of, the future library building.

The proposed tower separation and built form allow the conceptual development to comfortably integrate into the existing and planned context of the community.

Regarding the southeastern portion of the site at 550 Albert Street, the proposed Official Plan Amendment is consistent with the proposed direction of the Plan and allows for the flexibility to develop that portion of the subject area either as open space, some form of development area, or potentially with a mix of both.

3.7 DOWNTOWN OTTAWA URBAN DESIGN STRATEGY

The Downtown Ottawa Urban Design Strategy (DOUDS) was approved by City Council in 2004 and identified 41 projects with the intent of improving the appearance and character of Ottawa's downtown. Two (2) of those projects identified included the LeBreton Flats area and the Escarpment Park District which include the subject area. The expectation for the LeBreton Flats area is a mixed-use area comprised of mid- and high-rise developments, housing, commercial, and office uses. LeBreton Flats will also contain a well-considered open space system of parks, squares and waterways in very close proximity to the upper quarter around Cathedral Hill.

With regards to the Escarpment Park District, DOUDS recognizes that this area is ideally located for higher density development, given it is below the City's height controls. New residential development will help integrate the new development into the existing neighbourhood while new pathway connections will strengthen the connections between the downtown and the LeBreton Flats redevelopment area.

The proposed concept presents a mixed-use development with high-rise towers atop mid- and low-rise, pedestrian-scaled podiums. The proposed concept also includes public spaces, particularly at the northwest corner where a connection to the future Pimisi Station is envisioned. Furthermore, as DOUDS notes, the subject area is particularly suitable to increased building height as it is located below any of the City's height controls.

3.8 URBAN DESIGN GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

In September 2007, City Council approved design guidelines which address development within close proximity to Rapid Transit Stations. The guidelines apply to all development within a 600 metres walking distance of a rapid transit stop or station. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) will also benefit from these guidelines. The guidelines address six (6)

elements of development including: land use, layout, built form, pedestrians & cyclists, vehicles & parking and streetscape & environment.

Though the development is a high-level concept and therefore does not address some of the design specific elements of the guidelines, the concept continues to meet the following applicable design guidelines:

- / Provide transit supportive land uses within 600 m walking distance of a rapid transit station;
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant community;
- / Create pedestrian and cycling "short cuts" that lead directly to transit;
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;
- / Locate the highest density and mixed uses as close as possible to the transit station;
- / Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles;
- / Step back buildings higher than 4 or 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
- / Set large buildings back between 3.0 and 6.0 m from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;
- / Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists;
- / Design access driveways to be shared between facilities; and
- / Encourage underground parking over surface parking lots.

The concept demonstrates the ability for future development to meet the design direction provided in the Urban Design Guidelines for Transit-Oriented Development.

3.9 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

The Urban Design Guidelines for High-Rise Housing were approved by City Council in October 2009. The guidelines apply to any building that is 10 storeys or greater in height and are intended to address the compatibility and relationship between high-rise buildings and their existing or planned context. The guidelines address seven elements of high-rise design including: context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, and services and utilities. The intent of these guidelines is not for them to be used as a checklist, but rather to demonstrate a general adherence to the design direction provided in these documents.

The proposed concept meets the following applicable design guidelines:

- / The site is in an area with a disconnected or transitional urban fabric and as such, the concept:
 - Is oriented to establish a pattern of development blocks, street edges, and site circulation that defines the public realm;
 - Uses proportions, rhythm, and height of the building base and tower to define relationships to other buildings; and
 - Creates transitions that integrate the new urban fabric into areas with established urban fabric.
- / The proposed concept uses built form to define a human-scaled street space;
- / The proposed concept creates a sense of transition between high-rise buildings and existing adjacent lower-profile areas through the location and orientation of the building podiums and towers and through landscaped buffers;
- / The concept identifies and enhances community gateways and prominent sites;
- / The proposed concept designs corner sites with inviting open spaces and pedestrian amenities and buildings that wrap around the street corner;
- / The proposed concept locates high-rise development to preserve and enhance important views and vistas;
- / The concept orients, and sizes towers in a manner that minimizes the extent and duration of shadowing;

- / The proposed concept creates sufficient separation between towers to allow for adequate light, solar exposure, views and privacy for people in the building as well as people on the street;
- / The conceptual towers are designed with compact floor plates to maximize views, light and ventilation;
- / The concept frames the edge of open spaces to create a high quality public environment within the site and along its street edges;
- / The proposed concept locates spaces for public use at grade where they are visible and directly accessible from the public areas; and
- / The proposed concept's garage entry points are internal to the blocks and are at less prominent locations.

The concept demonstrates the ability for future development to meet the design direction provided in the Urban Design Guidelines for High-Rise Housing.

3.10 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The site is currently split zoned among three (3) different zones (Figure 28). The applicable zones are:

- / Residential Fifth Density Subzone O, with Exception 951 and a Height Restriction of 20 m (R5O[951] H(20));
- / General Mixed Use Subzone 7, with Exception 119 and a Height Restriction of 25 m (GM7[119] H(25)); and
- / General Mixed Use Subzone 7, with Exception 119 and a Height Restriction of 33 m (GM7[119] H(33)).

The purpose of the R5 zone is to allow a wide mix of residential built forms ranging from detached to mid-high rise apartment dwellings and to permit ancillary uses that will allow residents to work at home and will accommodate convenient retail and service uses of a limited size. The R5 zone is intended to be the highest density residential zone. Subzone O requires that all required parking be completely enclosed within a building. The maximum height of a building on the lands zoned R5O is 20 metres. Exception 951 permits dwelling units and light industrial uses (limited to the manufacture

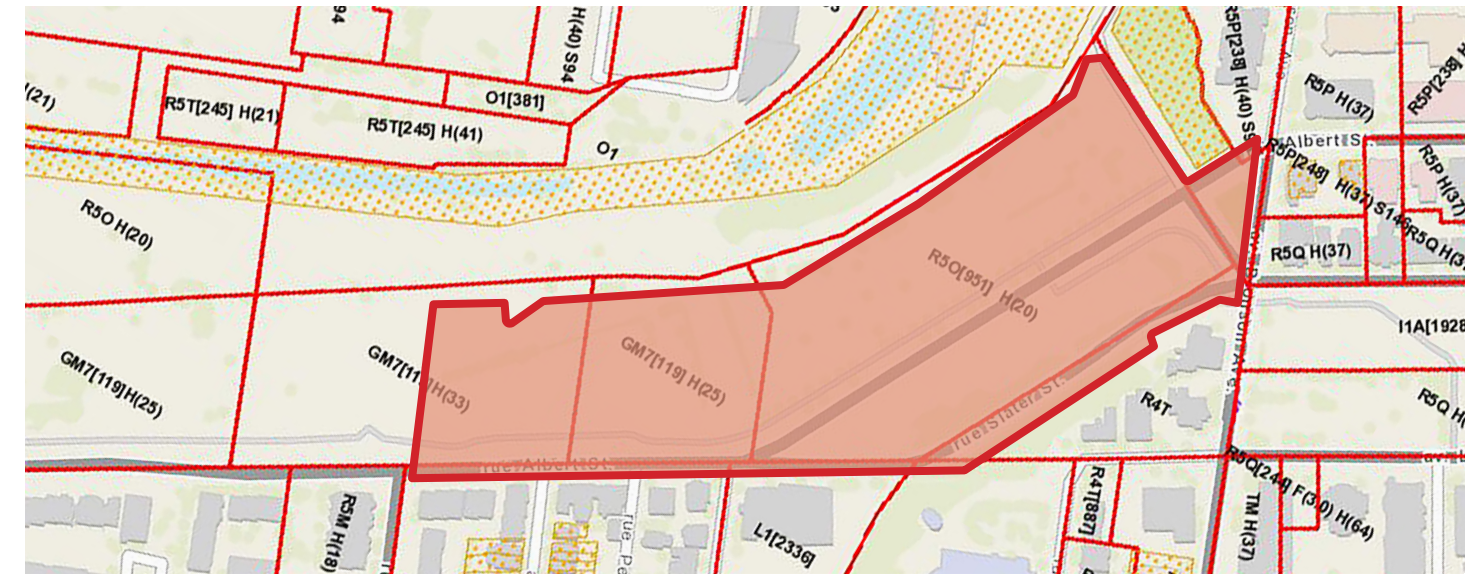


Figure 28: Surrounding Zoning Designations (2008, as amended)

of wooden baseball bats) as additional permitted uses. The exception also establishes additional provisions regarding the industrial use.

The purpose of the GM zone is to allow a mix of residential, commercial and institutional uses, or mixed use development. The zone permits a range of uses and built forms including mid-high rise apartment dwellings, retail, office, and institutional uses. The GM zone seeks to limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not negatively affect designated Traditional and/or Arterial Mainstreets. Furthermore, the GM zone permits uses that are often large and serve or draw from broader areas than the surrounding community. Maximum heights are limited to 25 and 33 metres in correspondence with the applicable zoning. Exception 119 provides additional provisions regarding the location of accessory storage buildings and parking lots.

The proposed Zoning By-law Amendment would rezone the lands north of Albert Street (i.e. not 550 Wellington Street) to the "Mixed-Use Downtown Zone (MD)" and would establish a new site-specific exception for the lands with provisions similar to the following:

- / Permit maximum building heights of 83 metres at 584 Wellington and 40 metres at 557 Wellington;
- / Remove the minimum landscaped area requirement for low-rise residential buildings;
- / Permit required parking to be located on any lot within this zone;

- / Permit an outdoor commercial patio within 30 metres of a residential zone without the need for a screen, structure or minimum 2 metre wall; and,
- / Include "Amusement Park" (e.g. indoor aquarium) as a permitted use in the zone.

At this early stage, it is important to maintain flexibility in the applicable Zoning to allow for future development to evolve and adjust to future changes. It is not clear at this time exactly how the lands will develop and as such, the proposed zoning allows for a development concept that is appropriate for its location within the City of Ottawa and that fits well with the existing and planned context of the surrounding community.

The proposed Zoning By-law Amendment offers the flexibility to provide a range of uses and services in a range of built forms. The amendment further brings the lands into conformity with the overlying policy documents, in particular the Escarpment Area District Plan.



Figure 29: Eastern View from Commissioner Street

4.0 ILLUSTRATIVE DEVELOPMENT CONCEPT

4.1 CONCEPT OVERVIEW

As stated in the introduction, it is important to note that these are conceptual plans only, illustrating one way that the subject area could be developed with the proposed zoning changes.

The City of Ottawa is proposing to rezone the lands north of Albert Street within the subject area to permit a mixed-use development with a range of building heights. The plan envisions a mix of low-, mid- and high-rise residential and mixed-use typologies, including high-rise towers atop low- and mid-rise podiums.

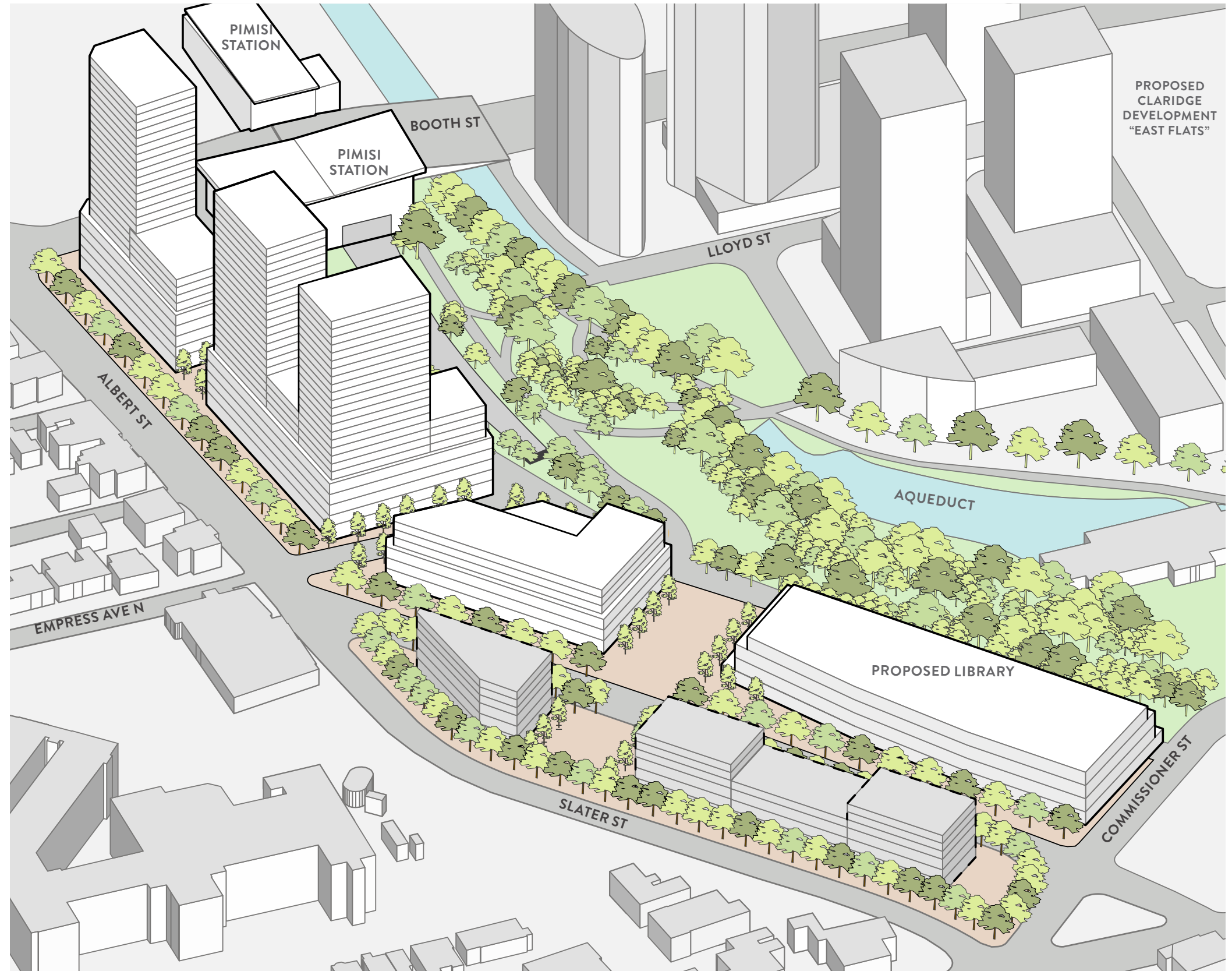
Two illustrative massing concepts have been prepared to reflect both the existing road configuration (Figure 30a), and the recommended realignment of Slater Street per the outcomes of the Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study (Figure 30b).

The redevelopment of the lands offers the opportunity for a strong contribution to the pedestrian realm through proper podium design with large setbacks at grade and further setbacks above the podium.

Proposed building heights vary across the site from 40 metres at the east end of the site at 557 Wellington (where the Central Library is to be located) up to 83 metres (25 Storeys) at the west end of the site at 584 Wellington, adjacent to the Pimisi Light Rail Transit Station. Massing has been prepared on the basis of minimizing shadowing impacts on surrounding developments.

In the redevelopment plan, the NCC-owned western parcel includes two (2) separate building masses. Both have five (5) storey podiums that include two (2) storeys of retail and three (3) storeys of commercial/institutional above. The westerly building includes a 25-storey residential tower above the five (5) storey podium, which extends into and above the east end of Pimisi Station. Development into the air rights above Pimisi Station will be subject to the right of the City to review all plans for construction to ensure that no negative impacts result from the proposed construction on the condition or operation of the LRT system and to approve such plans in accordance with the City's Proximity Guidelines.

The easterly building envisions two (2) additional 25-storey residential towers (including the podium). The towers are oriented to enhance views and mitigate shadow impacts on surrounding properties.

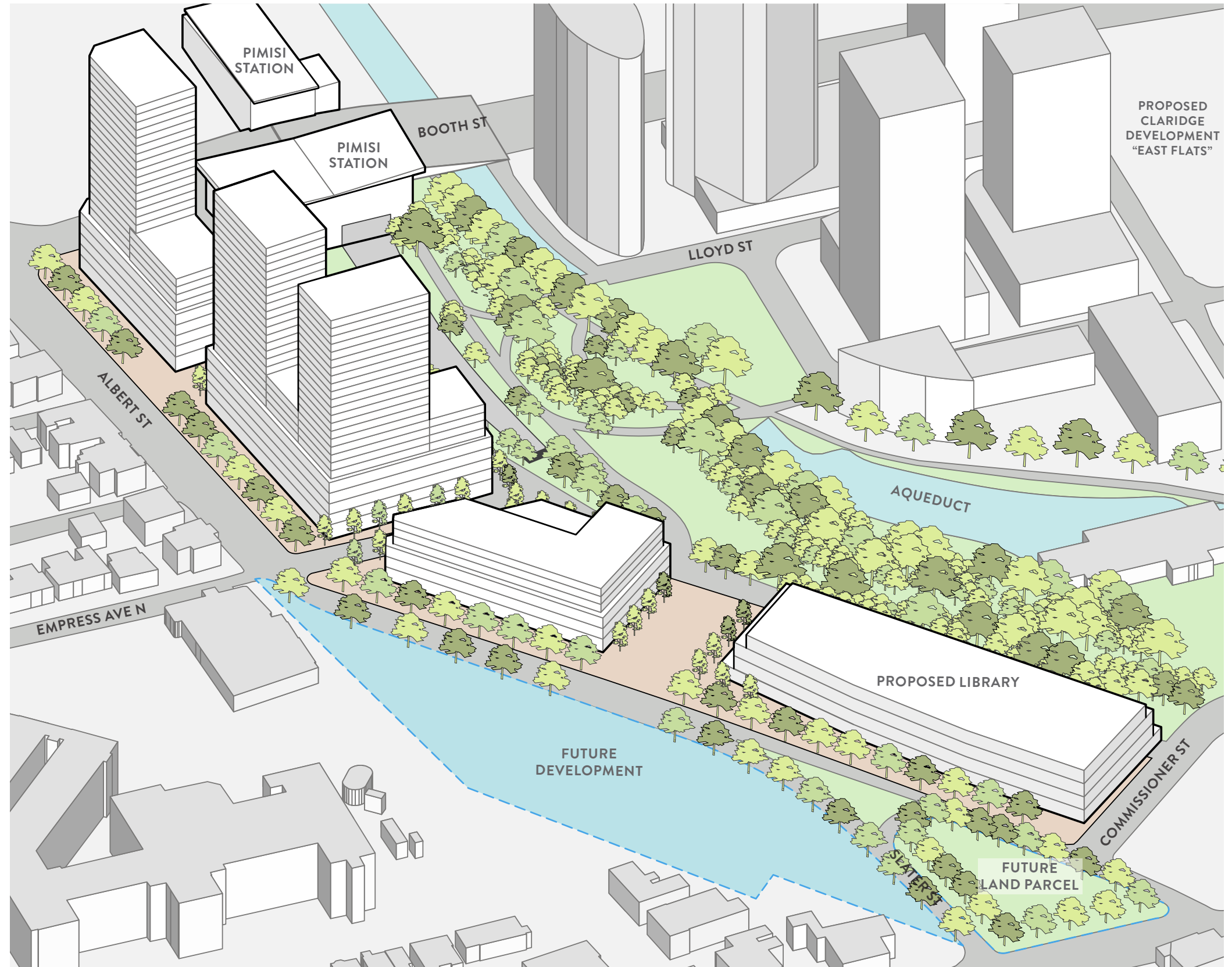


Note that this is an illustrative concept only and does not necessarily reflect future built form.

Figure 30a: Illustrative Development Concept - Existing Road Configuration

On the east parcel (557 Wellington), two (2) mid-rise buildings are proposed. The first is a six (6) storey building with a three (3) storey mixed-use podium. The building at the far eastern limit of the subject area is the four (4) storey proposed Central Library building.

The illustrative concept massing shown at 550 Albert Street (between the current alignment of Albert and Slater Streets) shown in Figure 30a is based on the existing zoning for the lands. As noted above, this massing has been calculated to inform supporting studies for the current applications only.



Note that this is an illustrative concept only and does not necessarily reflect future built form.

Figure 30b: Illustrative Development Concept - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

4.2 ILLUSTRATIVE CONCEPT PLAN

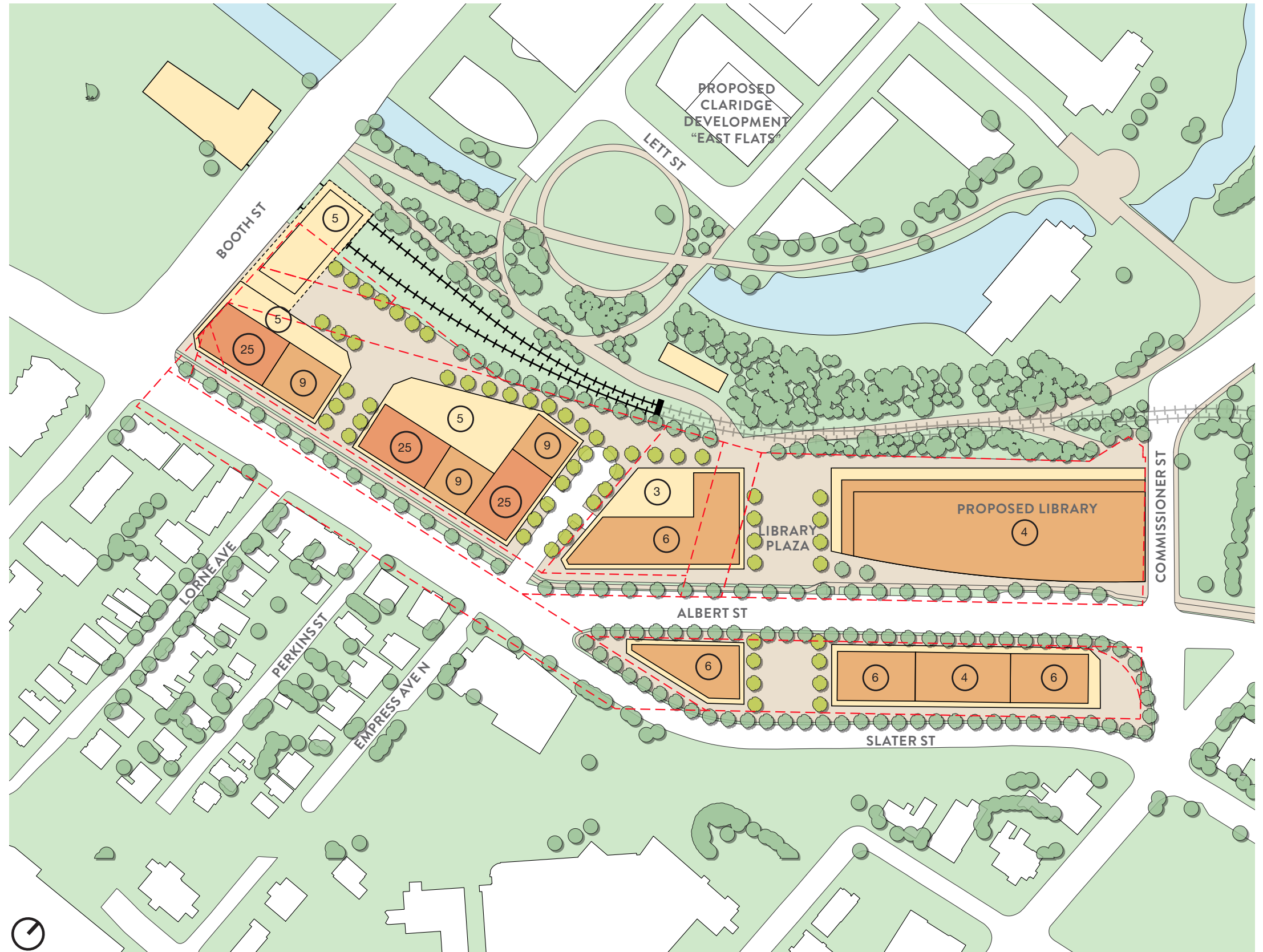
The proposed concept plan for the subject area includes six (6) separate buildings ranging in form from point tower atop a podium, to mid-rise, and to low-rise institutional. Similar to the illustrative massing concepts presented in Section 4.1, two (2) illustrative concept plans have been prepared to reflect both the existing road configuration (Figure 31a), and the recommended realignment of Slater Street per the outcomes of the Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study (Figure 31b).

All buildings are setback between nine (9) and ten (10) metres from the existing edge of Albert Street and between three (3) and twelve (12) metres from the north edge of the site to provide sufficient space for pedestrian and cycling linkages, street furniture, and infrastructure requirements. In general, as this site is developed, all future buildings should aim to provide setbacks of between three (3) and six (6) metres along the northern property line, if feasible, to ensure proper connectivity to, and through the site.

Figure 30a, represents the existing road configuration and also depicts a development concept for the lands at 550 Albert Street that is consistent with the existing zoning permissions for these lands. The development proposed for this block has been used as background to assist in the preparation of studies submitted in support of the Zoning By-law Amendment application.

In Figure 30b, no development is shown on the lands at 550 Albert Street based on the reconfigured Slater Street. The future parcel configuration resulting from the modified road alignment is yet to be determined.

Most of the buildings are envisioned to be mixed-use buildings, generally with retail on the lower storeys and office or residential above. Institutional/library uses are envisioned on the eastern portion of the subject area, in



- EXISTING PARCELS
- FUTURE LRT LINE (ABOVE GRADE)
- FUTURE LRT LINE (BELOW GRADE)
- # NUMBER OF STOREYS
- HIGH-RISE
- MID-RISE
- LOW-RISE

Note that this is an illustrative concept only and does not necessarily reflect future built form.

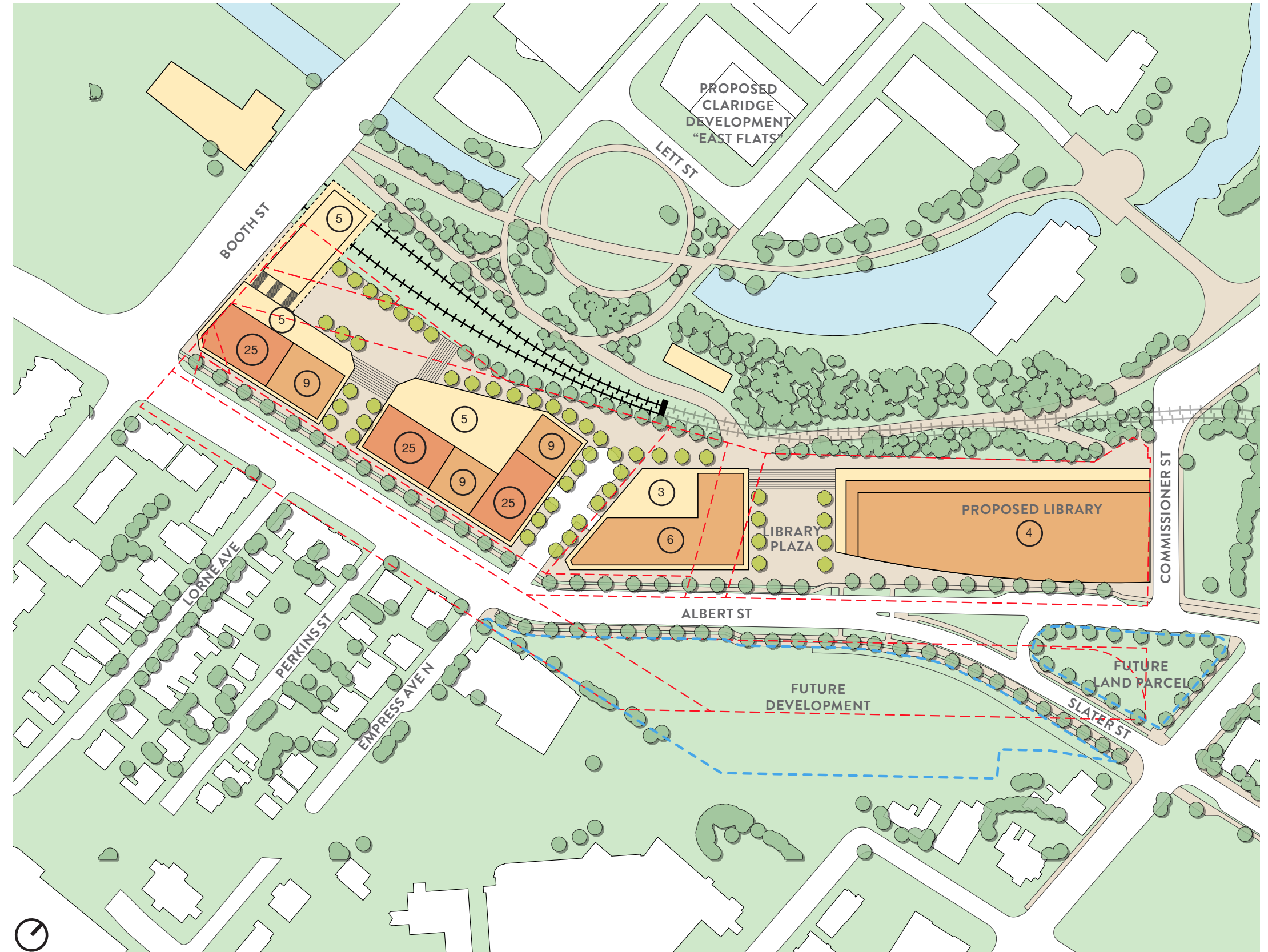
Figure 31a: Illustrative Concept Plan - Existing Road Network

proximity to the Garden of the Provinces and Territories and the NCC's Capital Pathway Network connections.

To the west, a small plaza is proposed off Albert Street to enhance the streetscape. This leads to a public plaza that will frame the entrance of Pimisi Station. The plaza will provide space for retail spill-out areas and other uses. A larger eastern plaza is located next to the library building to encourage spill-out uses, enhance the public realm, and improve access to the area.

Parking for the development is proposed to be located underground and shared amongst the various buildings across the site. Access to the parking areas will be provided via Commissioner Street and a new access road extending from Empress Avenue North on the western parcel.

Two (2) major pedestrian accessways have also been purposefully designed along the northern border of the site to accommodate future cycling facilities.



- EXISTING PARCELS
- FUTURE PARCELS
- HH FUTURE LRT LINE (ABOVE GRADE)
- HH FUTURE LRT LINE (BELOW GRADE)
- # NUMBER OF STOREYS
- HIGH-RISE
- MID-RISE
- LOW-RISE

Note that this is an illustrative concept only and does not necessarily reflect future built form.

Figure 31b: Illustrative Concept Plan - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

4.3 EASTERN PARCEL PLAN

4.3.1 557 WELLINGTON STREET

From east to west, the first building is proposed to include four (4) storey institutional/library use, framing a plaza in the middle of the 557 Wellington Street parcel. The building is strategically placed abutting NCC open space, and active transportation corridors, making the site easily accessible by all modes of transportation.

The second building is a six (6) storey mixed-use, mid-rise building to mirror similar development heights to the north-west of the site. The height and design of the building is intended to complement, but not overshadow the institutional/library use and public plaza to the east.

4.3.2 550 ALBERT STREET

The zoning for 550 Albert Street currently permits medium density residential to a maximum height of 20 metres. The current Official Plan Amendment seeks to designate these lands for mixed-use development. Figures 30a and 31a present a conceptual development scenario for these lands based on the current zoning permissions for the lands. Whatever the ultimate road configuration, future development on these lands should maintain a mid-rise profile to avoid limiting views of the new library building.

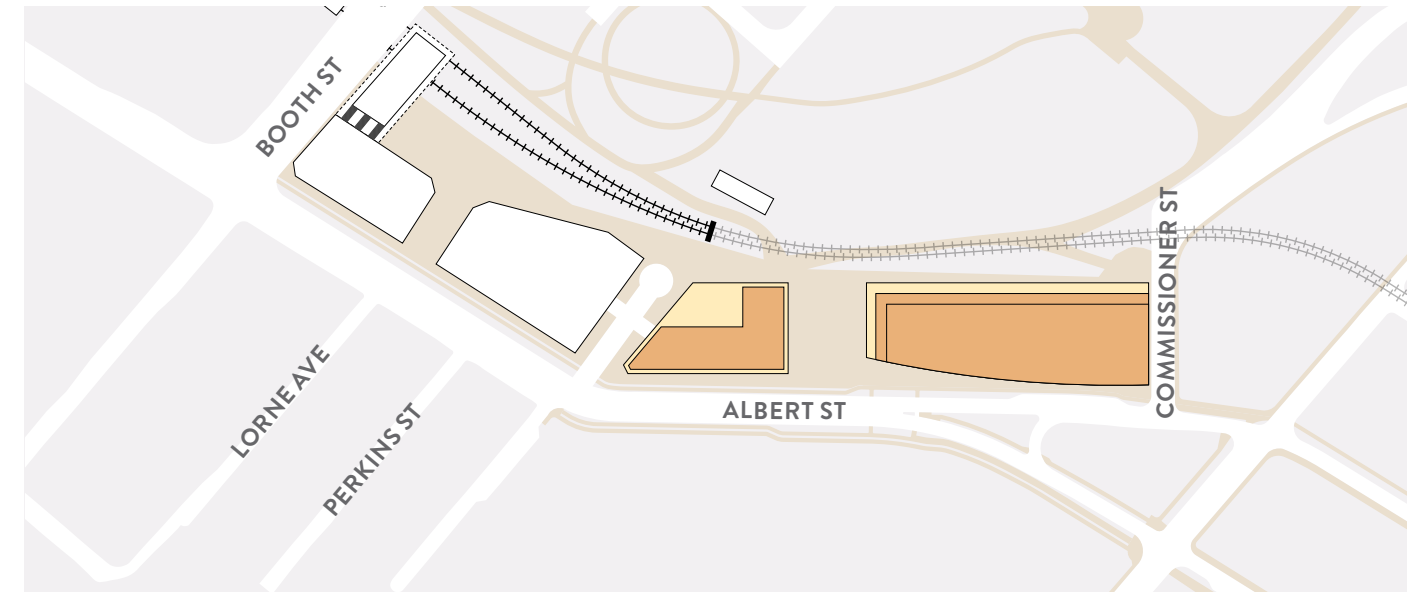


Figure 32: Key Map

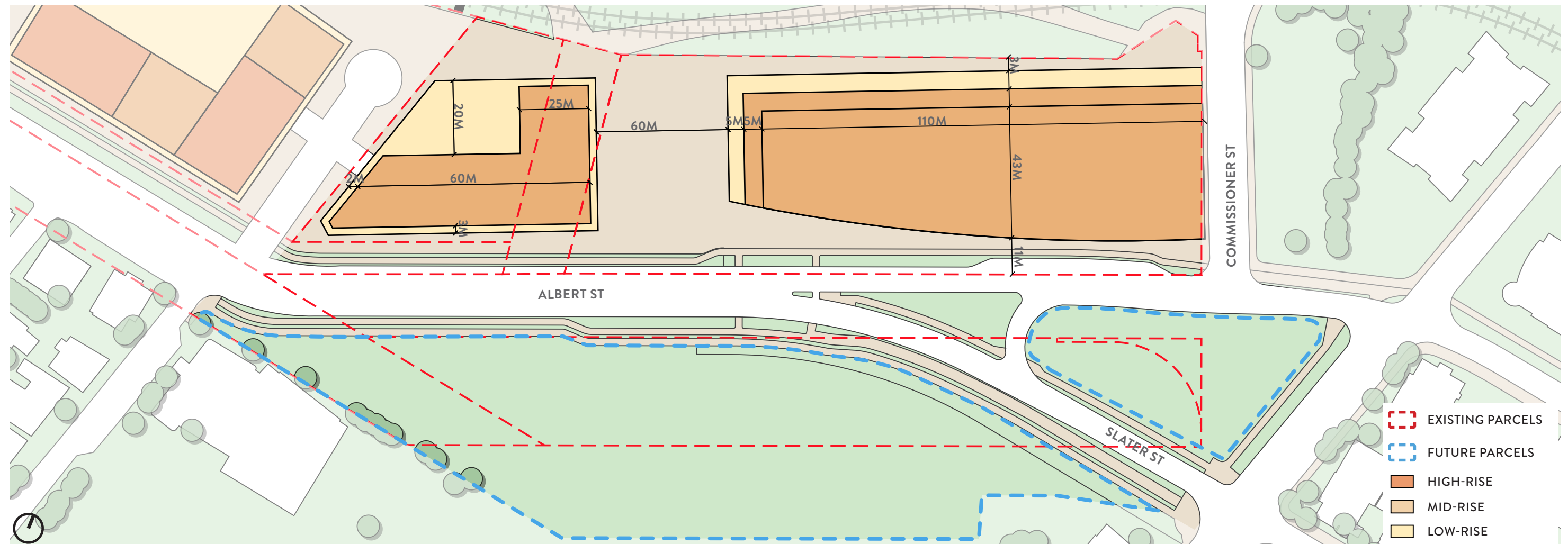


Figure 33: Eastern Parcel Plan

4.4 WESTERN PARCEL PLAN

On the western portion of the site, three (3) separate buildings are envisioned with podiums five (5) to nine (9) storeys in height. These podiums are expected to include one (1) storey of retail along with two (2) storeys of commercial uses above. The eastern building includes the potential for two (2) towers with 750 square metre floorplates reaching a maximum of twenty-five (25) storeys and sufficient separation distance. The orientation of the towers was established based on protecting privacy, enhancing views and mitigating shadow impacts.

The most westerly building has the potential to include one (1) twenty-five (25) storey tower fronting onto the Albert Street and Booth Street intersection. This building also has the potential for a connection to, and above, Pimisi Station. The vertical limit of the air rights above Pimisi Station are subject to agreeable engineering guidelines.

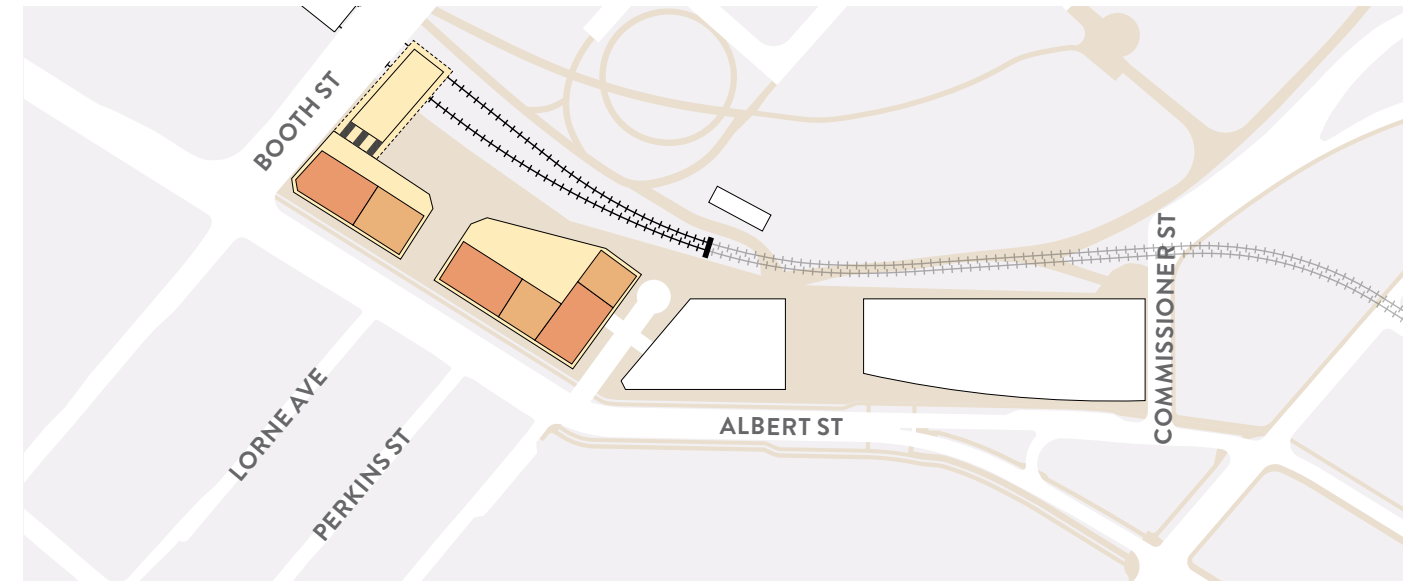


Figure 34: Key Map

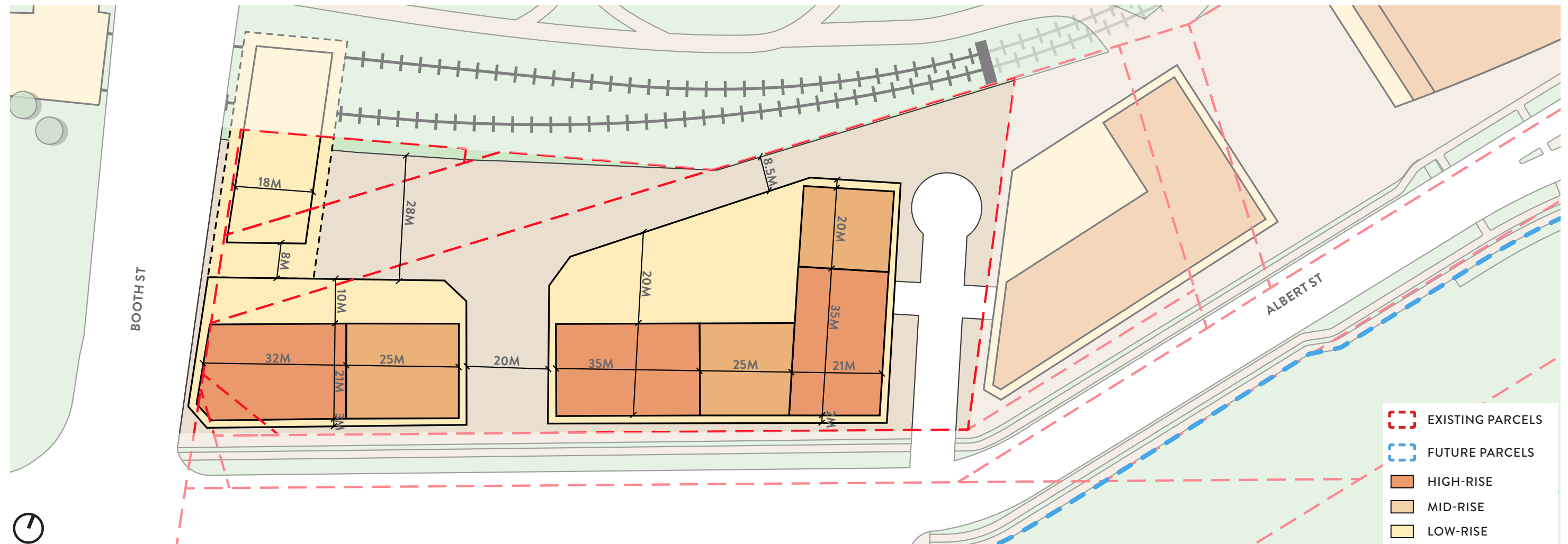


Figure 35: Western Parcel Plan

4.5 LAND USE STATISTICS

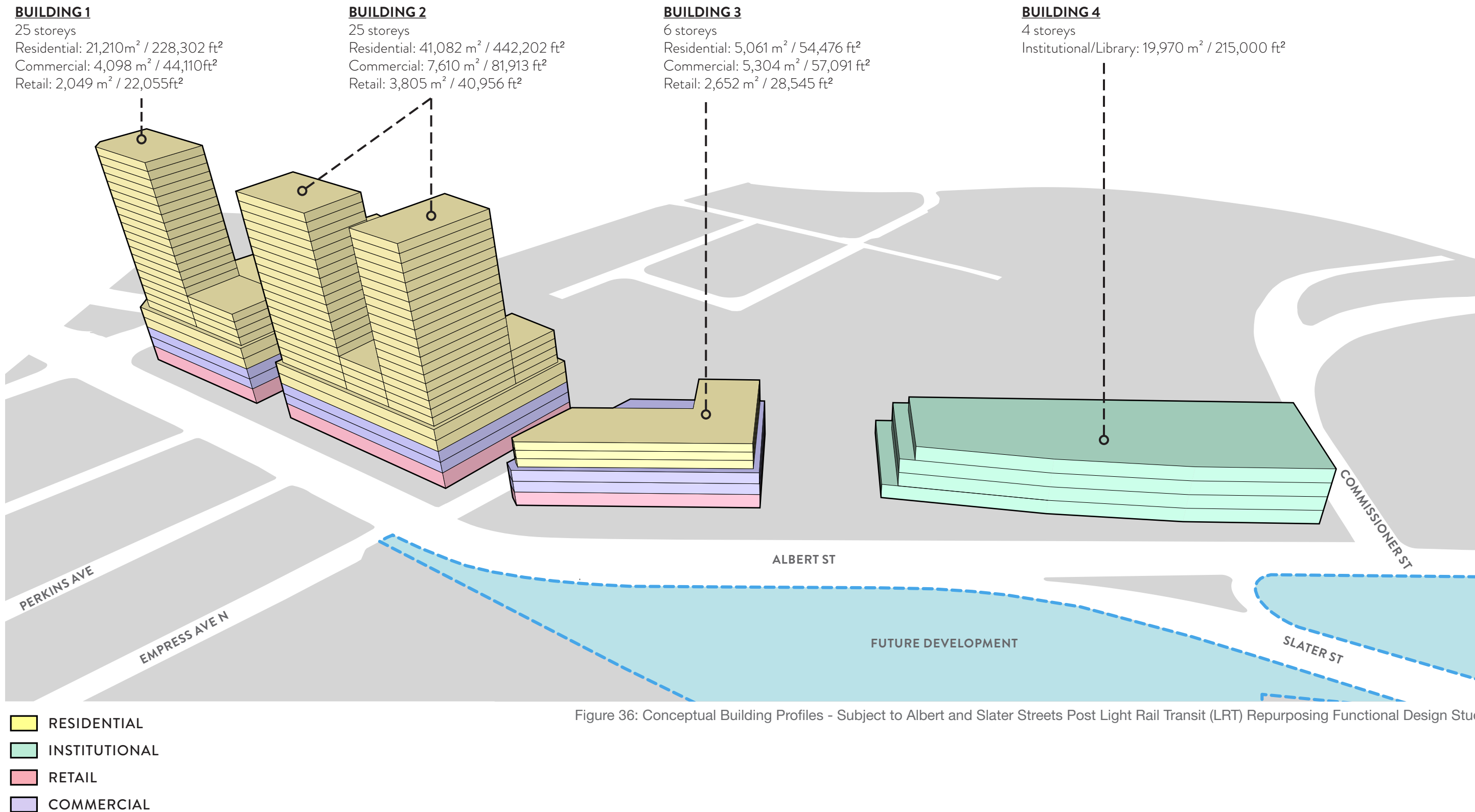


Figure 36: Conceptual Building Profiles - Subject to Albert and Slater Streets Post Light Rail Transit (LRT) Repurposing Functional Design Study

4.6 DEVELOPMENT SECTIONS

SITE SECTION A



Figure 38: Site Section A

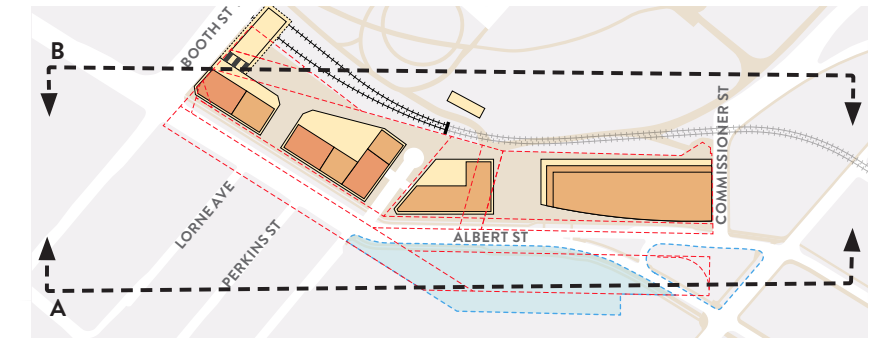


Figure 37: Section Key Map

SITE SECTION B

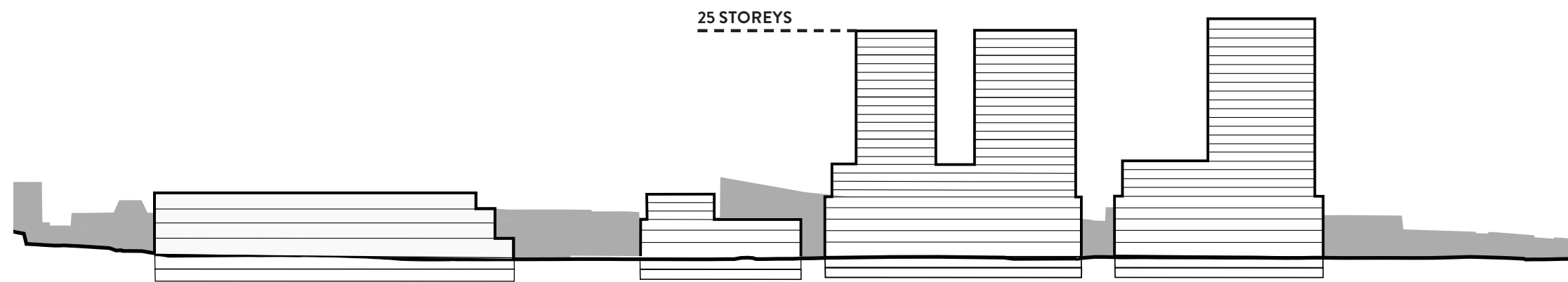


Figure 39: Site Section B

SECTION TO PARLIAMENT

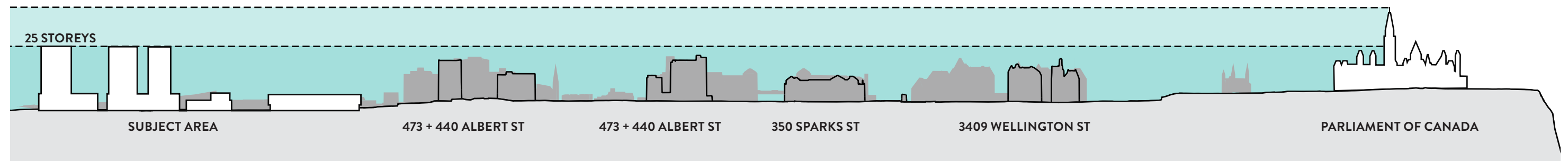


Figure 40: Section to Parliament Illustrating the proposed development heights do not affect views to Parliament

4.7 SHADOW ANALYSIS

4.7.1 JUNE

The layout of the proposed development has been designed to reduce the impacts of shadows on the surrounding context. As illustrated in the shadow analysis, the residential uses to the south and Albert Street frontage are not affected by shadows during the summer months.

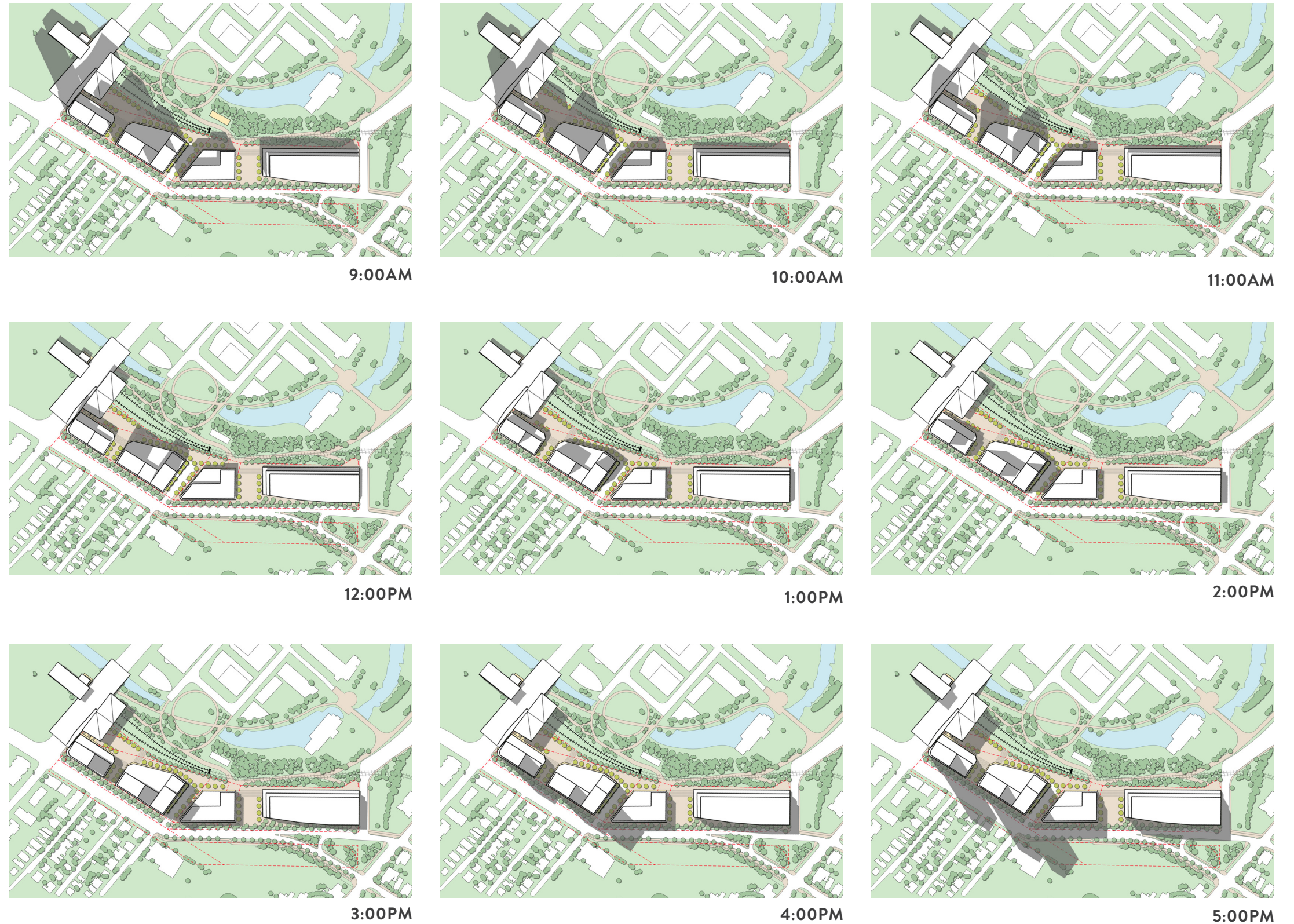


Figure 41: June Shadow Study

4.7.2 MARCH/SEPTEMBER

Similar to the summer months, shadows cast from the proposed development in March/September have no effect on the adjacent residential lands to the south.

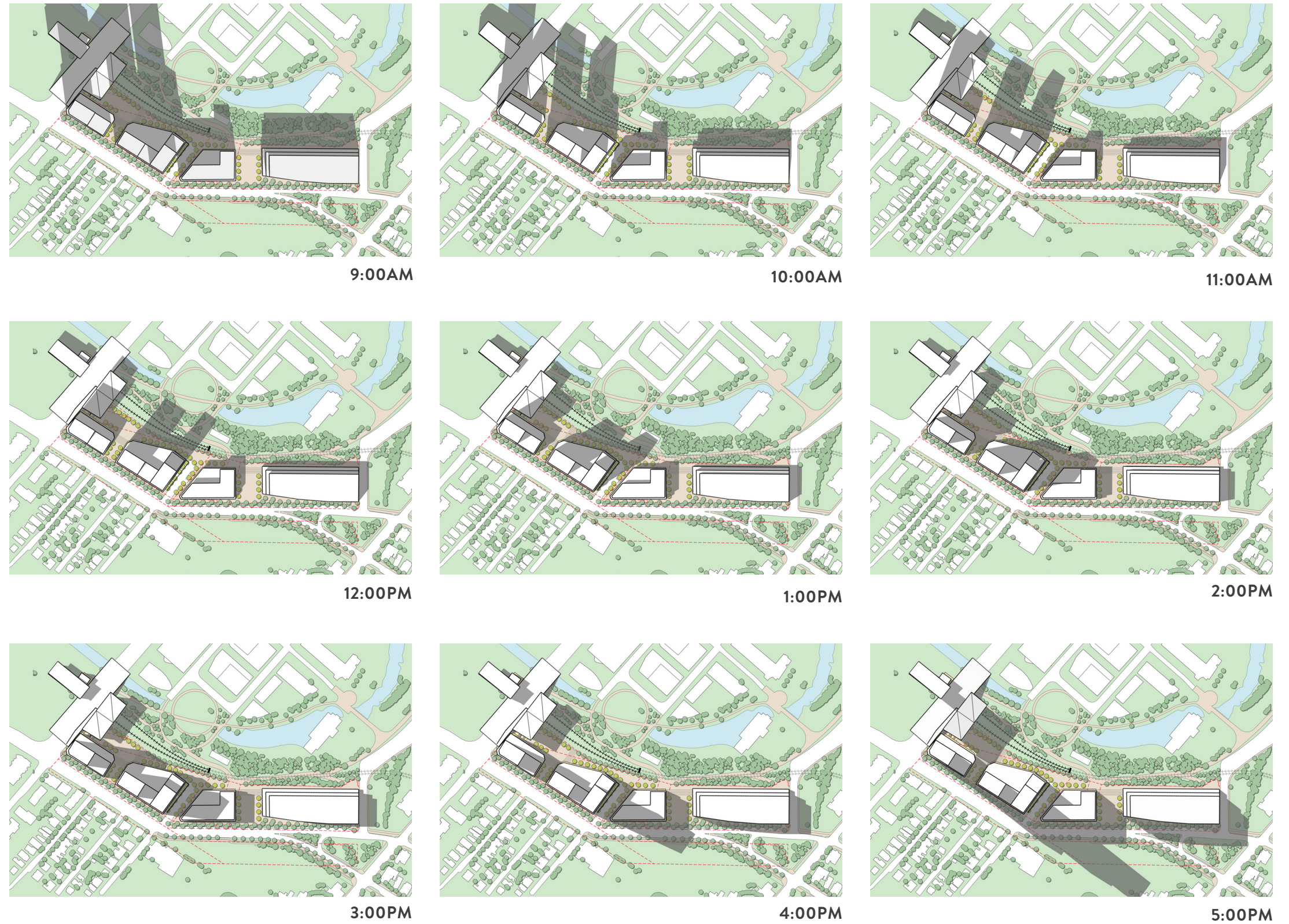


Figure 42: March/September Shadow Study

4.8 ILLUSTRATIVE BUILDING TYPOLOGIES

Figure 43: Canary Park, Toronto

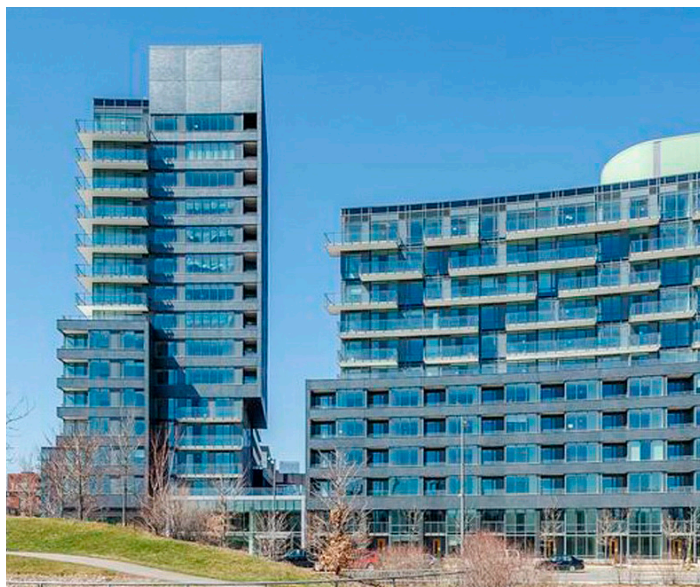


Figure 44: Pine Minor Condominiums, Seattle

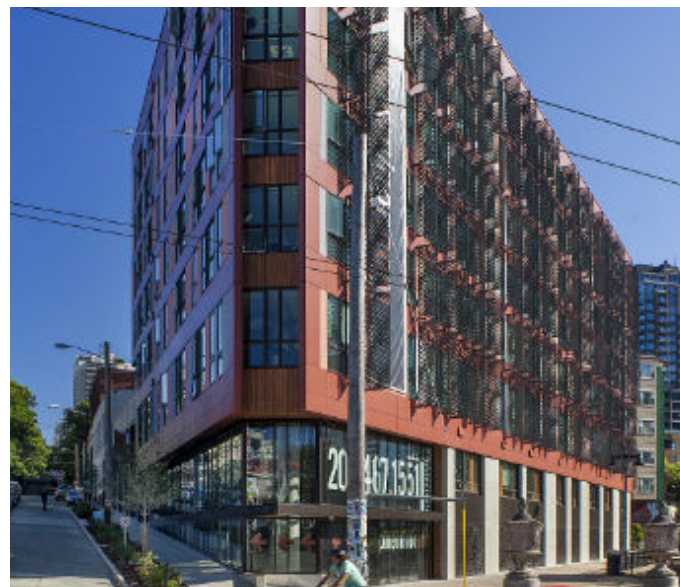
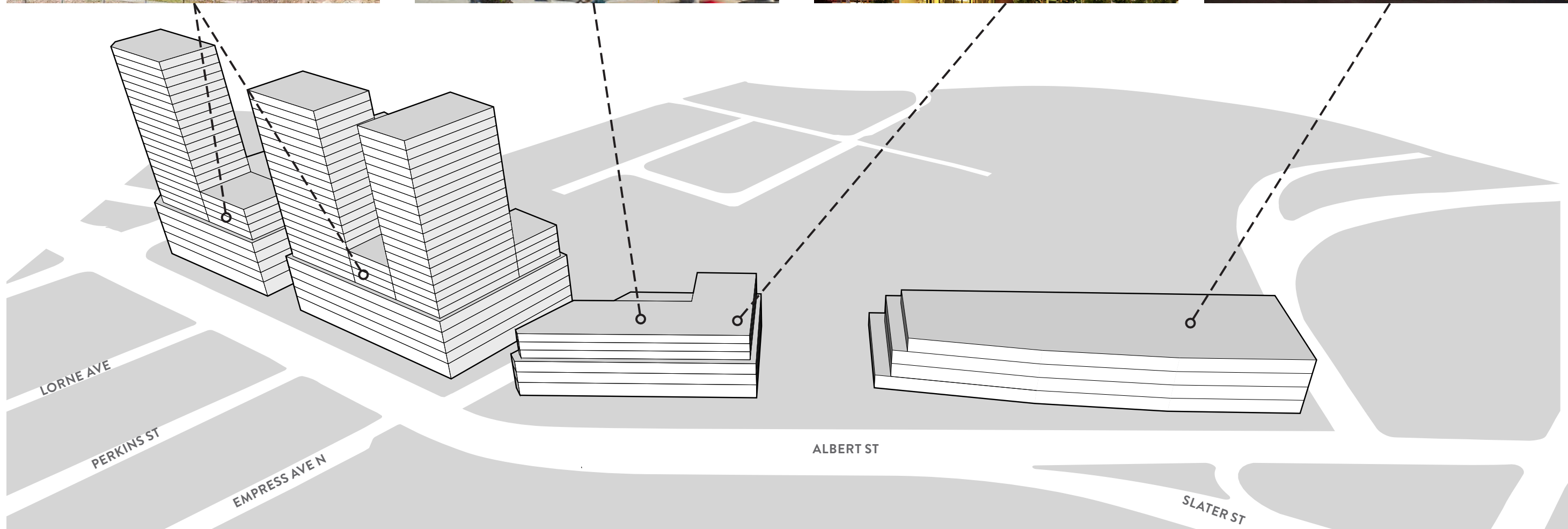


Figure 45: Westboro Station Condominium, Ottawa



Figure 46: Gallery of Williamstown, Australia



4.9 ILLUSTRATIVE PUBLIC REALM TYPOLOGIES

Figure 47: Mercer Court, University of Washington



Figure 48: Lawrence Public Library, Lawrence



Figure 49: Regent Park Redevelopment, Toronto



Figure 50: Citigroup Centre Plaza, New York City

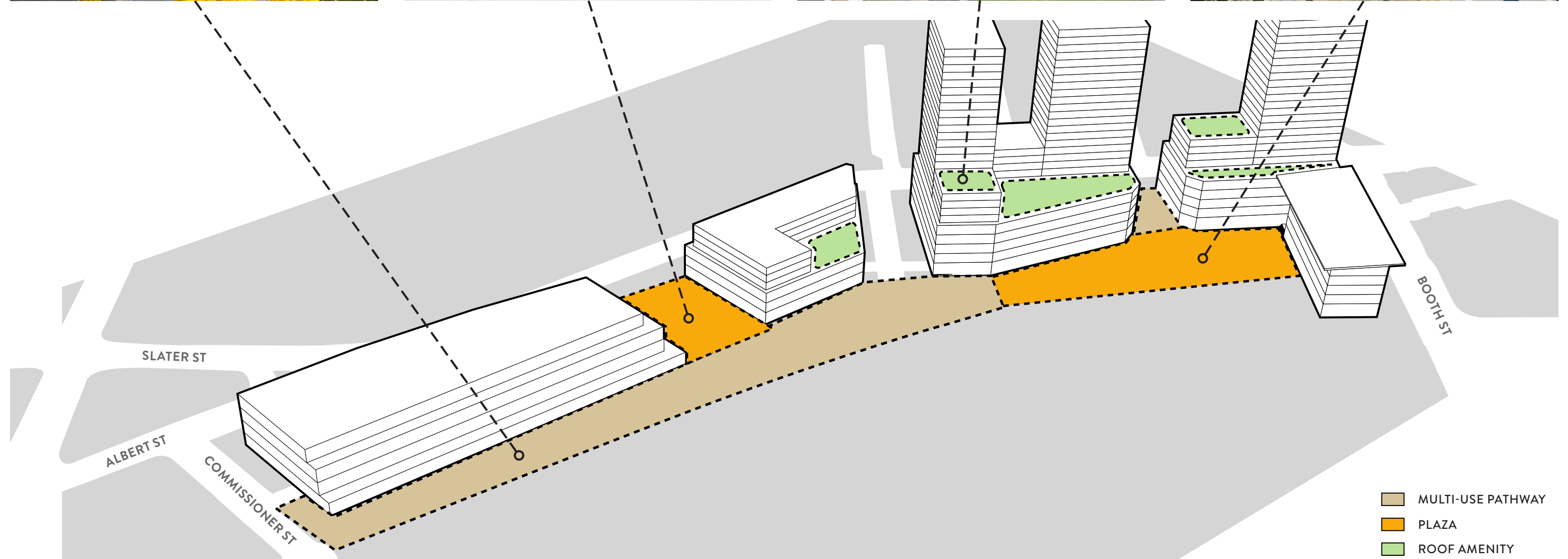




Figure 51: Artist's Impression of Outdoor Library Plaza

4.10 DEVELOPMENT STATISTICS

DEVELOPMENT SECTION	RESIDENTIAL GFA	RETAIL GFA	COMMERCIAL	INSTITUTIONAL	TOTAL GFA	RESIDENTIAL UNITS
Building 1	21,210m ² / 228,302 ft ²	2,049 m ² / 22,055ft ²	4,098 m ² / 44,110ft ²		27,357 m ² / 294,468 ft ²	212
Building 2	41,082 m ² / 442,202 ft ²	3,805 m ² / 40,956 ft ²	7,610 m ² / 81,913 ft ²		52,497 m ² / 565,073 ft ²	410
Building 3	5,061 m ² / 54,476 ft ²	2,652 m ² / 28,545 ft ²	5,304 m ² / 57,091 ft ²		59,473 m ² / 640,162 ft ²	50
Building 4				19,970 m ² / 215,000 ft ²	19,970 m ² / 215,000 ft ²	
TOTAL	67,353 m² / 725,253 ft²	8,506 m² / 91,558 ft²	17,012 m² / 183,115 ft²	19,970 m² / 215,000 ft²	159,297 m² / 1,714,659 ft²	672

Assumptions

Average Unit Area: 80 sq m

Area allotted to Core + Amenity: 15%

4.11 PERMITTED USES (BASED ON THE MIXED-USE DOWNTOWN (MD) ZONE)

/ Amusement Centre	/ Community Garden	/ Library	/ Recreational and Athletic Facility	/ Shelter
/ Amusement Park*	/ Community Health and Resource Centre	/ Medical Facility	/ Research and Development Centre	/ Small Batch Brewery
/ Animal Care Establishment	/ Convenience Store	/ Municipal Service Centre	/ Residential Care Facility	/ Sports Arena
/ Apartment Dwelling, Low Rise	/ Court House	/ Museum	/ Restaurant	/ Stacked Dwelling
/ Apartment Dwelling, Mid-High Rise	/ Day Care	/ Nightclub	/ Retail Food Store	/ Technology Industry
/ Artist Studio	/ Diplomatic Mission	/ Office	/ Retail Store	/ Theatre
/ Bank and Bank Machine	/ Dwelling Unit	/ Park	/ Retirement Home	/ Training Centre
/ Bar	/ Emergency Service	/ Parking Garage	/ Retirement Home, Converted	
/ Bed and Breakfast	/ Group Home	/ Personal Service Business	/ Rooming Unit	
/ Broadcasting Studio	/ Home-Based Business	/ Place of Assembly	/ School	
/ Catering Establishment	/ Home-Based Day Care	/ Place of Worship	/ Service and Repair Shop	
/ Cinema	/ Hotel Instruction Facility	/ Post Office		
/ Community Centre		/ Production Studio		

*E.g. Indoor Aquarium. Being sought as a permitted use as part of the Zoning Amendment application



Figure 52: Artist's Impression of Pimisi Station Plaza

5.0 CONCLUSIONS

In considering the proposed amendments and applicable policy framework, it is our professional opinion that the amendments represent good planning and are in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed amendments are consistent with the Provincial Policy Statement which promotes the efficient development of serviced, underutilized lands located within settlement areas. The development of the Subject Property will achieve a greater density and mix of land uses in a pattern that efficiently uses available infrastructure.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The subject lands are designated “Central Area” in the Official Plan. The proposed development concept establishes a diverse range of uses with a suitable diversity to support transit and the Central Area as the cultural and economic centre of the city while ensuring that the primacy of the Parliamentary Precinct is protected.

The proposed amendments will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, including policies related to building height and massing.

CONFORMS TO THE CENTRAL AREA SECONDARY PLAN

The subject lands are located within the LeBreton Flats character area, where the vision is to establish a community where people can live, work and play in a transit and pedestrian supportive environment. The proposed amendments seek to allow a variety of uses on site while offering pedestrian, cycle and transit supportive infrastructure in the form of large sidewalks and pedestrian routes, room for cycling infrastructure and pedestrian focused plazas, all adjacent to a new LRT Station.

CONFORMS TO THE ESCARPMENT AREA DISTRICT PLAN

The proposed concept is located within the South LeBreton development area and establishes a mixed-use, mid and high-rise development in line with the vision for the development area. The proposed maximum height, tower form and placement are consistent with the design guidelines established through the Escarpment Area Plan and help to improve compatibility with the existing and future context of the site.

MEETS APPLICABLE DESIGN GUIDELINES

The proposed concept generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing and Transit-Oriented Development. The proposed building takes advantage of a large infill opportunity and allows for flexibility to establish a compatible development in terms of form and design.

THE PROPOSED ZONING IS CONSISTENT WITH THE POLICY CONTEXT

The zoning of the Subject Property is proposed to be amended to a “Mixed-Use Downtown” zone in order to bring the site into conformity with the Policies of the Official Plan and applicable Secondary Plans. The proposal offers the flexibility to allow the site to develop over time and respond to the changing needs of the city.

REPRESENTS GOOD PLANNING

Overall, the proposed concept 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, capitalizing on the proximity to public transit, and contributing to the range and availability of housing, community and employment uses for all ages and incomes.

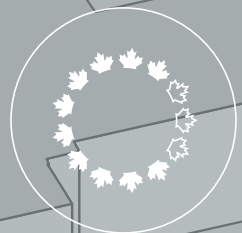
Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



Figure 53: View Looking East From Former Transitway Access



 *Ottawa*



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Planning + Design



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