

# FOTENN

**900 ALBERT  
STREET**





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## 1.0 Report Context

The following is an addendum to the Fotenn Planning Rationale dated March 2016. This Addendum is intended to summarize changes to the development, including the addition of residential units, variation in the tower heights, major changes to the design of the development, and revisions to amenity areas, setbacks, and parking ratios. This Addendum is also intended to address outstanding comments from the Official Plan and Zoning By-law Amendment applications in terms of the rationale for the proposed changes. It is FOTENN's opinion that the findings of the March 2016 Planning Rationale still apply, in general and specific terms to the revised development proposal.

## 2.0 Applications and Rezoning Requested

In March 2016, Fotenn submitted Official Plan Amendment and Zoning By-law Amendment applications on Trinity's behalf for the lands at 900 Albert Street. Applications were submitted for Site 1 (900 Albert Street core property) and Site 1B (900 Albert Street and lands within the rail corridor). The applications for Site 1B have subsequently been put on hold, while details are discussed, but Trinity is continuing to push forward with the Site 1 applications.

The Official Plan Amendment for the core site sought to amend Schedule B to the Bayview Station District Secondary Plan to add a new "Area F" to the Plan that would permit the proposed building heights (55 storeys). In the months since the original submission, Trinity and their design team have been working to revise the building design based on comments received from the internal circulation, external agencies, the community, and through several consultations with the City of Ottawa's Urban Design Review Panel (UDRP). The changes to the design have altered the requested Zoning Amendment such that it will now seek to permit a maximum height of 59 storeys on the property at 900 Albert Street, and a portion of the City's rail corridor lands between the tracks and the west property line of 900 Albert Street.

The Zoning By-law Amendment for the core site sought to amend the existing site specific zoning on the property to permit the revised mixed-use development proposal, altering setbacks, building and podium heights, parking rates, and other requirements. Based on the most recent design of the development (November 2016), the following amendments are required:

- / Rezone the subject lands from MC[1967] S291, S292-h to MC[XXXX] F(YY) SZZZ where the special provisions are as follows:
  - The lands zoned MC[XXXX] F(YY) SZZZ are one lot for zoning purposes
  - The required building heights and setbacks in the parent MC zone do not apply;
  - Maximum permitted building heights, # of storeys, and minimum setbacks are as per Schedule ZZZ;
  - The maximum building heights on Schedule ZZZ do not apply to projections listed in Section 64.
  - Despite Area D on Schedule ZZZ, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.
  - Despite the definition of average grade, average grade is to be calculated from the geodetic reference of 63.0 metres above sea level.
  - Section 85(3) does not apply and an Outdoor Commercial Patio may be located within 20 metres of a residential zone with no requirement for screening.



- Table 137(6) does not apply and the minimum required amenity area is 3.5m<sup>2</sup> per dwelling unit; of which at least 50% is required to be communal.
  - Above the 10th floor, the maximum floor plate size for residential uses is 850 square metres, not including balconies.
- / Replace Schedule 291 and 292 with a new Schedule ZZZ to provide site specific building height and setback requirements.

### 3.0 Proposed Development – As Revised

Trinity is proposing to develop an innovative, transit-oriented, mixed-use development at what will soon be the hub of Ottawa's rapid transit network – Bayview Station. The property at 900 Albert Street is located directly adjacent to the station which, when the Confederation Line light-rail transit (LRT) opens in 2018, will be the only connection point between the Confederation and Trillium LRT lines.

The proposed built-form consists of three (3) high-rise residential buildings atop a mixed-use podium and underground parking garage. Tower 1 is proposed as the tallest of the three towers at 59 storeys and is located in the southwest corner of the site. Tower 1 is linked to the 55 storey Tower 2 located in the northwest corner of the site by a ten (10) storey retail, parking, and office podium. The podium features 2 storeys of retail uses, five (5) levels of above-grade parking, and four (4) levels of office space. Finally, Tower 3 is located on the east half of the site and has a proposed height of 50 storeys. The tower features a three (4) storey retail and office podium (1 floor of retail and 2 floors of office).

In total, 125,383 square metres of gross floor area is proposed, which includes 10,864 square metres of retail, 17,442 square metres of office, and 97,077 square metres of residential space. The total GFA has been reduced from the previous proposal and is now within the current maximum gross floor area permitted on the site by the as-of-right zoning. A total of 1,632 residential units are proposed within the three towers and they feature a range of sizes and styles.

The unique property has been carefully designed to properly address the Albert Street frontage and provide excellent connectivity through the site to the platforms of Bayview Station. Vehicle access to the site is from two separate locations along Albert Street. The more westerly access is intended as the primary access to the site and would be a signalized full movement intersection. This would be a vehicular access providing a street through the site that is open to the sky above. This access provides access to the residential tower drop-off areas, limited on-street parking for retail uses, and at the south end, access to the upper and lower levels of parking.

Given the significant grade change on the site along Albert Street, the secondary easterly access is approximately 3 metres below the main access and vehicles using this access would enter the site on the Lower Level floor. This access provides connections to the above and below grade parking garages and also provides access to the loading court along the south side of the property. All deliveries and servicing would enter the site through this secondary access to access the loading court, which serves all residential, retail and office uses. The loading is contained underneath the primary driveway above with truck movements occurring within the restricted lands along the south edge of the site.

Pedestrians accessing the site from Albert Street would be able to do so from either of the vehicular access where wide pedestrian sidewalks are provided with direct access to ground floor and lower level retail units. The primary driveway has been designed as a typical street with trees along wide sidewalks with direct access to retail units, office lobbies, and residential buildings.

At the east end of the site, adjacent to City Park Drive is a privately-owned public plaza space that punctuates the corner and welcomes pedestrians onto the site. A direct connection to the multi-use

pathway along the Trillium Line to the west is also provided along the southern property line. This connection is screened from the existing development to the south by a 6 metre high green wall. Paving treatments of the adjacent roadways and service areas will reinforce the sense of a shared space for all users.

The development recognizes the importance of the connection to Bayview Station and proposes a series of connection options to reach the station. From the ground floor, a raised bridge connection will provide access over the MUP from the podium shared by towers 1 and 2 to the future extent of Bayview Station. At-grade connection from the lower level will also be provided via a connection to the existing multi-use pathway. This lower level connection also provides direct bike storage access for residents and employees. For pedestrian moving along the south side of Albert Street, a staircase from street level down to the station and multi-use pathway is provided on the south side of the bridge. The station may also be accessed from the site by crossing at the new full-movement intersection at the primary access to the site, to access the station from the north side of Albert Street.

The City has engaged with Trinity in planning for the Albert Street corridor which has looked at various 'complete street' concepts for the street given its location adjacent to transit stations, and it being identified as the route for a cross-town bikeway in the City's 2013 Transportation Master Plan. The proposed functional plan for the corridor reduces the number of vehicle lanes from four (4) to three (3) and proposes cycle tracks on both the north and south sides. Because of limited width along the Albert Street bridge, pedestrian facilities across the bridge are only provided along the north side.

A total of 1,183 parking spaces have been proposed for the development, including 779 residential parking spaces, 30 residential visitor parking spaces, 198 retail spaces, and 176 office spaces. The parking has been distributed across four (4) levels of underground parking and five (5) levels of above-grade parking. The parking ratios proposed for the three uses have been carefully studied and reviewed and are considered appropriate for the site's location. The retail use is parked at a ratio of 1.8 spaces per 100 square metres of gross floor area (GFA) while the office use is parked at a rate of 1.0 space per 100 square meters of GFA. The residential use is parked at a rate of 0.47 spaces per unit.

A total of 929 bike parking spaces are provided on the site to service all uses. 63 parking spaces have been located at-grade as convenient spaces for visitors to the retail uses on the site. The balance of the bike parking is provided on level P1 with direct access provided from the Trillium Line multi-use pathway.

## **4.0 Policy and Regulatory Framework**

Comments from the March 2016 Official Plan and Zoning By-law Amendment submissions requested further discussion on specific policies from the Official Plan, Official Plan Amendment No. 150, and the Bayview Station District Secondary Plan after the design had been further refined. These policies, amongst others, are discussed in greater detail below.

### **4.1 Provincial Policy Statement**

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS recognizes that "the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy". To this end, the PPS generally promotes the creation of "healthy, liveable and safe communities", through

efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for intensification and redevelopment taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities.

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. Policy 1.6.5.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

The proposed transit-oriented, mixed-use development is consistent with the Provincial Policy Statement. The proposal promotes an efficient, cost-effective pattern of development that takes advantage of existing infrastructure and public service facilities, and promotes alternate modes of transportation.

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

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

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

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

## 1. Managing Growth

- a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

## 2. Creating Liveable Communities

- a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

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

### Managing Growth

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

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

Section 2.2.2(1) provides a definition of residential intensification as development that results in a net increased in residential units and includes:

- / Redevelopment (the creation of new units, uses or lots on previously development land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. The subject property is located within the identified Bayview-Preston Mixed-Use Centre. Figure 2.3 sets a density target of 200 people and jobs per gross hectare by 2031. This is compared to the 2006 densities of 142 people and jobs per



gross hectare. Section 2.2.2(5) sets a target for residential intensification to represent 38% of all development within the City between 2012 and 2016.

The proposed development at 900 Albert Street meets the definition of residential intensification, as defined by the City of Ottawa Official Plan. The redevelopment of the brownfield site will result in the addition of a significant number of residential units, retail and office development on vacant lands within the urban area and directly adjacent to what will soon be the major hub within the City's rapid transit network. The proposed development applications will facilitate the redevelopment of the site with a more transit-supportive, mixed-use development in an area designated for intensification.

## Land Use Designation

The Subject Property is designated "Mixed-Use Centre" on Schedule B of the City of Ottawa Official Plan. The Mixed-Use Centre designation, outlined in Section 3.6.2 of the Official Plan, identifies areas that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. These Centres are identified as areas with high potential to achieve compact and mixed-use development, and to accommodate substantial growth.

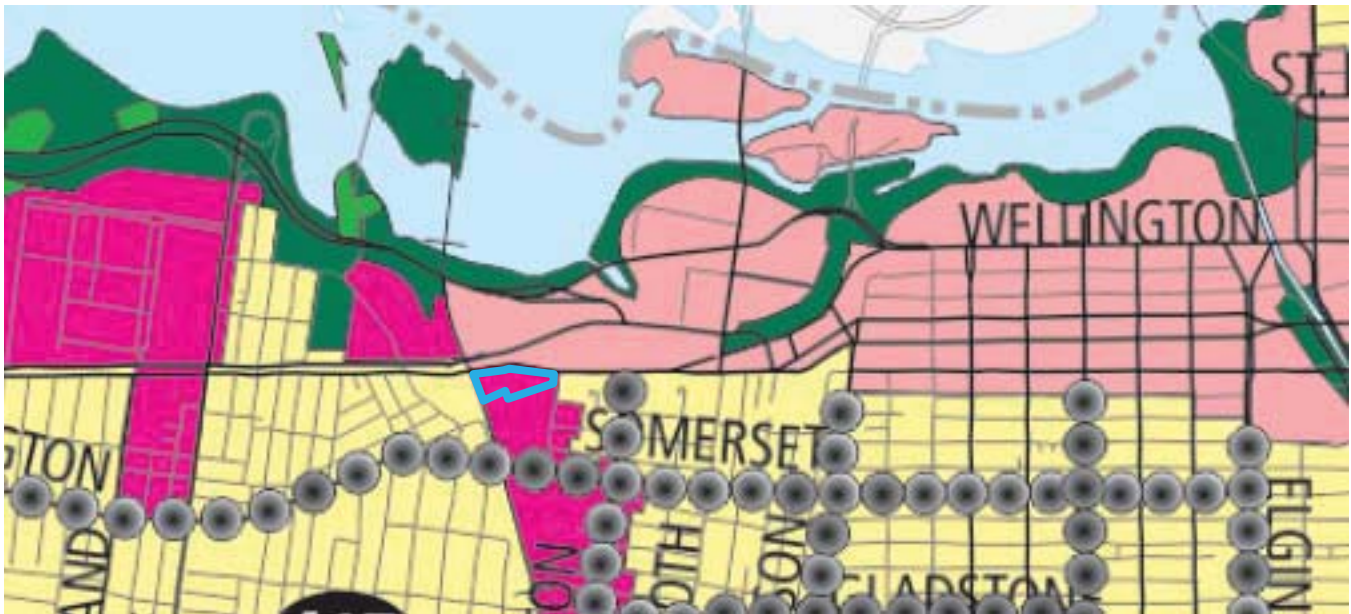


FIGURE 2: OFFICIAL PLAN SCHEDULE B

Mixed-Use Centres should be characterized by a broad variety of transit-supportive land uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use developments.

Policies 7 through 10 of Section 3.6.2 support the intention of Mixed-Use Centres as mixed-use, compact areas that enhance opportunities for walking, cycling and transit and provide opportunities for a variety of activities.

The proposed development at 900 Albert Street contributes to the creation of a compact, mixed-use centre by adding a high-density mixed-use building directly adjacent to the transit station. The building is located within 200 metres of the Bayview Station, which will serve as the only connection hub between the Confederation and Trillium LRT lines. The lands are ideally suited for increased

density and the development has been designed such that it will be easy to move to and from the transit station while also providing excellent connectivity to existing cycling and pedestrian facilities which provide connections to adjacent communities and the downtown core.

The proposed development also includes modifications to Albert Street adjacent to the site which will create a complete street environment and will connect into the City's plans for Albert Street to the east and west. Albert will become an important east-west link for all forms of transportation, particularly pedestrians and cyclists making their way to the station. The proposed modifications will provide cycling and pedestrian facilities and, together with other connections through the site, will provide excellent access to the station.

## **Building Liveable Communities**

Section 2.5 proposes that Ottawa's communities be built on the basics of good housing, employment, ample greenspace and a sense of history and culture. It also proposes to create more liveable communities by focusing more on community design and by engaging in collaborative community building, particularly around Mixed-Use Centres and Mainstreets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. Compatible development is development that, although it is not necessarily the same as or similar to existing buildings in the area, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it is development that "fits well" within the physical context and "works well" among the functions that surround it.

The proposed development is compatible with its surroundings, recognizing the existing use and planned function of other properties within the mixed use centre area.

## **Location of Tall Buildings**

Policy 7 of Section 4.11 defines high-rise development as a building of 10 storeys or more. High-rise buildings may be considered within the Central Area, Mixed-Use Centre and Town Centres, Employment Area and Enterprise Areas and along Traditional and Arterial Mainstreets.

The proposed development is located within a Mixed-Use Centre – a land use designation identified as appropriate for high-rise developments.

## **4.3 City of Ottawa Official Plan Amendment No. 150**

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous policy changes. Ottawa Council adopted Official Plan Amendment (OPA) 150 in December 2013, receiving Ministry of Municipal Affairs and Housing approval April 24, 2014. As OPA 150 is currently under appeal, the current policies of the City of Ottawa Official Plan 2003, consolidated May 2013 remain in full force and effect and have been used to review and evaluate the proposed development.

Although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been considered as the intended direction of City Council and are described below.

Section 2.2.2 of the Official Plan which was entitled 'Managing Growth', is amended in OPA 150 to 'Managing Intensification with the Urban Area.' This Section has been revised to better reflect the focus on intensification in the urban area and to refine policies dealing with how compatible development is achieved. New density requirements (as opposed to targets) have been assigned to

target areas and updated current densities have been provided. For the Bayview-Preston area, the Plan requires a density of 200 people and jobs per gross hectare by 2031.

The proposed development seeks to add 1,632 residential units, as well as over 28,000 square metres of non-residential gross floor area to the property. As a result, the proposed development satisfies the density requirement and exceeds the densities to assist in achieving the 2031 density requirement for the Bayview-Preston Mixed Use Centre.

## **Intensification and Building Height**

Policies regarding building height have been relocated from Section 4 to section 2.2.2 and the height categories have been expanded to add a second category of high-rise buildings over 30 storeys. Building heights are dealt with in two ways. Interim heights will be established in designations but Secondary Plans may also establish different building heights. As per policy 10, the distribution of appropriate building heights will be determined by the location in a target area for intensification and the proximity of the lands to a rapid transit corridor, and the design and compatibility of the development with the surrounding existing and planned context. The tallest building heights are to generally be located closest to the transit station.

Policy 13 of Section 2.2.2 states that high-rise 30+ building will only be permitted where they are identified in a secondary plan and where the buildings are:

- / Located in the Central Area, a Mixed-Use Centre, or Town Centre; and,
- / Preferably located within 200 metres walking distance of a rapid transit station; and,
- / Separated from planned low-rise residential areas by a suitable transition as required by Section 4.11.

As described above, the subject property satisfies the above requirements for the location of a high-rise building over 30 storeys. The property is located within a mixed-use centre and is directly adjacent to the Bayview transit station. The design of the development contemplates the low-rise residential area to the east, stepping down the building heights and recognizing the planned function of the area, while also realising the important potential of the site and its proximity to transit. The policies of Section 4.11 are discussed in greater detail below.

The proposed Official Plan Amendment amends the Secondary Plan to recognize the increased building heights up to 59 storeys. The concurrent Zoning By-law Amendment is used to control the distribution of the density on the site and the location of the greatest building heights.

## **Provisions for High-Rise 10-30 and High-Rise 30+ Buildings**

Policy 13 of Section 2.5.6 states that Secondary Plans and Community Design Plans should locate high-rise buildings within proximity of a rapid transit station with the tallest buildings generally located close to the station. Policy 14 states that where buildings over 30 storeys are proposed, a public view and skyline analysis should be completed to assess the impact of potential buildings.

Finally, policy 15 states that the following criteria should be used in determining the location of high-rise buildings over 30 storeys:

- / A prominent location fronting on streets, lanes, public open space and other public land, preferably on three sides;
- / Potential for negative shadow or micro-climate impacts;
- / Provision in the plan for a mix of uses within the area or within the building;

- / Conservation, retention, and renovation of designated heritage buildings and significant heritage resources in their entirety; and,
- / Where a site has good transportation access, and is position with appropriate buffers to mitigate impact on established low-rise neighbourhoods per section 4.11.

The subject property satisfies all criteria for the location of a 30+ storey high-rise building, as set out in Section 2.5.6 of Official Plan Amendment No. 150. The site is surrounded on three sides by public rights-of-way, proposes a mixed-use building that will not cause undue shadowing or microclimate impacts, and has excellent transportation access for transit riders, cyclists, pedestrians, and vehicles. A discussion on views and other policies of section 4.11 is included below.

## Land Use Designation

The subject property continues to be designated as “Mixed Use Centre” in OPA 150. The City will support intensification in Mixed-Use Centres where it provides an increased number of jobs and increased housing options resulting in increased transit ridership. In the long-term, it is envisioned that these centres will become complete, liveable communities attracting people for the jobs, leisure, lifestyle, and business opportunities they provide.

The predominant form of development and intensification will be transit-oriented. When considering a proposal for transit-oriented development through infill or redevelopment in the Mixed-Use Centres, OPA 150 highlights the importance of the following factors:

- / Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;
- / Connecting transit to all locations within the Mixed Use Centre along safe, direct and easy-to-follow routes for pedestrians and cyclists;
- / Directing the highest density close to the station so that transit is the most accessible to the greatest number of people;
- / Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and removes the need to travel outside the area for everyday needs;
- / Supporting a mix of multi-unit housing, including affordable housing and housing for those who rely on public transit; and
- / Carefully managing traffic and the supply of parking.

The proposed mixed-use development achieves all of the City’s objectives for transit-oriented intensification within Mixed-use Centres. The proposal creates a mixed-use hub at the only connection point between the City’s two LRT lines that will offer retail, office and residential uses. The office and retail will provide opportunities for work and shopping along the rapid transit corridor, while also supporting the proposed residential units and surrounding community. The residential units proposed will feature a mix of unit sizes that will provide affordable units for those who rely on transit while also offering an opportunity to live, work, and play in proximity to transit and the downtown core. Parking on the site has been carefully studied to minimize its provision, while ensuring a viable and successful development. Alternative modes are encouraged through the site design and the excellent connectivity to existing or planned pathways and cycle lanes and to the transit station platforms.

## Urban Design and Compatible Development

Section 4.11 has been significantly revised and updated through OPA 150. The purpose of the policies of this section are to require high quality urban design in all parts of the city and design excellence in design priority areas.

Policy 2 of Section 4.11 speaks to views. Depending on the location, mass or height of new development, it may alter the designated public view points. Development applications proposing high-rise buildings are required to demonstrate how the proposed building will contribute to, and enhance the skyline of the city and existing prominent views or vistas to create new ones. Views of the Parliament Buildings are also to be protected, per annex 8A of the Official Plan.

The potential conflict with the City's prescribed view corridor and height restrictions relative to the Parliament buildings, subject to Annex 8A of the Ottawa Official Plan have been assessed. This annex shows the key view points and view corridors identified throughout the downtown core for protection. The subject property is located outside of the study area and the protected view corridors. There are no adverse visual effects to the view corridors and the policies do not apply.

Consistent with policy 2, additional view studies were undertaken in conjunction with the City to understand the impact of the proposed development on the City's skyline. This study found that the proposed development would enhance the skyline from key viewpoints. Together with other planned and proposed developments, the node around Bayview Station will contribute positively to the City's skyline with three distinctive towers.

Policies 5 through 8 of Section 4.11 deal with Building Design. The policies recognize that good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. Policy 5 notes the importance of good design on the portions of the building that fronts onto public realm spaces. Applicants are required to demonstrate how the design of their development fits with existing desirable character and planned function of the surrounding area in the context of setbacks, heights, and transition; facade and roofline articulation; colours and materials; architectural elements, etc.

Policy 7 recognizes the importance of certain sites as gateways into communities. These sites should feature strong architectural elements that feature the corner of street axis, capitalizing on the possibilities for street facades, and soft landscaping and pavement treatments to accommodate sidewalk activity.

Policy 8 suggests that loading facilities, servicing areas, and mechanical equipment (including rooftop) should be incorporated into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cyclist pathways or adjacent ground-oriented residences.

The proposed development recognizes the prominence of the site as a gateway location in and out of the downtown core with prominent building architecture that concentrates building heights in proximity to the transit station, recognizes the potential for future developments on surrounding properties, and steps down towards existing low-rise neighbourhoods. Given the challenging grades on the site, the building has been oriented towards Albert Street with a retail plaza opening onto the main access to the site – which is also the main access to/from the transit station along Albert Street. The building features high quantities of glazing and active uses abutting the pedestrian realm and wide sidewalks to foster social interaction and an active streetscape.

A community gateway plaza at the eastern tip of the property welcomes pedestrians and cyclists into the site and provides connection to the new 4 metre wide pedestrian connection between City



Park Drive and the multi-use pathway along the rail corridor. Along this walkway, a green wall screens the adjacent City Centre development parking area while varied paving materials integrate this pathway into the new development.

The loading and servicing movements have all been contained within the site, with loading areas hidden from all street frontages and loading docks contained within the lower level of the building. Truck movements will occur adjacent to the pedestrian pathway along the south edge of the property but trucks will park within the building and be hidden from view at all other public locations.

Complementary to building design, the massing and scale of new development also contributes to the successful neighbourhood integration and compatibility of new development with the character of the surrounding community. The subject property has already been recognized as an appropriate location for high-rise development within the Bayview Station District Community Design Plan and Secondary Plan and the proposed development, while increasing the heights of the proposed buildings, will not result in adverse impacts on adjacent properties.

Policy 12 states that building height and massing transitions are to be accomplished through a variety of means, including incremental changes in building height, massing changes such as incorporating podiums or ground-oriented uses, and building setbacks and step backs.

The proposed development seeks to increase the permitted building heights on the property, but does not result in negative impacts on the surrounding community. The site was previously identified for high-rise development, and shadow and wind studies completed as part of the proposed development demonstrate the impacts of the proposed height increase on adjacent properties. The design focuses on the ground floor and providing a meaningful pedestrian experience along Albert Street, despite the significant and challenging change in grades.

The massing on the site has incorporated building setbacks and varied podium heights which allows for greater transition to surrounding properties, while recognizing the planned function and the importance of the site in proximity to transit.

Policy 13 reiterates the importance of establishing a human-scale and pedestrian-oriented street environment. High-rise buildings are to be designed such that any facade facing a street steps back between the second and sixth storey. Policy 14 describes how new high-rise buildings are designed to minimise wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views. To achieve this, towers (above the podiums) should be separated a minimum of 23 metres from adjacent towers, either on the same or adjacent properties. Towers should also have a floor plate that is limited – generally to 750 square metres for residential uses and 1,500 square metres of office uses. Buildings with larger floorplates must demonstrate that the objectives listed above are met and provide greater separation distance between towers.

The proposed development features three high-rise residential buildings with floorplates of approximately 850 square metres. The greater floorplates are offset by greater tower separation and other design elements that ensure sunlight penetration to public spaces, preserve sky views, and maintain privacy.

Office floorplates over 1,500 square metres are also proposed and are once again mitigated by greater separation and orientation to ensure the objectives are met.

Outdoor amenity areas are designed to accommodate a variety of leisure activities and include both private and communal amenity areas. Policy 16 requires that applications for mixed-use projects which incorporate residential uses include well-designed, usable amenity areas for the residents that are appropriate to the size, location, and type of development.

The proposed development provides 5,749 square metres of amenity area for the residential units. This includes a combination of indoor and outdoor space. Outdoor spaces are located on the rooftop of the podiums and feature flexible and well-designed spaces that offer views of the City skyline and are well connected to the interior amenity areas. All of the space proposed is communal space available to all residents.

A reduction in the amount of total amenity area per unit is requested through the Zoning Amendment. The request would reduce the requirement per unit from 6 square metres to 3.5 square metres. The proposed reduction is considered appropriate given the number of units and the availability of outdoor amenity space in the surrounding community. Tom Brown Arena is located just west of the site and offers a large park space. The multi-use pathway along the rail corridor also provides connections to the Ottawa River pathway in the north, and the Rideau Canal pathway network to the south.

Policy 17 recognizes that high-rise buildings are opportunities to include site-specific public art. Public art is included as a potential Section 37 benefit where additional height or density is being sought.

The proposed development actually proposes less GFA on the subject property than was previously proposed and would therefore pay no additional Section 37 benefit. However, the Section 37 benefits for the previous zoning amendment are still to be paid and could include public art. No public art is specifically planned for the development at this time, however landscaped spaces will utilize water and other structural elements to create a varied and interesting environment on the site.

The subject property has been identified as a Design Priority Area in Section 2.5.1 of the Plan. Policies 18 through 20 of Section 4.11 provide policy direction for these areas which includes specific design features such as designing the buildings first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future; locating front building facades parallel to the street; using transparent windows at grade; and using architectural treatments to soften the interface between buildings and the public realm.

The portion of the development that abuts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements such as weather protection elements, shade trees, wider sidewalks and enhanced pedestrian surfaces, coordinated furnishings, etc.

The importance of excellent design for the proposed development has been recognized since the beginning, as have the challenges and constraints of the property. Working with City Staff and the City's UDRP at several working meetings, the proposed development reflects comments and suggestions received throughout and combines them into what is considered to be a high-level design, appropriate for a mixed-use centre and a prominent location along the rapid transit network.

## 4.4 Bayview Station District Secondary Plan

The Bayview Station District Secondary Plan is the implementation of the Bayview Station District Community Design Plan (CDP) and is to be read in conjunction with the CDP. The March 2016

Planning Rationale provided a more detailed discussion of the CDP document and noted revisions to the document which would be required as part of the Secondary Plan Amendment process. Comments from the initial circulation of the OPA and ZBLA requested a further discussion of the project relative to the Secondary Plan once the building design was more refined.

The subject property is located within the “Mixed-Use” designation on schedule A of the Secondary Plan. This designation requires that new development incorporate a range of transit-supportive land uses including residential, office, institutional, employment, community and open space in a compact environment that employs designs with a priority on the pedestrian environment and connectivity. Creative development of a vibrant, mixed-use community befitting a major transit hub is encouraged to establish a new, unique district in the City. The land use mix anticipated in the mixed-use designation is approximately 60% residential and 40% office and retail.

Per policy 1 of Section 1.4.1, mixed-use development shall include active frontages with street-related, publicly accessible shops services and amenities adjacent to areas of high pedestrian circulation. Specifically, the three corners of the property are all identified as gateway features within the CDP. Albert Street and the south frontage (along the former Wellington Street right-of-way are all designated for active street frontages.

Residential and office uses are to be considered the primary uses for all buildings and large format retail uses are permitted provided they are designed to fit the overall site context and are in an urban multi-storey, street-related form.

Policy 6 states that public and private open spaces should be integrated and should serve as gateways, entrance features, gathering places, focal points, and key connections.

The proposed mixed-use development proposes transit-supportive densities in proximity to the transit station and mitigates the difficult grade change that occurs across the site to provide meaningful retail opportunities along Albert Street. The identified gateway locations have been recognized and incorporated into the overall public realm for the site, providing connectivity into and through the site for pedestrians and cyclists, while also enhancing connections to the transit station platforms.

Given the grade change, no active retail frontages are proposed along the old Wellington Street right-of-way, however this has been identified and improved as an important pedestrian connection across the site. The design also preserves the opportunity for this to become an active street if the City Centre property to the south redevelops in the future.

Policy 1 of Section 1.4.3 states that maximum building heights are as per Schedule B of the Secondary Plan, which identifies a maximum height of 30 storeys on the subject property. Tall buildings are required to generally include a podium and point tower arrangement with step backs occurring after the sixth storey. Policy 6 states that floor plates should not exceed the floor areas that will compromise the intended built form vision for the district, 750 square metres for residential uses and 2,000 square metres for office uses. Policy 7 states that a minimum tower separation of 20 metres is required, which is less than the 23 metres required by OPA 150.

The proposed development includes an Official Plan Amendment to amend Schedule B of the Secondary Plan in order to allow for building heights up to 59 storeys on the subject property as part of a mixed-use node that will feature office, retail and residential uses directly adjacent to Bayview Station. The City is making substantial investments in the LRT system totalling approximately \$2.13 billion. Injecting residential densities supports transit ridership at the Bayview Station is consistent with principles of good land use planning.

The building heights of 59, 55 and 50 storeys and the associated densities are consistent with the

policy direction of OPA 150 for tall buildings located within 200 metres of rapid transit stations. The preparation of studies and plans in support of the development applications has not identified any adverse negative impacts in terms of shadowing, loss of privacy, and interface/transition to the abutting neighbourhoods.

Consistent with the design direction of the policies of the Secondary Plan, and the City's Urban Design Guidelines for High-Rise Buildings (2006), the podium for the buildings is appropriately proportioned to the height of the towers.

The tower footprints of up to 850 square metres for residential uses and up to 3,600 square metres of office uses, although larger than the recommendations within the CDP and OPA 150, are appropriate and reasonable given the separation between towers. The larger floor plates are mitigated to ensure liveability for future and existing residents in terms of appropriate access to sunlight, privacy, and air circulation, as well as to mitigate microclimate impacts of high-rise buildings on adjacent public realm areas.

It is our opinion that the proposed heights are appropriate for the site and are in keeping with the strategic directions of the Official Plan and OPA 150.

Section 1.4.4 provides policy direction related to architectural design within the district. Building architecture in the Bayview Station District should be context-sensitive, seek opportunities to create visual landmarks and contribute to city-building on a broader scale. Policy 3 states that the ground floor of a mixed-use building should have a high floor-to-ceiling measurement to allow for a range of uses. They should also incorporate direct entrances from the street and high transparency and glazing to promote ground level animation and visibility.

Policy 4 also encourages a fine-grained streetscape with individual units and entrances expressed within modulated, articulated building facades.

The proposed development exemplifies excellent design and significant time and effort has been put in with the City's UDRP to address the changing grades along Albert Street and the importance of creating a varied and interesting streetscape along this frontage. The building features retail uses on the ground floor with high floor to ceiling heights and with access that open directly onto the sidewalk.

The recommended street pattern, key pedestrian and cycling connections and off-street multi-use pathway network is conceptually shown in the CDP. Specific to 900 Albert Street, sidewalks are shown on both sides of Albert Street with through-block/building connections through the centre of the block, and connecting to the transit station at the northwest corner of the site. On-street cycling lanes are shown along Albert Street while off-street pathway connections are shown along Albert Street and along the former Wellington Street right-of-way in addition to the existing off-street pathway connection along the rail corridor.

Policy 4 states that grade differences are to be handled through a variety of means with the goal of maintaining a continuous, accessible, fine-grained and interconnected pedestrian network. To enhance pedestrian connectivity, publicly accessible paths should be provided through development blocks and through buildings where block orientation cannot achieve a direct external pedestrian connection. When providing a direct connection to Bayview Station, through building passages shall be accessible during transit operating hours.

The proposed development includes a functional plan for modifications to Albert Street which include the addition of cycle lanes on both sides and wide sidewalks on either side of the street. The intent of the plan is to connect with what the City is proposing to the east and west.

A 4 metre wide pathway provides a connection along the south side of the site between City Centre Drive and the multi-use pathway along the rail corridor. This pathway will provide a direct connection through the site.

Through building connections are provided from Albert Street to the south and from the transit station through the building, both as envisioned in the CDP. Given the change in grade, stairs and elevators are used to make these connections continuous.

Section 1.4.6 deals with parking requirements for the proposed development. Since the adoption of the Secondary Plan, the City has revised minimum parking requirements, specifically accounting for development in proximity to transit. The previous parking maximums continue to apply. Policy 1 states that minimum and maximum parking requirements should be reduced within the District area to reflect downtown urban conditions and ratios that support high transit use. Policy 3 requires that parking be located underground or inside building podiums and should incorporate measures to provide appropriate screening and integration within the built form of the block. Policy 5 encourages parking garage entrances to be located on private driveways and side streets, to minimize impacts on the pedestrian realm. Finally, policy 7 requires that bike parking be located in convenient locations that is easily accessible and preferably at-grade.

The proposed development has carefully studied the parking requirements for the proposed uses and is proposing ratios which are similar to urban rates, and are within the City prescribed maximums. The intent is to encourage transit ridership as opposed to vehicle use. Parking is provided both in an underground parking garage and within the building podiums. The above-grade parking has been carefully integrated into the built form, screening it from view.

Bike parking is provided both at-grade and on the lower level. Direct access from the multi-use pathway to the bike storage area is provided to ensure easy access.

Policies for streetscaping are found in Section 1.4.7 of the Secondary Plan. Albert Street is recognized as an important corridor through the District and notes that as the street and bridge are reconstructed and rehabilitated, the pedestrian environment should be improved. Buildings should be designed to frame the street and create a high-quality pedestrian environment.

Policy 3 states that a 5 metre sidewalk width is preferred along major streets, including City Centre Avenue and Albert Street. Street trees, high-quality street furniture, and pedestrian lighting area also encouraged to create an inviting and secure pedestrian environment.

Policy 1.4.8 refers to Affordable Housing within the District. Consistent with Official Plan policies, new residential developments are encouraged to offer a range of housing types and tenures. 25% of all rental and ownership housing should also be affordable for households below the 30<sup>th</sup> income percentile as defined in the Official Plan.

The proposed development is seeking to develop the property with a mixed-use development that will feature a range of housing types and tenures including a range of units to meet the City's Official Plan targets for housing affordability.

Section 1.4.9 includes implementation strategies for the CDP and Secondary Plan. Specifically, Policy 4 contains policies for 801 (900) Albert Street which state that:

- / Any revised development concept shall be developed with regard to the directions set out in the CDP and the Secondary Plan and shall include demonstration through a master concept plan that the subject site and the site at the 250 City Centre Avenue will integrate with each



other with respect to connections, public realm and overall urban design to achieve a unified and seamless overall development program for the superblock that comprises these two sites.

- / The above master concept plan will serve as the basis for defining the details that will be reflected on any site plan for a revised development concept that will, in particular, provide a strong, well-defined pedestrian and cycle connection through the site to provide access to the Bayview Station and to 250 City Centre Avenue, including the integration of the open space system and public realm to be provided for 250 City Centre Avenue. This will ensure that the two sites will be seamlessly integrated as one superblock that reflects and implements the circulation and public realm directions of the CDP and Secondary Plan. Moreover, it will ensure a unified and interconnected public realm experience and a direct and seamless connection to the Bayview Station to support the promotion of transit use by employees and residents who will occupy the future development at 801 Albert Street and 250 City Centre Avenue.
- / The City in reviewing any revised development concept will also explore the potential to provide for a realignment of the Wellington Street right of way (ROW) to intersect at a right angle with City Centre Avenue to allow access to the superblock. In this regard, it is acknowledged that the replacement of the high pressure waterline, within the Wellington Street ROW, includes the provision of valves to allow for the relocation of the water main to facilitate a realignment. This would support achieving the extension of the grid pattern into the superblock and allow for the Wellington Street ROW to be transformed into a key public realm space with active uses and providing a normalized connection through the superblock from Hintonburg.
- / Any revised development proposal, like the development proposal that was submitted as part of the approved rezoning, shall not be permitted above any of the major pipe infrastructure crossing or adjacent to the site, unless such infrastructure is relocated to the satisfaction of the General Manager, Planning and Growth Management. The City will not contemplate future redevelopment of this site that requires the build-over of significant piped infrastructure.
- / The new Bayview Station District seeks a very dense, urban form of development which assumes an 85% modal share (60% transit). This requires parking rates befitting of densities and parking rates found in an urban core area. Any rezoning will also include adoption of Central Area parking rates, as per the Secondary Plan and zoning direction of this CDP.

The primary access street through the site provides an opportunity for future connection to the site at 250 City Centre Drive. The provision of a potential future connection has been maintained throughout the development of the site plan for the 900 Albert lands.

As noted above, the proposed plan includes a 4 metre wide pedestrian pathway along the property line shared with 250 City Centre Drive, as well as development of a park spaces in the southwest corner of the site, on City-owned lands within the rail corridor. This connection and park could easily be expanded to integrate with future development of the City Centre lands.

The proposed Zoning By-law Amendment seeks to adopt aggressive parking ratios for the site, comparable to downtown parking rates and encouraging transit ridership as well as alternative means of transportation.

## 4.5 City of Ottawa Zoning By-law

The subject property is zoned Mixed Use Centre, Special Exception 1967, subject to Schedule 291 and 292 – Holding (MC[1967] S291, S292-h) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The proposed Zoning By-law Amendment would rezone the property to MC[XXXX] F(YY) SZZZ. Special exception XXXX would have provisions generally as follows:

- / The lands zoned MC[XXXX] F(YY) SZZZ are one lot for zoning purposes
- / The required building heights and setbacks in the parent MC zone do not apply;
- / Maximum permitted building heights, number of storeys, and minimum setbacks are as per Schedule ZZZ;
- / The maximum building heights on Schedule ZZZ do not apply to projections listed in Section 64.
- / Despite Area D on Schedule ZZZ, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.
- / Despite the definition of average grade, average grade is to be calculated from the geodetic reference of 63.0 metres above sea level.
- / Section 85(3) does not apply and an Outdoor Commercial Patio may be located within 20 metres of a residential zone with no requirement for screening.
- / Table 137(6) does not apply and the minimum required amenity area is 3.5m<sup>2</sup> per dwelling unit; of which at least 50% is required to be communal.
- / Above the 10th floor, the maximum floor plate size for residential uses is 850 square metres, not including balconies.

The proposed amendment would also include a maximum floor space index, intended to control the maximum density permitted on the site while allowing for some flexibility in the design. Additionally, schedules 291 and 292 would be replaced with a new Schedule ZZZ that would provide site specific building height and setback requirements.

The proposed development is compared to the requirements of the MC[1967] S291, S292-h zone in the table below. Areas where amendments are required are highlighted in red and bolded.

Zoning Provision	Required	Provided
Setbacks	Front (City Centre Ave.): 3m Corner (Albert Street): No minimum Interior (City Centre Dev): No minimum Rear (Rail corridor): No minimum	Front: 25.1m Corner: 0m Interior: 3.1m Rear: 0m
Maximum Gross Floor Area	130,064m <sup>2</sup>	125,383 m <sup>2</sup>
Building Height	Maximum: 132.5m	<b>Maximum: 190m</b>
Amenity Area 6m <sup>2</sup> per unit of which 50% is required to be communal	9,792m <sup>2</sup> 4,896m <sup>2</sup> communal	<b>5,749m<sup>2</sup></b> 5,749m <sup>2</sup> communal

Zoning Provision	Required	Provided
<b>Minimum Parking</b> (per By-law 2016-249) Within Area Z – there is no minimum parking requirement for any uses. <b>Residential Visitor</b> 0.1/dwelling unit excluding the first 12 units up to a maximum of 30 spaces	Total: 30 spaces Residential: No minimum Residential Visitor: 30 spaces Retail: No minimum Office: No minimum	Total: 1,183 spaces Residential: 779 spaces Residential Visitor: 30 spaces Retail: 198 spaces Office: 176 spaces
<b>Maximum Parking</b> (per By-law 2016-249) Residential+Visitor: 1.75/dwelling unit Retail Store: 3.6/100m <sup>2</sup> of GFA Office: 2.2/100m <sup>2</sup> of GFA	Total: 3,619 spaces Residential + Visitor: 2,856 spaces Retail Store: 393 spaces Office: 370 spaces	Total: 1,183 spaces Residential + Visitor: 809 spaces Retail: 198 spaces Office: 176 spaces
<b>Barrier-Free Parking</b>	6 spaces	6+ spaces
<b>Bicycle Parking</b> Residential: 0.5/dwelling unit Retail/Office: 1/250m <sup>2</sup> of GFA 50% can be vertical 25% of residential spaces must be indoors	Total: 927 spaces Residential: 816 spaces Retail: 44 spaces Office: 67 spaces	Total: 929 spaces Indoor: 866 spaces (93%) Outdoor: 63 spaces
<b>Loading Space</b>	Total: 4 spaces Retail: 2 spaces (1 oversize) Office: 2 spaces	Total: 8 spaces (4 oversize)

A draft Zoning By-law Amendment is attached as Appendix 2 to this Addendum.

The increase to the permitted building height has been discussed in detail above. The City is making substantial investments in the LRT system totalling approximately \$2.13 billion. Injecting residential densities supports transit ridership at the Bayview Station is consistent with principles of good land use planning.

The maximum building heights 190 metres and the associated densities are consistent with the policy direction of OPA 150 for tall buildings located within 200 metres of rapid transit stations. The preparation of studies and plans in support of the development applications has not identified any adverse negative impacts in terms of shadowing, loss of privacy, and interface/transition to the abutting neighbourhoods.

Consistent with the design direction of the policies of the Secondary Plan, and the City's Urban Design Guidelines for High-Rise Buildings (2006), the podium for the buildings is appropriately proportioned to the height of the towers.

It is our opinion that the proposed heights are appropriate for the site and are in keeping with the strategic directions of the Official Plan and OPA 150.

The proposed amendment also reduces the required amenity area from 6 square metres per unit to 3.5 square metres. A total of 1,632 units are proposed within the three towers of the development with a total of 5,749 square metres of amenity area provided. This includes both indoor areas and outdoor spaces which are located primarily on the rooftop podiums. These spaces will be valuable social spaces for the residents of the building.

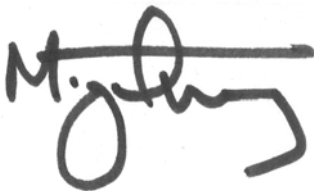
The reduced amenity space is appropriate given the proximity of the development to existing open spaces (Tom Brown Arena lands, linear park along the Ottawa, River, etc.) and given the connectivity

to pathway networks that will provide direct connections to the Ottawa River and Canal recreational pathway systems. Additionally, the residential towers are within a mixed-use complex that will feature 10,864 square metres of retail space that will include several amenities for residents. This may include a gym or other entertainment and service uses that will provide additional amenity area for residents.

## 5.0 Conclusions

In considering the revised development and the applicable policy framework, it is our professional opinion that the revised development proposal represents good planning and is in the public interest as it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and Official Plan Amendment No. 150, meets the applicable urban design guidelines and maintains the general intent of the Zoning By-law.

Overall, the revised development continues to advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, capitalizing on a development opportunity in proximity to rapid public transit, and contributing to the range and availability of housing for all ages and incomes.



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**FOTENN Consultants Inc.**



Paul Black, MCIP RPP  
Planner  
**FOTENN Consultants Inc.**

## **Appendix 1: Draft Official Plan Amendment**



## Document 2 – Details of Recommended Official Plan Amendment



Official Plan Amendment No. XXX

Modification du Plan Directeur

To the Official Plan of the City of Ottawa

**Land use**

**Utilisation du sol**

## INDEX

### THE STATEMENT OF COMPONENTS

#### PART A – THE PREAMBLE

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- ii. Location
- iii. Basis

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- 1. Introduction
- 2. Details of the Amendment
- 3. Implementation and Interpretation
- 4. Schedule A of Amendment XXX – Official Plan for the City of Ottawa

## **PART A – THE PREAMBLE**

### **i. Purpose**

The purpose of the proposed Official Plan Amendment is to update the Bayview Station District Secondary Plan, specifically, Section 1.4.3, Height, Bulk and Massing. The amendment will help facilitate the development of a mixed-use retail and residential complex on the property at transit-supportive heights and densities.

### **ii. Location**

The property is located on the south-west corner of the intersection of Albert Street and City Centre Avenue. The site abuts the Trillium Line LRT corridor to the west. The property has a total area of 14,428 square metres.

### **iii. Basis**

#### **Background**

The site is currently designated in the Official Plan as ‘Mixed-use Centre’ pursuant to Schedule B of the Official Plan and located within the Bayview Station District Secondary Plan area. The ‘Mixed-Use Centre’ designation generally supports building heights up to 30 storeys on the site. The lands are currently zoned to accommodate a broad range of transit-supportive uses, including retail and residential, in a compact, mixed-use, and pedestrian-friendly environment.

#### **Rationale**

The site is located within the Bayview Station District Mixed-Use Centre in the City’s Official Plan, reserved for strategic locations on the rapid transit network and intended to act as focal points of activity, representing a critical element in the City’s growth management strategy, being areas with high potential for compact and mixed-use development. This amendment supports transit-supportive densities in a compact, mixed-use development providing people with direct access to rapid transit services.

The amendment to the Bayview Station District Secondary Plan will permit for building heights up to 59 storeys on the subject property. This is consistent with the strategic direction of the in-force Official Plan and with the policy direction of

Official Plan Amendment No. 150 which notes that sites located within 200 metres of rapid transit stations may be suitable for building heights over 30 storeys.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule A constitutes Amendment No. XXX to the Official Plan for the City of Ottawa, Volume 2A – Secondary Plans, Bayview Station District Secondary Plan.

### **2. Details of the Amendment**

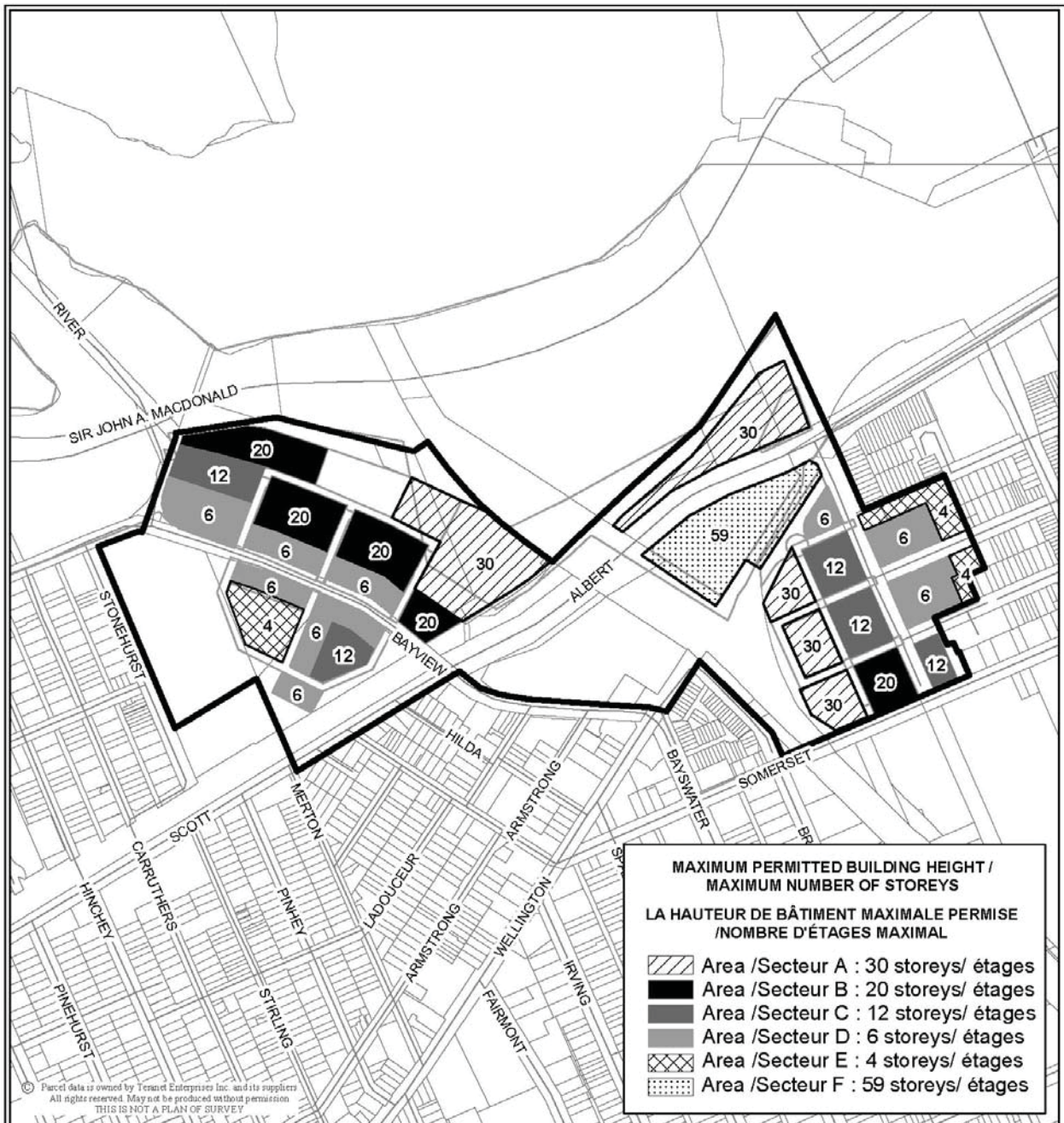
Schedule B to the Bayview Station District Secondary Plan is hereby amended by changing the permitted building height on the lands identified as 900 Albert Street to “Area /Secteur F: 59 storeys /étages” as shown in Item 3, Schedule A of Part B.

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

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



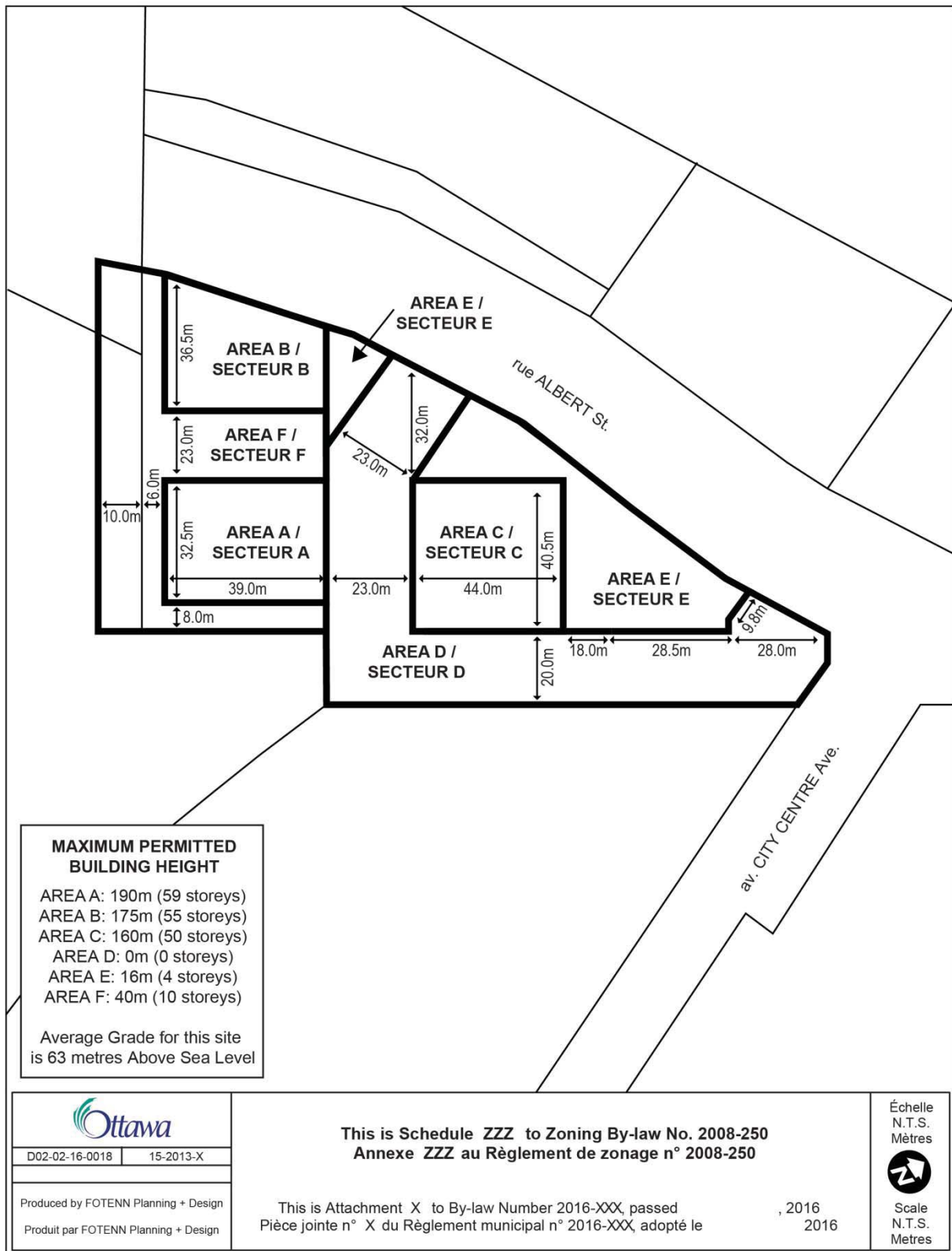
# SCHEDULE A



	<b>Bayview Station District Secondary Plan Schedule B - Building Heights</b>		Échelle N.T.S. Mètres
	Refer to legend		
2016 / 10 / 26 REVISION DATE    DE RÉVISION	040970069 Denotes Teranet-Polaris Parcel Identification Number		Scale N.T.S. Mètres

## **Appendix 2: Draft Zoning By-law Amendment**

## Document 2 – Proposed Building Height Schedule



### **Document 3 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 900 Albert Street:

1. Rezone the lands shown in Document 1 from MC[1967] S291, S-292-h to MC[XXXX] F(YY) SZZZ.
2. Amend exception 1967 of Section 239, Urban Exceptions with provisions similar in effect to the following:
  - a. In Column II, remove the text “MC[1967] S291, S-292-h” and replace it with “Reserved for Future Use”;
  - b. In Column V, remove all text.
3. Add a new exception MC [XXXX] F(YY) SZZZ to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a. In Column II, add the text, “MC [XXXX] F(YY) SZZZ”;
  - b. In Column V, add the text:
    - The property is one lot for zoning purposes.
    - The required building heights and setbacks in the parent MC zone do not apply.
    - Maximum permitted building heights, maximum # of storeys, and minimum setbacks are as per Schedule ZZZ.
    - The maximum building heights on Schedule ZZZ do not apply to projections listed in Section 64.
    - Despite Area D on Schedule ZZZ, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.

- Despite the definition of average grade, average grade is to be calculated from the geodetic reference of 63.0 metres above sea level.
  - Section 85(3) does not apply and an Outdoor Commercial Patio may be located within 20 metres of a residential zone with no requirement for screening.
  - Table 137(6) does not apply and the minimum required amenity area is 3.5m<sup>2</sup> per dwelling unit; of which at least 50% is required to be communal.
  - Above the 10<sup>th</sup> floor, the maximum floor plate size for residential uses is 850 square metres, excluding balconies.
4. The following provisions dealing with a Section 37 authorization will also be added to the new exception in Section 239:
- a. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section X of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below.
  - b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
  - c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
5. Section 1 of Part 19 of the Zoning By-law,
- a. Amend the title from “801 Albert Street” to “900 Albert Street”;

- b. Amend all instances of “801 Albert Street” within the text to “900 Albert Street.
  - c. [**\*\***Note that these conditions are to be revisited, based on the revised site design. ]
- 6. Remove Schedules 291 and 292 from Part 17 – Schedules.
- 7. Add Document 2 to Part 17 – Schedules, as Schedule **ZZZ**.