



593 & 601-603 Laurier Avenue West

Planning Rationale
Official Plan and Zoning By-law Amendment Applications
June 15, 2025



Prepared for Heritage Investments Ltd.

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1.0 Introduction

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In November 2024, Fotenn Consultants Inc. “Fotenn” submitted a Planning Rationale for Official Plan Amendment and Zoning By-law Amendments for the proposed development at 593 & 601-603 Laurier Avenue West in the City of Ottawa (“the subject site”). This submission package addresses the comments received as a result of the first round of technical circulation comments from the City of Ottawa on January 16th, 2025, and summarizes revisions made to the application package since the time of the initial submission.

This planning rationale has been prepared in support of a submission of the above noted Official Plan Amendment and Zoning By-law Amendments. The submission incorporates the revised development approach and addresses technical circulation comments of January 16th, 2025, and various formal and informal meetings and discussion with City Development review staff in the intervening time that has elapsed since the last formal submission.

The intent of this Planning Rationale is to assess the latest version of the proposed development with respect to the policy and regulatory framework of the OP and determine if the proposed development is appropriate for the subject site and compatible with the surrounding community. The report addresses the modest changes to the proposed development and also draws on the results of other technical studies and plans that have been prepared in support of the OP and rezoning applications; some of the supporting materials have been updated to reflect the modified development concept and to address the relevant technical circulation comments received.

1.1 Purpose of Application

1.1.1 Official Plan Amendment

To facilitate the proposed development’s height, an official plan amendment is required. The Official Plan Amendment is proposed to establish an area specific policy to support the development of a high-rise residential building on the subject site. The proposed Official Plan Amendment reflects the site’s unique context, including the site’s location and policy contexts that support high-rise development at this specific location within the Mainstreet Corridor Designation in the Downtown Core Transect, including proximity to existing higher order transit.

1.1.2 Zoning By-law Amendment

The required Zoning By-law Amendment seeks to rezone the subject site from the current Residential Fourth Density, Subzone UD Zone (R4UD) and R5Q[2683] S429 zones to a consolidated Residential Fifth Density Zone with specific zoning exception and height schedule to permit the proposed development.

1.1.3 Site Plan Control

A Site Plan Control Application for the proposed development will be submitted in the future to resolve site-specific technical considerations such as landscaping, servicing locations, and site function.

1.1.4 Heritage Permit Application

As the property contains the Alexander Fleck House at 593 Laurier, which is designated under Part IV of the Ontario Heritage Act, a Heritage Permit is required to facilitate the proposed redevelopment of the lands. This application will be submitted concurrent to the OPA and Zoning By-law Amendment applications.

Subject Site and Surrounding Context

2.1 Subject Site

The subject site is located at the northeast corner of Bronson and Laurier Avenues in the Escarpment District west of Centretown, overlooking LeBreton Flats. The subject site includes 593 Laurier Avenue West and 601 Laurier Avenue West with a total lot area of approximately 2,840 square metres, a frontage on Laurier Avenue West of approximately 104 metres and a frontage on Bronson Avenue of approximately 40 metres.

593 Laurier Avenue is the site of the Alexander Fleck House, an Individually Designated Property under Part IV of the Ontario Heritage Act. 601 Laurier Avenue currently includes a two-storey and three-storey low-rise apartment buildings.



Figure 1: Subject site and surrounding context

2.2 Surrounding Context

The subject site is located within the Escarpment Area District, just west of Centretown. The Escarpment District is situated in the northwest section of downtown. The district follows the natural escarpment that runs between Upper Town and LeBreton Flats. The district is generally bounded by LeBreton Flats on the west, the Garden of the Provinces on the north and east, Bay Street on the east and Laurier Avenue on the south. Atop the escarpment the land uses are predominantly residential with some commercial and institutional uses. This area is characterized by a series of high-rise buildings ranging from 12 to 23 storeys in height and pockets of low-rise residential buildings, many of which are heritage buildings that support commercial uses. The northern boundary of the district is characterized by the historic institutional buildings of the Cathedral Hill Heritage Conservation District, which includes Christ Church Cathedral, the rectory, and other church-related buildings. Several older homes in this area have been converted for office uses. Below the escarpment, the LeBreton Flats area is currently undergoing significant development as the largest undeveloped area

within Ottawa's downtown core. While much of this area is currently under construction or vacant, over time the area will emerge as a mixed-use district comprising of mid- and high-rise residential, commercial and entertainment uses.

The land uses surrounding the subject site can be described as follows:

North: Immediately north of the subject site is a low-rise apartment building at 140 Bronson Avenue. As the escarpment runs along the northern property line, the roofline of 140 Bronson Avenue is approximately level with the rear yard of the Alexander Fleck House. North of this runs the Slater Street Right-of-way. North of Slater, east of Bronson there are several low-rise detached heritage buildings. Further north there are several high-rise buildings on the block between Albert Street and Queen Street, ranging in height from 11-16 storeys, with several detached heritage buildings fronting onto Queen Street. Further north is Christ Church Cathedral on Sparks Street and the adjacent Cathedral Hill high-rise development. Ottawa's new central library branch (set to open in 2025) is 300 metres walk north of the subject site.

East: The subject site abuts Bronson Avenue to the east where there is a significant grade change and retaining wall between the subject site and the sidewalk along the west side of Bronson. East of Bronson Avenue, north of Laurier Avenue is the Nanny Goat Hill Community Garden. South of Laurier Avenue there is a row of high-rise buildings ranging in height from 11-24 storeys. Ottawa's downtown core is immediately east of the subject site including the established high-rise building context in this area. The Lyon LRT Station is approximately 600-metres east of the subject site.

South: The subject site abuts Laurier Avenue West to the south. South of Laurier on the southwest corner of Laurier and Bronson is a 4-storey low-rise apartment building. At the southeast corner of Laurier Avenue West and Cambridge Street is a detached heritage building. Further south fronting Bronson there are two detached heritage buildings. Further south at 192 Bronson Avenue is a 16-storey high-rise building. Adjacent to 192 Bronson there is an 8-storey mid-rise building at 200 Bronson Avenue. Southwest of the subject site fronting onto Cambridge Street is the Saint-Vincent Hospital, consisting of a 5-storey stone building. Access and egress to Highway 417 is located 1km south of the subject site.

West: Immediately northwest of the subject site runs the escarpment. West of site at the bottom of the escarpment is the Good Companions Seniors' Centre at 670 Albert Street, a one-story building. Further west of Empress Street, south of Albert Street at the bottom the escarpment there is a range of low-rise residential buildings including detached, semi-detached and low-rise apartment buildings. On the northeast corner of Booth and Albert Streets is a high-rise development of 36 and 31 storeys currently under construction. Pimisi LRT Station is located 800 metres walking distance from the Subject Site. Public transit access to the Hull/Gatineau region is also located here. Tunney's Pasture, a major west-end employment hub is located under 3km from the subject site.



Figure 2: Aerial image of subject site looking south west.



Figure 3 Aerial looking North.



Figure 4 Streetview image of subject site looking north west.



Figure 5 Streetview image of subject site looking north east.

2.3 Transportation Network

2.3.1 Transit Network

The subject site is well connected to the existing and planned transportation network. The subject site is located within a 500-metre radius (650 metre walking distance) from the Lyon O-Train Station to the east and within a similar distance of the Pimisi O-Train Station to the west. Bronson Avenue is designated as a Transit Priority Corridor on Schedule C2 - Transit Network Ultimate of the City of Ottawa Official Plan (Figure 3 below), with frequent bus service. OC Transpo Route 10 runs along Bronson Avenue, running between Lyon Station and Carleton University and Mooney's Bay Station, providing frequent (15 minutes or less) on weekdays.

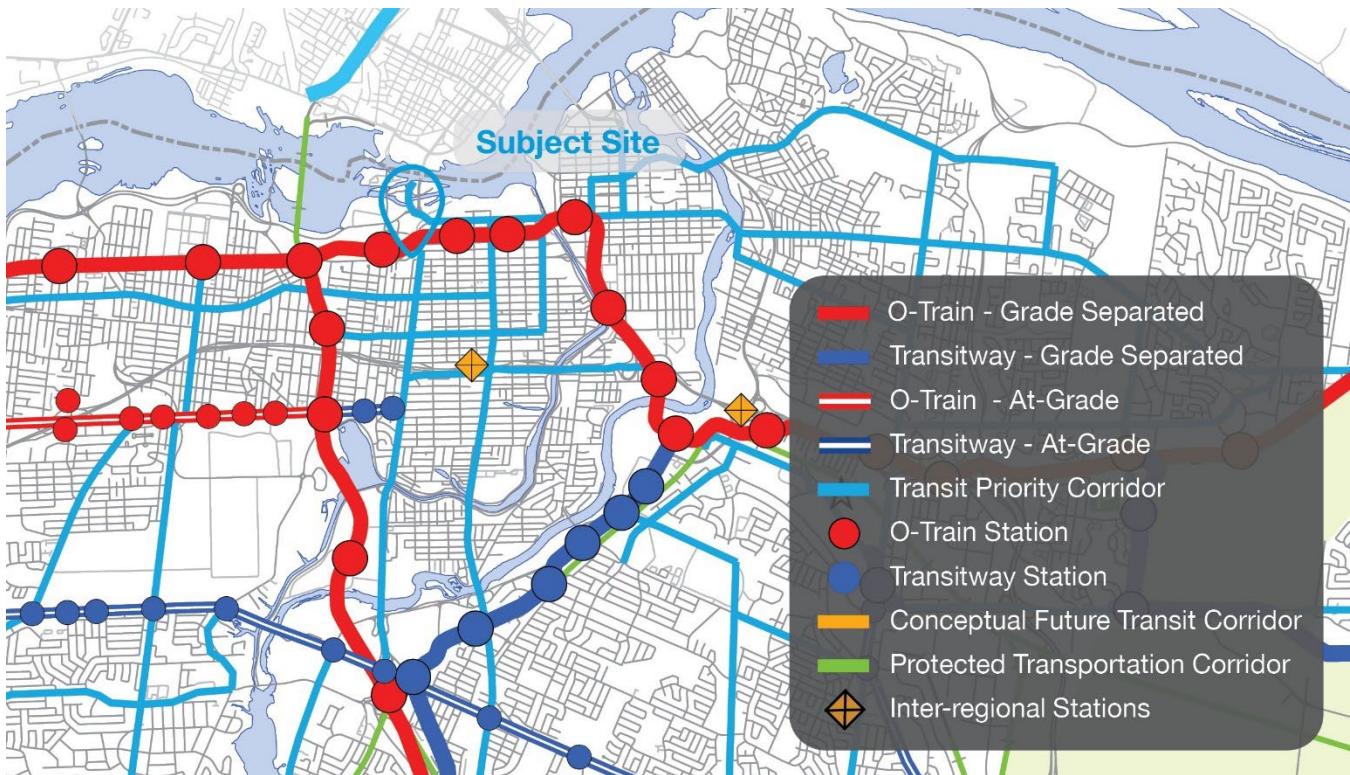


Figure 6: Schedule C2 – Transit Network – Ultimate

2.3.2 Road Network

The subject site is located at the corner of Laurier Avenue West and Bronson Avenue, with the primary active frontage of the property along Laurier Avenue West, which is designated as a local Street on Schedule C5 of the Ottawa Official Plan (Figure 4 below) at this location. Bronson Avenue and Laurier Avenue West, east of Bronson, are designated as Arterial Roads. Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.



Figure 7: Schedule C5 - Downtown Core Road Network

2.3.3 Active Transportation Network

The subject site is within proximity to the City's Active Transportation Network including a Multi-Use Pathway along Albert Street as well as bike lanes along Laurier Avenue, Slater Street, and Bay Street. The subject site is also within proximity to the NCC Multi-Use Pathway system that runs west along the Ottawa River.

Given the location just west of the Downtown Core, proximity to LRT, and numerous nearby employment, amenity, and services, the site is extremely well situated to facilitate walking and cycling as alternatives to private vehicle usage.



Figure 8: Schedule C3 - Active Transportation Network - Urban - Major Pathways

Proposed Development

3.1 Overview

The subject site, located within the Escarpment Area District, represents a significant opportunity for intensification within the Downtown Core in proximity to transit. The owner has retained Project1 Studio to prepare a development concept, which proposes the construction of a 28-storey high-rise apartment building with a 6-story podium adjacent to the Alexander Fleck House. Comprising 326 residential units, the proposed development includes a mix of unit sizes ranging from bachelor to two-bed plus den units. The existing two- and three- storey low-rise apartment buildings on the western portion of the site are proposed to be demolished to accommodate the proposed development while the Part IV heritage property known as Alexander Fleck House is proposed to be retained as part of the development program.

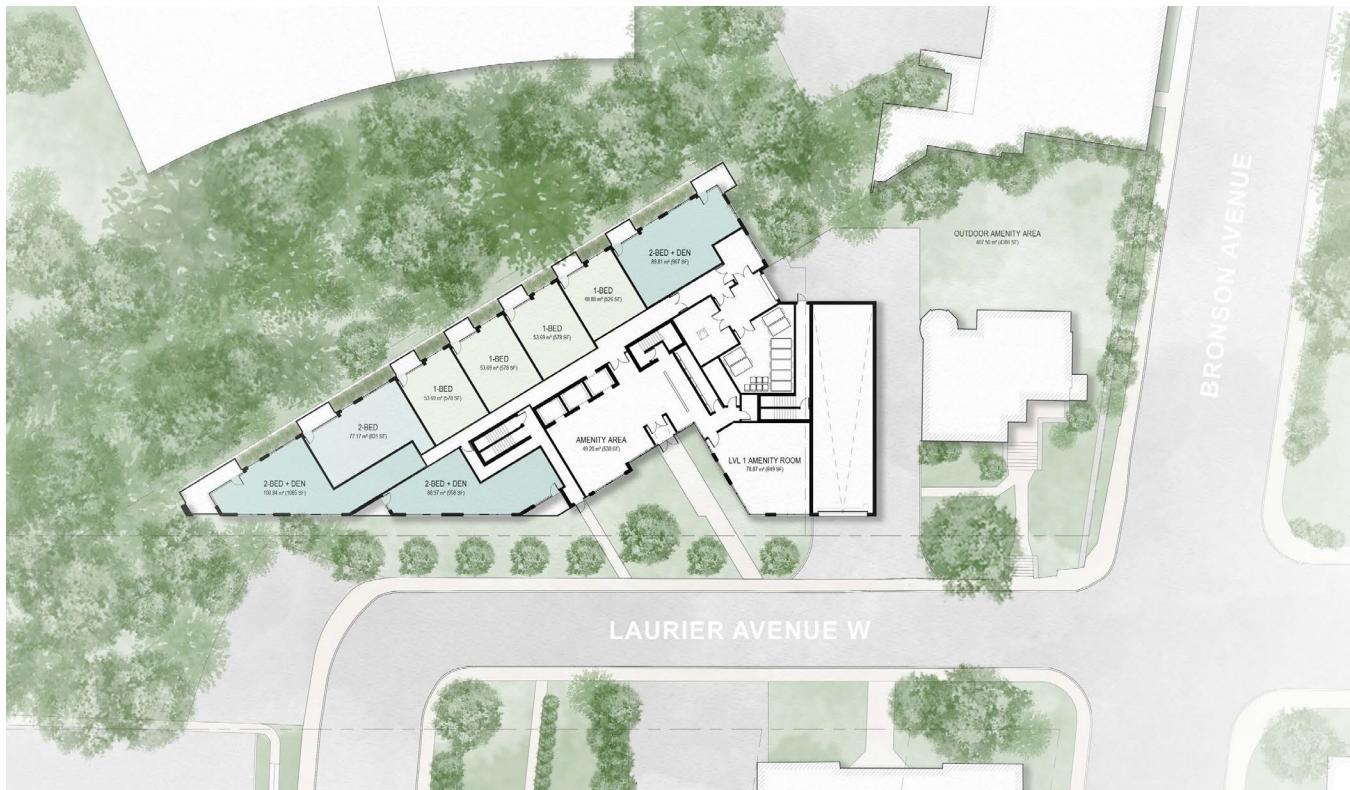


Figure 9: Proposed Site Plan.

3.2 Unit Typology

The proposal includes 326 residential units including a range of unit sizes from studio and one-bedroom to two-bedroom plus den unit types. 80 two-bedroom units and seven (7) two-bedroom plus den units are proposed. Table 1 below outlines the proposed unit breakdown.

Table 1: Unit Breakdown

Unit Type	Number	Percentage
Studio	26	8%
One Bedroom	173	53%

One Bedroom + Den	40	12%
Two Bedroom	80	25%
Two Bedroom + Den	7	2%
Three Bedroom	0	0%

3.3 Gross Floor Area and Density

The proposed development, with a Gross Floor Area (GFA) of 29,859.5 m² and a total of 326 residential units, represents an efficient use of land that supports intensification in a strategic location. The proposed development has a residential density of approximately 1,215 units per hectare.

Given the site's central location and its proximity to existing and planned transit infrastructure, the proposed density is appropriate and desirable. This level of residential density will help support local services, amenities, and transit use, aligning with the City's broader objectives and contributing to a more sustainable urban environment.

3.4 Amenities

A combination of indoor and outdoor shared amenity areas as well as private outdoor balconies are proposed for residents. Indoor amenity space includes a dog wash and four (4) multipurpose rooms. Outdoor communal amenity area includes two (2) separate outdoor area and a 7th floor terrace. A total of 992 square metres of communal amenity space is provided and 1022 square metres of private amenity space is provided for a total of 2,014 square metres of amenity space.

3.5 Parking

Vehicular parking is proposed in an underground parking garage accessed from Laurier Avenue West with three levels for a total of 102 parking spaces provided at a ratio of approximately 0.31 spaces per unit. Bicycle parking is provided in level P2 in a secure bike storage room with a proposed ratio of 1 space per unit, totalling 326 bicycling parking spaces.

Table 2: Parking Ratios

Type of Space	Total Spaces	Ratio – Spaces per Unit
Vehicular - Resident	71 spaces	0.2 spaces per unit
Vehicular - Visitor	31 spaces	0.1 spaces per unit

3.6 Building Design

The building has been carefully designed with considerable attention paid to the relationship between the proposed 24-storey tower and the Alexander Fleck House.

3.6.1 Alexander Fleck House– 593 Laurier Avenue West

The Alexander Fleck House at 593 Laurier Avenue West is a protected heritage property under *Part IV* of the *Ontario Heritage Act*, as it has an individual heritage designation. The proposed development is to occupy both 593 Laurier Avenue West and the adjacent 601 and 603 Laurier Avenue West properties.

The proposed development by Heritage Investments Ltd. and Project1 Studio (the design architect)

involves partial demolition of the more modern portions of the existing building at 593 Laurier Avenue West as well as adjacent new development at 601-603 Laurier Avenue West, including the demolition of the current buildings on these lots.

The partial demolition of 593 Laurier Avenue West includes the removal of the modern addition on the western portion of the Fleck House, restoring the building to its original heritage condition. The proposed development retains the primary structure of the building at 593 Laurier Avenue, as well as its primary heritage elements. The exterior of the building at 593 Laurier Avenue will be retained. However, the later additions to the building at the west will be removed to create space for the new 28-storey residential building and to bring the historic building closer to its original form.

The new building features a six-storey podium. The remaining tower reaching 28 storeys is located on the western wing of the building, with minimal setbacks from the podium. The east wing of the building, adjacent to the heritage building at 593 Laurier Avenue, is 6 storeys, with the two top floors set back. The utilization of the 6-storey wing, with upper floor setbacks, next to 593 Laurier Avenue creates a transition between the heritage building and the 28-storey tower. The location of the new building does not obscure the visibility of the heritage building viewed from the north, south and east. The high-rise development is significantly separated and has no physical connection with the Fleck house, leaving the historic building intact, except for the demolished annexes noted above.

The facades of the new development have a contemporary design. The 6-storey podium is clad with red/brown brick, with the exception of the two top storeys of the easternmost wing adjacent to 593 Laurier, which is clad with dark grey precast concrete. The design of the podium emphasizes the verticality and rhythm of the window openings. The use of brick is continuous with the character of the neighbourhood, with numerous brick buildings being located around the site.

The tower is clad with aluminum composite panels and precast concrete with a dark grey or natural finish, articulated to create a dynamic pattern along the facades. It is punctuated by balconies, integrated along the window openings and in the recesses of the building.

This design ensures a respectful relationship between the new development and the heritage structure while contributing to the evolving urban fabric of the area.



Figure 10 Render looking north-west with preserved heritage building.

3.6.2 Building Mass and Transition

Multiple refinements have been made throughout the design process to ensure that the proposed development has an appropriate scale and mass for its location. The building design distributes mass away from the Alexander Fleck House and provides for a slender point tower design that ensures the proposed building frames the public realm through reduced massing along that interface. The resulting effect is a less imposing building design that suits the character of the area and ensures the retained façades maintain prominence on the site.

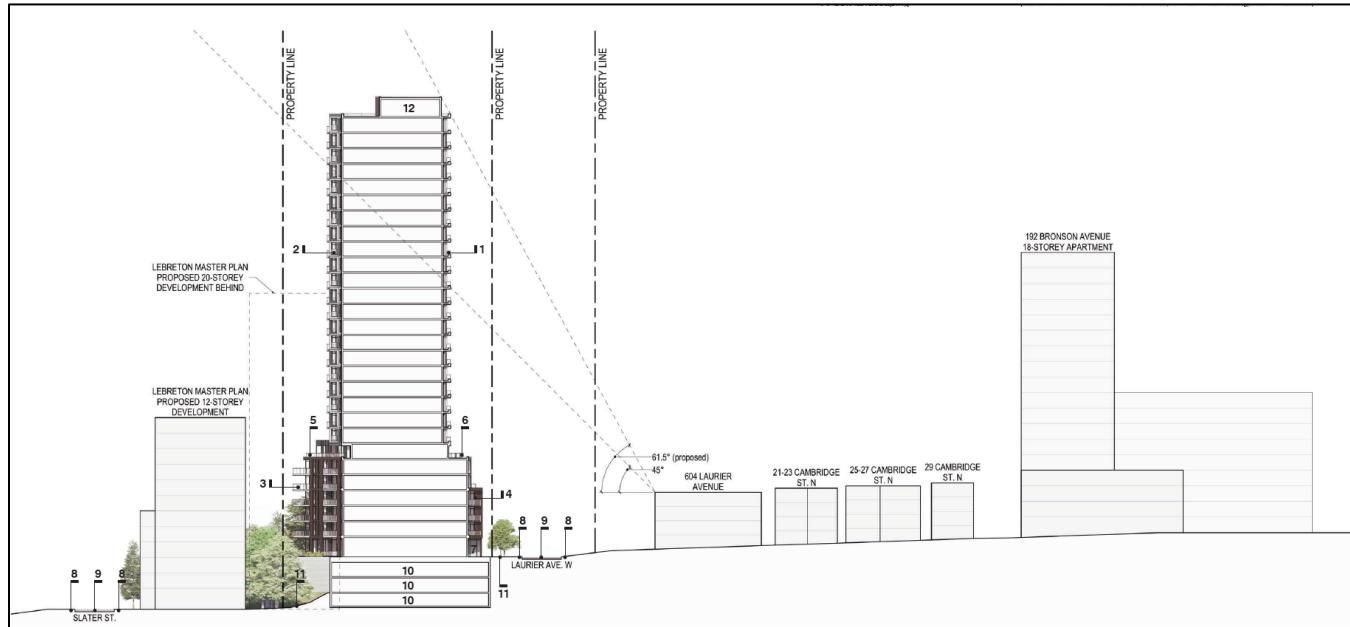


Figure 11: Angular Plane Analysis

The proposed development is broken up into three volumes: the six (6) storey podium that defines the Laurier Avenue frontage, the middle portion from 8 to 28 storeys and a mechanical penthouse top. The tower portion of the building has a floorplate of approximately 750 square metres. Building step-backs are provided from the podium to the tower along all facades to break up the massing and establish a strong base along the street frontage and within context of the Alexander Fleck House.

The proposed development fits well within the surrounding neighbourhood, aligning in height and massing with nearby high-rise buildings and contributing positively to the skyline. While the site's position on the escarpment makes the building appear taller from the north, this effect is limited and does not impact other viewpoints. Overall, the design shows thoughtful integration with its context through appropriate transitions and a balanced massing strategy.

The proposed development is appropriate for the site, given its location between two secondary plan areas that together create a varied and evolving built form context. Surrounding planned heights range from 11 to 45 storeys, and the proposed height would be in keeping with this pattern.



Figure 12: Proposed Tower Floor Plate of approximately 750m²

3.6.3 Design Progression

As detailed in figure 8 the design of the building has evolved throughout the design process. Feedback from Planning Staff and the Urban Design Review Panel have resulted in a refined design. The massing of the tower and the podium has been sculpted to mitigate concerns related to proximity to the existing Alexander Fleck House and Wind impacts. Wind mitigation measures will be further refined through the Site Plan Control Process.



Figure 13: Design Evolution

In response to the comments received, the project architect has refined the massing of the podium. The podium has been shifted an additional 1.5 metres away from the Alexander Fleck House, resulting in a total separation distance of 4.5 metres. Additionally, levels five and six of the podium are now setback and additional 1.8 metres from levels one-four below, creating a more gradual transition from the low-rise contest to the tower. The first four levels of the podium, which align with the height of the existing Alexander Fleck House, will feature brick to compliment the materiality of the heritage house.

3.6.4 Views

The following images show the proposed development within the existing site context including future development on adjacent sites.



Figure 14 City Skyline view with proposal included.



Figure 15: Proposed Massing as viewed from the Intersection of Bronson and Laurier - Looking West



Figure 16: View of front of building from the south/southeast

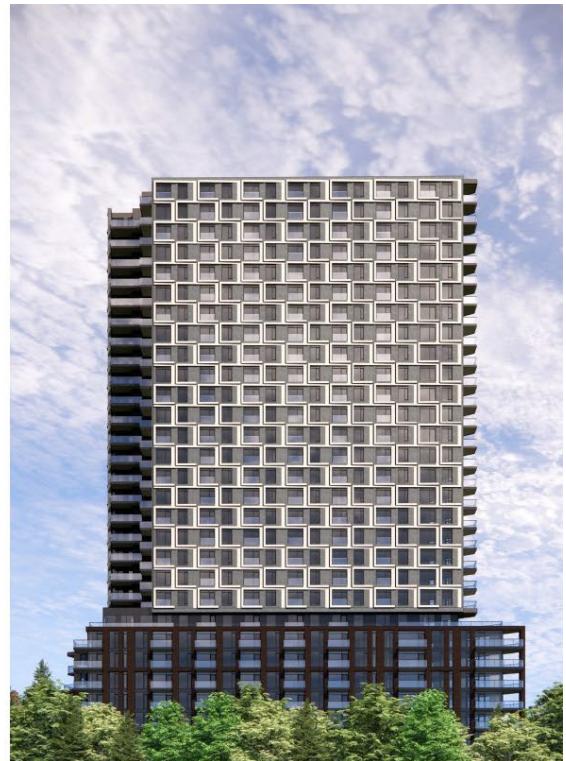


Figure 17: Views from Albert Street and west elevation



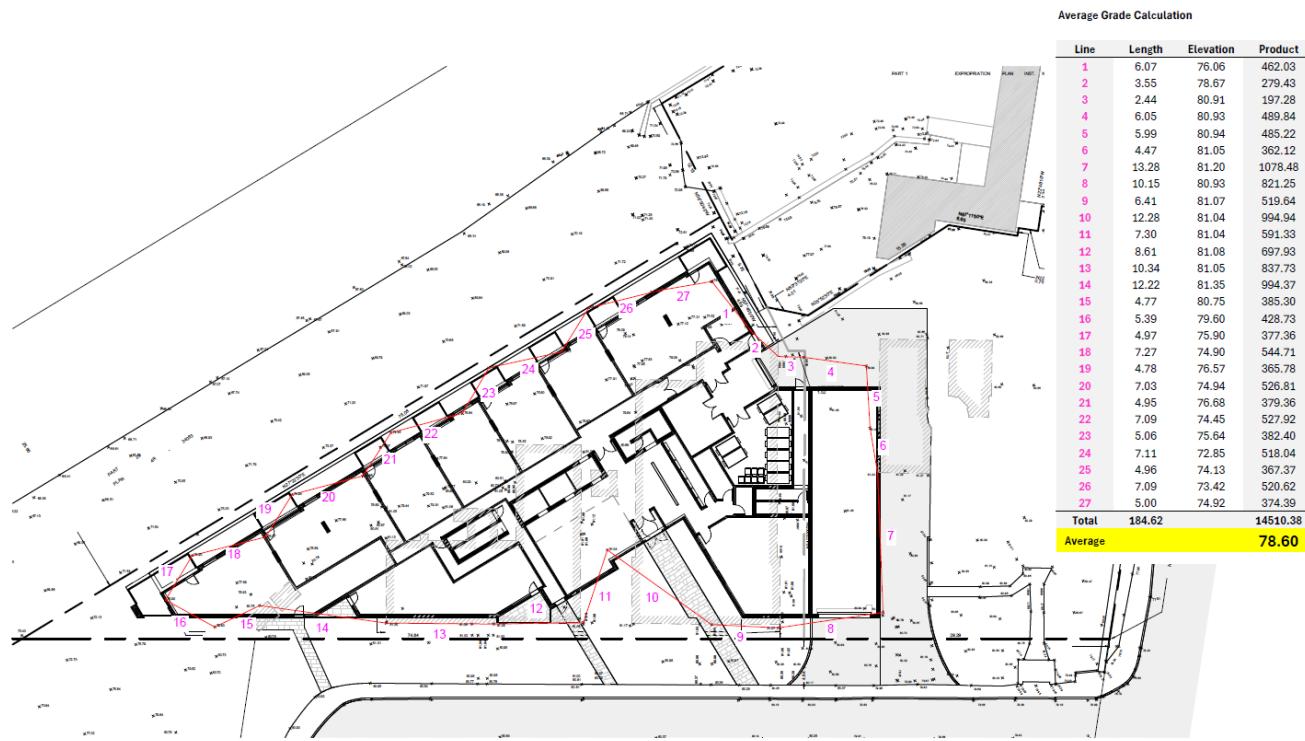
Figure 18: View of North-West Corner from Albert Street



Figure 19: Render view with proposed future buildings imposed.

3.6.5 Topography

The subject site is sloped towards the north, with higher elevations along the southern and eastern edges gradually decreasing towards the northern boundary. This is depicted in the elevation values shown in the Average Grade Calculation image below (Figure 20), which range from 81.35 metres at the southwest corner (line 14) to 72.85 metres at the northeastern edge (line 24). The topography indicates a steady decline in grade moving northward across the site.



601 LAURIER | AVERAGE GRADE CALCULATION
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project1
studio

Figure 20: Average grade calculations prepared by Project1 Studio

The average grade for the subject site has been calculated at 78.60 metres. This value represents the weighted average elevation around the perimeter of the proposed building footprint and is used as the reference point for measuring building height. The calculation is based on 27 individual line segments that define the perimeter of the building, as illustrated in Figure 20 above. For each segment, the length and corresponding elevation were identified, and a weighted elevation value was calculated by multiplying the length by the elevation. The total of these weighted values amounts to 14,510.38. Dividing this by the total perimeter length of 184.62 metres yields an average grade of 78.60 metres. This method ensures an accurate approach to establishing grade, informing assessments related to massing, views, and shadow impacts.

The escarpment located along the northern edge of the site plays a significant role in shaping the overall topography and visual context of the area. The escarpment rises to an elevation of 81.35 metres, with the land dropping to 72.85 metres at the base, representing a vertical change of nearly 9 metres.

The proposed height of the building (28 storeys, with a 6-storey podium) has been thoughtfully designed in response to the escarpment context. The escarpment accentuates the building's visibility, establishing it as a distinctive feature in

the skyline. When viewed from the north, this effect is more pronounced, as the building sits atop the escarpment, making it appear more prominent than it would on flat terrain. From other vantage points, however, the building's height reads as more typical and balanced within the broader urban fabric.

Importantly, the building is not expected to dominate the skyline, but rather contribute to its articulation. Within the planned context of the area, which includes several proposed towers in the 40–45 storey range, the building will integrate comfortably and will not appear out of place.

Additionally, the escarpment serves as a natural buffer that minimizes the visibility and shadow impact of the high-rise from lower-elevation vantage points to the north. Factoring in the escarpment's elevation into the design supports the appropriateness of the proposed building height and ensures that the development fits within its topographical context.

The post-development yard slopes will generally reflect the site's natural topography (Figure 21). Both yards will retain a steep grade due to the existing escarpment and will not be fully level or universally accessible without further grading or terracing.

Most of the existing trees on the subject site will not be retained due to the extent of the proposed development. However, all trees located on the adjacent escarpment to the north, outside of the site boundaries, will be preserved. No removals are planned in these areas, ensuring the protection of this natural feature and maintaining its visual and ecological contribution to the site and surrounding context.

Based on the borehole data obtained from site, the slope is comprised mainly of bedrock and is expected to remain stable throughout construction of the project. Furthermore, the wooded escarpment area outside the development boundary will remain undisturbed, helping to preserve its natural stabilizing root structures and minimize disruption to the existing slope conditions.

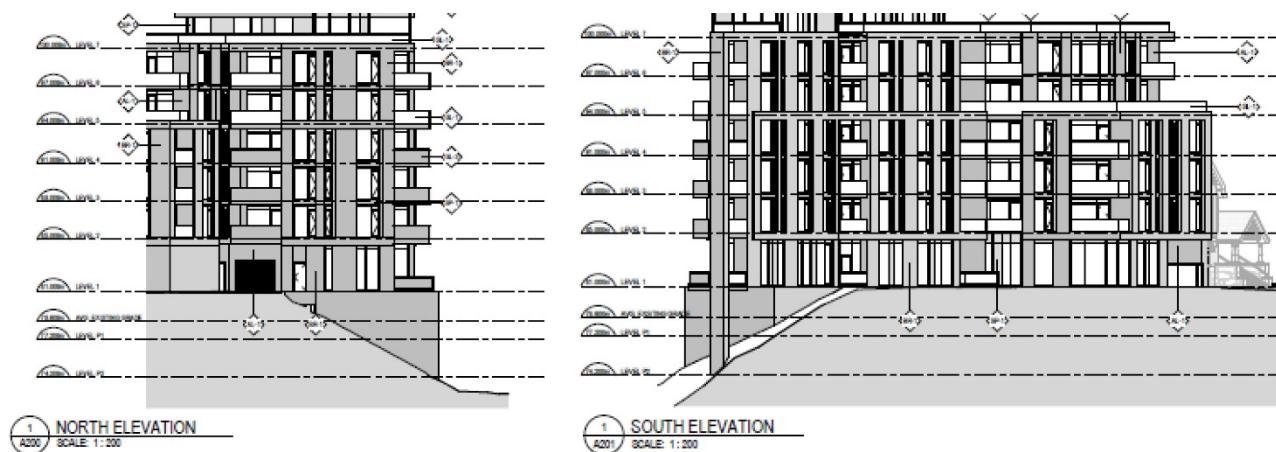


Figure 21: North and south elevations of the proposed development depicting the change in elevation of the subject site

4.0 Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

Adopted on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces.

Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;
- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

The policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;

- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to redevelop an area that is located within the City of Ottawa's Urban Area, within an existing built-up area in walkable proximity to existing rapid and active transportation infrastructure. The proposal provides for a range of housing options which are consistent with the surrounding established community. The partnership with the existing housing cooperative located on the site to ensure the continued success of the organization will ensure affordable housing is provided for as part of this redevelopment plan.

Therefore, the proposed development is consistent the Provincial Policy Statement (2024).

4.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City 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 sets out the policies to guide the development and growth of the City.

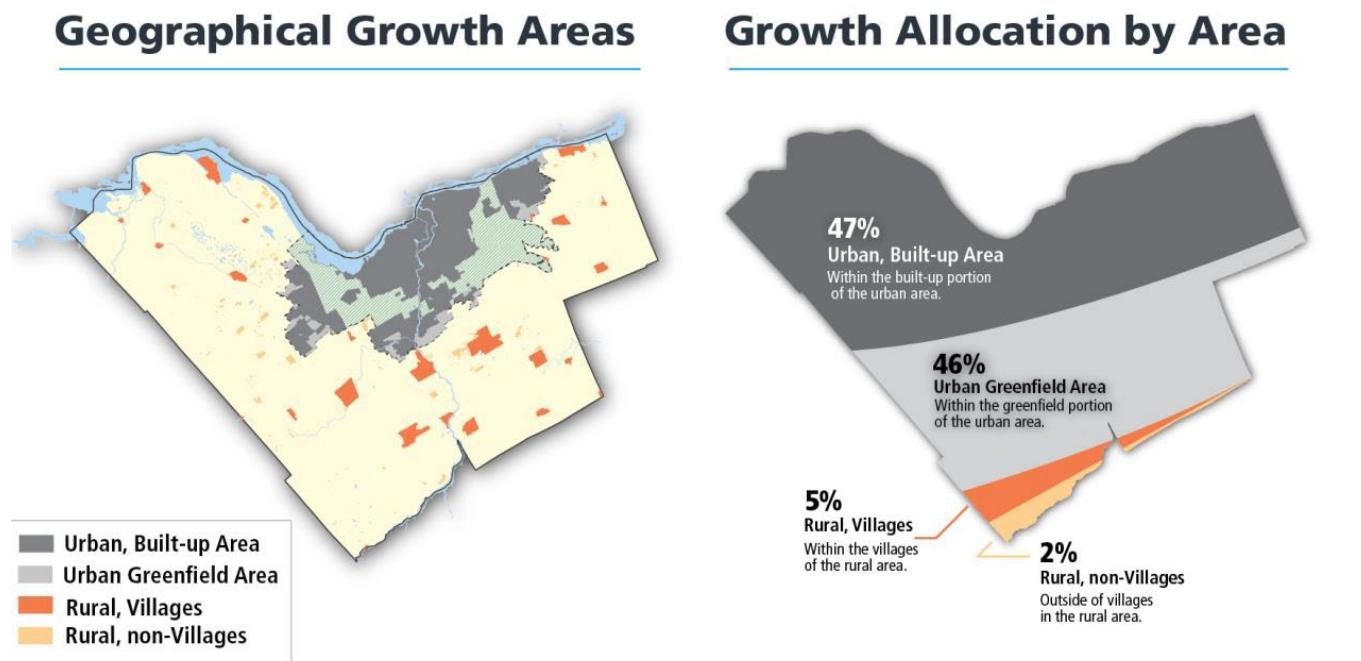


Figure 22 Official Plan Growth Target Areas.

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.

- 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 with 326 units within the established Downtown Core Transect, the proposed development advances the objective to achieve more growth through intensification than greenfield development. This residential growth is to be directed to the built-up area to support 15-minute neighbourhoods

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 range of transportation options including the 800 metre walking distance to both Pimisi and Lyon LRT stations, existing bicycle routes, and abutting a Transit Priority Corridor, this project supports the objective to ensure the majority of trips in the city will be made by sustainable transportation by 2046. The project also includes a bike parking ratio of 1 space per unit to help support and encourage active transportation options.

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 significant building separation distances while also promoting increased residential density, improvements to the public realm, and active transportation, 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 more-dense residential infill developments on an already developed lot within the existing well-serviced community will reduce the overall loss of open green space to development, offset urban sprawl and avoid natural habitat loss. Further, the project will encourage a healthy modal split that is not overly reliant on personal vehicle trips.

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 will contribute to economic vibrancy in the Downtown Core Transect. 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

The Official Plan establishes a number of 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

Section 2.2.1 of the Official Plan establishes policies to support intensification and Options to Diversify Housing Options. The Official Plan directs the majority of residential growth to occur within built-up urban areas to support 15-minute neighbourhoods. Residential intensification is directed to hubs, corridors and surrounding neighbourhoods in order to support an access services and amenities.

Section 2.2.4 establishes policies to encourage the development of healthy and inclusive neighbourhoods including the development of healthy walkable, 15-minute neighbourhoods that feature a range of housing options. The key attributes of 15 minute neighbourhoods include, but are not limited to, a range of housing options, densities that support local shops and services, public spaces such as parks and libraries, neighbourhood commercial uses, access to healthy food, and supportive housing.

The proposed development advances the goals of the Official Plan to support intensification and foster healthy, walkable, 15-minute neighbourhood, by providing for intensification within the existing built-up urban area that provides for a range of housing options at a high-density that supports local shops and services while utilizing existing infrastructure and community services.

4.2.3 Transect and Land Use Designation

Schedule A of the Official Plan 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 to rural. The subject site is located within the Downtown Core Transect and is designated Mainstreet Corridor as shown in Figure 13 below.

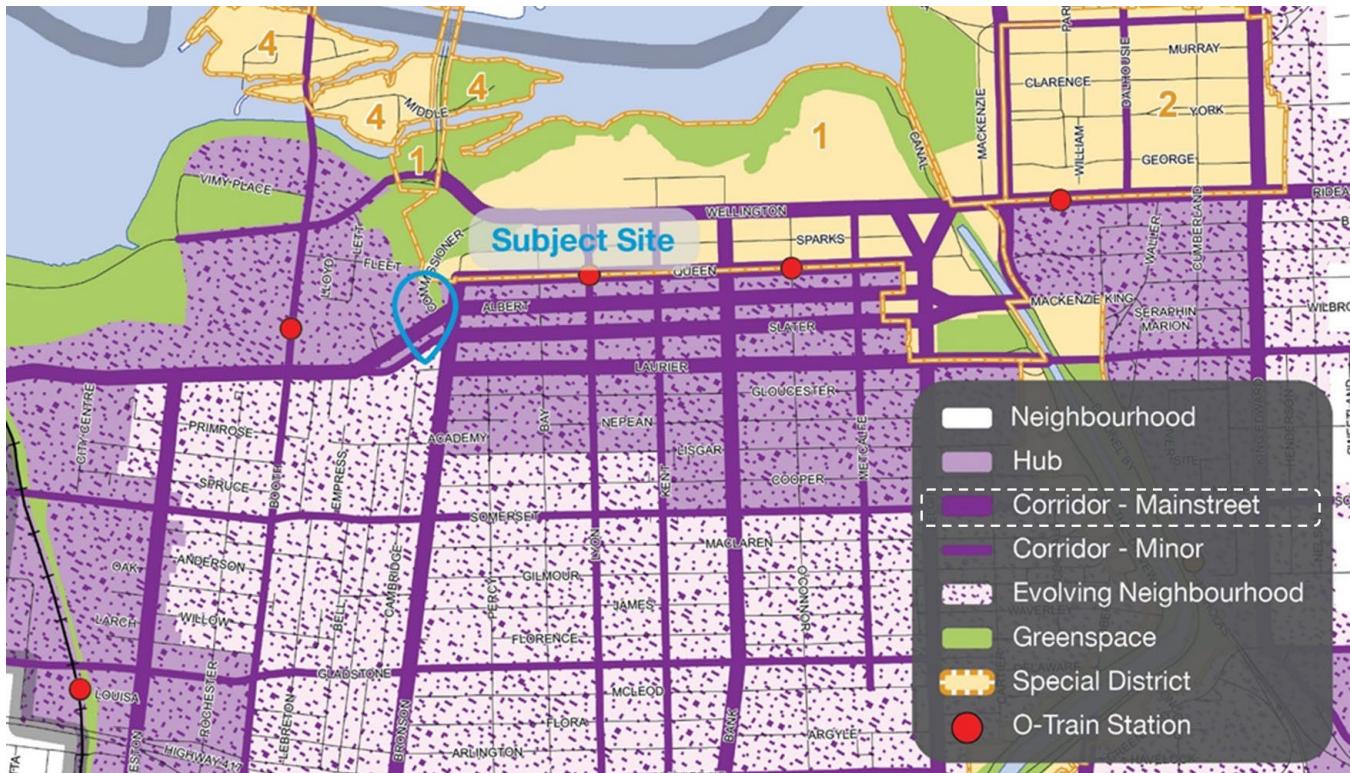


Figure 23: Schedule B1 - Downtown Core Transect

The Downtown Core Transect seeks to maintain and enhance an urban pattern of built form and mix of uses while prioritizing walking, cycling and locating the greatest densities within the Downtown Core.

Section 5.1 of the Official Plan outlines the policies for lands within the Downtown Core Transect. The following policies apply to the subject site:

Section 5.1.1 Policy 1 states that the Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.

The urban characteristics in Table 6 are outlined below.

Table 3: Consolidation of Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

Urban Character	Proposed
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm.	The proposed development includes shallow front yard setback that is consistent with the existing character along Laurier Avenue West.
Principal entrances at grade with direct relationship to public realm.	The proposed front entrance faces the street with direct access to the public realm.
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios. Minimum of two functional storeys.	A higher lot coverage and floor area ratio is proposed with a six-storey podium.

Buildings attached or with minimal functional side yard setbacks.	The proposal includes a generous setback from the existing Alexander Fleck House while supporting an urban pattern of built form.
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Small areas of formal landscaping are proposed in the front and side yards of the proposed development with space available for soft landscaping, trees and hard surfacing.
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage.	Limited underground parking is provided within a three-level parking garage at a ratio of approximately 0.3 spaces per unit.

Section 5.1.1 Policy 3 states that in the Downtown Core, the Zoning By-law may:

- a) Require mixed uses within individual buildings, such as retail or other services on the ground floor; and
- b) Restrict specified areas to residential land uses, in order to preserve the supply of housing and to prevent displacement of residential uses by commercial, office and other non-residential occupants.

The proposed development includes residential uses to support the supply of a range of housing options. A partnership agreement has been established with the existing tenant on the property (Dalhousie Housing Cooperative) to ensure their residents are relocated to a new purpose built residential building in the community.

Section 5.1.1 Policy 4 states that the public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

A high-quality and vibrant public realm interface will be maintained on the site with at-grade windows and entrances, landscaping features, and high-quality building materiality.

Section 5.1.1 Policy 6 states 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 on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) Is generally discouraged; and
 - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;
- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

The proposed development has been designed to prioritize pedestrian and bicycle access to the site. The existing driveway to the Alexander Fleck House will be utilized. Vehicular parking is provided at a ratio approximately 0.3 spaces per dwelling unit and bicycle parking is provided at a ratio of approximately 1 space per dwelling unit to support a range of transportation options include active transportation and transit use over private automobile use.

Section 5.1.2 Policy 2 states that transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

The proposed development will be connected to the existing pedestrian network including sidewalks along Laurier Avenue West and Bronson Avenue for convenient access and movement within the Downtown Core, including convenient access to transit, jobs, amenities, and community services.

Section 5.1.2 Policy 3 states that motor vehicle parking in the Downtown Core shall be managed as follows:

- a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
- b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core; c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
- c) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

The proposed development does not propose surface vehicle parking and includes a modest parking ratio that supports a range of transportation options including walking, cycling, transit use, and occasional private automobile use.

Section 5.1.2 Policy 3 states that on Downtown Core Mainstreet Corridors, minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights. Where development is proposed on Mainstreet Corridors, all of the following must be met:

- a) All buildings shall have active entrances facing the Mainstreet, regardless of use;
- b) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);
- c) Buildings shall be of a lower height on lots too small to accommodate an appropriate height transition noted in provision a) above; and
- d) The height of such buildings may be increased to generally 15 storeys for sites that are within 100 metres walking distance of an O-Train station.

Due to the existing grade difference between the Alexander Fleck House and Bronson Avenue as well as the intention to retain the heritage character of that building, the new building cannot feasibly include an active entrance facing the Mainstreet (Bronson Avenue). Active entrances to the proposed building are provided along Laurier Avenue West, where the grade allows for accessible access to and from the building.

Due to the subject site's proximity to Pimisi and Lyon Stations and within an area characterized by a range of building heights including low- mid- and high-rise buildings, the proposed building height is appropriate for the context and is

consistent with the objectives in the urban design section including policies 7), 8) and 9) in subsection 4.6.6 as detailed in section 4.2.6 of this planning rationale.

The proposed high-rise building provides for adequate height transition to existing low-rise buildings. The lot size is appropriate for the proposed high-rise building.

4.2.4 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. 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).

The proposed development supports the intensification policies of the Official Plan by working towards density requirements established within the Corridor Designation of the Downtown Core Transect.

Table 4: Height and Density Requirements (Consolidated Tables 3b and 7; City of Ottawa Official Plan).

Applicable Transect and Designation within the Outer Urban Transect	Building Height	Target Residential Density for Intensification (Dwellings per Net Hectare)	Minimum Proportion of Large-household Dwellings within Intensification
Mainstreet Corridor Designation within the Downtown Core Transect	Low-rise and Mid-rise: minimum 2 storeys and maximum 9 storeys	80 to 120	Target 5% for Mid-rise or taller buildings in Neighbourhoods. All other cases: none

4.2.5 Housing

Section 4.2 of the Official Plan contain policies that support the creation of a diverse range of flexible and context-sensitive housing options in all areas of the City. Healthy communities include a variety of housing typologies. The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental.

Section 4.2.1 Policy 1 b) promotes diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability.

The proposed development which includes a mix of studio, 1-, 2-, and 3-bedroom units provides for a diversity of housing options. With 21 three-bedroom units (6%) included in the proposed development, the 5% minimum for large-household target is achieved.

4.2.6 Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program and provides direction for the sensitive integration of high-rise buildings to ensure that Ottawa meets its intensification targets while considering liveability for all. 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.

Section 4.6.6 establishes policies that enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Section 4.6.6 Policy 2 states that transition between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the

application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development achieves transition to the existing low-rise context largely through the six-storey podium with stepbacks above the fourth and sixth storey.

The proposal responds to this policy in applying the general guidance of the angular plane in the consideration of building height and transition. An angular plane analysis has been prepared by Project1 Studio. The proposed building maintains an angular plane of 61.5 degrees as measured from the existing low-rise properties on the south side of Laurier Avenue West. Given the site context within the Downtown Core Transect, the slender tower design, and the nature of the shadows which move quickly and are predominantly cast towards the north, the proposed development provides for adequate transition to adjacent low-rise areas.

Section 4.6.6 Policy 3 states that where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed building height provides for a variation in building height across the LeBreton Flats, Escapement District and Centretown West.

Section 4.6.6 Policy 4 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development includes a range of amenity areas including indoor and outdoor communal amenity areas to provide for year-round amenity for residents. Amenity areas include an outdoor rooftop terrace on top of the six-storey podium in addition to indoor communal rooms at grade. Private balconies are also provided.

Section 4.6.6 Policy 8 states that 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 size should generally be limited to 750 square metres for residential buildings and 2000 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 tower floorplate is approximately 750 square metres and space at grade is provided for soft landscaping and trees.

Section 4.6.6 Policy 9 states that High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development provides for adequate tower separation from existing and future high-rise towers within the immediate context. The Escarpment, in addition to the Slater Avenue right-of-way (approximately 26 metres) ensures tower separation to protect, privacy, light and sky views.

Section 4.6.6 policy 10 states that development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

Overall, the proposed development responds to the main objectives for high-rise buildings including a well-defined podium, middle and top. At six stories, the podium is an appropriate height for the existing context and responds to the ROW width of Laurier Avenue West. The podium provides for a human scale along the public ROW that is designed to evoke the elements of the existing Alexander Fleck house and the surrounding built form.

The tower portion of the building provides adequate separation from existing and future high-rise buildings within the immediate context. Building step backs are provided on all sides of the building with a tower floorplate of approximately 750 square metres.

4.2.7 Mobility

Section 4.1.2 Policy 9 states that proponents of development shall provide an adequate number of bicycle parking facilities as follows:

- a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and
- b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

The proposed development includes long-term bicycle parking in a secure room within the buildings underground parking garage. A ratio of 1 parking space per dwelling unit is proposed, given the site's proximity to the City's active transportation infrastructure.

4.2.8 Natural Heritage

Section 5.6.4.1 of the Official Plan establishes policies to protect the Natural Heritage System and Natural Heritage Features throughout the City. The adjacent escarpment that runs along Slater Avenue (northwest of 601 Laurier Ave W) is identified in the Natural Heritage Features Overlay on Schedule C11 of the Official Plan. The mapping of Natural Heritage Features provided within Schedule C11 are not fully ground-truthed. As such the presence of a "mapped" Natural Heritage Feature on a property necessitates an Environmental Impact Study (EIS) prior to development or site alteration on that property to confirm the nature of the feature. As such, an EIS was prepared by Kilgour & Associates Ltd. to identify natural heritage features on or adjacent to the subject site. The EIS assess potential impacts of the proposed development to existing features, and provides recommend mitigation measures to minimize or eliminate identified impacts.

As detailed in the submitted EIS, the escarpment along the north edge of the site meets the City of Ottawa's definition of an escarpment, defined as having "*slopes exceeding 75 per cent and height greater than three meters*". However, while the feature meets the definition of an escarpment, it is more accurately characterized as a steep, vegetated slope with limited ecological value, given its small size, isolated nature, and heavily urbanized setting.

As per the submitted EIS, while tree removal along the escarpment is proposed, given its isolated, heavily urbanized nature and limited ecological value, there will be no significant ecological loss or net loss of escarpment habitat as a result of the proposed development.

In summary, through providing residential intensification on a serviced lot within the downtown Core Transect and along a Mainstreet Corridor within proximity to higher order transit and within an area characterized by existing high-rise buildings, the proposed development is consistent with the City of Ottawa Official Plan.

4.3 Escarpment Area District Plan (2008)

The Escarpment Area District Plan was approved by City Council in 2008 and provides guidance for high-rise development within the district, which includes lands generally bordered by LeBreton Flats to the west, the Garden of the Provinces to the north and east, Bay Street to the east, and Laurier Avenue to the south. The plan provides a high design standard for the Escarpment Area, one that embraces the high-rise character of the community yet is more pedestrian friendly, addresses the street better and results in a more visually appealing form of development. One of the key strategies of the Plan is to move away from traditional slab style development to a more slender vertical point tower approach.

Section 4.3.2 of the Plan provides an approach to built form, many of which are echoed in the City's Urban Design Guidelines for High-Rise Buildings.

The following design direction is now included in the City's Urban Design Guidelines for High-Rise Buildings:

- / High-rise Buildings within the District should employ a base-middle-top approach.
- / The minimum distance between point towers should be between 20 -23 metres.
- / Floor plate sizes should ideally be no greater than 750 square metres.

As detailed in the section 4.4 below, the proposed development responds to the City's Urban Design Guidelines for High-Rise Buildings. This includes maintaining minimum tower separation from existing and planned adjacent high-rise buildings and a floor plate size of approximately 750 square metres. Although the high-rise development does not perfectly meet the base-middle-top approach, it still features a distinctive base and middle which help to achieve many of the design objectives that this approach seeks to address.

4.4 Urban Design Guidelines for High-Rise Buildings (2018)

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 proposed development responds to the guidelines in the following ways:

#	Guideline	Design Response
Section 1 – Context		

1.2	<p>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.</p>	<p>A view analysis has been submitted with this application package.</p> <p>The proposed development does not impact any views or angular planes in the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols.</p> <p>The proposed development respects and enhances the existing and planned views and vistas through the placement of buildings, height transitions, setbacks and step-backs, and landscaping; and respects and enhances the overall character of the existing and planned urban fabric and the skyline.</p>
1.15	<p>The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.</p>	<p>The proposed development will front onto Laurier Street West and Bronson Avenue.</p>
1.16	<p>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:</p> <p>a) a. 1,350m² for a corner lot;</p>	<p>The subject site has a total lot area of approximately 2,851 square metres. Far exceeding the minimum lot size for a high-rise building on a corner lot.</p>

Section 2 – Built Form

2.1	<p>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.</p>	<p>Various elements integrated in the overall project design will ensure that the public realm will be enhanced.</p> <p>Sidewalks and landscaping elements will be provided adjacent to the building along Laurier Avenue West. 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.</p> <p>Active entrances at grade that front onto the public realm will enhance the overall pedestrian experience.</p>
2.3	<p>Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:</p> <p>a) a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as</p>	<p>Although the high-rise development does not perfectly meet the base-middle-top approach, it still features a distinctive base and middle which help to achieve many of the design objectives that this approach seeks to address.</p> <p>The design features a smaller floor plate for the tower portion of the buildings (Approx. 750 square metres).</p>

	<p>a good approach to built form design in order to effectively achieve many urban design objectives.</p> <p>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.</p>	The podium and tower are differentiated with step-backs and a change in materiality & fenestration pattern emphasizing the different aspects of the building.
2.16	Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.	The proposed high-rise building includes step-backs above the 6th storey to provide transition and articulation in height and scale.
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 facade.	The proposed development will include high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facades.
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 bird-safe design guidelines will be utilized and implemented where appropriate at the detailed design stage at the time of Site Plan Control.
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.	The ground floor façade includes transparent glazing and articulated materials that help to animate the street frontage.
2.24	<p>Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:</p> <ol style="list-style-type: none"> the maximum tower floor plate for a high-rise residential building should be 750m²; the maximum tower floor plate for a high-rise office building should 2,000m²; larger tower floor plates may be considered in suburban locations with design features to mitigate shadow and wind impacts, maintain skyviews, and allow for access to natural lights. 	The proposed tower floor plate is approximately 750 square metres to minimize shadow and wind impacts, loss of sky-views, and allow for the passage of natural light onto adjacent sites.
2.25	Provide proper separation distances between towers to minimize shadow and wind impacts, and	The proposed tower provides appropriate separation distance to adjacent property lines to minimize shadow

	<p>loss of skyviews, and allow for natural light into interior spaces:</p> <ol style="list-style-type: none"> the minimum separation between towers should be 23m; a tower must provide a minimum 11.5m setback from the side and/or rear property lines when abutting another high-rise building; the minimum separation between a tower over 30-storeys and a neighbouring tower should be 25m; and a tower over 30 storeys should setback a minimum of 12.5m from the side and/or rear property line when abutting another tower over 30 storeys, and 13.5m when abutting a tower up to 30 storeys. 	<p>and wind impacts, loss of sky views, and to allow for natural light into interior spaces.</p>
2.29	<p>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:</p> <ol style="list-style-type: none"> a step back of 3 m or greater is encouraged. the minimum step back, including the balconies, should be 1.5 m; and where development lots are very narrow (less than 30 m), such as in the Central Area and emerging downtown 	<p>Along with the change in materiality, the tower portion of the buildings steps back from the podium to allow the base to be the primary defining element at the street level.</p>
2.31	<p>Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.</p>	<p>The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces. The slender tower design and ample setbacks from sensitive abutting properties ensures any shadows move quickly across impacted areas.</p>
Section 3 – Pedestrian Realm		
3.10	<p>Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.</p>	<p>The main pedestrian entrance to the building is linked with a seamless connection to the sidewalk along Laurier Avenue West.</p>
3.11	<p>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.</p>	<p>A range of outdoor and indoor amenity spaces are proved to offer a range of programmable, and passive amenity uses for all ages.</p>

<p>3.12</p>	<p>Animate the streets, pathways, parks, open spaces, and POPS by:</p> <ul style="list-style-type: none"> 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. 	<p>Ground floor amenity space is proposed to animate the street frontage.</p>
<p>3.14</p>	<p>Locate parking underground or at the rear of the building.</p>	<p>Parking is located underground and the garbage loading area is proposed at the rear of the site, away from the public realm.</p>
<p>3.15</p>	<p>Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.</p>	
<p>3.16</p>	<p>Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.</p>	
<p>3.18</p>	<p>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.</p>	
<p>3.26</p>	<p>Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:</p> <ul style="list-style-type: none"> a) how the building is placed and built form is designed to minimize the potential impacts; and 	<p>A Pedestrian Level Wind Analysis has been conducted by Gradient Wind and Engineering. The design of the tower incorporates the findings of the wind analysis to minimize the potential impacts on the outdoor amenity spaces and public realm.</p>

	b) how measures have been introduced to mitigate any potential wind impacts.	
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.	A shadow analysis was conducted by Project1 Studio in accordance with the Shadow Analysis Terms of Reference. The shadows move quickly through the site and surrounding area.

4.5 Scenic Route

The subject site is located within a Scenic Route, as per Schedule C13 of the Official Plan (Figure 22). A Scenic Route is identified as running from Bronson Street westward along the Laurier Avenue West frontage, it then continues west to Booth Street, then turns northward and crosses the Ottawa River.

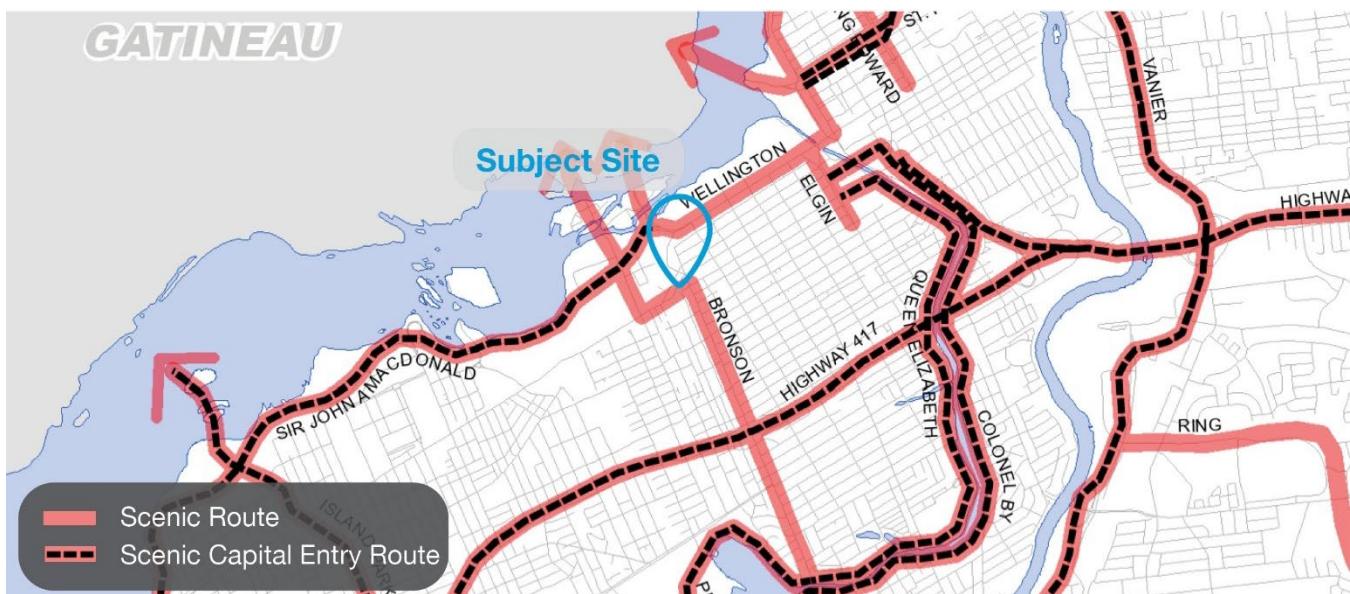


Figure 24: As per Schedule C13 - Scenic Routes, the subject site is located along a scenic route

Section 4.6.2 of the Official Plan sets out the policies intended to protect views and enhance Scenic Routes, including those associated with national symbols.

Section 4.6.2 Policy 3(a) states that 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 a diversity of building heights and architectural expressions.

Section 4.6.2 Policy 4 establishes that development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

- Protecting the opportunity to view natural and cultural heritage features;
- Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;

- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

The proposed high-rise has been designed to contribute to a cohesive and evolving skyline. It responds to the existing and planned context of the area, which features a dynamic mix of building heights and architectural expressions.

Rather than dominating or detracting from key views, the building will enhance them, integrating well into the broader urban fabric and city skyline (Figure 23). Importantly, the design preserves the historic Alexander Fleck House, ensuring that its prominence and visibility are maintained from the northern and eastern views.



Figure 25: Excerpt from the View Analysis submitted, showing select views from designated Scenic Routes

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

The subject site is currently split zoned. 601 Laurier Avenue West is currently zoned “Residential Fourth Density, Subzone UD (R4UD)” and 593 Laurier Avenue West “Residential Fifth Density, Subzone Q, Exception 2683, subject to Schedule 429 (R5Q[2683] S429)” in the Zoning By-law. The zoning of 593 Laurier Avenue West was established through the previous site-specific Zoning By-law Amendment in 2020.



The proposed Zoning By-law Amendment for the subject site is to rezone it entirely to Residential Fifth Density, Subzone Q with site-specific provisions to address the proposed development (R5Q [XXXX]SYYYY).

The proposal adheres to the purpose of the R5 zone through:

- / Providing a high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the old Official Plan;
- / Providing additional housing choices within the fifth density residential areas;
- / Ensuring that the proposed residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and
- / Ensuring the proposed development is designed in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

Table 5, below, provides a summary of the Residential Fifth Density, Subzone Q (R5Q) as detailed in Zoning By-law 2008-250.

The table demonstrates how the development meets the provisions.

Table 5: R5Q Zone Provisions

Zoning Mechanism	Requirement	Provided	Compliance
Minimum lot area Table 164A	450m ²	2850.9m ²	Yes
Minimum lot width Table 154A	18m	40m	Yes

Minimum front yard setback Table 154A Bronson Avenue	3m	4.075m	Yes
Minimum corner side yard setback Table 154A Laurier Avenue	3m	2m	No
Minimum interior side yard setback Table 154A	If located within 21 metres of the front lot line	1.5m	2.3m
	If located further than 21 metres from the front lot line	6m	
Minimum rear yard setback Table 164A	25% of the lot depth but need not exceed 7.5 metres	0.9m below Level 1 2.8m above Level 1	No
Maximum building height S. Schedule 429	9 storeys (29 metres)	28 Storeys (86.85m)	No
Minimum Landscaped Area S. 163 (9)	30% of the lot area 855.3 m ²	970.3m ² (34%)	Yes
Permitted Projections Into Required Yards Table 65 (6)(c) Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings	Maximum Size and Extent of Projection: 2 metres, but no closer than 1 metre from any lot line.	2m, no closer than 1 metre from any lot line	Yes
Minimum Parking Space Rate Area X – Inner Urban Area S.101	142 Spaces 0 spaces for the first 12 units - Section 101(3) 0.5 spaces / unit for 315 units - Table 101(R12)(II) - 10% Section 101(6)	63 spaces	No
Visitor Parking Rate S. 102	<i>0 spaces for first 12 units - Section 102(2)</i> <i>0.1 spaces / unit for 315 units - Table 102</i> No more than 30 spaces are required to be provided (s. 102 (3))	31 Spaces	Yes
Bicycle Parking Rates Table 111A	164 Spaces	302 Spaces	Yes

	0.5 spaces / unit for 327 units		
Bicycle Parking Access S. 111 (9)	Minimum Aisle Width: 1.5m	1.5m	Yes
Bicycle Parking Space Dimensions Table 111B & S. 111(8B)	Length: 1.8m Width: in the case of stacked bicycle parking 0.37m (S. 111 (8B))	Length: 1.8m Width: 0.37m	Yes
Amenity Area Table 137(4)(II)	Total Amenity Area : 0.6m ² per unit Total: 1,956 m ²	Total: 2,120 m ²	Yes
	Communal Amenity Area: 50% of Total Amenity Area 978m ²	Communal: 992 m ²	Yes

As demonstrated in the table above, the proposed development complies with the general intent and most of the provisions of the zone. The proposed Zoning By-law Amendment would address the areas in which relief will be sought through a site-specific exception. The proposed amendment is outlined in section 5.0 of this

Proposed Official Plan and Zoning By-law Amendments

5.1 Official Plan Amendment

Policy 12.3.1 as amended (2024), establishes the direction for area-specific policies. The request for an amendment to the Official Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:

- a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;

The proposed development conforms with the policy direction for the Downtown Core Transect. The redevelopment of the subject site with a high-rise building supports the evolution of 15-minute neighbourhoods through the addition of housing options within an area close to existing services, amenities, and transit. The proposed development provides for an urban character of built form as detailed in Table 6 of the Official Plan.

The proposed development is well-suited to the subject site, which is located between the West Downtown Core Secondary Plan and the Central and East Downtown Core Secondary Plan. The surrounding planned context, shaped by these two secondary plans, supports the proposed development by providing a complementary framework for its height and massing.

Within the West Downtown Core Secondary Plan, the lands immediately adjacent to the subject site to the northwest permit building heights of up to 20 storeys. Further west and northwest, the planned heights generally range from 20 to 30 storeys, with some areas allowing up to 40 storeys and one area permitting up to 45 storeys.

To the east, within the Central and East Downtown Core Secondary Plan, lands on the east side of Bronson Avenue are subject to an angular plane requirement. Under the current Zoning By-law, these lands could permit development of up to 11 storeys in height.

Together, these two secondary plans establish a dynamic and varied built form context. The proposed development would be consistent with this evolving urban character and skyline, reinforcing the appropriateness of the increased height for the subject site.

- b) The proposed type, scale and phasing of development of the site in its entirety is provided;

The proposed type, scale and phasing of the proposed development is provided in this Planning Rationale and the architectural materials prepared by Project1 Studio.

- c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;

The proposed redevelopment of the subject site is consistent with the applicable urban design policies of Subsection 4.6 as detailed in section 4.2.6 of this Planning Rationale. The proposed development incorporates the key elements of a successful high-rise building including a well-defined base, middle, and top. The podium is of an appropriate height at six storeys, with a stepback and change of materiality on the fifth and sixth level. The podium height is consistent with other high-rise buildings in the Downtown Core and respects the built form of the adjacent Alexander Fleck House.

The proposed tower provides for appropriate separation from future development at the bottom of the escarpment and across Laurier Avenue West to the south. The tower portion of the proposed development has a floorplate of approximately 750 square metres, consistent with Policy 8 of Section 4.6.6 of the Official Plan.

- d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;

The proposed development advances the goals of the Official Plan to support intensification and foster healthy, walkable, 15-minute neighbourhood, by providing for intensification within the existing built-up urban area that provides for a range of housing options and densities that support local shops and services while utilizing existing infrastructure and community services.

- e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;

The subject site is well connected to the existing and planned transportation network. Bronson Avenue is identified as a Priority Transit Corridor on Schedule C2 - Transit Network Ultimate of the City of Ottawa Official Plan, with frequent bus service. The proposed development provides direct access to the existing pedestrian and cycling network.

- f) A housing approach that meets the intent of Subsection 4.2;

The proposed development provides for a range of housing options including a mix of studio, 1-, 2-, and 3-bedroom units. Affordable housing options are being explored through CMHC funding for this project. The project will proceed under a CMHC application with the support of ICI and is currently considering the MLIS program. At least 10% of the units will be provided as affordable housing in accordance with CMHC guidelines. The development will also meet accessibility requirements and energy efficiency standards.

Further, the applicant has partnered with the Dalhousie Housing Cooperative to provide that organization with a new location to continue their operations. As part of the owner's purchase agreement with the Dalhousie Coop for their properties located at 601-603 Laurier Ave W, they have offered their services to build a future, fully affordable apartment building at 10 Empress. They are engaged in a management function.

As per Section 4.2 of the Official Plan, the proposed development supports the City's policies on affordable housing by providing a diverse and context-sensitive range of housing options, promoting variety in unit types, and offering affordable housing units.

- g) A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8

The proposed development allows for the continued landscaping of the entire site including the Alexander Fleck House. Full details of the proposed landscaping plan will be provided at the time of Site Plan Control Submission.

- h) Identification of locations, sizes and shapes of future parks, as applicable;

Not applicable. No new parks are proposed. Cash-in-lieu of Parkland will be provided in accordance with the Parkland Dedication By-law No. 2022-280.

- i) Demonstration that the loss of gross floor area for the non-residential land uses at grade is minimized;

The proposed redevelopment of the subject site will not result in the loss of non-residential land uses.

- j) Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context;

Overall, the proposed development responds to the main objectives for high-rise buildings including a well-defined podium, middle and top. At six stories, the podium is an appropriate height for the existing context and responds to the ROW width of Laurier Avenue West. The podium provides for a human scale at grade that is designed to evoke the elements of the existing Alexander Fleck house and the surrounding built form. The tower portion of the building provides adequate separation from existing and future high-rise buildings within the immediate context. Building step backs are provided on all sides of the building with a tower floorplate of approximately 750 square metres.

The proposed development provides for an urban character of built form with densities to support the growth targets of the Official Plan.

The site is located immediately West of the downtown core of Ottawa with an existing building form and height profile characterized by high-rise development. Further, to the north and west, the Secondary Plan and Escarpment Community Design Plan, establish permissions for high-rise building heights closely aligning with the proposal.

The proposed development contributes positively to the evolving skyline, fitting comfortably within the established and emerging context of the surrounding neighbourhood (Figure 22). Its height and massing are consistent with nearby high-rise buildings, allowing it to blend into the urban fabric without overpowering. The design respects the existing and planned built form, function, and scale of the area, reinforcing the pattern of intensification focused around transit.

The tallest elements of the development are appropriately located near major transit infrastructure—specifically within a 500-metre radius (approximately 650 metres walking distance) of both Lyon and Pimisi O-Train stations. Due to the site's position atop the escarpment, there is a degree of visual exaggeration in perceived height from the north. When viewed from the base of the escarpment, the building appears taller than its actual height due to the natural change in grade. However, this effect is localized and does not impact views from the east, west, or south, where the grade is relatively flat and the development appears more contextually scaled.

In terms of built form transition, the proposal responds to the varying conditions on all sides:

North: The escarpment introduces a distinct topographical transition, making future buildings to the north (anticipated in the 12–20 storey range) appear comparatively shorter.

East: The development transitions well into the adjacent context. To the east of the site, as-of-right development of up to 11 storeys is permitted, providing a clear step-down and continuity with planned high-rise buildings, while respecting angular plane guidelines.

South: Similarly, as-of-right permissions for up to 9 storeys create a smooth and appropriate downward transition. The massing strategy in this direction allows for increased sunlight, pedestrian comfort, and visual openness.

West: The interface with the west accommodates future heights of up to 18 storeys, which complements the proposed development and maintains proportionality within the broader urban form.

Overall, the design demonstrates a strong sensitivity to its context, using both topographical and architectural transitions to ensure compatibility with its surroundings. The proposed massing strategy prioritizes integration and supports a dynamic yet balanced skyline.



Figure 26: View analysis of the proposed development's impact on the skyline and the greater neighbourhood context.

- k) Demonstration that, where a mid or high rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metre walking distance, whichever is greatest, of an existing or funded rapid transit station;

The subject site is located within a 600 metre radius (approximately 850 metre walking distance) of both Pimisi and Lyon LRT stations.

- l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;

The proposed parking ratio of approximately 0.3 spaces per unit, in conjunction with a bicycle parking ration of 1:1 within proximity to existing transit infrastructure, jobs and amenities provides for reduced reliance on private automobile use.

- m) Demonstration that the development meets or exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2;

The proposed development which includes a mix of studio, 1-, 2-, and 3-bedroom units provides for a diversity of housing options. With 21 three-bedroom units (6%) and included in the proposed development, the 5% minimum for large-household target is achieved.

- n) Any other matters as deemed appropriate by the City.

Overall, it is our professional planning opinion that the proposed Area Specific Policy is appropriate for the subject site as it meets the criteria established in Section 12 of the Official Plan.

5.2 Zoning By-law Amendment

As noted throughout the report, the subject site is currently split zoned **R5Q[2683] S429** and **R4UD**. To facilitate the proposed development and ensure zoning consistency across the whole site, a Zoning By-law Amendment is being submitted to apply the “Residential Fifth Density, Subzone Q” zone to the entirety of the site and to amend the site specific Zoning Exception & Schedule. The proposed new zoning will be **(R5BQXXXX] SYYYY)**.

The special exception would address specific performance standards, while the proposed site-specific schedule would establish building heights, setbacks, and stepbacks. The new zoning schedule and exception would allow the City of

Ottawa to apply specific provisions as detailed throughout this report to address the building design in the following areas:

5.2.1 Increase Permitted Maximum Building Height

The permitted maximum height of 29 metres of the current zone is proposed to be increased to 87 metres.

The zoning by-law amendment to permit high-rise development on the subject site is appropriate as it will accommodate a broad range of housing options and foster and promote a compact urban built form, pedestrian-oriented development while ensuring that the scale and character of the area is maintained.

The proposed building height and tower design are appropriate given the subject sites unique context along the escarpment between LeBretton Flats and Centretown West; an area already characterized by high-rise development.

Moreover, the subject site represents a significant opportunity for residential intensification within proximity to private and public amenities and services in support of the City's overall growth management strategy.

Further, the building has been designed as a high-rise point tower building advancing several of the City's Urban Design Guidelines for High-rise buildings. The orientation of the tower elements with articulated window location and vertical materiality elements creates a visually interesting and attractive built form that will positively contribute to the skyline. It is our opinion that the proposed high-rise tower at 28-storeys in height represents an appropriate height and use for these lands.

Finally, the Residential Fifth Density, Subzone Q Zone is well represented in the area with multiple properties zoned for high-rise development.

5.2.2 Reduced yard setbacks

The proposed development represents an urban character of built form that reflects the direction provided by table 6 of the Official Plan for development within the downtown Core transect. The proposed setbacks, that will be implemented through the height schedule, are appropriate given the context of the subject site.

The proposed development includes shallow front yard setback that is consistent with the existing character along Laurier Avenue West. Areas of formal landscaping are proposed in the front and side yards with space available for soft landscaping, trees and hard surfacing.

The requested reduced setbacks area factor of the unique dimensions of the site and the opportunity presented by the abutting property conditions which will reduce adverse impacts typically associated with setback reductions.

To the north and west, the property line directly abuts the escarpment with its steep elevation decline, heavily wooded condition, and associated protections in the Official Plan. In time, if redevelopment occurs along this interface, the presence of the escarpment will guarantee an ample setback between buildings and substantially mitigate proximity concerns.

To the east, the subject site incorporates the heritage building known as Alexander Fleck House, and then Bronson Avenue. Similarly, it is not anticipated that redevelopment is available on this portion of the property, and that, coupled with the ROW width of Bronson to the east will ensure ample separation distances.

To the south, the 20 metre ROW width of Laurier Avenue West also engrains significant distances to the next nearest development parcel.

In all instances, the 6-storey podium, transitioning to 750m2 point tower will allow for preserved site lines, sky views, and access to sunlight throughout the majority of the day.

5.2.3 Reduced Parking requirements of 102 spaces whereas 172 spaces are required

The proposed parking requirements are consistent with urban developments in the city and strikes a balance between providing parking while also featuring a 1:1 ratio of bicycle parking to encourage healthy and active lifestyles.

The reduced parking space rate as well as providing a 1:1 bicycle parking space ratio will promote a balanced modal share split for personal trips. The subject site is in close proximity to local and regional public transportation options as well as the greater bicycle network. Further, the lands are located within the well established Centretown-West community with key amenities and employment hubs within walking distance. Therefore, the modest reduction in required parking requested is appropriate for this development proposal.

The Zoning By-law Amendment Application is appropriate as it promotes the ongoing transformation of the area to a more vibrant urban character and provides an appropriately scaled, high-rise building that is compatible with its surroundings, while achieving a high standard of urban design. The amendments facilitate a re-development that promotes a positive interface with the public realm using ample clear glazing, and active entrances along all public realm street frontages.

Furthermore, the proposed rezoning from a split designation of R4 and R5 to solely R5 is appropriate and justified given the site's context and policy framework. The R5 zone permits mid- to high-rise apartment dwellings, aligning with the site's designation within the Official Plan, which supports a full range of housing forms, including higher-density residential uses. In contrast, the existing R4 zone restricts development to up to low-rise apartment dwellings, with a maximum height of four storeys and, in some cases, restrictions on the number of units. These constraints are inconsistent with the site's central location, proximity to rapid transit, and walkable access to nearby commercial and community amenities. They also run counter to the broader goals and objectives of the Official Plan, which strongly support intensification and more efficient land use in this area.

Consolidating the zoning to R5 enables a more coherent planning framework, supporting intensification in a manner that optimizes land use and contributing to City objectives or transit-oriented development, housing supply, and the creation of compact, complete communities. The proposed zoning facilitates a building form that is compatible with the evolving urban fabric of the area, where higher-density residential developments are anticipated and encouraged.

5.3 Heritage Permit Application

As the property contains the Alexander Fleck House at 593 Laurier, which is designated under Part IV of the Ontario Heritage Act, a Heritage Permit is required to facilitate the proposed redevelopment of the lands. This application will be submitted following the OPA and Zoning By-law Amendment applications.

As per the submitted Heritage Impact Assessment, overall, for the entire project, the main treatment for the proposed developed, as defined in the Standards and Guidelines for the Conservation of Historic Places in Canada, 2nd Edition, would be considered one of Rehabilitation. While the full scope of work and intended use for the heritage building have not yet been determined, the main treatment for exterior of the existing heritage building should be considered one of Preservation.

Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with *Planning Act* requirements, including circulation of notices and the Statutory Public Meeting. 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 Meeting with the City of Ottawa and the Dalhousie Community Association.
 - A pre-application consultation meeting was held with city staff, the development team, and members of the Dalhousie Community Association on December 19, 2023.
- / Notification to residents and local registered Community Associations
 - - The Dalhousie Community Association joined the pre-application consultation meeting on December 19, 2023. Ongoing engagement with the Community Association and local residents will be an important aspect of the community consultation process for this proposal.
- / Community Information Session
 - - A community information session will be held to discuss the proposed development following this submission.
- / Committee meeting advertisement and report mail out to public (City of Ottawa)
- / Statutory Public Meeting - Planning Committee - The statutory public meeting will take place at the City of Ottawa Planning Committee.

It is also important to note that the project applicant and ownership group have been working closely with the existing tenant on the property at 601 Laurier Ave West (Dalhousie Housing Cooperative) to ensure that organization is relocated to a new location to facilitate their continued successful operations.

Conclusion

It is our professional opinion that the proposed Official Plan and Zoning By-law Amendments to permit development on the subject site constitutes good planning and is in the public interest. As outlined in the proceeding sections, the proposed development:

- / Is consistent with the Provincial Planning Statement (2024);
- / Is consistent with the City of Ottawa Official Plan (2022, as amended) and meets the criteria established in Section 12.3.1 as amended for an Area Specific Policy to amend the Official Plan;
- / Aligns with the City's Urban Design Guidelines for High-Rise Buildings including a distinguished base, middle, and top, adequate tower separation distances, and providing a slender tower floorplate which reduces impacts of shadowing and loss of sky-views;
- / Complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties;
- / Retains the existing Alexander Fleck House at the corner of Bronson Avenue and Laurier Avenue West demonstrating adaptive reuse and providing vital re-investment in the building while retaining important character defining elements;
- / Is supported by the submitted plans and studies and will create no undue adverse impacts on the area regarding shadowing, wind, noise, or transportation capacity.

Sincerely,



Gillian Henderson, M.USD
Planner



Tim Beed, RPP, MCIP
Associate