

**FOTENN**



## **150 Laurier Avenue West**

Planning Rationale + Design Brief  
Site Plan Control Application  
August 31, 2022



Prepared for JADCO Group

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# 1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) was retained by JADCO Group to prepare a Planning Rationale in support of an application for Site Plan Control to permit a development proposal located at 150 Laurier Avenue West. The intent of the application is to facilitate the development of a 27-storey mixed-use building containing residential apartment uses and ground-floor commercial uses.

The intent of the proposal is to maintain and conform to the existing provisions set out in the current and forthcoming Official Plan documents while meeting the Zoning By-law to establish the development as-of-right. Fotenn is of the opinion that the proposal represents sound land use planning.



Figure 1: Rendering of proposed building, looking west from Elgin Street

## 1.1 Public Consultation Strategy

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

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

## 2.0 Site Context and Surrounding Area

### 2.1 Site Context

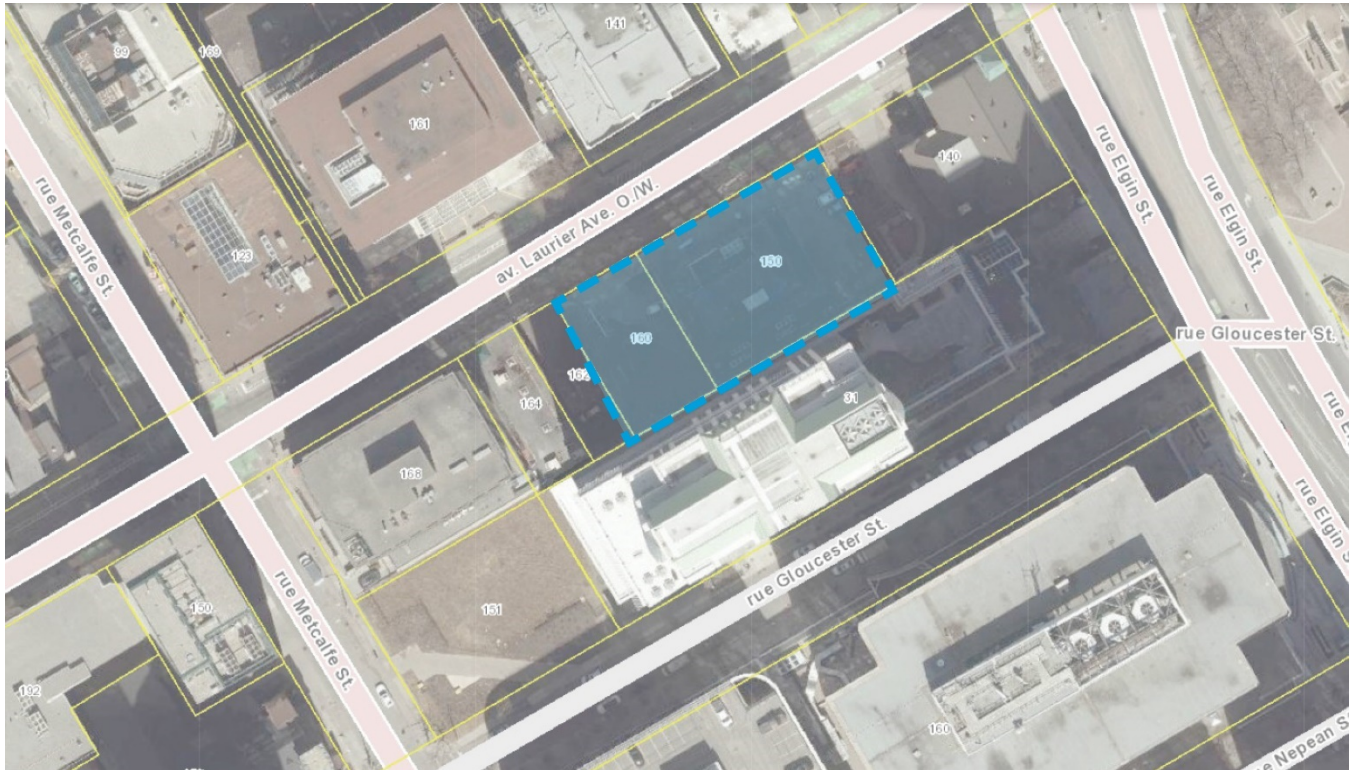


Figure 2: Aerial picture of the immediate site context of the subject property, outlined in blue. The subject property consists of 2 parcels: 150 Laurier Avenue to east and 160 Laurier to the west.

The site is located on the south edge of Laurier Avenue West in close proximity to Elgin Street to the east (Figure 2). The site has an area of approximately 1,815 m<sup>2</sup>. The site is occupied by a 5-storey office building with ground-floor commercial uses. This use appears to have been established as of the mid-20<sup>th</sup> century. Asphalt parking is provided on the east and west sides of the building from accesses on either side of the building. Underground parking is provided by a reverse-slope driveway to the east edge of the building.

The nearby intersection of Laurier Avenue West and Elgin Street is signalized. Hydro lines are buried on Laurier Avenue. The Laurier Avenue Bikeway is continuous along the site frontage, with concrete barriers separating the lanes from the vehicle roadway. The concrete barriers are interrupted intermittently to allow access to the parking on-site.

## 2.2 Surrounding Area

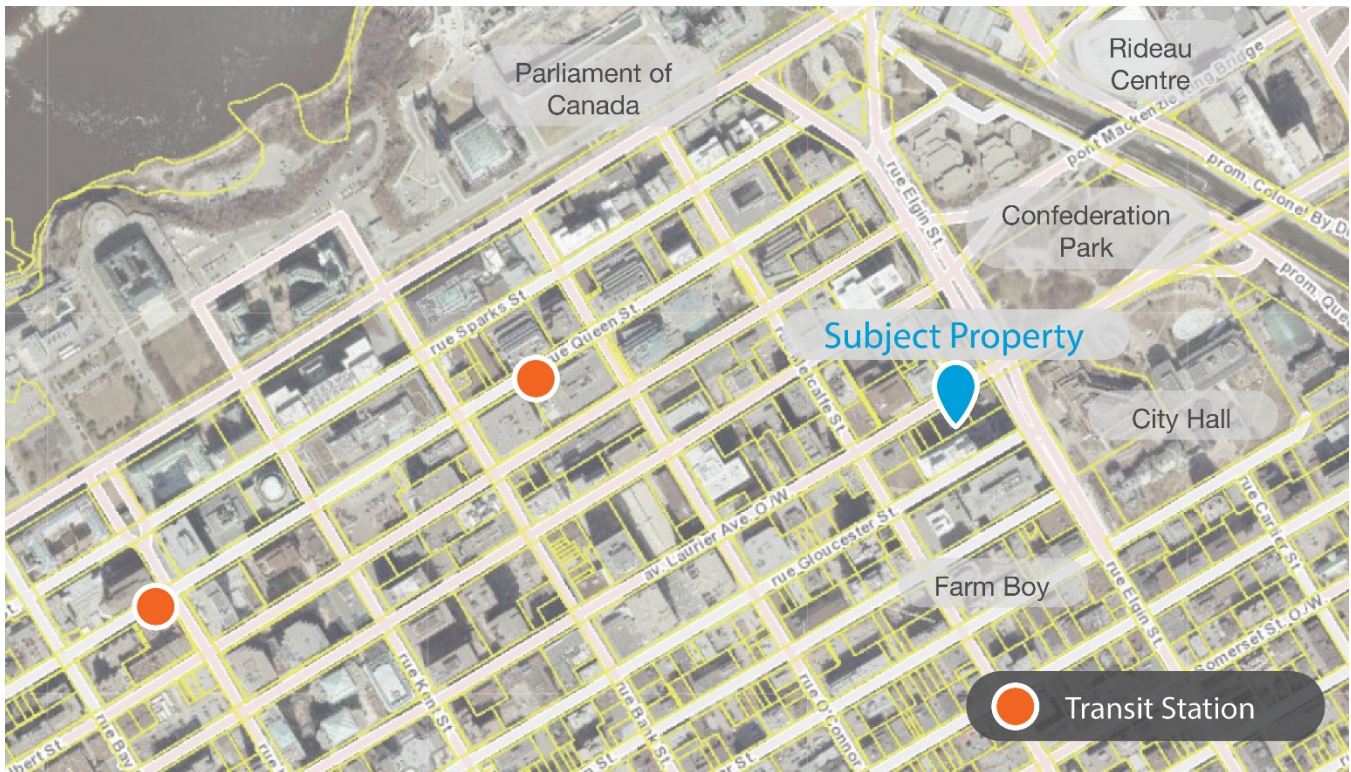


Figure 3: Aerial photo of the subject property and the surrounding area.

The following land uses are located in the area surrounding the site:

### North:

Directly north of the site are an array of office buildings forming Ottawa's Central Business District. The buildings are from a wide spectrum of eras ranging from pre-war to recently constructed. They have a variety of tenants and ground-floor commercial/personal service uses. The Lord Elgin Hotel, an individually designated heritage property, is located northeast of the site.

### East:

Directly to the east of the site is the First Baptist Church, an individually designated heritage property. Further east, across Elgin Street are the Ottawa Courthouse, Ottawa City Hall, and Confederation Park.

### South:

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

### West:

Directly west of the site are two low-rise commercial/office buildings containing a variety of retail and personal service uses. Further west is 170 Laurier Avenue West, a 14-storey office building with ground-floor commercial uses.

### 2.3 Transportation

Laurier Avenue West is classified as an “Arterial Road” on Schedule F – Central Area/Inner City Road Network of the Official Plan (Figure 4). According to Annex 1 of the Official Plan, this segment of Laurier Avenue West has a protected right-of-way (ROW) width of 20 metres, which is typically divided equally from the centreline of the road (10 metres on each side). The existing right-of-way along Laurier Avenue West is approximately 19 metres, with the right-of-way width from the centreline to the site being approximately 9.5 metres. Therefore, a road widening of approximately 0.5 metres is anticipated to be required. The submitted Site Plan accommodates a roadway widening of 0.55 metres.

The Transportation Master Plan and Schedule D – Rapid Transit Network of the Official Plan identifies Elgin Street to the east as a Transportation Priority Corridor (north-south). The Parliament LRT Station is within a 400-metre radius of the site and approximately a 560-metre walk.

Schedule C – Primary Urban Cycling Network of the Official Plan identifies that the site fronts onto the Laurier Avenue Bikeway, an east-west Spine Route and Crosstown Bikeway within the urban core of the City. The Laurier Avenue Bikeway has connectivity to the O’Connor Bikeway (north-south) through the core and an array of Multi-Use Pathways, Spine Routes, and Bikeways providing connectivity throughout the City.

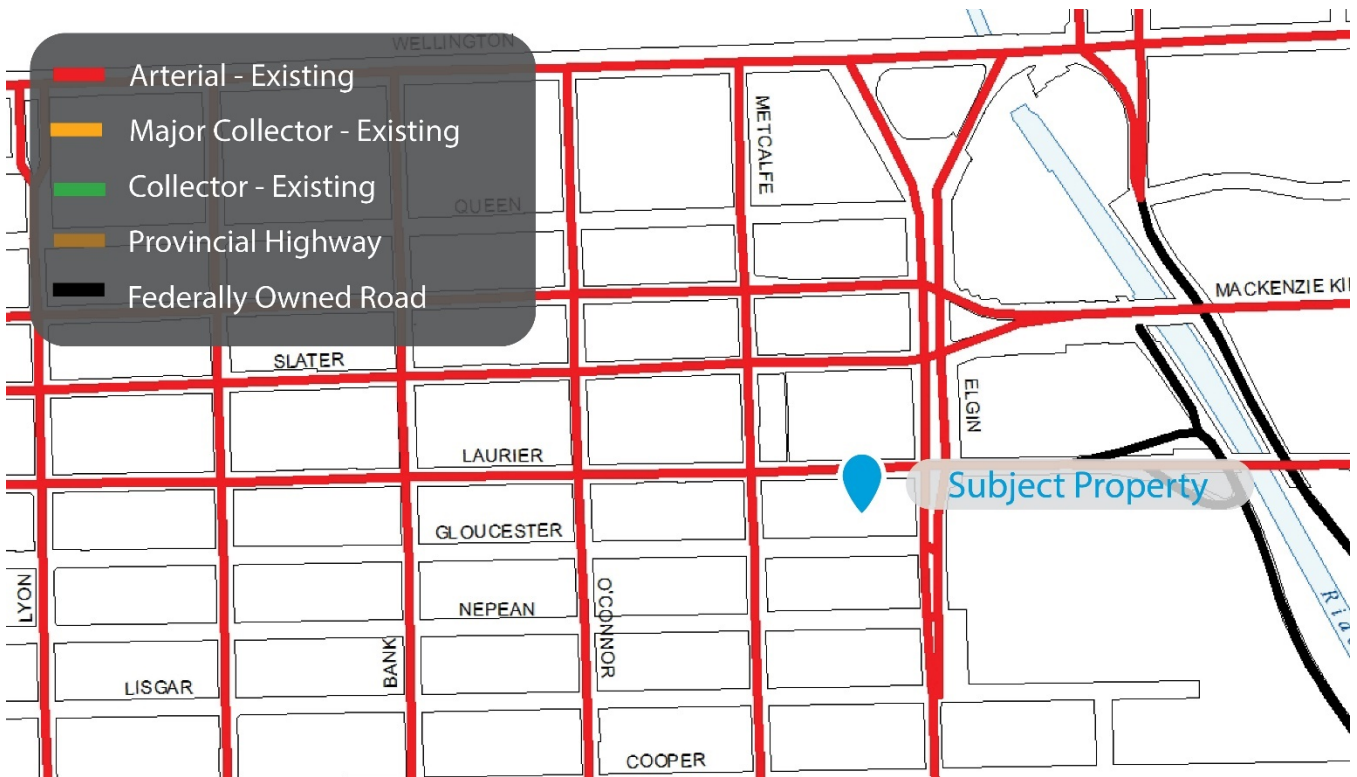


Figure 4: Subject Property on Schedule F – Central Area/Inner City Road Network of the City of Ottawa Official Plan (consolidated 2013, as amended).



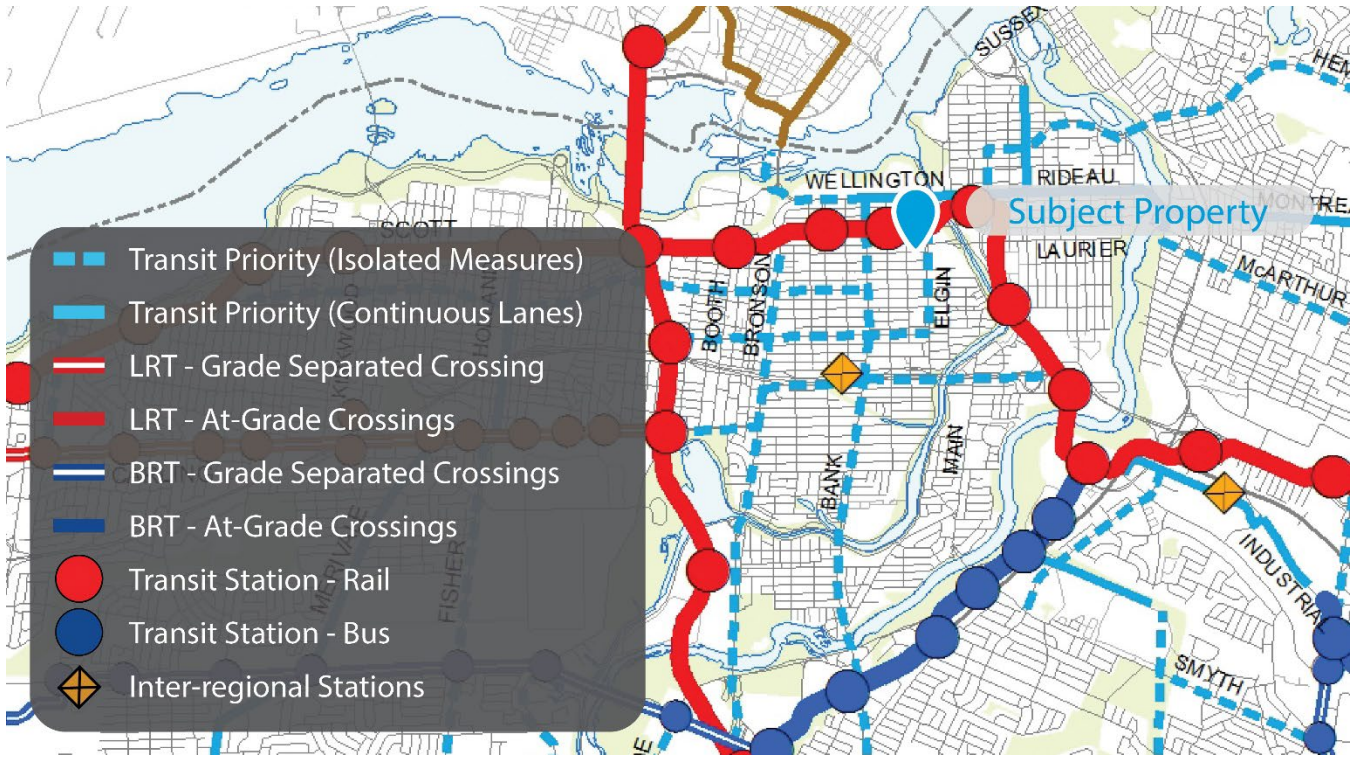


Figure 5: Subject property on Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (consolidated 2013, as amended).

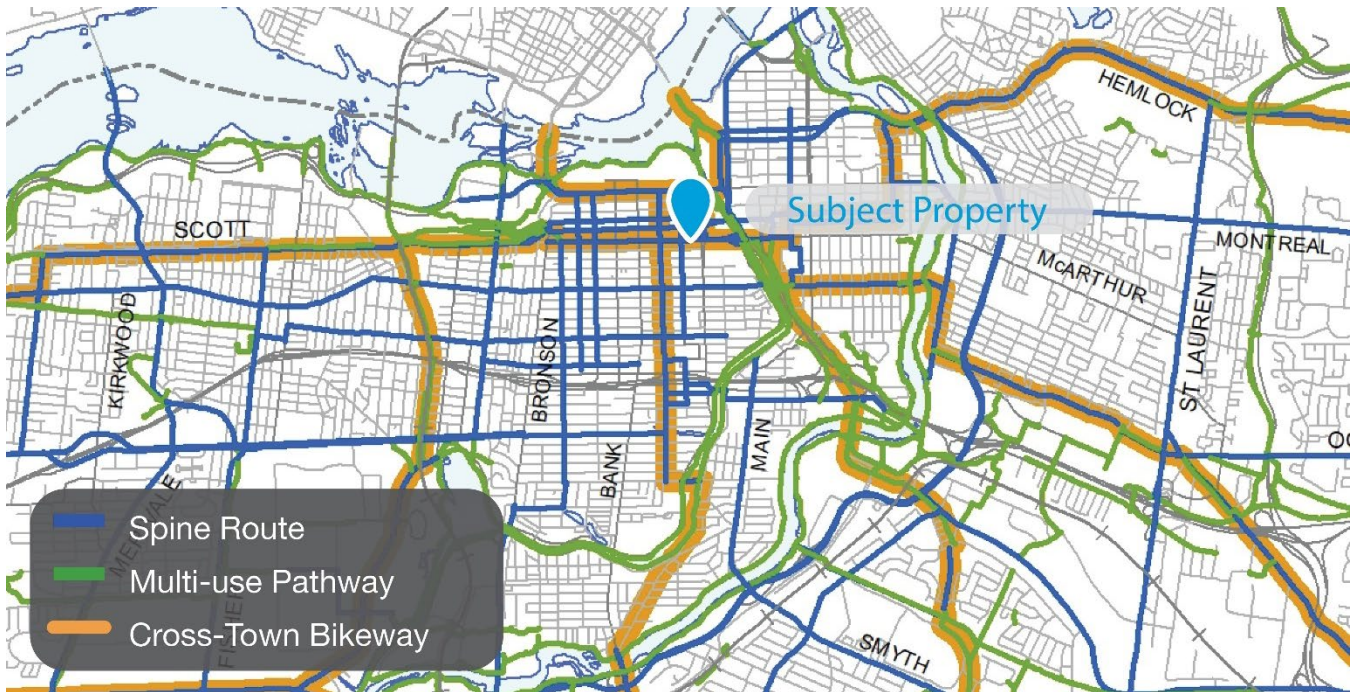


Figure 6: Subject property on Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (consolidated 2013, as amended).

# Proposed Development and Design Brief

## 3.1 Overview

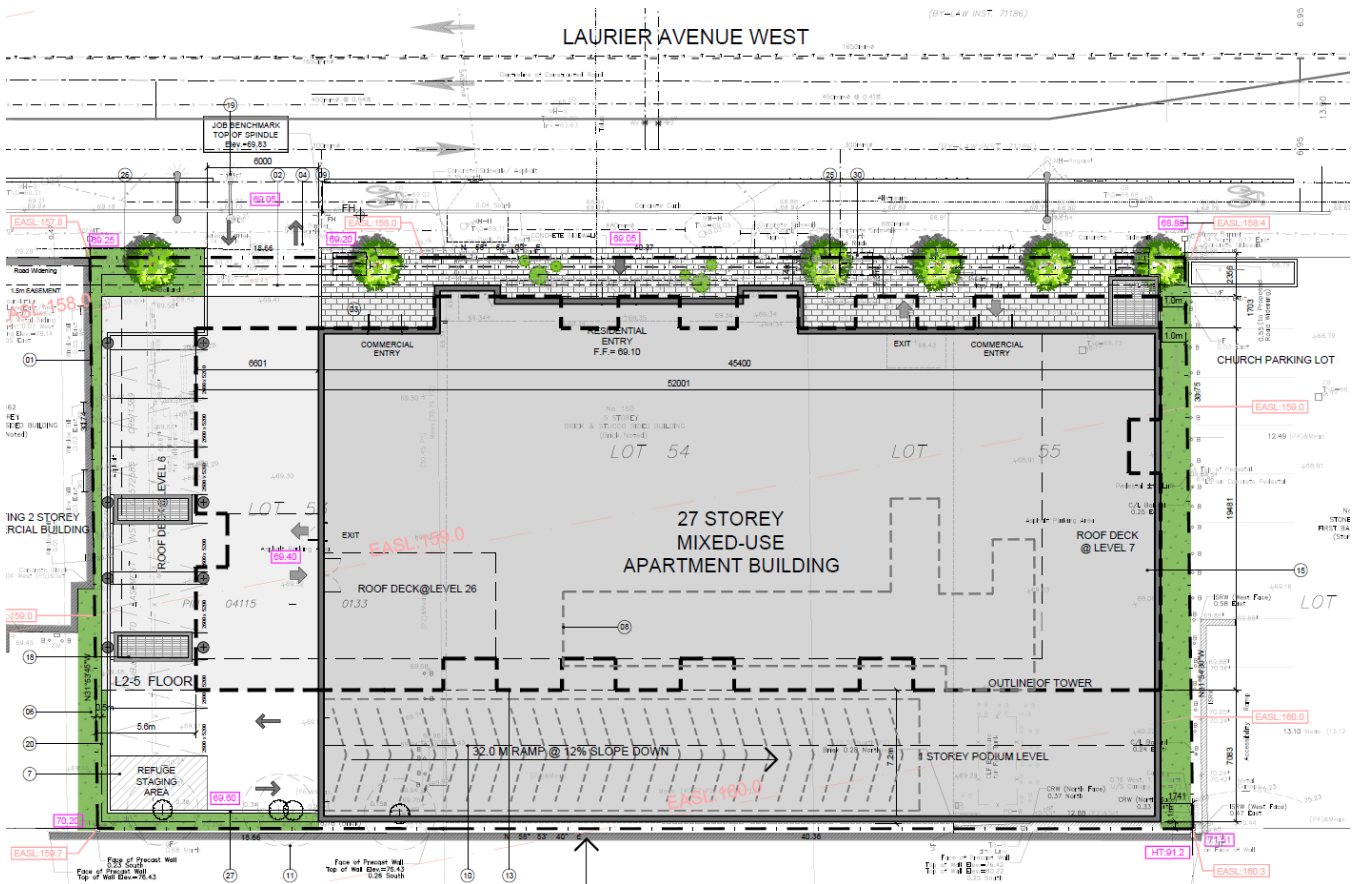


Figure 7: Site Plan Excerpt

JADCO Group is proposing a 27-storey high-rise residential apartment tower, sited on a 6-storey street-fronting building podium. The tower and podium will include approximately 312 apartment dwelling units, comprised of 147 one-bedroom units, 157 two-bedroom units, and 8 penthouse units. The building will be supported by a 6-floor underground parking garage allowing for 170 resident parking spaces and 30 visitor parking spaces..

The proposed design includes a six (6) level, 200 parking space underground parking garage, accessed via a garage ramp to the rear of the building. The existing surface driveway access to the west edge of the site will be maintained. The proposed building podium is cantilevered over the driveway aisle to maintain a strong, consistent building presence on Laurier Avenue West. To this end, the easterly driveway access currently operating on the site is proposed for removal.

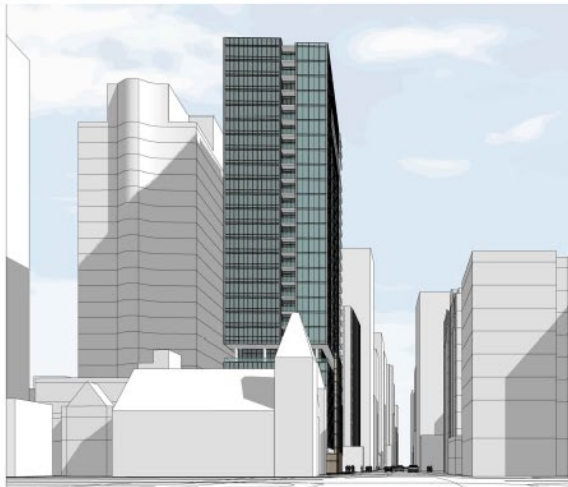
Seven (7) Pickup/Dropoff areas are provided at the surface level. The intent is that these spots will mitigate vehicle stoppage on Laurier Avenue West or blockage of the Bikeway for uses such as ride-share services, food delivery services, and small-scale delivery services (Uber, Amazon, ...). It should be noted that the design is proposing to reduce the existing site access from two (2) to one (1) in order to minimize conflicts with the existing sidewalk and avoid interruptions to the bikeway on Laurier Avenue West.



PEDESTRIAN VIEW AT INTERSECTION LOOKING SOUTH-EAST



PEDESTRIAN VIEW AT INTERSECTION LOOKING SOUTH-WEST



STREET VIEW AT INTERSECTION LOOKING WEST



PEDESTRIAN VIEW LOOKING SOUTH-EAST ACROSS STREET

Figure 8: Concept Renderings

The building features a six (6) storey podium consisting of anodized aluminum frames with clear glass and curtain walls, representative of the prevailing character of the buildings in the surrounding area. The upper floors of the building are distinguished by a reduced seventh floor volume above the sixth storey to create an interruption that provides visual interest, amenity, and an articulation cut. The ground-floor and centre volume of the lower building are clad in a mix of golden coloured glass and aluminium panel to provide a modern, visually interesting aesthetic for the building as it transitions to the podium to the tower form.

The proposed building design and site layout applies setbacks, landscaping, ample street-level transparent glazing, and high-quality materiality to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk. Given the site's context and existing materiality on nearby buildings, glass has been chosen for the exterior cladding of the proposed building podium. The upper storeys apply further glass panelling and curtain wall to reduce the visual mass of the building while also adhering to the characteristics of this portion of the Ottawa skyline.

At grade, the building front-yard setback is 1.4 metres from the north property line. The rear-yard setback to the south is 0.1m for the podium and increases to 7.2m for the tower portion. The interior yard setbacks are 1m to the east and 0.5m, increasing to 5.6m for the west.

The main entrance and lobby are in the northerly frontage of the building, fronting Laurier Avenue West. The commercial entrances will also front directly onto Laurier Avenue West, at the westernmost and easternmost portions of the frontage.

Bike parking has been included in the underground parking garage (294) and at grade (6). A total 300 bicycle parking spaces are proposed which results in a rate of 0.96 spaces per dwelling unit is proposed, which will exceed zoning requirements by nearly double and encourage active transportation. The provided outdoor bike parking will be intended for additional convenience to commercial patrons and visitors.

Amenity space will be provided through a combination of private balconies, terraces, indoor communal spaces, and outdoor communal spaces. In total, 2,100 m<sup>2</sup> of amenity space is proposed; 950 m<sup>2</sup> of which is intended to be communal.

### 3.2 Building Massing and Scale

Given the siting on a Crosstown Bikeway, and proximity to both a Transit Priority Corridor and Rapid Transit Station, the subject property represents an opportunity to support a concentration of density in an area that can support the capacity. In accordance with the planned and existing context for the area, the proposed development meets the criteria for high-rise buildings.

With consideration for the planned intensification of the Central Area, the subject property proposes tower heights appropriate for developments close to Rapid Transit Stations. The tower has been sensitively designed and sited with consideration to the City of Ottawa's Design Guidelines for High-rise Buildings to provide sufficient separation distances between the proposed tower and the planned and existing buildings on surrounding properties.

### 3.3 Relationship to Surrounding Planned Context

The subject property is in an area that is intended to support some of the highest density yields in the City. Given the subject property's immediate surrounding context, the proposed high-rise tower will not have any undue or adverse impacts on adjacent properties, including their development potential, and existing adjacent uses. Future development within the Central Business District will be of a comparable form to that of the subject property, given the direction from the Official Plan for development in close proximity to rapid transit and active transportation options.

The proposed tower location and floorplate will permit the redevelopment of adjacent properties with high-rise buildings that are appropriately distanced from the subject property and proposed development. A larger floorplate and reduced tower separation can be accommodated within the Central Area given the lack of outdoor privacy concerns, the established shadowing profile, the dense built context, and the established form of these floorplates and separations as typical throughout the established development in the area.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a)** promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b)** accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c)** avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e)** promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 1.1.3.3** Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.4.3** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

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

**The redevelopment of the subject property in an efficient, cost-effective manner will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit. The subject property is adjacent to an identified transit priority corridor and in proximity to the City's light rail transit system. The proposed development will also contribute to the range of housing options within the City's core area with additional rental units.**

**The proposed development is sensitive to surrounding land uses and promotes residential intensification and housing in an area designated for growth. The proposed development of the subject property is in conformity with the policies of the 2020 PPS.**

## 4.2 Canada's Capital Core Area Sector Plan (2005)

The Core Area Sector Plan represents the lead policy document governing the planning and development of federal lands in the Core Area from 2005 to 2025. The primary purpose of the Plan is to define a framework for development through the statement of policies and initiatives that will orient development, programming, preservation, environmental integrity, transportation infrastructure, animation and design quality on federal lands in the Core Area. A key tool for the NCC and other federal departments and agencies, the Plan will guide the decision-making process and frame future development initiatives

### 4.2.1 Character Areas – The Ottawa Central Business District (CBD)

Supporting Character Areas are areas where the federal government owns little or no property, and where the principal activities and functions are municipal/urban or private (not federal or Capital).

The subject property falls under the 'Ottawa Central Business District' which the NCC declares its intention to support the City of Ottawa in actions to reinforce the CBD and enhance its quality, to consolidate links between the Capital and civic realms, to diversify land use and increase the amount of residential development in the area, and to revitalize the urban fabric through enhanced design quality of both buildings and streetscapes.

The following CBD policies support the proposed development:

- / Respect the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols and federal view protection policies, within the context of an evolving built environment.
- / Strengthen links between the CBD Area and adjacent eastern and western areas of the Core Area, by working in conjunction with the City of Ottawa to improve access eastward across the Canal to the Civic Arts, Retail and Theatre Precinct and westward down the escarpment to LeBreton (supportive of the City's Escarpment Park initiative and connections across Bronson/Albert to Laurier).
- / Support the City of Ottawa in its efforts to beautify CBD streets.

**The proposed development supports the character preservation, connectivity, and street animation policies of the Canada's Capital Core Area Sector Plan. It provides increased housing supply on an underutilized lot in the subject area which will contribute to the stability and viability of the area. The proposed increased ROW width being conveyed will allow for increased area to improve the streetscape and public realm. The proposal also maintains the view corridors applying to the Parliament Buildings.**

### 4.3 City of Ottawa Official Plan (consolidated 2013, as amended)

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

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 this 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 Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) discussed below.

**The proposed development intensifies an underutilized property within the City's urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use as the Laurier Avenue West corridor grows as a "Complete Street".**

**The injection of new residents to the area will help to support existing regional and community-scale uses in the area. Arterial roads such as Laurier Avenue West are especially appropriate for higher-density uses given the opportunity to mitigate traffic impacts on lower-density communities.**

#### 4.3.1 Managing Growth

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

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

The following policies support the proposed development:

- / Policy 3 identifies the Central Area as a target intensification area.
- / Policy 5 states the Central Area has a minimum density target of 500 peoples and jobs per gross hectare. All new development will be required to meet these targets.
- / Policy 10 states Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses.
- / Policy 11 states that the distribution of appropriate building heights will be determined by:
  - The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
  - The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

**The proposed development meets the definition of residential intensification as defined above by creating a net increase in residential units on an underutilized lot where infrastructure, services and transit are available. It reflects the prevailing planned and existing context and is consistent with the direction set forth in the City's Official Plan. A review of the policies of Section 4.11 is provided further below.**

#### 4.3.2 Designing Ottawa

Section 2.5.1 - Designing Ottawa, provides a list of Design Objectives which outline an array of qualitative statements on how the City of Ottawa intends to influence the built environment as it matures and evolves:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

**The proposed development satisfies the design objectives of Section 2.5.1 by proposing a building that contributes to the character of the Central Area while integrating with the surrounding urban fabric. It defines the public realm with an attractive, highly glazed, street level façade, and reduces vehicle access interrupting the sidewalk and bikeway. It incorporates a modern, efficient building that adds a backdrop to nearby heritage assets while maintaining a contribution to the skyline.**

#### 4.3.3 Urban Design and Compatibility

As in Section 2.5.1 of the Official Plan, Section 4.11 includes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.



Policy	Proposed Development
<b>Building Design</b>	
<p>4. Policies to protect views of the Parliament Buildings and other national symbols that apply to development applications in the Central Area are contained in Section 3.6.6 Central Area.</p>	<p>The proposed development complies with Schedule 50 of the City of Ottawa Zoning By-law, which sets out buildings height limits based on elevation above sea level to protect views of the Parliament Buildings and other national symbols.</p>
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul>	<p>The proposed development provides an enhanced building design which is suitable for the subject property and complements its existing and planned context. The proposed development complies with applicable zoning provisions and ensures appropriate transition to the surrounding high-rise buildings, while protecting the heritage integrity of the First Baptist Church to the east.</p>
<p>6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The proposed development provides two (2) commercial entrances and a primary residential entrance fronting onto Laurier Avenue West. The ground floor entrances feature golden tint glass and gold metal panels to differentiate the ground floor from the rest of the building. The coloured glass stretches the entire height of the first floor. The pathway in front of the building is accentuated with trees and concrete sidewalk slabs.</p>
<p>8. To maintain a high quality, obstacle-free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened, where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Servicing, loading areas, utilities, and mechanical equipment will be maintained internal to the site and away from the public realm. Underground parking is access via ramp entrance to the rear of the building, with a drive aisle running along the west of the building to Laurier Avenue.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building</p>	<p>The building roof is clear of any overwhelming mechanical elements, signage, and amenity spaces. Instead the roof consists of the 1.3m mechanical floor slab above the 27<sup>th</sup> storey which is flush with the design of the building.</p>

<b>Massing and Scale</b>	
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>A Sun Shadow Study is provided in the architectural package which demonstrates that any shadowing outcomes are in line with what is typical of the established area context.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context, or are adjacent to a public open space or street, shall demonstrate that an effective transition in height and massing that respects the surrounding planned context, such as a stepping down or variation in building form, has been incorporated into the design.</p>	<p>The massing of the building complies with the applicable zoning provisions. The height of the building is strategically centered and buffered by the drive aisle and laneway to the west, underground garage entrance to the south, a landscaped strip and church parking lot to the east, and Laurier Avenue to the north to ensure appropriate transition.</p> <p>An articulation cut at the 7<sup>th</sup> floor provides additional definition and profile to the building. The tower of the building makes use of balcony cuts to provide definition to the tower itself while also facilitating private amenity.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c) Building setbacks and stepbacks.</li> </ul>	
<b>High-Rise Buildings</b>	
<p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> <li>a) pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;</li> </ul>	<p>The proposed development provides a safe pedestrian realm with a wide, landscaped sidewalk with a bikeway to the north. A vehicle access is removed from the existing site and the façade is extended to more adequately emphasize the pedestrian realm.</p> <p>The proposed development is set back enough to protect the historical integrity and views to the heritage designated First Baptist Church on the eastern side. As shown in the enclosed renderings, the emphasized glazing provides a backdrop to which the Church acts as a foreground from the view of Elgin Street. The glazing will allow for satisfying reflections of the Church’s architectural design elements.</p>

<ul style="list-style-type: none"> <li>b) public views, including view planes and view-sheds;</li> <li>c) proximity to heritage districts or buildings,</li> <li>d) reduced privacy for existing building occupants on the same lot or on adjacent lots.</li> </ul>	
<p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways:</p> <ul style="list-style-type: none"> <li>a) The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.</li> <li>b) The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City’s general guidance but actual separation requirements may vary in different parts of the City depending on the context.</li> <li>c) Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plate may require a greater separation from adjacent towers.</li> </ul>	<p>The base of the building is represented by a 6-storey podium which extends for the extent of the façade, and is cantilevered over the drive aisle access. Through a combination of glazing and golden coloured glass elements, the building will be visually interesting from the pedestrian level. The commercial tenants located at grade will provide activity and interest at the street level.</p> <p>The middle of the building is characterized by the reduced 7<sup>th</sup> floor, which provides a “waist” to the building that defines the podium from the tower while also allowing for terraces available to the residential tenants.</p> <p>The tower of the building makes use of balcony cuts to provide definition to the tower itself while also facilitating private amenity.</p>
<p><b>Outdoor Amenity Areas</b></p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p>Given the unique location in the Central Business District, there are no adjacent outdoor amenity space and residential units to be unduly impacted by the establishment of the tower. The tower itself is sensitively scaled for the planned context of the area.</p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the</p>	<p>Adequate amenity is proposed for the building in both communal and private formats, exceeding the requirement set out in the Zoning By-law. These</p>

<p>residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	<p>spaces take the form of indoor areas, outdoor terraces, and private balconies located throughout the building.</p>
<p><b>Design Priority Areas</b></p>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ul style="list-style-type: none"> <li>a) Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> <li>b) Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</li> <li>c) Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</li> <li>d) Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</li> <li>e) Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;</li> <li>f) Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and</li> <li>g) Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.</li> </ul>	<p>The first storey of the building is taller in height and intended to incorporate commercial uses at-grade. The façade is parallel to the street and occupies the entire frontage aside from the drive aisle where the building cantilevers above. Windows are provided at grade.</p> <p>The building signage is classic in nature and eye-catching, contributing to the establishment of “place” relating to the building.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p>	<p>In addition to that noted above, tree plantings are proposed to soften the impact of the building on the public realm while providing colour and shade. Between the ROW widening and a 1.5m applicable to</p>

<ul style="list-style-type: none"> <li>a) weather protection elements, (e.g. colonnades, and awnings);</li> <li>b) shade trees, median planting and treatments and other landscaping;</li> <li>c) wider sidewalks and enhanced pedestrian surfaces;</li> <li>d) coordinated furnishings and utilities, transit stops, and decorative lighting; and</li> <li>e) memorials and public art commissioned for the location.</li> </ul>	<p>the building frontage, the area allowed for sidewalk is significant and will be maintained and improved.</p>
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#### 4.3.4 Central Area Designation (Section 3.6.6)

As shown in Figure 9, the subject property is designated as 'Central Area' on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. The Central Area is the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. The Official Plan aims to enhance the diversity and attractiveness of the Central Area by encouraging a broad range of land uses. This includes the protection of residential neighbourhoods in and near the Central Area and while increasing the number of downtown area dwellings. In order to realize the vision, walking, cycling and transit to and in the Central Area will need to have priority, particularly during peak traffic periods.

The following Central Area (Section 3.6.6) policies support the proposed development:

- / Section 3.6.6, Policy 2(e)(iii) states no building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 8B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 8B.
- / Policy 5(b) states that all public and private development:
  - Contributes to the sense of a human scale,
  - Where appropriate, results in a transition from lower-profile to higher-profile buildings, and vice versa,
  - Minimizes sun shadowing and undesirable wind conditions,
  - Provides adequate visual privacy for proposed residential units, while respecting that of existing nearby units, through such measures as unit siting or orientation, the use of setbacks, landscaping and/or screening,
  - Maximizes the exposure of residential units to direct sunlight,
  - Provides usable private outdoor space, such as balconies, as well as usable semi-private outdoor and/or indoor amenity areas, such as meeting and/or exercise rooms, small outdoor landscaped areas, and/or the use of green roof areas for passive outdoor activity,
  - Creates an identifiable entrance, and a strong transition from the public right-of-way through the use of landscape elements, changes in direction, or lighting, and
  - Provides appropriate landscape elements;
- / Locating all utilities underground in new developments and in areas of streets of historic merits as identified in the Central Area Secondary Plan.

**The proposed development conforms with policies of the Central Area. Since the proposed development is being built as-of-right, it will comply will the height and angular plane schedules that**

protect viewpoints of historic downtown landmarks. Furthermore, the proposed development meets the intentions of the design guidelines in the City of Ottawa Official Plan.

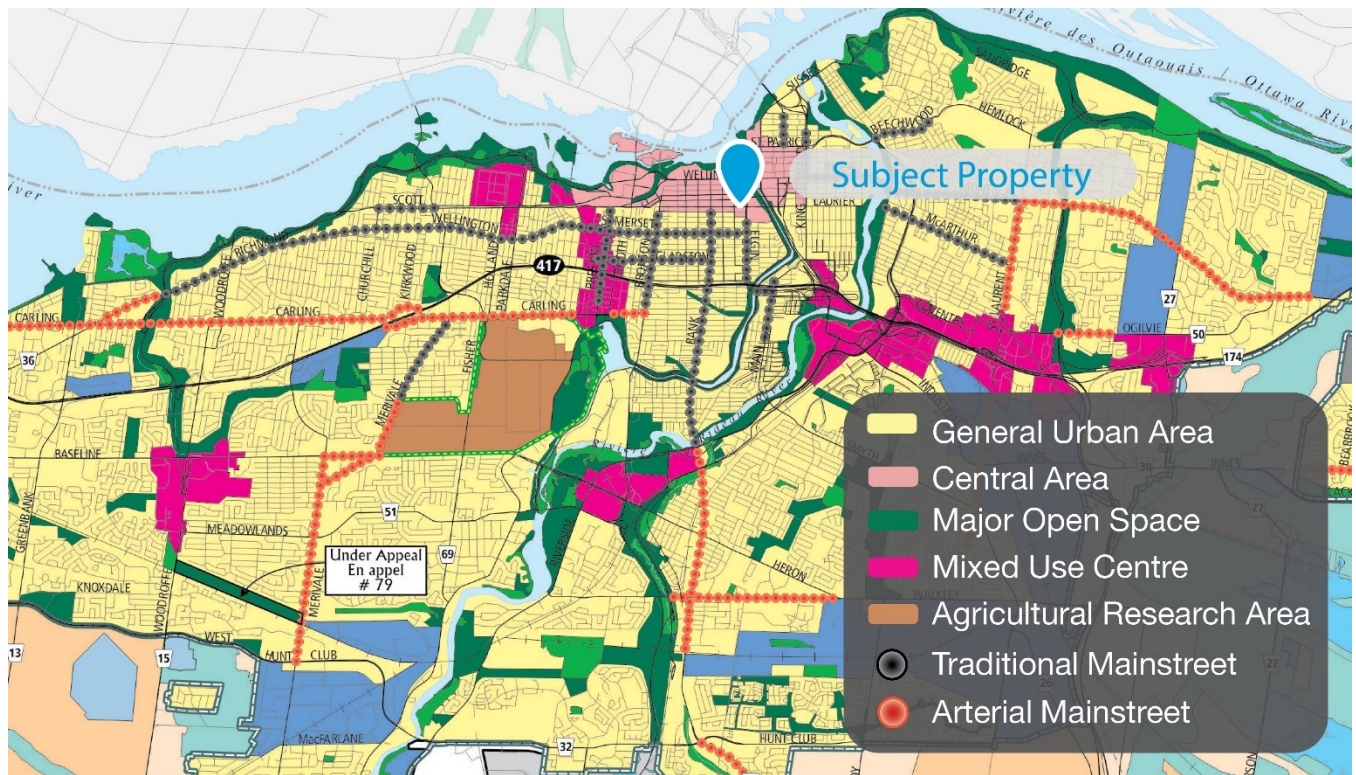


Figure 9: Subject Property on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (2013 consolidated 2013, as amended).

#### 4.4 Central Area Secondary Policy Plan

The Central Area Secondary Policy plan as part of the City of Ottawa Official Plan provides more detailed area-based policy direction for a number of geographical areas within the Central Area, referred to as Character Areas and Theme streets.

The subject property is designated as 'The Core' on Schedule B – Central Areas and Theme Streets of the Central Area Secondary Plan. The following policies are supported by the proposed development:

- / Section 1.3.3, Policy C states that City Council shall permit primarily high to medium profile development in the Core, particularly in the northern and western areas. Medium profile development that helps transition down from the higher profile buildings to the north to the lower profile residential uses in Centretown should be concentrated along the area's southern edge. City Council shall also ensure that new development:
  - Respects the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols seen from key viewpoints and view sequences.
- / Section 1.3.3, Policy E: Design Criteria:
  - Roof Treatment - provides an interesting roof treatment or other appropriate design feature within the height limits. The purpose of such treatment will be to sculpt or shape the building at the upper levels, add to the visual interest of the building, and contribute positively to the area;
  - Human Scale - contributes to a sense of human scale, particularly at ground level;

- Weather Protection - provides a continuity of weather protection while maximizing the visibility of storefronts;
- Wind - avoids potentially undesirable wind conditions through appropriate building design, including the use of podiums, and ensures wind testing of development proposals on pedestrian corridors;
- Parking - ensures safety, security and visual interest in the design of parking facilities, including bicycle parking.
- Lower Floor Articulation - articulates the lower floors of buildings, with a special emphasis on the relationship of the building to the street at grade level;
- Entranceways - provides well-defined entranceways with large pedestrian circulation spaces;
- Building Frontages - encourages buildings to front on both north-south as well as east-west streets;
- Servicing/Parking Entrances - limits servicing and underground parking entrances fronting onto streets. Where possible, they should be accessed from within the building envelope and not the public right-of-way; and
- Front Setbacks for Major Buildings - provides deeper front setbacks for major buildings occupying much of a block, in order to accommodate wider sidewalks, street furniture and landscaping.

**The proposed development contributes to established high-rise development in the Core Area, particularly along the important eastern interface with Elgin Street. The defined rooflines, tapered building design, underground parking, well defined entrances, and active ground level podium contribute to the Core Area design criteria of the Central Area Secondary Policy Plan.**

#### 4.5 New City of Ottawa Official Plan (2021, subject to ministerial approval)

The New City of Ottawa Official Plan was adopted by City Council on November 24, 2021, as By-Law 2021-386. The Official Plan is currently under review by the Ministry of Municipal Affairs and Housing for Ministerial approval, anticipated in late 2022. Until such time that approval is granted, the New Official Plan is not yet in full force and effect. However, New Official Plan policies, as adopted, have been reviewed as part of the Site Plan Control application.

##### 4.5.1 Hub Designation in the Downtown Core Transect

The subject property is designated 'Hub' with an 'Evolving Neighbourhood' overlay on Schedule B1 – Downtown Core Transect of the New City of Ottawa Official Plan. The downtown core shall continue to develop as a healthy 15-minute neighbourhoods within a highly mixed-use environment where hubs and a dense network of corridors provide a full range of services. 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. Where a Hub designation applies in the Downtown Core Transect, heights up to high-rise are permitted if the property is within a 300 metre radius or 400 metre walking distance of a O-train station (Policy 5.1.4).

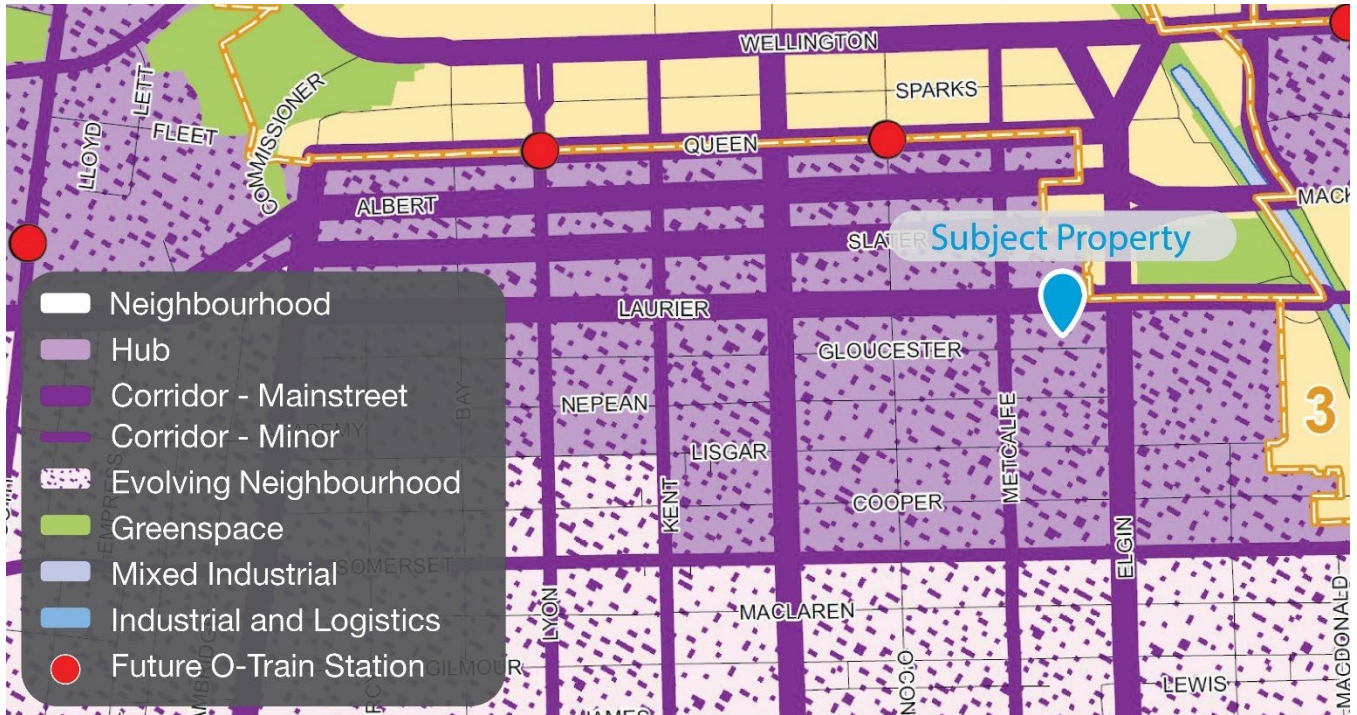


Figure 10: Subject property on Schedule B1 – Downtown Core Transect of the New City of Ottawa Official Plan (2021, subject to ministerial approval)

#### 4.5.2 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land. The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

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

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

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

The following policies support the proposed development:



#### 4.5.3 Supporting Intensification

- / Section 3.2, Policy 3 states the vast majority of Residential intensification shall be focused within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Section 3.2 states the following residential density and dwelling targets for the Downtown Core Transect:
  - Target density requirement, people and jobs: 500 per gross hectare
  - Target residential density range for intensification: 80 to 120 dwellings per net hectare
  - Target of large-household dwellings within intensification: minimum 5%, target 10%

**The proposed development supports the intensification policies of the New Official Plan by working towards density requirements.**

#### 4.5.4 Shifting Towards Sustainable Transportation

- / Section 4.1.4, Policy 10 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
  - Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
  - Providing landscaping, art, murals or decorative street treatments;
  - Including other uses along the street, at grade, to support pedestrian movement;
  - Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
  - Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

**The proposed development features underground parking with the parking ramp located to the rear of the building, away from public roads, with only one double lane vehicle entrance interrupting pedestrian and cyclist movement. The frontage along Laurier Ave West is landscaped with a widened sidewalk and trees.**

#### 4.5.5 Protect and Invest in Right of Ways

- / Section 4.1.7, Policy 1 states the City of Ottawa may require the dedication of lands for pedestrian or bicycle pathways and road and public transit right of ways as a condition of development approval.
- / Under Schedule C16, Laurier Avenue West from Bronson Avenue to Elgin Street has a protected ROW of 20m metres. The maximum land requirement from property abutting existing ROW is 0.90 metres.

**The current Laurier Avenue West ROW measures approximately 19.1 metres. Sheet SP-1 of the architectural package accounts for future road widening of 0.55m, which would consist of the removal of a portion of the widened sideway but still remain compliant with the Zoning By-law.**

#### 4.5.6 Greater Flexibility and an Adequate Supply and Diversity of Housing Options

- / Section 4.2.1 Policy 1 states that a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by, among others:
  - Promoting diversity in unit sizes, densities and tenure options with neighbourhood including diversity in bedroom count availability; and

- Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure.

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

#### 4.5.7 Urban Design

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

**The proposed development complies with the view and scenic route policies of the New Official Plan as it will be built as-of-right based on Zoning Schedule 50 which was modeled to protect the height of the Parliament Building. The proposed development features a distinct design that blends in with the City of Ottawa's cohesive skyline.**

- / Section 4.6.6, Policy 3 states 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.
- / Section 4.6.6, Policy 4 states amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. The following amenity area requirements apply for mid-rise and high-rise residential:
  - Provide protection from heat, wind, extreme weather, noise and air pollution;
  - 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.
- / Section 4.6.6, Policy 8 states 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.
- / Section 4.6.6 Policy 9 states 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 matches the height profile typical throughout the Central Business District. It makes use of setbacks and articulation cuts to provide visual interest to the design while improving compatibility. A larger floorplate and reduced tower separation can be accommodated within the Central Area given the lack of outdoor privacy concerns, the established shadowing profile, the dense context, and the established form of these floorplates and separations as typical throughout the established development.**

#### 4.5.8 Hubs

- / Section 6.1.1, policy 3 states development within a hub:
  - Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
  - Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub
  - Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
  - Shall establish buildings that:
    - Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
    - Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
    - Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.
- / Section 6.1.2, Policy 1 states Schedule C1 identifies Protected Major Transit Station Areas (PMTSAs) and Table 3a set out the following minimum density of people and jobs for PMSTAs in order to increase the future density of development around transit:
  - Minimum density requirement, people and jobs per gross hectare: 500
  - Minimum residential density requirement for intensification, dwelling per net hectare: 350
  - Minimum proportion of large-household dwelling within intensification: minimum 5% and a target 10%
- / Section 6.1.2, Policy 3 states Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.

**The proposed development contributes to the housing density policies of the New Official Plan and PMTSAs by providing housing within walking distance to the Confederation O-Train Line. Furthermore, the proposed development provides a comfortable public realm for pedestrians, transit users, and cyclists by orienting the principal entrances along Laurier Avenue, with wide sidewalks, tree landscaping, and easy access to the Laurier Avenue West bike lanes.**

## 4.6 Central Area and East Downtown Core Secondary Plan (2021, subject to ministerial approval)

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

The subject property falls under the 'Core' Character Area on Schedule A – Character Area and is designated as 'Downtown Mixed-Use' on Schedule B – Designation Plan. Furthermore, the subject property is designated 'Angular Height Plane' under Schedule C – Maximum Building Heights and Laurier Avenue West is designated as 'Priority Streetscape Improvement' under Schedule E – Greening Centretown.

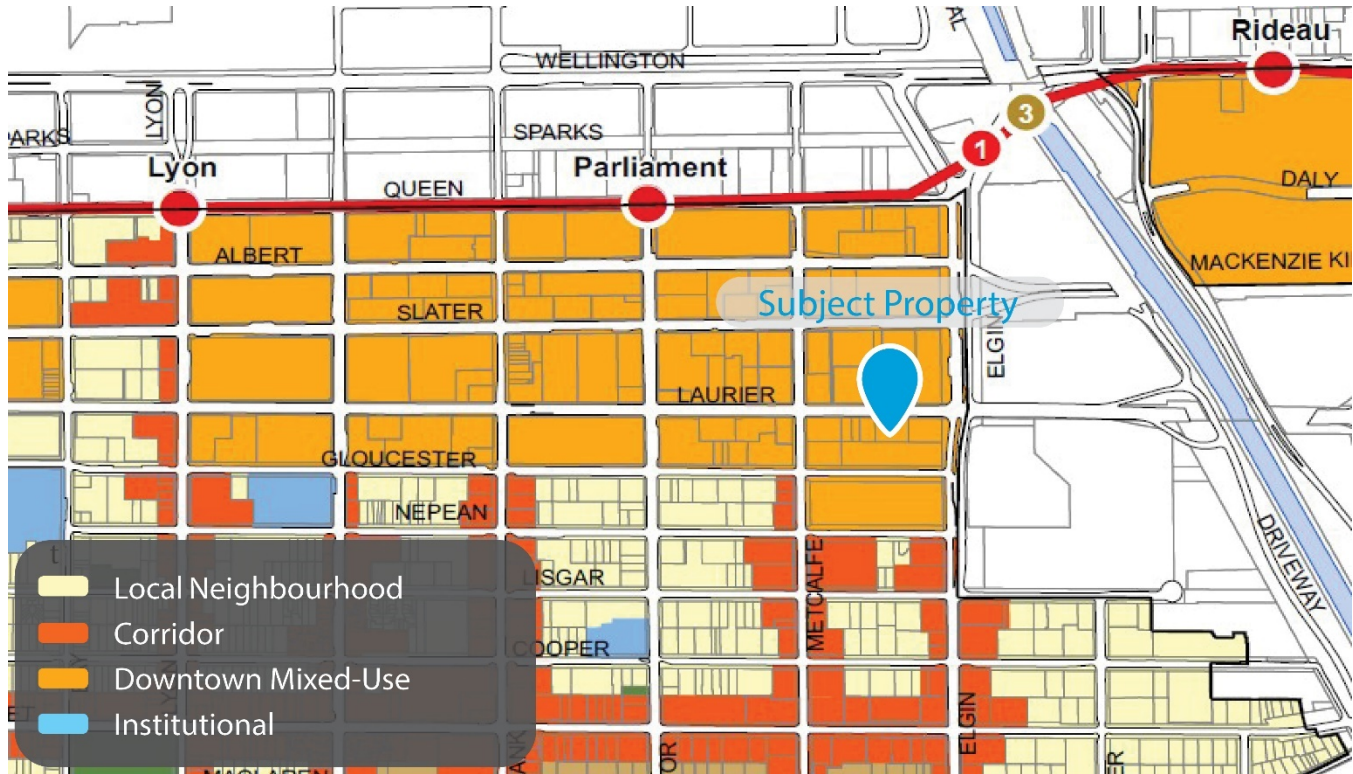


Figure 11: Subject Property on Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan.

The following policies support the proposed development:

#### 4.6.1 Downtown Mixed Use Character Area

Downtown Mixed-Use areas will provide uses and infrastructure which support the Downtown Core Transect's role as the main hub of the National Capital Region's activity. These areas require an intense mix of uses, including residential, major employment and retail.

- / Section 2.3, Policy 4 states development will provide active uses along the entire ground floor frontage.
  - Uses which do not contribute activity and animation to the public realm should be located away from the building's frontage. Examples include offices; and
  - Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street. Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design. The width of garage and loading dock doors, and associated curb cut, shall be kept to the strict minimum. Curb returns leading to garage and loading doors are not permitted; any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety. Signage will require vehicles to yield to pedestrians on the sidewalk.

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

#### 4.6.2 Built Form

/ Section 3.1, Policy 1:

- Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
- Lower floor articulation with a high degree of transparency and functional permeability.
- A lack of blank walls, or designs which do not contribute to the activity of the public realm.
- Buildings must front onto all their adjacent streets.
- Vehicular facilities must minimize all visual and functional impacts on the public realm.

**The proposed development complies with the built form policies of the Secondary Plan by proposing usable, quality indoor amenity areas as well as outdoor amenity, including balconies and terraces. Lower floors will be animated by clear glazing with commercial and lobby activity visible from the public realm.**

#### 4.6.3 Core Character Area

/ Section 4.3.2, Policy 6 states the Core area is intended to be the principal focal point of activity in the city and within the metropolitan downtown core. Development will:

- Be designed to maximize the activity on, accessible to and visible from the public realm; and
- Previous continuous active frontage and active use along all streets.

/ Section 4.3.4, Policy 8 states The City will require a minimum sidewalk width of 3 metres along all streets, as per the Downtown Moves: Transforming Ottawa's Streets study. This may be increased without amendment.

**The proposed development will provide improved pedestrian connectivity by providing a completely barrier-free access to the building on-site. It will remove one vehicle access and improve the sidewalk width and treatment to establish an improved relationship with the public realm.**

## 4.7 Downtown Ottawa Urban Design Strategy

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

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

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

- / Requiring, where appropriate, all new developments to accommodate active uses on the ground floor, including galleries and street-related office and service functions.

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

**Active uses are encouraged on the ground-floor through the implementation of highly glazed commercial areas. A human scale is accomplished by establishing prominent, defined building entrances. The underground parking garage is screened and to the rear of the building rather than on the public way. An active easement and road widening facilitate a wider public realm to improve walkability. The proposed building incorporates articulation cuts and a podium. The ground level of the building is located at-grade.**

#### 4.8 Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design

The guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general, and are not to be used as a checklist for evaluating a proposal. In cases where specific policies are provided in a Secondary Plan or TOD plan such as the site, the area-specific policies have precedence. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development achieves the following guidelines:

##### 1 - Context

- / No views or vistas will be affected by this proposal. The property is within an Area of Background Height Control per Annex 8A of the Official Plan, however respects the height provided through the corresponding zoning schedule.

- / The guidelines require distinguishing between landmark and background buildings. The proposed building can be considered as a background building given the way it showcases the nearby heritage attributes including the First Baptist Church and 150 Elgin Street while providing a backdrop and accompanying sympathetic materials.
- / A transition to lower-profile development is facilitated through building separation and orientation. It is expected that given the age and condition of the buildings to the west, they will be subject of future redevelopment efforts.
- / The site is considered an appropriately sized lot for a high-rise building.

## 2 – Built Form

- / The proposed building has been designed with a distinctive base, middle, and top through use of materials including a high amount of glazing, and articulation cuts.
- / The proposed building is considered a tower building. It is oriented to frame the street corner at a significant intersection. Consistent with the guidelines, towers are distinct from the podium on appropriately sized floorplates which are adequately separated from one another.
- / The base of the proposed building is appropriately dimensioned given the width of the existing ROWs.
- / The ground floor of the base has been designed to be animated and highly transparent.
- / The middle section will minimize shadow and wind impacts while providing an appropriate fenestration pattern and other architectural considerations.
- / The top section of the proposed building will integrate the mechanical penthouse into the building while contributing to the City skyline.

## 3- Pedestrian Realm

- / Main pedestrian entrances are linked with a seamless connection to the public sidewalk in several areas.
- / Glazing is provided at the pedestrian and street level.
- / The majority of parking is located underground and accessed away from the public realm
- / Loading, servicing, and utilities will be screened from view.

Although the Urban Design Guidelines for High-rise Buildings suggest a maximum floor plate of 750m<sup>2</sup>, this limit often results in an inefficient building floorplate for development, which consequently increases the cost of construction and affordability. The proposal incorporates a building footprint of 1,029 m<sup>2</sup> while applying tower separations to adjacent properties that are typical of the Central Area. Floorplates in excess of 750 m<sup>2</sup> are the norm in the Central Area, particularly given the volume of office buildings, and/or office buildings converted to residential.

**The proposed development is consistent with the Urban Design Guidelines for High-Rise Buildings.**

## 4.9 Transit-Oriented Development Guidelines

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

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing

types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.

- / Locates a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / Creates a highly-visible building through distinctive design features that can be easily identified and located.
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge.
- / Design provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.
- / Locates parking to the rear of the building and not between the public right-of-way and the functional front of the building.

**The proposed development is consistent with the Transit-Oriented Development Urban Design Guidelines.**



# 5.0 Zoning By-law

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

The subject property is zoned ‘Mixed-Use Downtown Zone, Schedule 50’ (MD S50). The purpose of the Mixed-Use Downtown Zone is to:

- / Support the Central Area, as designated in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;
- / Ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- / Facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and
- / Impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.

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

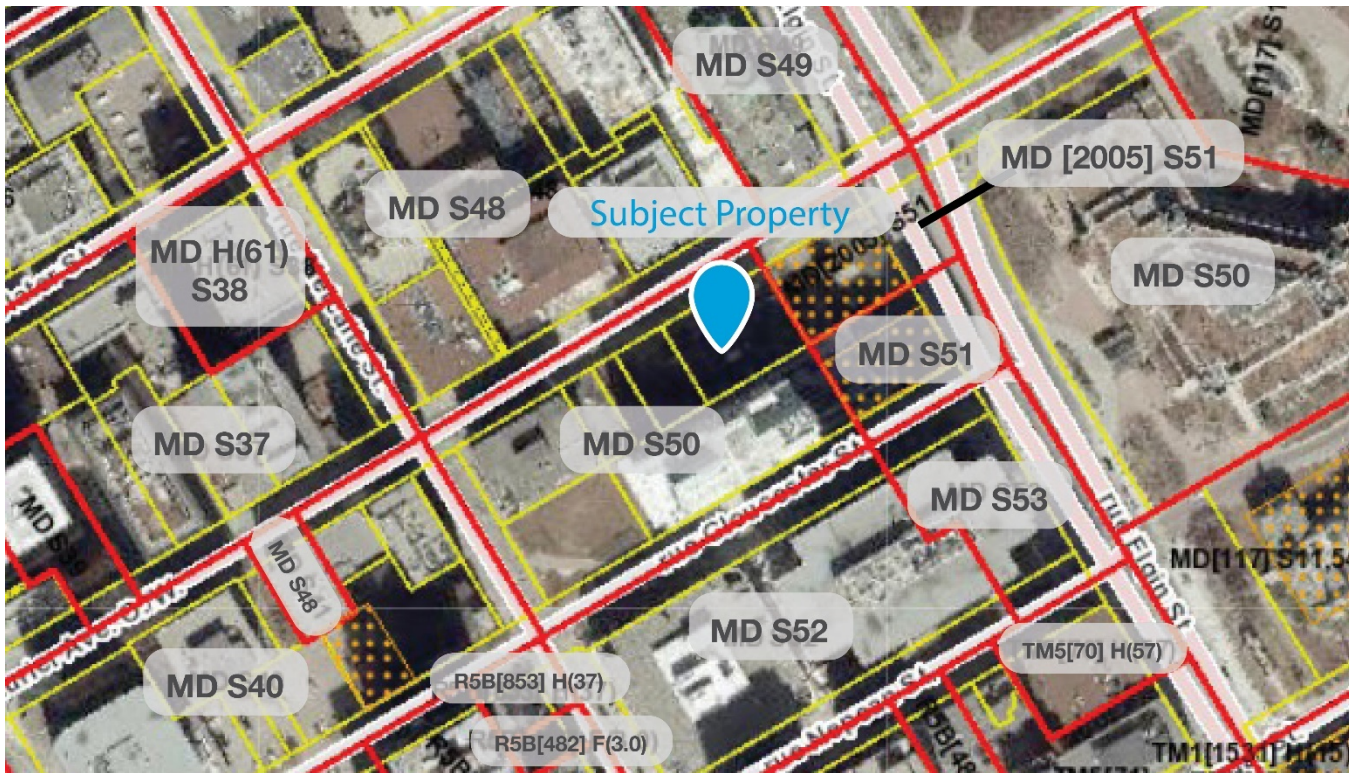


Figure 12: Zoning Map of the subject property and the surrounding area.

### Permitted Uses

- / Apartment dwelling, low rise
- / Apartment dwelling, mid rise
- / Apartment dwelling, high rise
- / Stacked dwelling

### Ground Floor Uses Requirement

At least 50% of the ground floor of any building must be occupied by one or more of the following uses, subject to having separate and direct access to the street when located at the ground floor abutting a street:

- |  |                                      |
|--|--------------------------------------|
| / Amusement centre                     | / Municipal Service Centre           |
| / Artist studio                        | / Museum                             |
| / Bank                                 | / Night Club                         |
| / Bank Machine                         | / Payday Loan Establishment          |
| / Bar                                  | / Personal Brewing Facility          |
| / Cinema                               | / Personal Service Business          |
| / Community Centre                     | / Place of Assembly                  |
| / Community Health and Resource Centre | / Post Office                        |
| / Convenience Store                    | / Recreational and athletic facility |
| / Hotel                                | / Restaurant                         |
| / Instructional Facility               | / Retail food store                  |
| / Library                              | / Service and Repair Shop            |
| / Medical Facility                     | / Theatre                            |

### Schedule 50

Figure 13 below shows the prescribed height provisions of Schedule 50 applicable to the lot of the proposed development based elevation above sea level.

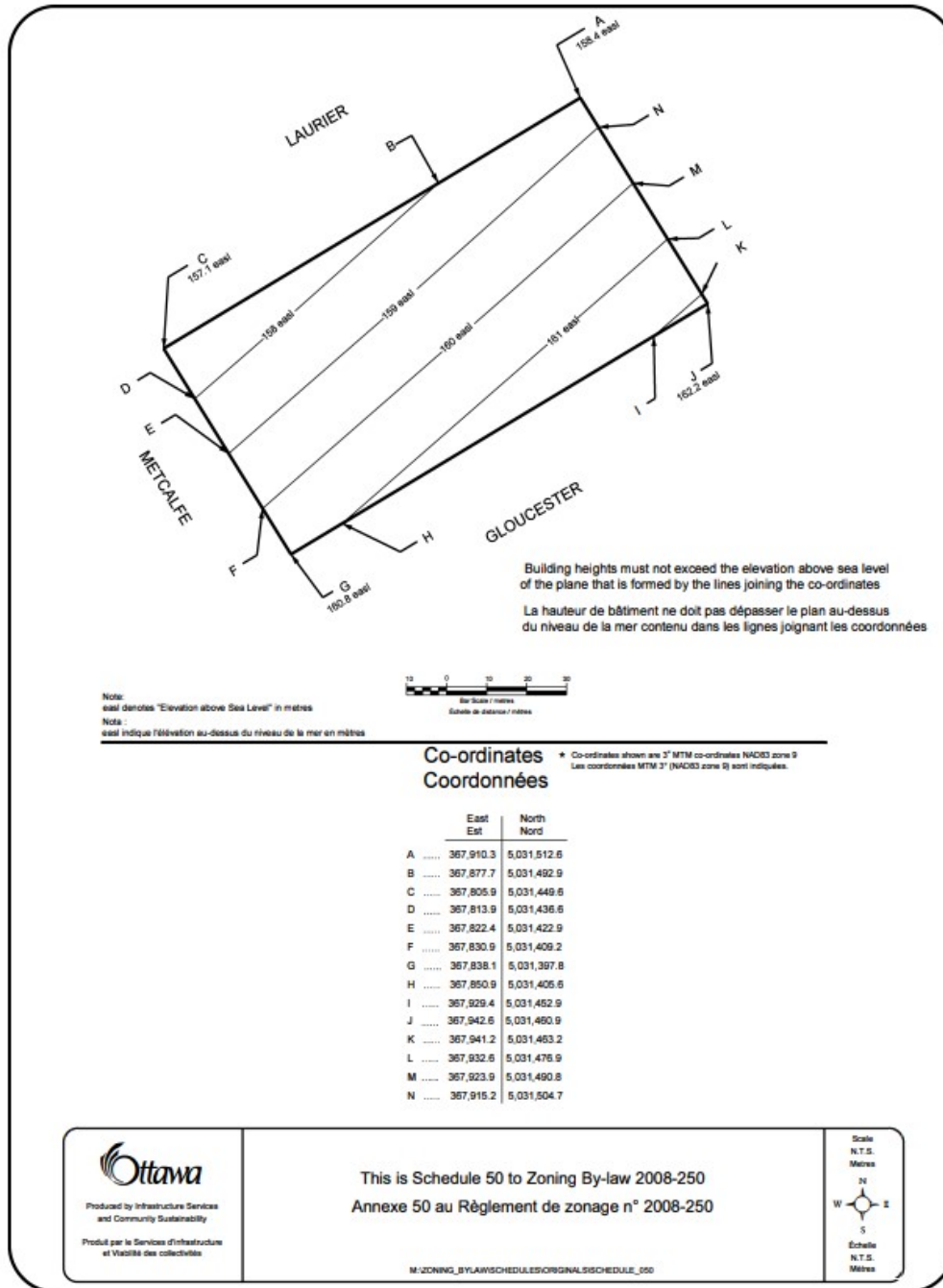


Figure 13: Schedule 50 of City of Ottawa Zoning By-law (2008-250).

**MD S50 Zoning Table**

Zone Provisions	Requirement	Proposed	Compliance
Minimum Lot Area	No minimum	1814.97 square metres	YES
Minimum Lot Width	No minimum	82.56 metres	YES

<b>Minimum Front and Corner Side Yard</b>	No minimum	Podium: 1.4 metres Tower: 2.3 metres	<b>YES</b>
<b>Minimum Interior Side Yard</b>	No minimum	Podium: 0.5 metres – 1.0 metre Tower: 1.0 metres – 5.6 metres	<b>YES</b>
<b>Minimum Rear Yard</b>	No minimum	Podium: 0.1 metres Tower: 7.2 metres	<b>YES</b>
<b>Maximum Building Height</b>	157.1 elevation above sea level	86.90 – 91.90 metres	<b>YES</b>
<b>Maximum Floor Space Index</b>	Not applicable unless otherwise shown	N/A	<b>YES</b>
<b>Minimum Width of Landscaped Area</b>	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	0.5 metres	<b>YES</b>
<b>Minimum Width of Landscaped Area Around a Parking Lot</b>	For a parking lot containing 10 or fewer spaces not abutting a street: None	0.5 metres	<b>YES</b>
<b>Parking Garage Requirement</b>	All parking spaces, whether principal, accessory, required or provided must be located in a parking garage.	No parking proposed at-grade; pick-up/drop-off areas only.	<b>YES</b>
<b>Parking Space Requirements Area Z on Schedule 1A</b>	No parking is required for Area Z	312 units x 0.51 per unit = 170 spaces	<b>YES</b>
<b>Visitor Parking</b>	No more than 30 visitor parking spaces are required per building.  Apartment High Rise: 0.1 per dwelling unit	312 units x 0.1 per unit = 30 spaces	<b>YES</b>
<b>Vehicle Parking Space Dimension</b>	Must be 2.6m-3.1m by 5.2m  Up to 40% of required parking aside from visitor spaces may be 2.4m x 4.6m	Standard parking spaces: 2.6m x 5.2m Small Car Parking Space: 2.4m X 4.6m	<b>YES</b>
<b>Drive Aisle Width (Double Lane)</b>	Minimum 6.0 metres Maximum 6.7 metres	6.0 metres	<b>YES</b>
<b>Bicycling Parking</b>	Residential: 0.5 per unit: 312 x 0.5 = 156 spaces	Below grade level: 296 spaces Exterior at grade: 6 spaces	<b>YES</b>

	Commercial: 1.0 per 250 square metres = 2 spaces  158 total		
<b>Amenity Space Requirements</b>	6 square metres per unit; 50% required to be communal:  6.0 square metres x 312 units = Required: 1,872 square metres Communal: 936 square metres  Aggregated up to 54m2 minimum per area	2nd floor private terrace: 135 square metres  6th floor private terrace: 165 square metres  7th floor communal interior: 630 square metres  7th floor communal exterior: 290 square metres  Typical floor private balcony: 730 square metres  Upper floor private balcony: 120 square metres  Total: 2100 square metres Communal: 950 square metres	<b>YES</b>

**The proposed building complies with all the affective provisions of the City of Ottawa Zoning By-law (2008-250) and therefore the proposal can proceed without the need for an application to amend or vary from the existing zoning.**

## Conclusion

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

### **Conforms to the Intent of the City of Ottawa Official Plan**

The proposed mixed-use development is permitted and encouraged within the Central Area designation and adjacent to transit stations. The development achieves the City's objectives for intensification by revitalizing an under-utilized property near a rapid transit station with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings and provides an appropriate transition to the surrounding uses.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11.

### **Consistent with the Policy Direction of the Central Area Secondary Plan**

The proposed development meets the intent of the Central Area Secondary Plan. The design contributes to the established high-rise development in the Core Area, particularly along the eastern edge. The defined rooflines, tapered building design, underground parking, well articulated entrances, and active ground level podium contribute to the Core Area design criteria of the Central Area Secondary Policy Plan.

### **Maintains the Direction of the New Official Plan**

With consideration to the New Official Plan currently under review by the Ministry of Municipal Affairs and Housing, the proposed development meets the direction adopted by Council to provide intensified housing and commercial uses in areas that are near rapid transit, supported by the active transportation network, and within the Hub Designation and Evolving Neighbourhood Overlay.

### **Meets Applicable Design Guidelines**

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

### **Maintains the General Intent of the Zoning By-Law**

The proposed development achieves conformity with the Zoning By-law. It represents an appropriate height and scale of development while remaining in line with what is permitted as-of-right in the existing zoning.

### **Represents Good Planning**

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

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



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