



230 & 232 Lisgar Street

Planning Rationale + Design Brief
Zoning By-law Amendment, Heritage Permit and Site Plan Control
December 23, 2022



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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by 230 Lisgar Street Inc. to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment, Heritage Permit and Site Plan Control applications to facilitate the proposed development on the site municipally known as 230 & 232 Lisgar Street in the City of Ottawa.

The subject site is located at 230 & 232 Lisgar Street between O’Connor Street to the west and Metcalfe Street to the east in the Centretown neighbourhood in the City of Ottawa. The subject site currently contains two (2) low-rise residential buildings. The proposed development consists of a nine (9) storey mid-rise residential apartment building containing 49 units (36 of which will be one-bedroom units, and the remaining 13 of which will be two-bedroom units). A total of 294 square metres of amenity space is proposed to be provided via private balconies, a communal front yard terrace, an indoor communal amenity room, and a communal rear yard amenity space. The proposed development will also provide 22 residential parking spaces and 4 visitor parking spaces in an underground parking garage, as well as 43 bicycle storage spaces located on the ground floor of the building.

1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The proposed Major Zoning By-law Amendment (ZBLA) application would amend the existing zoning applicable to the subject site to permit a mid-rise apartment building and accommodate site-specific development details as discussed herein. The Site Plan Control process will address the detailed design of the subject site and building, including such aspects as site servicing, landscaping and building design.

Heritage Permit applications are also being submitted to permit the demolition of both existing buildings and the construction of a new building on the subject site.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale and Design Brief should be read in conjunction with the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on July 7, 2022. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of the Centretown Community Association
 - o The Centretown Community Association was notified of the proposed development for the subject site during a meeting on November 1, 2022, prior to the applications being submitted.
 - o A ‘heads up’ notification to local registered community association(s) will be completed by the City of Ottawa during the application process.
- / Notification of Ward Councillor, Councillor Ariel Troster

- The Ward Councillor was notified of the proposed development for the subject site on December 2, 2022, prior to the applications being submitted.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - It is anticipated that the community information session may be held via an online format such as a Zoom webinar or another similar platform.
- / Built Heritage Sub-Committee Meeting Advertisement and Report Circulation
 - Notification for the public meeting will be undertaken by the City of Ottawa.
- / Public Meeting for Heritage Permit Application.
 - The public meeting will take place at the City of Ottawa Built-Heritage Sub-Committee.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is comprised of two rectangular shaped lots located in the Centretown neighbourhood and Somerset Ward in the City of Ottawa (Figure 1). The subject site has a total area of approximately 689 square metres with 20 metres of frontage along the southern side of Lisgar Street and a depth of approximately 34.3 metres. The site currently contains two (2) residential use buildings: a two-storey brick building municipally addressed as 230 Lisgar Street, and a two-storey building municipally addressed as 232 Lisgar Street. Both buildings have been identified as contributing properties within the Centretown Heritage Conservation District (HCD). The site is located within 700 metres' walking distance of the Parliament Light Rail Transit (LRT) Station.



Figure 1: 230 & 232 Lisgar Street, subject site indicated

2.2 Surrounding Context

North: Immediately north of the subject site on Lisgar Street is a two-storey brick building comprising a chiropractor office, and a 12-storey high-rise apartment building at the corner of Lisgar Street and Metcalfe Street. Further north, there is a transition from the low- and mid-rise buildings of Centretown to high-rise commercial buildings of the downtown core. Further north is Sparks Street, a pedestrian mall, and Parliament Hill.

East: Immediately east of the subject site is an eight-storey apartment building and associated parking lot, with frontages on Lisgar Street and Metcalfe Street. Further east on Lisgar Street are generally low- and mid-rise residential uses until Elgin Street, where the condition changes to a Traditional Mainstreet with a wide mix of uses and built forms. Further east is the Golden Triangle residential neighbourhood and the Rideau Canal.

South: South of the subject site is Cooper Street, comprised of low- and mid-rise apartment dwellings. This condition continues south through Centretown, where low- to mid-rise buildings with a mix of uses, surface parking areas, and converted dwellings are mixed with more recent infill developments. Further south of the subject property are Glashan Public School, the Canadian Museum of Nature, the Taggart Family YMCA, and access to Highway 417.

West: Immediately west of the subject site are two (2) three-storey buildings fronting Lisgar Street, occupied by a mix of uses. Next to this are two high-rise apartment buildings at the corner of Lisgar Street and O'Connor Street, a south-bound designated arterial roadway with north-south, protected bi-directional bicycle lanes. The neighbourhoods further west are characterised by a diverse residential community containing a mix of uses. Further west is Bank Street, an important commercial corridor with a range of stores, services, restaurants, and mixed-use developments.

A significant portion of the Centretown community, including the subject site, is designated as a Heritage Conservation District under Part V of the Ontario Heritage Act.



Figure 2: Site context, looking north



Figure 3: Site context, looking east down Lisgar Street



Figure 4: Site context, looking southeast



Figure 5: Subject site (232 Lisgar Street to the left) and neighbouring property (to the right), looking south



Figure 6: 230 Lisgar Street (to the left) and 232 Lisgar Street (to the right) and associated driveway



Figure 7: Parking lot for neighbouring apartment building (left) and driveway for 230 Lisgar Street (right)



Figure 8: Site context, looking west down Lisgar Street

2.3 Road Network

The subject site is located on Lisgar Street, which is designated as a local street on Schedule C5 (*Downtown Core Road Network*) of the Official Plan (Figure 9). Metcalfe Street east of the subject site is designated an Arterial road, as is O'Connor Street, west of the subject site. Other nearby streets of significance include Laurier Avenue, Elgin Street and the majority of Somerset Street West, which are designated Arterial roads, and a portion of Somerset Street West east of the subject site, designated an existing Collector road.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. Collector roads are networks which serve neighbourhood travel between local and Arterial roads, providing vehicle connections and accesses to adjacent lands.

The subject site is well served by the existing road network due to its proximity to a number of Arterial roads, which provide connections to Collector and other Arterial roads along multiple nearby streets and into the greater urban road network of the City of Ottawa.

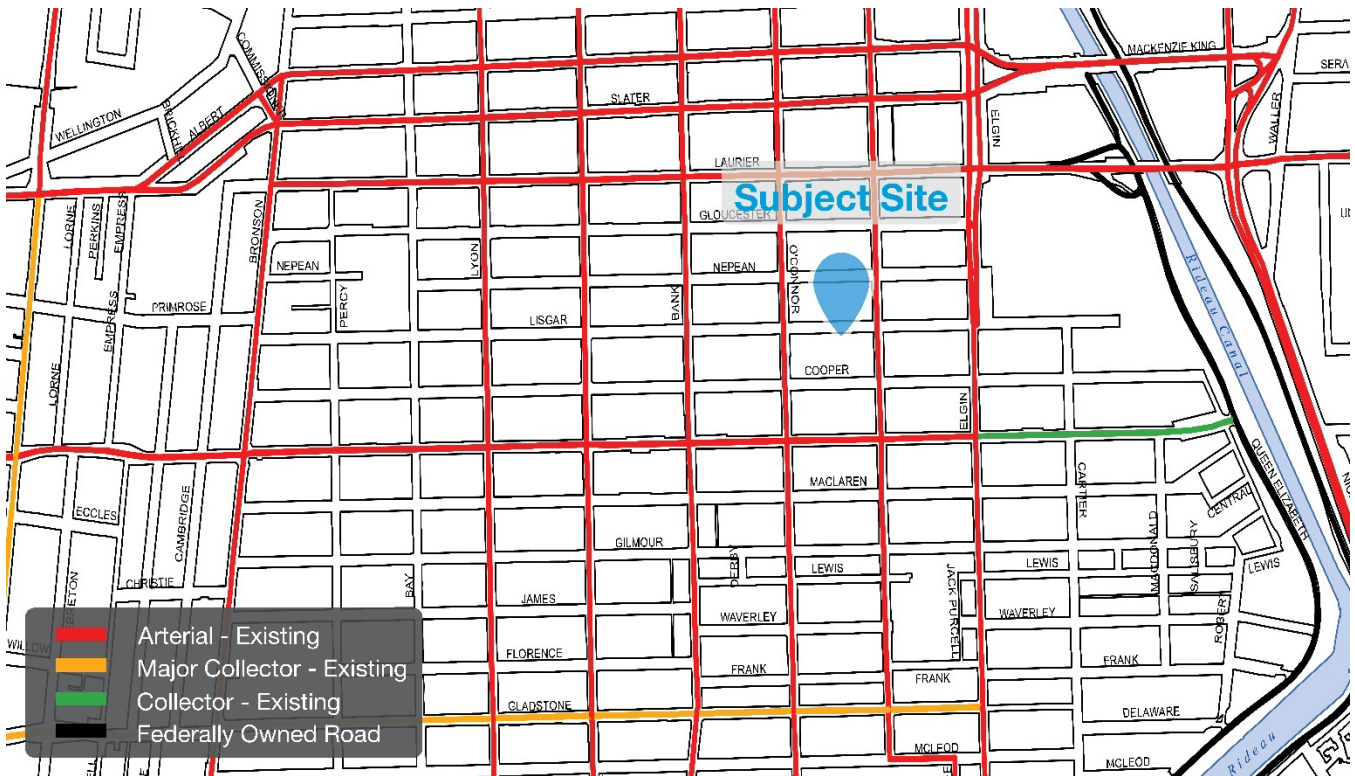


Figure 9: Schedule C5, *Downtown Core Road Network*, City of Ottawa Official Plan, subject site indicated

2.4 Transit and Active Transportation Network

The subject site is well-connected with respect to public transit, as indicated on Schedule C2 (*Transit Network*) of the City of Ottawa Official Plan. The subject site is located 700 metres walking distance of the Parliament LRT Station (Figure 10). Further, OC Transpo serves the area with Routes 5, 14, 114 running along Elgin Street, east of the subject site; Routes 6, 7, and 11 running along Bank Street, west of the site, and Routes 16 and 19 located north of the site on Slater Street (Figure 11). These routes connect the subject site to the greater Ottawa transportation network.

The subject site is well served by the City of Ottawa's active transportation network (Figure 12). Major Pathways, as per Schedule C3 (*Active Transportation Network – Urban – Major Pathways*) of the Official Plan, are located east of the site, each providing access to the greater cycling network. The subject site further benefits from close proximity to protected bicycle lanes along O'Connor Street and along Laurier Avenue. Multi-Use Pathways also provide crossings over the Rideau Canal and the Ottawa River. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation. Sidewalks are present along both sides of Lisgar Street, providing a pedestrian-oriented public realm.



Figure 10: Schedule C2, *Transit Network*, City of Ottawa Official Plan, subject site indicated

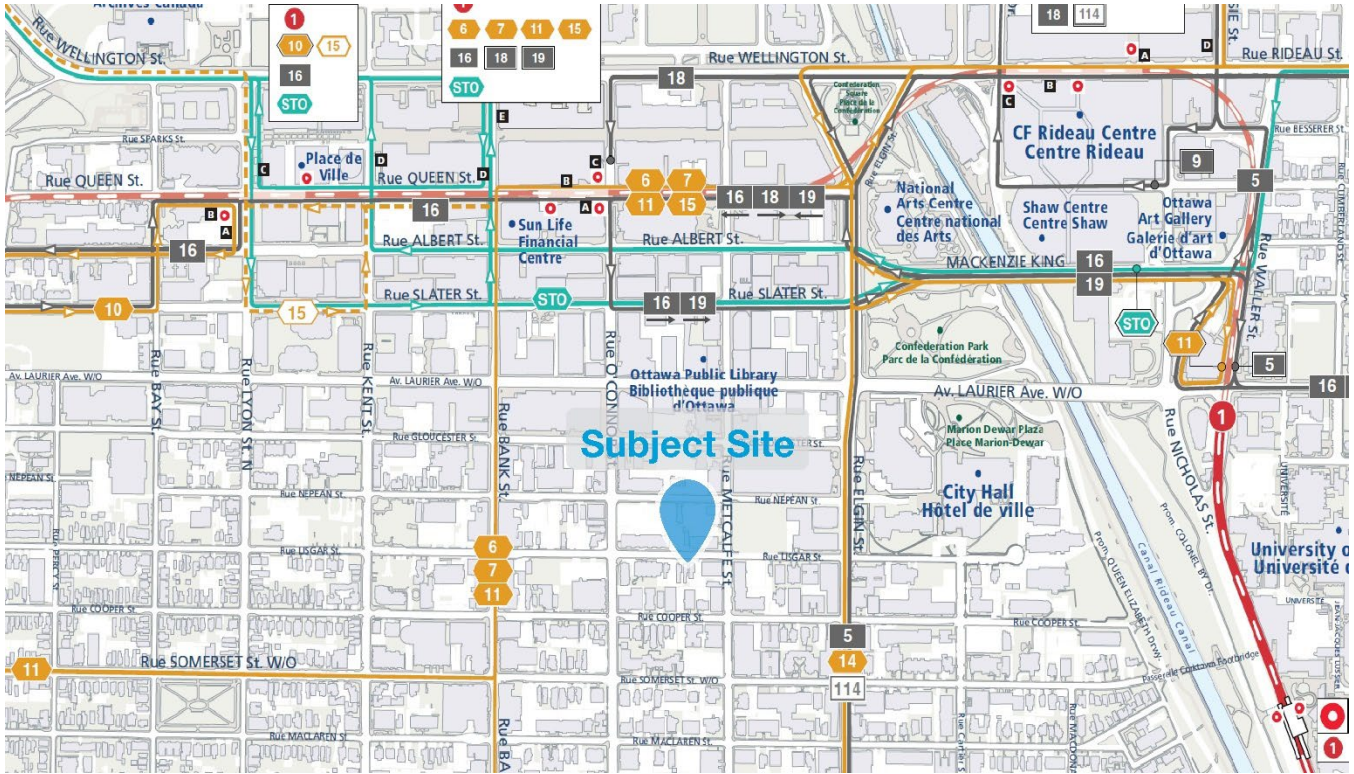


Figure 11: OC Transpo Network Map, subject site indicated

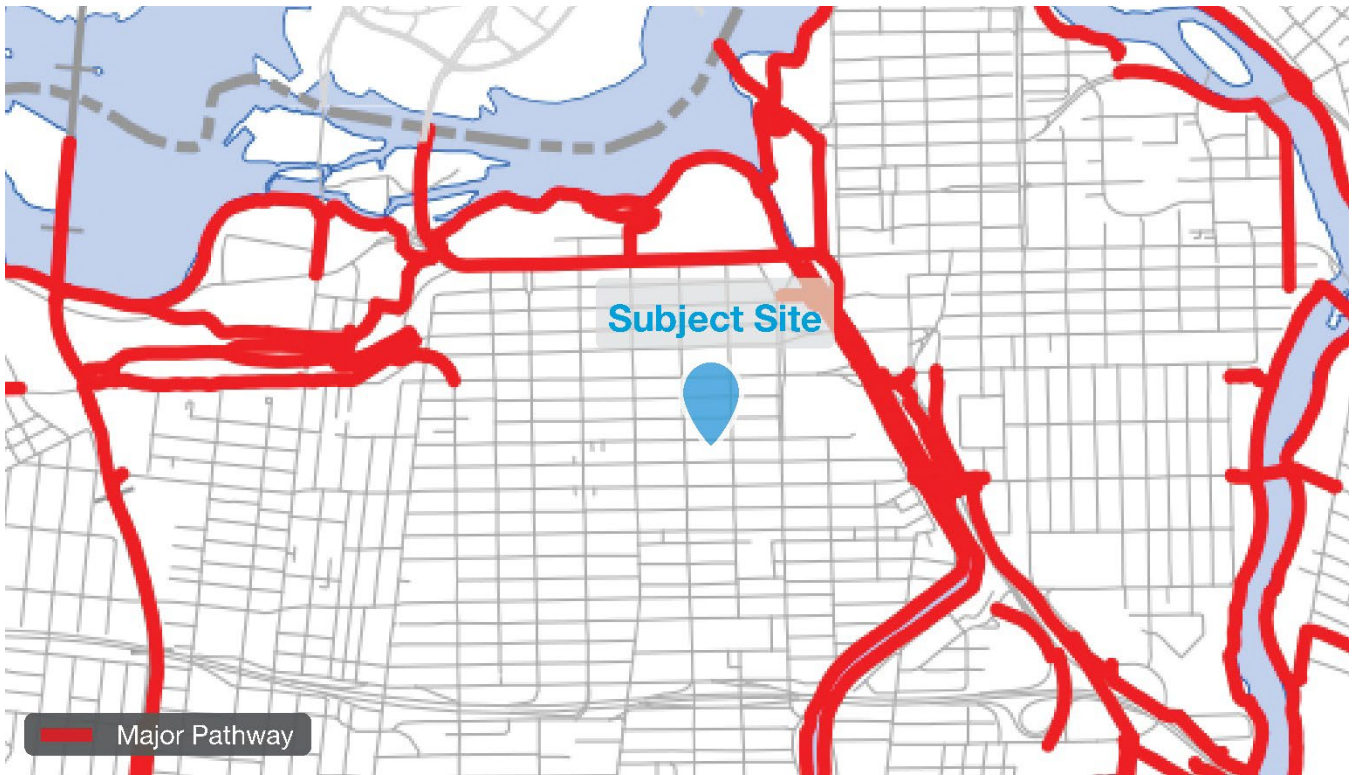


Figure 12: Schedule C3, Active Transportation Network – Urban – Major Pathways, City of Ottawa Official Plan, subject site indicated

2.5 Neighbourhood Amenities

Considering its location in the established Centretown neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services and greenspaces.

A non-exhaustive list of nearby amenities illustrates the wide range of uses, including but not limited to:

- / Parks including Arlington Park, Bronson Park, Dundonald Park, McNabb Park, as well as greenspace along the Ottawa River Multi-Use Pathway;
- / Restaurants and retail business in all directions, however primarily along Elgin Street, Bank Street and Sparks Street;
- / Recreational facilities including private gyms, community fitness spaces, and community services such as the Jack Purcell Community Centre and Pool, and the McNabb Recreation Centre;
- / Libraries and public schools such as the Ottawa Public Library (Main Branch), Elgin Street Public School, Centennial Public School, and Lisgar Collegiate Institute; and,
- / Tourist destinations and heritage buildings such as Sparks Street, Parliament Hill, the Rideau Shopping Centre, the National Arts Centre, the National Gallery of Canada, and the ByWard Market.

3.0 Proposed Development and Design Brief

3.1 Project Overview

The subject site is proposed to be redeveloped with a nine (9) storey mid-rise apartment building with a total of 49 units; 36 one-bedroom units and 13 two-bedroom units. The existing buildings are proposed to be demolished as part of the redevelopment.

The building will incorporate the following setbacks at grade:

- / A front yard setback of two (2) metres from Lisgar Street;
- / A rear yard setback of 7.5 metres; and,
- / Interior side yard setbacks of 1.5 metres.

There will be 294 square metres of amenity space provided via private terraces, an amenity room, a rear yard amenity area and an outdoor patio. Parking for 22 residential spaces and four (4) visitor spaces is located below grade in two underground parking levels and accessible by a car elevator at the northeast corner of the proposed development. A bicycle parking room with 43 spaces will be located on the proposed development's ground floor.

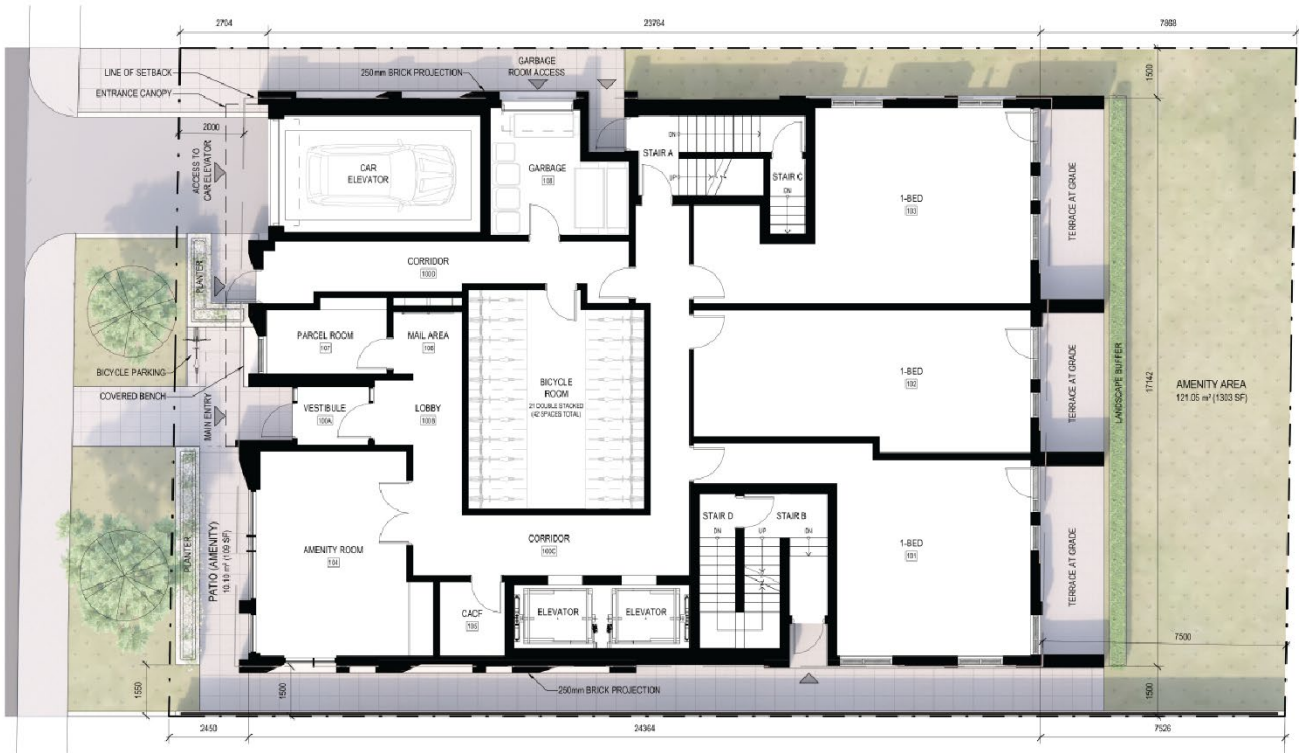


Figure 13: Site Plan of proposed development

3.2 Massing and Scale

The proposed nine-storey massing of the apartment building has been carefully selected and refined to reduce its presence on Lisgar Street to ensure visual emphasis remains on neighbouring heritage buildings.



Figure 14: Building Transition – Elevation View of Lisgar Street

As shown in Figure 14, measures to better integrate the proposed building include prominent architectural features and setbacks on its front elevation at strategic intervals:

- / (1) **Ground Floor Height:** Following guidelines from the Centretown Heritage Conservation District, the height of the ground level has been deliberately elevated to better align with the porch canopy of the three-storey heritage house to the west. A feature architectural canopy has been added to the ground floor to emphasize this horizontal line and break up the height of the podium level.
- / (2) **First Stepback:** To transition the height of the building to the smaller scale residential buildings to the west, the development has introduced a significant setback at level 4. This allows for the addition of terraces and planting, and reduces the vertical impact of the building by creating a podium that aligns well with the scale of the neighbouring buildings.
- / (3) **Second Stepback:** The building also introduces a setback at level 9, creating a nuanced top of the building. This setback also allows for planting and private terraces. The design of the brick L-shaped frames creates visual interest, while adding depth and filtering light to the top of the building.
- / (4) **Vertical Segmenting:** The building has been segmented using vertical bands that are slightly stepped back from one another. This breaks up the width of the built form into smaller sections, better relating to the scale of the typical homes in Centretown.

3.3 Building Design

The proposed development is designed to suit the context and to contribute to the neighbourhood by using quality design and detailing while maintaining visual emphasis on the existing scale along Lisgar Street (Figure 15). The architectural features complement and take cues from features of the neighbouring buildings, including window composition and natural materials such as brick cladding and dark metal framing. Windows will be clad with aluminum composite panels and terraces off both the fourth and ninth storeys will include a contemporary glazed expression along the railings with landscaping elements. The addition of perforated panels is a modern interpretation of the wood detailing at the neighbouring 232 Lisgar Street. The accessible entrance to the apartment has been designed to welcome residents into a safe and material-rich space.



Figure 15: Streetscape - Cross Section of Proposed Development, looking southwest from Lisgar Street

3.4 Relationship to the Public Realm

The development maintains a mid-rise built form. The relationship with the public realm is supported through the building stepback at the fourth storey, assuring the building height respects the scale of the area. The fenestration included throughout the building reinforces “eyes on the street” and safety for pedestrians moving through the area. The building has been designed to reinforce the street edge, but to also contribute to the character of the area by using red brick materials similar to surrounding buildings, while maintaining a modern feel to the building. The use of brick transitioning to the landscaped private terraces on the third and ninth floors delineates from the mid-rise portion of the building, further emphasizing building stepback.

Although the building is greater in height than the width of the Lisgar Street right-of-way, it is of an appropriate height and design given its surrounding context and its provision of appropriate setbacks and stepbacks that frame the street well. Street canyon and microclimate impacts are considered through both sun shadow and wind studies. The base of the building has an active frontage in the form of an indoor amenity room, outdoor bicycle parking and outdoor patio space which helps to relate it to the scale and character of the surrounding buildings.



Figure 16: Rendering of proposed development, looking southeast from Lisgar Street



Figure 17: Materiality and building design of proposed development



Figure 18: Rear view of proposed development from Cooper Street / surface parking lot at 297 Cooper Street



Figure 19: Rendering of primary entrance, looking from Lisgar Street

3.5 Heritage Considerations

The proposed development is situated in the Heritage Conservation District of Centretown, and great care has been taken to respect the existing character of the neighborhood while presenting a modern interpretation of the existing urban fabric. The proposed development is almost entirely comprised of red brick masonry, taking inspiration from the red masonry turn-of-the-century apartment blocks surrounding the area on Lisgar Street, as well as the red/brown brick detached-dwellings commonly seen in Centretown.

While the building form is vertical in nature, measures have been put into place to break up the verticality and transition the building into its surrounding context. These measures include segmenting the façade of the building vertically through stepped volumes, aligning with the scale of the neighbouring houses to the west.

Stepbacks at levels 4 and 9 respect specific datum lines of the surrounding context, while the top of the building is nuanced through its brick arches, giving visual interest to the project. The ground floor height has also been deliberately increased, and a feature entrance canopy added to better correspond to the typical canopy height seen in the neighboring homes.



Figure 20: Heritage considerations of proposed development

The care and dedication to craft is unmistakable in a number of the older buildings on Lisgar Street and throughout Centretown. Articulated masonry walls are shown on the front façade, with copper-coloured accents on certain brick returns. These accents are perforated to reflect certain wood carvings on the existing buildings that are being demolished and acknowledge the craft of their time.

3.6 Sustainability

The proposed development is located in an area which is highly walkable, with many easily accessible cycling routes, and that is well-served by public transit. More bicycle parking spaces are provided than the minimum required by the Zoning By-law (43 spaces provided beyond the required 25 spaces). These features encourage a more sustainable lifestyle and are generally more environmentally friendly. The installation of electric car charging stations is also being explored.

All vehicle parking is proposed to be located underground. By eliminating surface parking, a greater amount of soft landscaping is ensured which reduces the surface run-off created by this development. In addition, the flat roof will provide an opportunity for stormwater management storage, and a cistern is included in the design to ensure a stormwater flow-rate that will not overwhelm existing infrastructure.

The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls. The project will be using only durable cladding materials, all of which installed using a 'rainscreen' design, ensuring that these cladding materials will perform well over the long term and will not require replacement. The project will be using high efficiency appliances. All lighting will use LED luminaries, which, combined, will result in a significant reduction in the electrical demand for the building. The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects. The proposed development includes tree planting in the front yard, with enough soil volume to ensure healthy tree growth.

Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

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

Policies that support the development and intensification of the subject site include:

- / **Section 1.1.1:** Healthy, liveable and safe communities are sustained by:
 - 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.a**);
 - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (**1.1.1.b**);
 - Avoiding development and land use patterns which may cause environmental or public health and safety concerns (**1.1.1.c**);
 - 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 (**1.1.1.e**);
- / **Section 1.1.3:** Identifies settlement areas as the focus of growth and development (**1.1.3.1**), where land use patterns shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3 (**1.1.3.2**). This includes appropriate locations and 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, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. (**1.1.3.3**).
- / **Section 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 or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - 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 (**1.4.3.b.1**); and
 - All types of residential intensification, including additional residential units, and redevelopment (**1.4.3.b.2**);
 - 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 (**1.4.3.d**);
- / Policies in **Section 1.6** of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
- / **Section 1.7.1:** Long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).
- / **Section 1.8.1:** Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - Promote compact form and a structure of nodes and corridors (1.8.1.a);
 - Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed development is consistent with the Provincial Policy Statement (2020). The proposed development responds to policies that direct development to areas the municipality has identified for intensification and redevelopment. Further to this, it implements a coherent development and land use pattern while contributing to an appropriate range and mix of residential types to meet long-term needs of the municipality. The redevelopment offers an efficient, cost-effective pattern of growth, capitalizing on the proximity to significant transit infrastructure, important amenities, and employment hubs to promote ease of walking, cycling, and transit use as an alternative to personal vehicle use.

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa's Official Plan was amended and passed by City Council on October 27, 2021, with adoption of the revised version by Council on November 24, 2021. The Official Plan was approved with some modifications by the Minister of Municipal Affairs and Housing on November 4, 2022.

Policy directions for the Official Plan include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.2.1 Downtown Core Transect

The subject site is located within the "Downtown Core Transect" of the Official Plan (Figure 21). The Downtown Core Transect is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. It is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region and is part of a larger metropolitan downtown core that includes the Centre-Ville de Gatineau as defined in the Plan d'urbanisme de la Ville de Gatineau.

As identified in Policy 2 of **Section 5.1.1** of the OP, the City supports the continued development of the Downtown Core as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- / Hubs and a dense network of Corridors provide a full range of services;
- / Existing and new cultural assets are supported, including those that support music and nightlife; and
- / Residential densities are sufficient to support the full range of services.

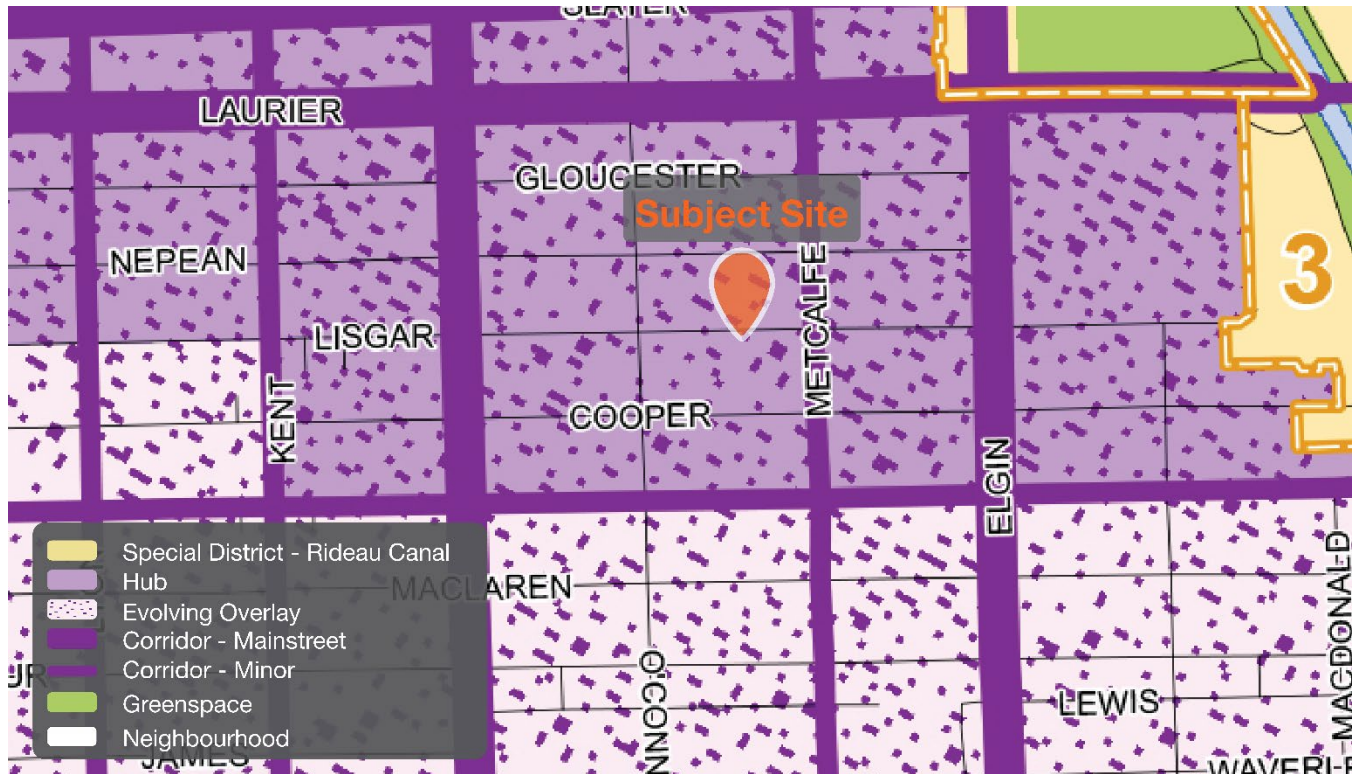


Figure 21: Schedule B1, Downtown Core Transect, subject site indicated

In addition, per Policy 6 of **Section 5.1.1** of the OP, 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. Policy 3 of **Section 5.1.2** of the OP prohibits new automobile-oriented land uses and development forms (i.e. automobile service stations, dealerships, surface parking lots as a main use of land). Motor vehicle parking permitted in the Downtown Core shall be managed as follows:

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

Per **Policy 1** of **Section 5.1.4** of the OP, maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:

- a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and High-rise inclusive;
- b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station;
- c) Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and

- d) In order to provide a transition from the Hub to the adjacent built form, despite Policy c), on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.

The proposed residential mid-rise development provides a dense, urban built form through intensification of an area within the Downtown Core. The proposed development will provide an increase of residential units in an area of high-density, a mix of uses and close to sustainable transportation. Parking has been shielded from the public realm through an underground parking garage, accessible by a common driveway off Lisgar Street. Although not within 400 metres walking distance of an O-Train station, the height of the proposed development conforms to the maximum building height outlined in the Central and East Downtown Core Secondary Plan.

4.2.2 Hub Designation

The subject property is designated as a Hub within the OP. Per **Section 6.1**, Hubs are generally envisioned as areas of higher density of development, mixed land-use and higher level of public transit connectivity. Residential uses and compatible non-residential uses are generally permitted within Hubs. Hubs are typically areas within 800 metres walking distance (600 metres radius) from rapid transit stations.

Policy 3 addresses development within Hubs, where:

- / The highest density shall be directed closer to the transit station or stop **(6.1.1.3.a)**;
- / Development shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users **(6.1.1.3.e)**;
- / Buildings shall be established that:
 - o Edge, define, address, and enhance the public realm through building placement, entrances, fenestration, signage, and façade design **(6.1.1.3.f.i)**;
 - o Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm **(6.1.1.3.f.ii)**; and
- / Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm **(6.1.1.3.f.iii)** shall be subject, through the Zoning By-law, to motor vehicle parking regulations that support the Hub's prioritizing of transit, walking and cycling, including as appropriate:
 - o Reduction or elimination of on-site minimum parking requirements **(6.1.1.3.g.i)**;
 - o Maximum limits on parking supply **(6.1.1.3.g.ii)**; and
 - o Prohibition of surface parking lots as a main or accessory use **(6.1.1.3.g.iii)**.

Policy 4 notes Hubs will generally permit residential uses.

The proposed development conforms with the policies for Hubs within the Official Plan as it provides higher density residential use in close proximity to public transit. As the subject site is within 700 metres walking distance from Parliament LRT station, an increased number of bicycle parking spaces have been included in site design, which prioritizes active transportation.

Further, the building has been designed to reinforce the street edge and contribute to the public realm through an active frontage along the base of the building. This includes an indoor amenity room that faces the street, outdoor bicycle parking and outdoor patio space, which helps to relate it to the scale and character of the surrounding buildings.

4.2.3 Evolving Overlay

In addition to its designation, the subject site also has an Evolving overlay applied. The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for 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 that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;

- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The subject site is located within 700 metres walking distance from the Parliament LRT station. New residential densities are introduced that support the Official Plan’s directions relating to 15-minute neighbourhoods and intensification in proximity to transit. The proposed building has been designed in a way that enhances the public realm by minimizing automobile-oriented uses through limited below-grade parking spaces, while prioritizing transit users, cyclists and pedestrians. The proposed development also provides a built form and site design which conforms to the building height and active frontage policies of the Official Plan.

4.2.4 Urban Design

Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan outlines the City’s urban design objectives. The proposed development meets the following Urban Design policies among others:

- 4.6.5.1** Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

The proposed development is compatible with the intent of the Official Plan’s Transect and Urban Designation policies. Further, the development is in conformity with the policies of the Central and East Downtown Core Secondary Plan outlined in Section 4.3 of this report, meets the policies and several of the guidelines of the Centretown CDP outlined in Section 4.4 of this report, and meets the City’s Transit Oriented Development Guidelines as detailed in Section 4.5 of this report.

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

As demonstrated in Section 4.2.2 of this Rationale, the proposed development meets all relevant policies with regard to the Hub designation. The proposed development frames the street, locating the principal entrance fronting the street, remaining consistent with the established front yard setback, and screens utilities, servicing and parking from the public. The proposed mid-rise apartment building is also appropriate for its surrounding existing and planned context.

- 4.6.5.3** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing areas and has located parking below-grade, accessible via a car elevator from Lisgar Street. Parking is located beneath the proposed development to conceal parked vehicles from public view.

- 4.6.6.1** To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
- a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights;
 - c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The proposed development minimizes impacts on neighbouring properties and on the public realm as the building has been positioned in line with neighbouring buildings along Lisgar Street to ensure a cohesive alignment of building frontages. The proposed development incorporates stepbacks that allow for an appropriate transition to adjacent low-rise buildings.

- 4.6.6.2** Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides transition measures to better integrate the proposed building to the surrounding context. This includes prominent architectural features and stepbacks on its front elevation at strategic intervals which transition the height of the building to the smaller scale residential buildings to the West.

- 4.6.6.4** Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential.
- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

Shared outdoor amenity space will be provided at the rear and front of the subject site, and indoor communal amenity space will be located on the ground floor, facing Lisgar Street. In addition, private amenity space is provided in the form of terraces for a select number of units. Amenity spaces have generally been designed in accordance with the requirements of the Zoning By-law and consider all four seasons. A communal patio located in the proposed development's front yard will require relief from the zoning; the patio will allow for more "eyes on the street" and is adjacent to a local street which is not expected to cause excessive noise or air pollution.

- 4.6.6.7** Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
- a) Frame the street block and provide mid-block connections to break up large blocks;
 - b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - c) Be generally proportionate in height to the width of the right of way, with additional height permitted in the Downtown Core Transect; and
 - d) Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development is compatible with the Downtown Core Transect polices and remains contextually appropriate for the neighbourhood. Although the building is greater in height than the width of the Lisgar Street right-of-way, it is of an appropriate height and design for its location and planned context. It provides appropriate setbacks and stepbacks that frame the street well, and street canyon and microclimate impacts are considered through the sun shadow and wind studies. In addition, the building's small floorplate will not lead to a street canyon effect.

The building has been designed to reinforce the street edge, but to also contribute to the character of the area by using red-brick materials similar to surrounding buildings, while maintaining a modern feel to the building. The base of the building has an active frontage in the form of an indoor amenity room, outdoor bicycle parking and outdoor patio space which help to relate it to the scale and character of the surrounding buildings.

4.3 Central and East Downtown Core Secondary Plan (2022)

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.

4.3.1 Section 2 – Land Use Designation

The subject site is designated as “Local Neighbourhood” on Schedule B – Land Use Plan of the Central and East Downtown Core Secondary Plan (Figure 22). Local Neighbourhoods are primarily residential. They may include small-scale commercial and institutional uses that are meant primarily to support local residents’ everyday needs, as per Section 6.3 - Neighbourhoods, of Volume 1 of the Official Plan.

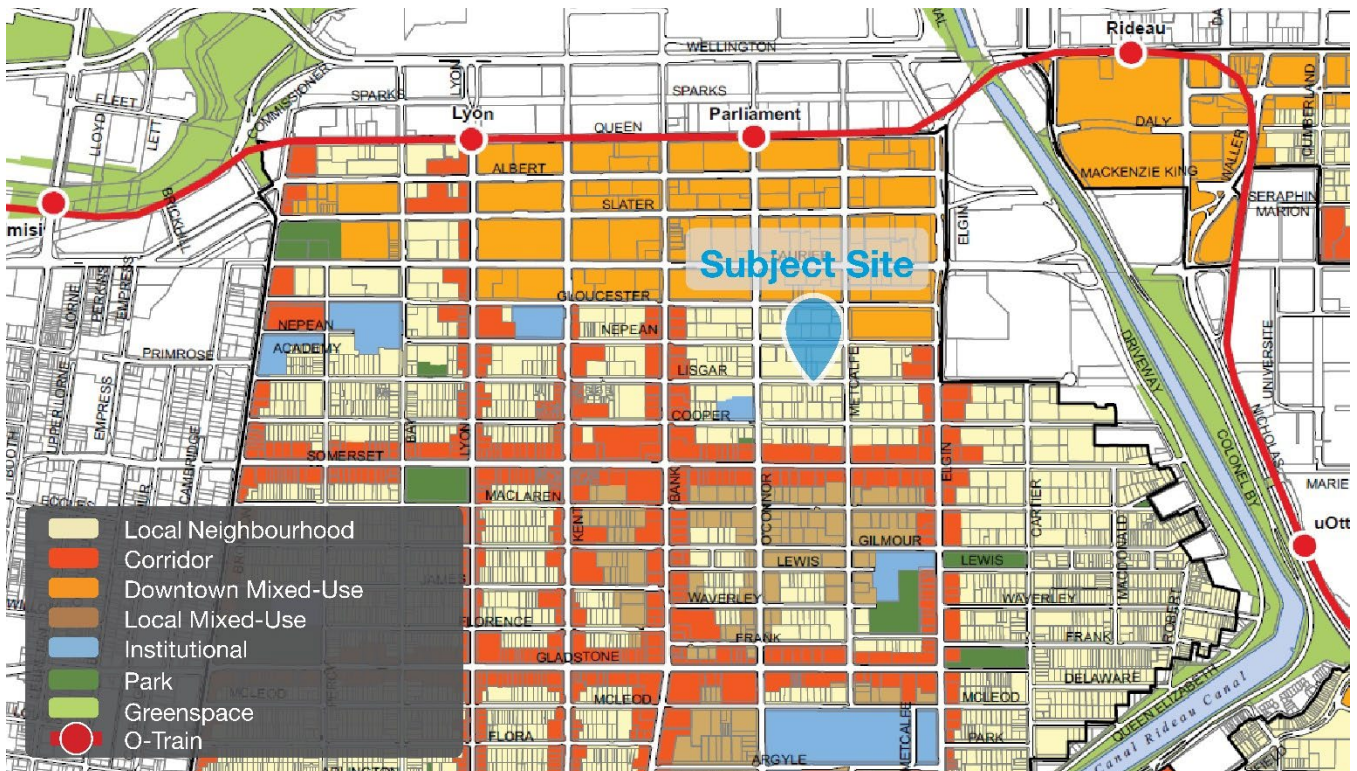


Figure 22: Schedule B, Designation Plan, Central and East Downtown Core Secondary Plan, subject site indicated

The proposed residential use is in keeping with the Secondary Plan's land use designation for the subject site.

4.3.2 Section 3 – General Policies

This section contains policies which apply across the entire secondary planning area. The relevant policies of Section 3 – General Policies are examined below.

3.1 Built Form

Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function, and activity.

- 1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:
 - a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail, and commercial units.
 - b) 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.
 - c) Lower floor articulation with a high degree of transparency and functional permeability.
 - d) Notwithstanding Section 3.1 - Built Form, policies 1 b and f, residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
 - e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10% window coverage by temporary posters or advertisements.
 - f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.
 - h) Buildings must front onto all their adjacent streets.
 - i) Vehicular facilities must minimize all visual and functional impacts on the public realm.
 - j) Further to Section 3.1 - Built Form, policy 1 i, surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.
- 4) Where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage.
- 5) Much of the Central and East Downtown Core is located within the Design Priority Area identified in the Official Plan. All new development within this area shall be subject to Design Review by the City's Urban Design Review Panel, including the process and exemptions identified for the panel.

The proposed development conforms to the policies for Built Form. The proposed development is designed in a way that contributes positively to the adjacent public realm, including a directly accessible main entrance from Lisgar Street, an outdoor amenity patio, a public bike rack, outdoor covered bench, increased planting, and the addition of a feature entrance canopy to enhance the public realm. Private outdoor amenity spaces (terraces) for residential units at the ground floor provide a comfortable degree of privacy. Underground parking minimizes impacts on the public realm. Building design will be subject to the City's Urban Design Review Panel as part of the development application process.

3.3 Mobility

The City will prioritize sustainable modes (pedestrians, cycling, transit), making them the most convenient and comfortable way of accessing the Central and East Downtown Core and moving within it.

- 15) The City will ensure the provision of ample protected bicycle parking for residents, visitors, and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:
 - a) At time of redevelopment, collaborating with private owners and other stakeholders to add protected bicycle parking in existing facilities. An example may include the conversion of motor vehicle parking spaces.
 - b) Requiring publicly-accessible protected facilities in new development and/or public facilities.

- c) Actively identifying opportunities for the construction of protected bicycle parking facilities.
- 17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.
- 18) Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies. Zoning By-Laws should review the maximum limit on parking spaces to support the Transportation Master Plan's modal targets for the area.
- 19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they currently exist, the City will require their removal at the time of redevelopment or change of use.

The proposed development prioritizes sustainable transportation modes and includes an increased number of bicycle parking spaces (both indoor and outdoor) from what is required in the Zoning By-law. Through the addition of a car elevator and two levels of underground parking, the proposed development discourages non-transit-supportive uses by effectively hiding vehicle parking from the public realm.

3.4 Heritage

- 20) The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the Ontario Heritage Act, the Federal Heritage Buildings Review Office, or listed on the City's Heritage Register. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the Cultural Heritage and Archaeological policies found in Section 4.5 of the Official Plan.
- 21) Development on properties designated under Part V of the Ontario Heritage Act, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemberg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod, and Sweetland Avenue.
- 22) A Heritage Impact Assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30m of the boundary of:
 - a) A property containing an individually designated heritage building (Part IV of the Ontario Heritage Act); or
 - b) A heritage conservation district (Part V of the Ontario Heritage Act); or
 - f) A property listed on the Heritage Register

The proposed development is situated in the Heritage Conservation District of Centertown, and great care has been taken to respect the existing character of the neighbourhood while presenting a modern interpretation of the existing urban fabric. A Cultural Heritage Impact Statement was undertaken to ensure ground level interaction, height and detailing were maintained or enhanced through the design of the new building.

4.3.3 Section 4 – Character Area Policies

Character Area policies add to the general secondary plan policies with greater local detail. They should be read along with the general policies. The subject site is located in the Centretown Character Area, per Schedule A- Character Areas of the Secondary Plan (Figure 23).

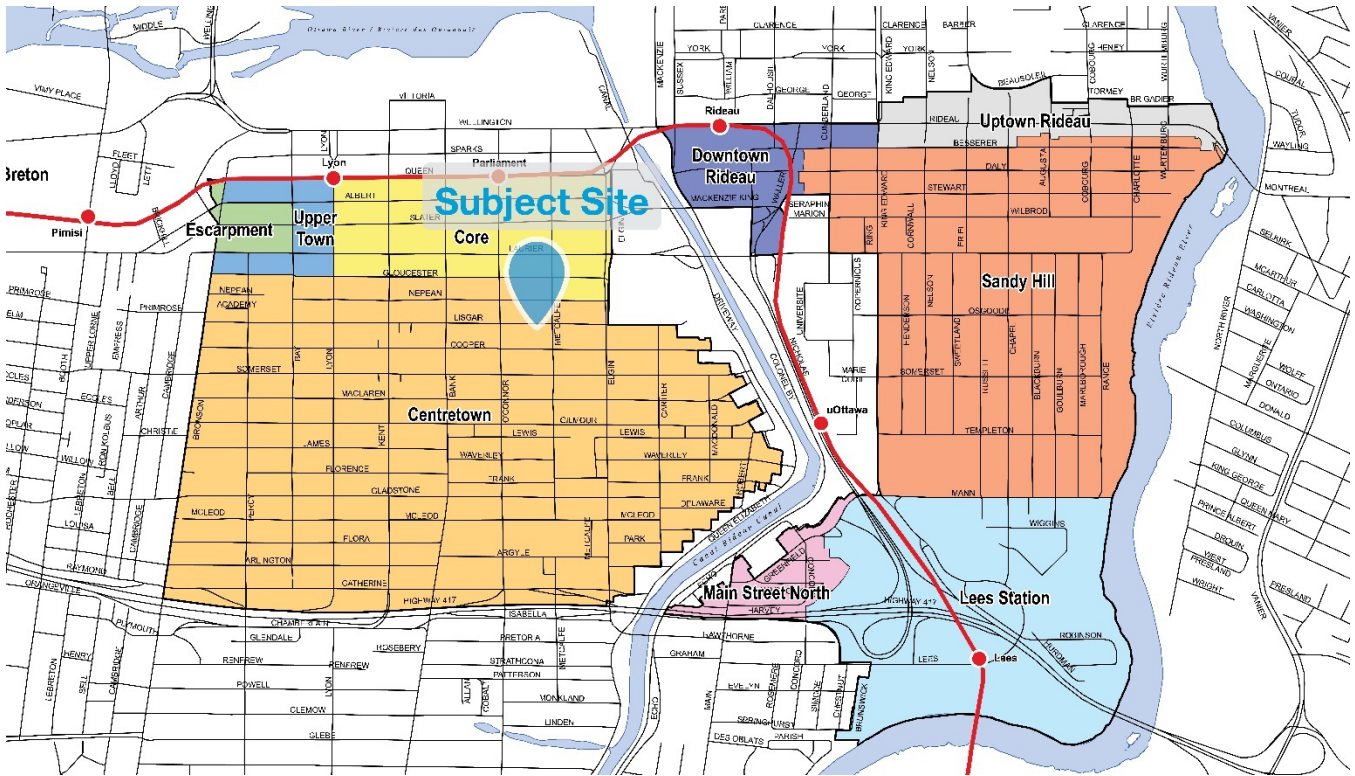


Figure 23: Schedule A - Character Areas, Central and East Downtown Core Secondary Plan

Section 4.4 of the Secondary Plan applies to the Centretown Character Area. The purpose of this subsection is to establish a comprehensive set of policies to guide future growth and change in Centretown. It is based on the Centretown Community Design Plan (CDP), translating many key aspects of the Centretown CDP into statutory policy.

The Secondary Plan outlines seven (7) core principles which flow from the vision for Centretown and provide the foundation for this Character Area. The proposed development will contribute to achieving these principles and objectives as discussed below:

Principle	Discussion
<p>Maintain and Respect the Character of Centretown’s Neighbourhoods</p>	<p>The proposed development respects the character of the existing buildings on the subject site and of the surrounding area in its architecture and materiality. The red brick relates to the many nearby heritage designated brick buildings in Centretown. The Secondary Plan recognizes the centre of Centretown (between Kent and Elgin Streets) as a more eclectic neighbourhood where intensification will occur. The proposed development recognizes this and responds with a massing that is appropriate for this location.</p>
<p>Accommodate Residential Growth</p>	<p>The proposed development includes 49 new residential units that will support the targets for intensification in Centretown and will redevelop an underutilized property that is currently occupied by low-density residential buildings with associated surface parking to a nine-storey residential development.</p> <p>The impact of the proposed development on the surrounding community has been thoroughly reviewed and discussed with steps taken to mitigate any impacts.</p>

Principle	Discussion
Accommodate a Diverse Population	The proposed development will add needed rental housing stock to the Centretown neighbourhood. The development will feature a mix of unit types, adding to the diversity of housing options in the neighbourhood and allowing more people to live in proximity to the jobs, services and amenities in the downtown core.
Reinforce and Promote Commercial Activity	Although there are no commercial components proposed for the development, the subject site is located in a highly walkable neighbourhood in proximity to the Bank and Elgin Mainstreets. The proposed development will bring new residents to the area, allowing for a greater population to support nearby existing and future commercial businesses.
Enhance the Public Realm	The proposed development will improve the streetscape abutting the development through landscaping improvements, and through a built form that encloses the street and creates a comfortable, secure pedestrian environment.
Encourage Walking, Cycling, and Transit Use	The proposed development includes a low parking ratio and includes ample bicycle parking to encourage cycling and will integrate with the existing pedestrian network in Centretown. The subject site is also located within 700 metres walking distance south of the Parliament LRT station and transit priority corridors on Bank, Elgin, and Somerset Streets. Further, the proposed building is located just south of the City's downtown core and Central Business District, allowing future residents to walk and cycle to meet their day-to-day needs.
Promote Design Excellence	The proposed development has been thoughtfully designed to create a project that fits well within its surroundings and respects the character of the surrounding community. The choice of materials reflects the heritage of Centretown while also providing a modern building. The proposed design will be further reviewed and refined as needed through the development application process, including review by the Urban Design Review Panel.

Heritage (Section 4.4.7)

The intent of the heritage policies for the Centretown Character area is to ensure the most significant aspects of Centretown's heritage are protected, maintained and celebrated. They aim to ensure that, where redevelopment occurs, the design and landscaping of new buildings will be sensitive and complementary to the character of neighbouring heritage assets and consistent with existing heritage plans and policies.

The proposed development, a new building, complements the existing character of neighbouring building while introducing a modern interpretation of the existing urban fabric. The proposed development's red brick masonry takes inspiration from the red masonry turn-of-the-century apartment blocks surrounding the area on Lisgar Street. Further, the articulated masonry walls on the front façade, with copper-coloured accents on certain brick reflects certain wood carvings on the existing buildings that are being demolished.

Housing (Section 4.4.8)

The population of Centretown is expected to rise in the decades ahead, and a key objective of this Character Area Sub-section is to ensure there is a broad range of housing choices for existing and future residents. The policies in this section, which are further to the policies in Section 4.2 - Housing, of the Official Plan, support this objective, focusing specifically on the issue of affordable housing.

The proposed development provides 49 new rental units in an area slated to evolve to denser, walkable, 15-minute neighbourhoods.

Land Use and Site Development (Section 4.4.9)

The subject is located within the Centretown North Character Area (Figure 24). The policies below respond to the varying land use and built form visions for the Centretown North Character Area. They are linked to Schedule B - Designation Plan and Schedule C - Maximum Building Heights.

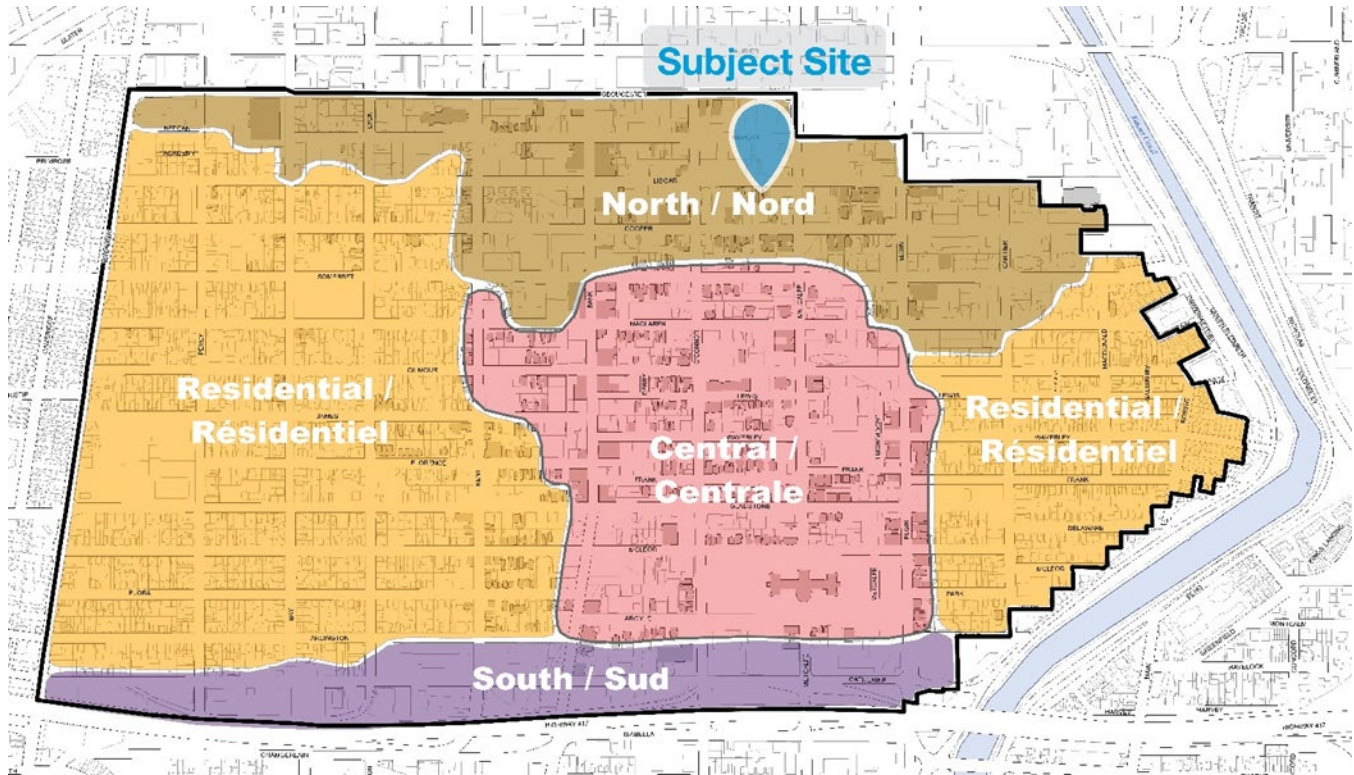


Figure 24: Annex 1 - Centretown Character Areas, Central and East Downtown Core Secondary Plan

- / Per **Section 4.4.9, Policy 39** the predominant land use designation in the North Character Area is Local Neighbourhood, as identified in Schedule B - Designation Plan (Figure 22). Non-residential uses are restricted to the first two floors of a building and cannot occupy more than 50% of its gross floor area in R4 and R5 zoned areas.
- / **Policy 41** states that buildings of varying heights shall be encouraged in the North Character Area. The maximum heights are intended to achieve a transition to the mid-rise and low-rise areas to the south. Proposals for development in the Character Sub-Area shall be guided by the Built Form Guidelines in the Centretown CDP. These guidelines, together with other applicable Council approved Design Guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown. The guidelines are meant to be general and may not apply equally in all circumstances. The site context may inform the application of, and the emphasis on, the various guidelines.

The maximum building height for the subject site is 21 storeys, per Schedule C – Maximum Building Heights of the Secondary Plan (Figure 25).

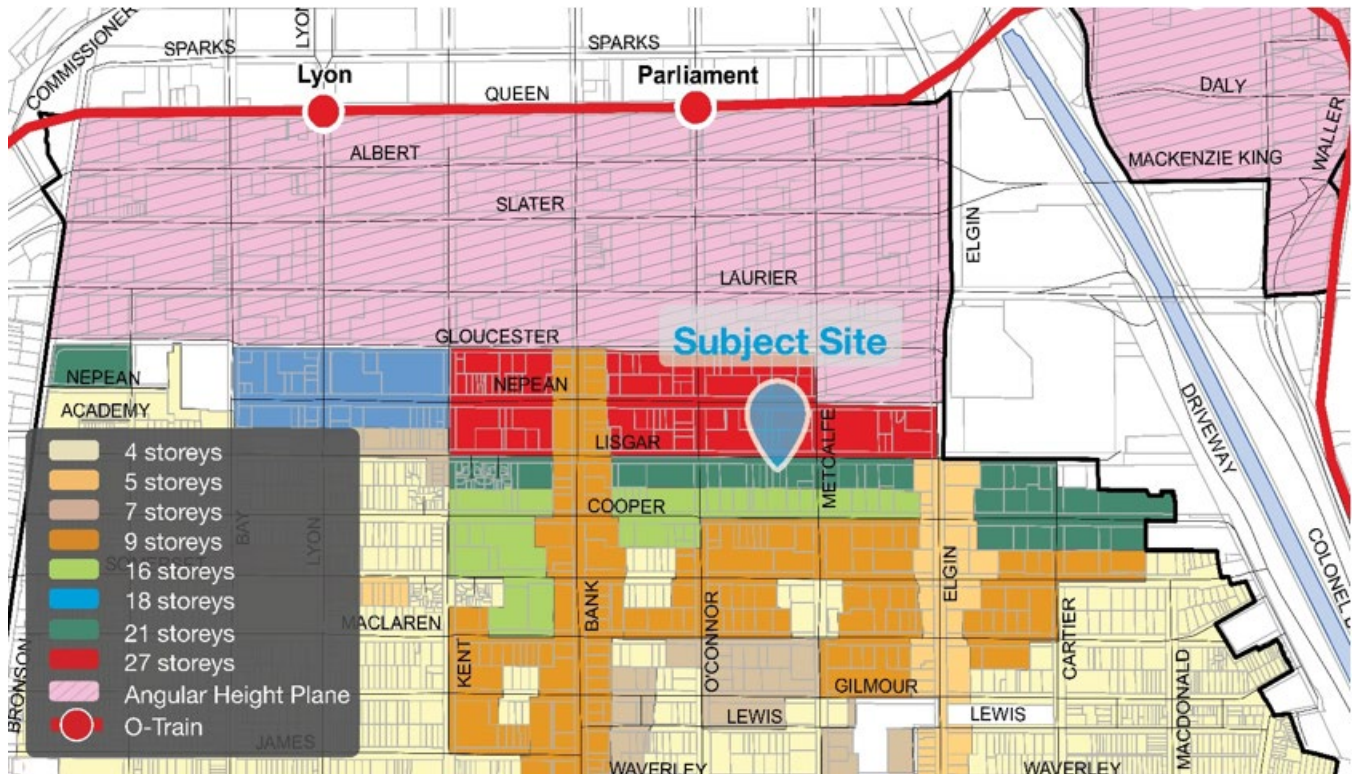


Figure 25: Schedule C, Maximum Building Heights, Central and East Downtown Core Secondary Plan, subject site indicated

The proposed nine (9) storey mid-rise apartment building is consistent with the land use designation and heights prescribed within Schedules B and C of the Secondary Plan. The proposed use and building height are also similar to those of nearby existing and proposed developments in all cardinal directions.

4.4 Centretown Community Design Plan (2013)

The subject site is located within the Centretown Community Design Plan (CDP) area. Approved by Council in May 2013, the CDP is intended to guide future growth and change in Centretown.

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

4.4.1 Land Use Designation

Per the CDP, the subject site is located within the Northern Character Area of Centretown, which is defined as the zone north of Cooper/MacLaren Streets and tends to support larger buildings that are broader and taller than those buildings in areas to the south. The form of buildings present in this northern portion of Centretown, combined with the function of these buildings and mix of uses they contain, has made this area act as a 'transition zone' between the high-rise, high-density, employment focused Central Area (north of Gloucester) and the less dense, smaller scale, lower rise, more residential areas south of MacLaren Street. This area supports a mix of fast moving one-way arterial roads and more quiet local streets.

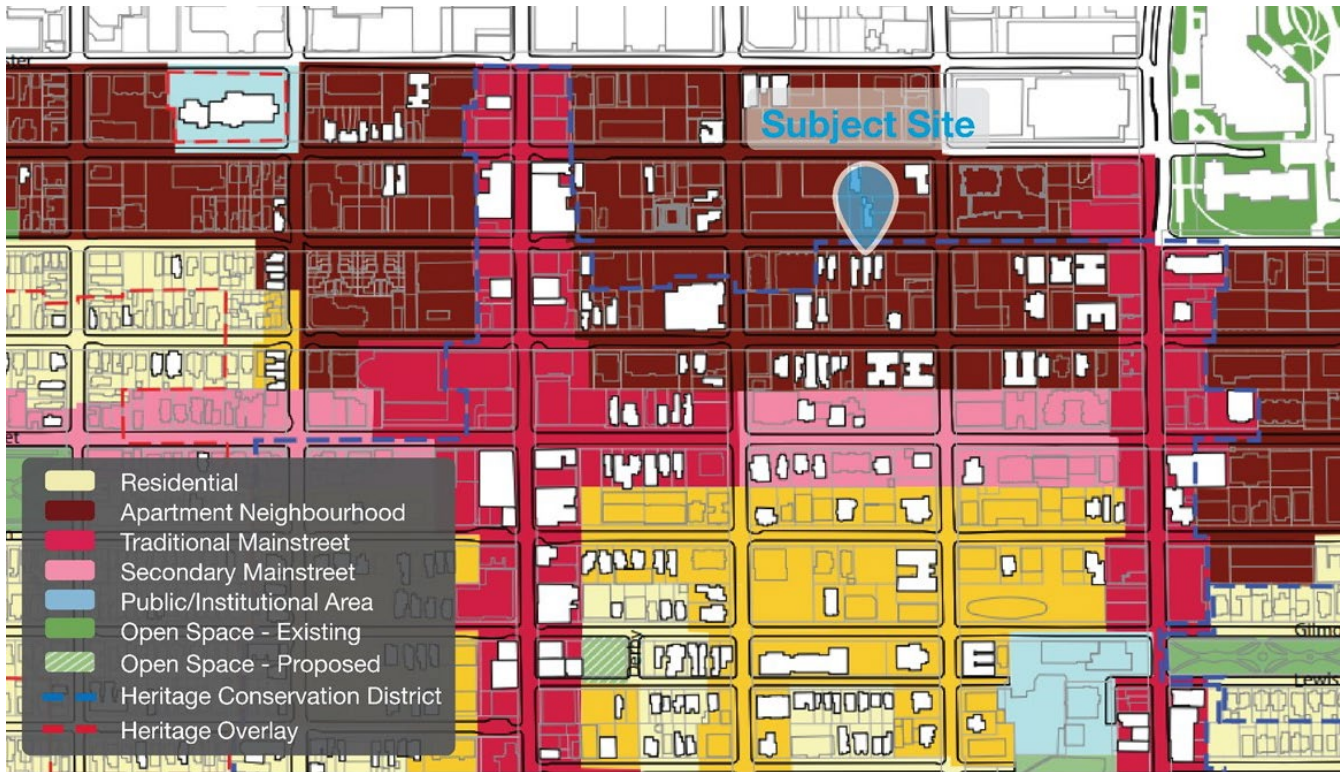


Figure 26: Schedule H, Land Use Plan, Centretown Community Design Plan (2013), subject site indicated

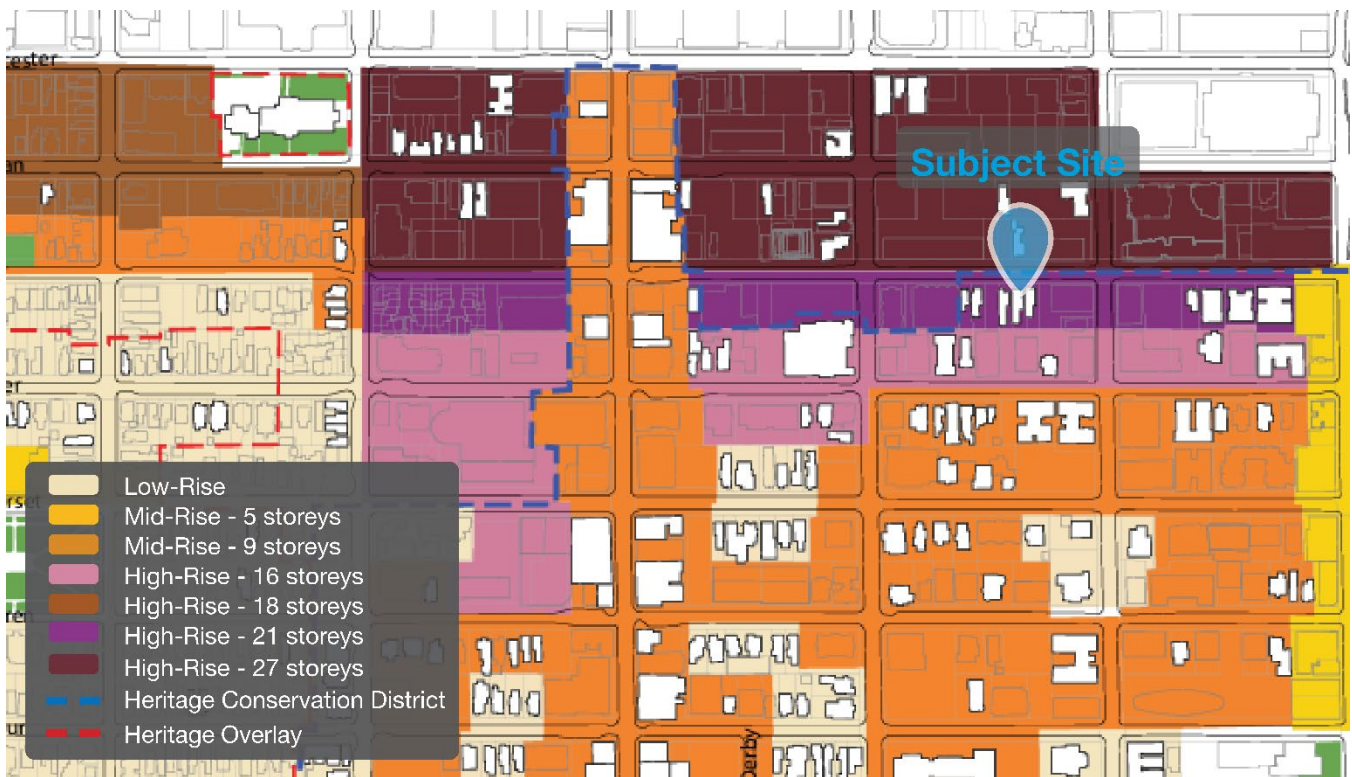


Figure 27: Maximum Height Considerations, Centretown Community Design Plan (2013), subject site indicated

Section 6.1 of the CDP identifies the subject site as “Apartment Neighbourhood”. Apartment neighbourhoods are comprised of residential uses in larger-scaled buildings. Although dominated by residential uses, other uses present may include parks and open spaces, limited commercial uses, institutional uses (including places of worship and academic facilities), community services, cultural and recreation facilities. The majority of these apartment buildings are clustered in the northern portion of the area north of Somerset between Cartier and Kent Streets.

Compatible intensification can occur on underutilized and vacant sites in Apartment Neighbourhoods. Locating and massing new buildings to minimize impacts and provide transition to lower-scale areas is essential.

The CDP identifies a maximum height of 65 metres (21 storeys) for the subject site.

The proposed mid-rise apartment building is a permitted use in the CDP’s Apartment Neighbourhood designation. The proposed height is in keeping with the CDP’s maximum height considerations for the subject site.

4.4.2 Built Form Guidelines for Mid-Rise Infill

All development in the Centretown CDP area is to be guided by the Built Form Guidelines in **Section 6.4** of the CDP; policies state that developments should be guided by the built form guidelines as well as other applicable Council approved design guidelines, providing the framework for ensuring better quality architecture, appropriate building design, and the creation of a positive sense of place in Centretown. A stepping of heights or increased setbacks should be used to provide transition to lower areas.

Mid-rise infill is considered to be those buildings between five and nine storeys. The following guidelines apply to mid-rise infill on the subject site:

- i. Align infill with adjacent buildings and respect the existing overall street setback. Strategic setbacks may be appropriate at entrances or key locations to create architectural interest.
- ii. Extend infill the length of the site on all street frontages.
- iv. When higher than 6 storeys, a front (1.5 to 3 m) and side yard (minimum 3 m) building stepback should be introduced to maintain access to light and support a pedestrian scale. The determination of the stepback location should be based on context, adjacent building relationships, and building proportion. Generally, the building stepback should be introduced above the sixth storey but can also occur below. To promote well-defined street edges and enclosures, building stepbacks directly above the ground floor will not be permitted.
- v. Avoid blank walls. If necessary, a blank wall must be well articulated. Blank walls fronting a street are not permitted.
- vi. Ground-level units should be well articulated to reduce the scale of the building and introduce a more fine-grained rhythm to the street frontage.
- vii. Provide ground level access to individual units, where applicable, to animate the street.
- viii. Raised ground floors with residential units should be 0.9-1.2m from the ground to provide privacy for residents, while promoting safe streets by providing ‘eyes on the street’. Sunken units, situated below an ‘over elevated’ ground floor are discouraged.
- ix. Inset balconies behind the street wall to reinforce the street edge and public realm. Above the stepback, projected balconies are permitted but are not to exceed the stepback width.
- x. Existing Heritage Conservation District guidelines should be considered for new infill development occurring within the boundaries of the conservation district.

The proposed development has been informed by the Built Form Guidelines of the CDP. The building, which extends nearly the entire length of the subject site facing Lisgar Street, has been set back to respect the setbacks of adjacent

buildings, and the height of the ground level has been deliberately elevated to better align with the porch canopy of the 3-storey heritage house to the west of the subject site. The proposed development also incorporates appropriate front yard setbacks and inset balconies. The proposed development does not include any blank walls; in particular, its front façade has been segmented using vertical bands that are slightly stepped back from one another. This breaks up the width of the built form into smaller sections and provides a more fine-grained rhythm to the street frontage.

To reinforce the street edge and public realm, a feature architectural canopy has been added to the ground floor level to break up the height of the podium level. The proposed development includes significant glazing, and its front yard patio and front-facing indoor amenity room help animate the public realm and provide passive surveillance.

4.5 Transit Oriented Development Guidelines

The Transit-Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive development. Applicable recommendations include:

Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (**Guideline 1**);
- / Discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (**Guideline 2**).

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (**Guideline 11**);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (**Guideline 14**);
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (**Guideline 15**).

Pedestrians & Cyclists

- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (**Guideline 29**).

The proposed development implements several of the applicable TOD guidelines. The proposed nine-storey mid-rise residential apartment building targets the guideline of establishing high residential densities close to transit. The transit-supportive land use encourages transit use and transportation network efficiency. By including 43 bicycle parking spaces, nearly double the spaces than what is required, the proposed development will attract and generate pedestrian and cycling traffic along Lisgar Street, and the nearby spine routes on O'Connor Street and Elgin Street. Through the addition of a car elevator and two levels of underground parking, the proposed development discourages non-transit-supportive uses by effectively hiding vehicle parking from the public realm.

The first storey has been designed with a different colour of brick to distinguish it from the rest of the building. An awning over the primary entrance and clear street level windows help animate the streetscape and provide a sense of security for pedestrians and cyclists. Bicycle parking is conveniently located in the bicycle room just off the main entrance, visible from the interior of the building, and on the ground floor within the building to encourage active transportation.

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

The subject site is currently zoned “Residential Fourth Density Zone, Subzone UD, Urban Exception 479” (R4UD[479]) in the City’s Comprehensive Zoning By-law (2008-250) (Figure 28). Residential Fourth Density zoning is intended to:

- / allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home; and,
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The Mature Neighbourhoods Overlay also applies to the subject site. The Overlay includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-Law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140 (4a), the proposed mid-rise development is not subject to a Streetscape Character Analysis, as the Zoning By-law Amendment application intends to amend the base zone for the subject site to an R5 zone, to which the Mature Neighbourhoods Overlay provisions do not apply.



Figure 28: Zoning Map of the subject site and surrounding context

The proposed Zoning By-law Amendment would rezone the subject site to “Residential Fifth Density Zone, Subzone B, Exception XXXX, Maximum Building Height of 30 Metres (R5B[XXXX] H(30))” to permit the proposed development. The

proposed R5B zone is an appropriate parent zone given its surrounding context, as several properties in the surrounding area are zoned R5B.

Although somewhat taller than the proposed 28.15 metre building height, the proposed 30-metre maximum building height will provide additional flexibility for the final building design and is appropriate for a nine (9) storey building.

Table 1 below describes the proposed R5B base zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

Table 1: Zoning provisions and proposed development compliance

Provision	Required	Provided	Compliance
Minimum Lot Area	675 square metres	691.6 square metres	Yes
Minimum Lot Width	22.5 metres	20.1 metres	No
Maximum Front Yard Setback	3 metres	2 metres	No
Minimum Interior Side Yard Setback	Where it abuts an R4 zone: 7.5m	1.5 metres	No
Minimum Rear Yard Setback	Equal to 25% of the lot depth but not exceeding 7.5 metres	7.5 metres	Yes
Maximum Building Height	Maximum building height is either shown with an H(#) on the Zoning Map, on a Schedule or in the exception zone.	28.15 metres	To Be Implemented through 30-metre Height Suffix
Permitted Projections Into Required Yards	Ornamental elements such as sills, belt courses, cornices, parapets and pilasters: 0.6m	Brick projections: project 0.25m into the proposed required 1.5m interior side yard	Yes
Minimum Percentage of Landscaped Area	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling	254.3m ² 36% Total Lot Area	Yes
Amenity Area for Mid-Rise Apartment Building	Total 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit 6m ² /unit x 49 units = 294 m ² Communal A minimum of 50% of the required total amenity area shall be communal 294 x 50% = 147 m ²	Total 294 square metres Communal 160 square metres	Yes Yes

Provision	Required	Provided	Compliance
	Location Amenity area provided outdoors must not be located in a required front yard	Location Ground floor amenity patio located in the required front yard	No

Table 2, below, describes vehicle and bicycle parking zoning provisions applicable to the subject site and indicates compliance of the proposed development to these provisions.

Table 2: Vehicle and Bicycle Parking Zoning Provisions

Provision	Required	Provided	Compliance
Residential Vehicle Parking (Area X, Schedule 1A)	0 spaces for first 12 units 0.5 space / unit for 37 units = 19 spaces	22 spaces	Yes
Visitor Parking	0 spaces for first 12 units 0.1 spaces/unit for 37 units = 4 spaces	4 spaces	Yes
Bicycle Parking	0.5 spaces/unit for 49 units = 25 spaces	43 spaces	Yes
Bicycle Parking Space Dimensions	0.6m x 1.8m	0.6m x 1.8m	Yes
Bicycle Parking Aisle Dimension	Minimum width: 1.5 metres	Minimum width: 1.8 metres	Yes

4.6.1 Relief Required

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

Minimum Lot Width

Whereas the Zoning By-law requires a minimum lot width of 22.5 metres for a mid-rise apartment building, the subject site has a total lot width of 20.1 metres. Despite the reduced lot width, the proposed development achieves a functional internal layout with sufficiently sized vehicle and pedestrian entrances. The building can also achieve interior side yard setbacks appropriate for the context, as described below. The reduction is also reflective of a tighter lot fabric in this area of the City. The reduced lot width is thus minor in nature.

Minimum Front Yard Setback

Whereas the R5B zone requires a 3-metre front yard setback, the proposed development will instead provide a reduced 2-metre front yard setback. The proposed setback reduction will allow for a transition between the wider front yard setbacks of buildings to the west and the narrower setback of the abutting building to the east. Despite the reduced setback, the proposed development provides an appropriate transition to the abutting public realm within the Lisgar Street right-of-way through a pedestrian-friendly, human-scaled built form, and an active street frontage with an interior ground floor amenity area facing the street.

Minimum Interior Side Yard Setback

The R5B zone requires a minimum interior yard setback of 7.5 metres where it abuts an R4 zone. To accommodate the proposed mid-rise building, relief from this provision is requested to accommodate the proposed 1.5 metre setback. The proposed setback reduction from the east lot line is appropriate as the nearest portion of the abutting lot development is occupied by a surface parking lot serving the onsite apartment building. The proposed setback reduction from the west lot line does not abut any existing, sensitive outdoor amenity spaces. Further, it is anticipated that the abutting property to the west will be redeveloped with a mid- to high-rise building form, as envisioned in the policy framework. The higher building forms require R5 zones, so the building would no longer interface with an R4 zone in that scenario, and the zoning would allow for a reduced setback. As such, the proposed setback reduction reflects the planned context of Lisgar Street. The surrounding context also provides several existing conditions of minimal separation distances between low-rise and mid-to high-rise building forms, including across the street at 225 and 231 Lisgar Street, and further west at 252 and 258 Lisgar Street. By permitting relief from this zoning provision, the subject site can accommodate both the proposed building and pathways to access the rear yard amenity space to the rear of the site.

Location of Amenity Area

Whereas Section 137(4) of the Zoning states that an amenity area provided outdoors must not be located in a required front yard, the proposed development will incorporate an outdoor communal patio within the proposed development's required front yard. The patio, which has an area of 10.10 square metres, is proposed located immediately adjacent to the indoor amenity room located on the ground floor of the building. The patio will help animate the public realm at grade facing Lisgar Street. The patio will also help achieve a recommendation outlined in the CHIS encouraging the exploration of opportunities to introduce an architectural element that provides a semi-private space between the sidewalk and the proposed development. A planter in front of the patio will help provide a delineation between public and private space and will help provide some additional privacy for patio users. Further, Lisgar Street is a local street with limited noise and air quality impacts on the proposed development's front yard.

5.0 Supporting Studies

The following reports and studies have been prepared in support of the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications.

5.1 Cultural Heritage Impact Statement

A Cultural Heritage Impact Assessment (CHIS) was prepared by MBTA Architecture, dated October 2022. The purpose of the CHIS is to identify the cultural heritage resources and values that may be impacted by the construction of a mid-rise infill apartment building at the subject site. The CHIS includes a detailed review of the neighbourhood and subject site history, streetscape and neighbourhood character, and other relevant information related to the cultural heritage value of the property. Based on the evaluation of the proposed development, the CHIS indicates a limited number of adverse visual and physical impacts, which can and have been largely mitigated through design development, including ground level interaction, height, and detailing. The potential positive impacts outweigh the potential adverse impacts of the proposed development relative to the defined heritage value of the affected properties and the larger Centretown and Minto Park Heritage Conservation District.

5.2 Development Servicing Study and Stormwater Management Report

A Development Servicing Study and Stormwater Management Study has been prepared by Novatech, dated November 11, 2022, to confirm that the proposed development can be adequately serviced using the existing municipal infrastructure (water, sanitary, and storm) surrounding the site. The findings of this study can be summarized as follows:

- / The proposed development will be serviced by the existing municipal infrastructure in Lisgar Street:
 - Sanitary flows will continue to be directed to the existing 1050mm dia. Municipal sanitary sewer in Lisgar Street via a new 200mm dia. sanitary service lateral.
 - Storm flows from the roof and rear yard amenity area will be directed to an internal SWM tank, then pumped out to the existing municipal 1350mm dia. storm sewer in Lisgar Street via a new 250mm dia. storm service lateral. Storm flows from the front and sides of the proposed building will sheet drain uncontrolled towards the street.
 - A new 150mm dia. water service lateral will be connected to the municipal watermain network via the existing 300mm watermain in Lisgar Street. Adequate water and system pressures will exist throughout the watermain network under the specified 'Max Day + Fire Flow' and 'Peak Hour' conditions.
- / The proposed 9-storey residential building will be sprinklered and the municipal watermain network, including the nearby municipal fire hydrants, will provide the necessary water for firefighting purposes. The post-development flow directed to the municipal storm sewer system will be approximately 4.5 L/s during the 2-year design event, 5.2 L/s during the 5-year event and 7.4 L/s during the 100-year event, which meets the allowable release rate for the site (7.4 L/s) specified by the City of Ottawa.
- / Regular inspection and maintenance of the building services, roof drains, internal SWM tank and pumps is recommended to ensure that the storm drainage system is clean and operational.
- / Erosion and sediment controls are to be provided during construction.

It is recommended that the proposed site servicing and stormwater management design be approved for implementation.

5.3 Environmental Noise Control Study

An Environmental Noise Control Study was prepared by Paterson Group, dated September 16, 2022. The purpose of this report is to:

- / Determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change (MOECC) and the City of Ottawa.
- / Review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The study has determined that Metcalfe Street is the single major source of surface transportation noise to the proposed building. Recommendations related to noise mitigation have been provided, including design with the provision for a central air conditioning unit, along with a warning clause Type C, which will be required for the units on the northern, eastern, and southern elevations of the proposed building. It is also noted that the modeling indicates that the noise levels are below 65 dBA, and therefore standard building materials are acceptable to provide adequate soundproofing.

5.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind, dated September 25, 2022. The purpose of this report is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

- / All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, outdoor amenity, and in the vicinity of building access points are predicted to be suitable for sitting throughout the year, which are considered acceptable.
- / The study's statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4 of the study, are expected anywhere over the subject site. During extreme weather events, (e.g., thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

5.5 Geotechnical Investigation

Paterson Group has conducted a Geotechnical Investigation of the subject property, dated October 26, 2022, to assess the appropriateness of the proposed nine (9) storey building. The objectives of the geotechnical investigation were to:

- / Determine the subsoil and groundwater conditions at this site by means of test pits.
- / Provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is considered suitable for the proposed nine (9) storey building. The foundation support system required is dependent on the design building loading and depth of foundation.

The report also provides a number of considerations and recommendations relating to the design and construction of proposed development.

5.6 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group, dated November 11, 2022. The purpose of the Phase I ESA is to research the past and current use of the subject site and area to identify any environmental concerns with the potential to have impacted the subject site.

The Phase I ESA report was prepared under Ontario Regulation (O.Reg.) 153/04, and based on the findings of the assessment, it is Paterson Group's opinion that a Phase II Environmental Site Assessment is not required for the Phase I Property.

Based on the age of the buildings, potentially asbestos-containing materials (ACMs) and lead-based paints (LBPs) may be present in the building structures. Potential ACMs include hard and decorative plaster walls, ceiling stipple, drywall joint compound, vinyl floor tiles, and interior and exterior parging of the building basements and foundations. If the Phase I Property is to be redeveloped in the future, a DSS must be conducted prior to the demolition of the existing buildings in accordance with Ontario Regulation 490/09, under the Occupational Health and Safety Act.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment, Site Plan Control, and Heritage Permits for the redevelopment of the subject site with the proposed mid-rise residential building constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed **development is consistent with the Provincial Policy Statement (2020)** by providing an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development provides a more intensive housing form and type in a location identified for intensification by the municipality.
- / The proposed development **conforms to the policies within the City of Ottawa Official Plan** by providing an urban residential built form within the **Downtown Core Transect and Hub** designation. The proposed development is supported by its proximity to multi-modal transit options and broad range of services and amenities in the area. The proposed development provides a built form consistent with the existing and planned context of the site and provides a variety of necessary housing options for the Centretown neighbourhood.
- / The proposed development also **conforms to the policies set out in the Central and East Downtown Core Secondary Plan** by conforming to the “Local Neighbourhood” designation. In addition, the proposed building conforms to the maximum allowable height prescribed within the Secondary Plan (of 21 storeys) and takes into consideration the heights of nearby existing and proposed developments in all cardinal directions. The proposed development also meets several of the applicable general policies that apply to the Secondary Plan area and/or the Northern Character Area.
- / The proposed development **conforms to the policies for the Centretown Community Design Plan (CDP)** by conforming to the “Apartment Neighbourhood” designation of the Secondary Plan and providing a mid-rise apartment building in an area identified for residential uses at greater building heights. The proposed building design and massing meet the intent of several of the CDP’s urban design guidelines and are compatible with the surrounding context.
- / The proposed development **implements several Transit Oriented Development Guidelines**. The proposed nine storey, mid-rise residential apartment building establishes a high residential density close to transit while attracting and generating pedestrian and cycling traffic along neighbouring Metcalfe and O’Connor Streets through an increased number of bicycle parking spaces and the reduction of vehicle parking spaces.
- / The **proposed Zoning By-law Amendment is appropriate** in accommodating the development and does not result in undue negative impacts to the subject site or surrounding properties.
- / The proposed development and amendments are **supported by technical studies and plans** submitted as part of this application.

Sincerely,



Jillian Simpson, M.PL
Planner



Nico Church, MCIP RPP
Senior Planner