



**400 Albert Street – Planning
Rationale**

Planning Rationale for Zoning By-law
Amendment

August 30, 2019

Prepared for:

Main and Main

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400 ALBERT STREET – PLANNING RATIONALE

Introduction

1.0 INTRODUCTION

This report has been prepared in support of an Zoning By-law Amendment application on behalf of Main & Main for a property located at 400 Albert Street in the downtown core of Ottawa.

The purpose of the zoning application is to permit three high-rise towers at 18-storeys, 33-storeys, and 38-storeys with a shared 3-storey podium base between the 18- and 33-storey buildings. There will be a total of 898 residential units with associated underground parking, amenity areas and an urban park located at the northeast corner of Albert and Lyon Street. The plan also proposes a potential enclosed and elevated pedestrian connection from the north Tower A to the Lyon LRT Station across Albert Street.

2.0 SITE LOCATION AND CONTEXT

The subject property encompasses almost the entirety of the block except for the northwest corner and is located in the City of Ottawa's downtown core community, south of the Parliamentary Precinct and bound by Albert Street, Lyon Street, Slater Street and Bay Street (Figure 1). The property is legally described as PIN 041140008 P3922 Lot 14 & 15 Albert S, Lot 12 to 16 Slater N, Lot 17 Lyon W. The site is approximately 0.61 ha or 1.5 acres, a predominantly corner lot, with 81m frontage on Albert Street, 60m on Lyon Street, 122m on Slater Street and 30m on Bay Street. The site is current vacant with a surface parking lot. The property has been the subject of recent development applications. Main and Main acquired the property in 2018.

400 Albert is located at the western edge of Ottawa's Central Area, which is a higher-density development area consisting of a broad range of uses including offices, commercial/retail uses and a range and type of residential uses (Figure 1).



Figure 1 – Site Location.



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Site Location and Context

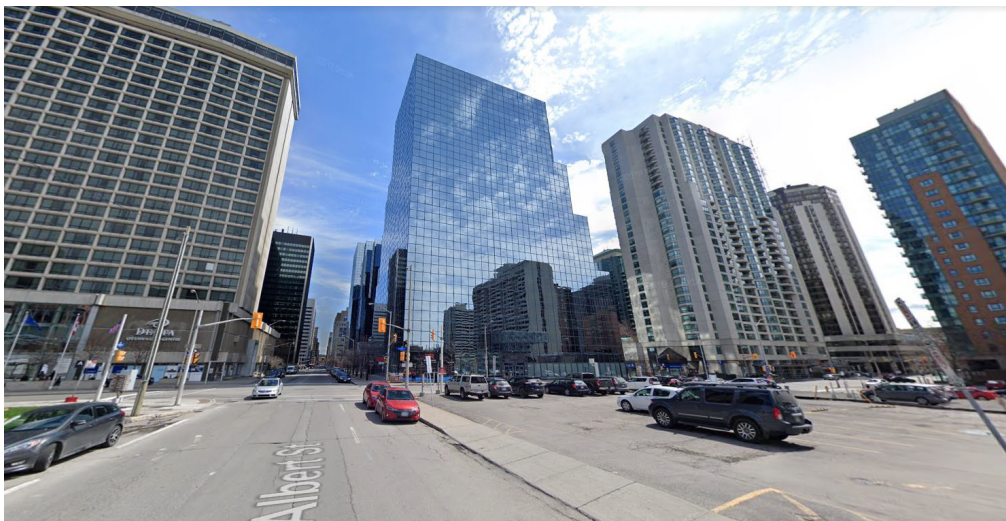
The site is surrounded by the following uses:

North: On the northwest corner of the site are 2 existing three-storey apartment buildings fronting onto Albert Street. These buildings are not part of the subject property parcel and will remain in separate ownership. Further north is a large commercial parking lot, a 13-storey high-rise condominium apartment building at the corner of Albert and Bay and a low-rise pub. The large commercial parking lot is currently undergoing redevelopment for a high-rise condominium building above the Lyon LRT Station. On the north side of Albert St at the northwest corner is the Albert at Bay Suites Hotel, a 10-storey building with an associated restaurant at-grade. The future Lyon LRT Station will be located directly north of the site.



Figure 2 – Views north of the site.

East: East of Lyon St is the Constitution Square Building, an 18-storey office building. The general area east of the site is primarily high-rise office and mixed-use buildings.



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Site Location and Context

Figure 3 – Views east of the site.

South: To the south of the site is a 21-storey apartment building that fronts on both Bay and Slater Street. To the east of this building is an underground public parking garage, east of the garage is a medical clinic and a two-storey medical facility. The parking lot associated with the clinic is located at the southwest corner of Albert and Lyon Street. Further south along Lyon is a 31-storey hotel, also containing conference and banquet facilities with an associated restaurant at-grade.



Figure 4 – Views south of the site.

West: West of the site is the former Ottawa Technical High School, a large facility ranging in height from two-to-four storeys with approximately one hectare of coverage. The Ottawa Technical High School fronts onto Albert, Bay and Slater Street. The building also provides offices, space for special events, and storage. This is considered a redevelopment site. Further west is a mix of primarily single or semi-detached dwellings in a low-rise residential neighbourhood.



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Figure 5 – Views west of the site.

2.1.1 Transportation Network

Roads

The site is directly accessible from Albert, Lyon, Slater and Bay Street. Albert, Slater and Lyon Street are designated as arterial roadways in Schedule F of the City's Official Plan (Figure 6).

Albert Street is a three-lane, westbound roadway. Currently the transitway lane is used by OC Transpo buses but once the LRT will be running, bus traffic along Albert will be significantly reduced. Slater Street is a three-lane, eastbound roadway, Bay Street is a two-lane, northbound roadway, and Lyon Street is a four-lane, southbound roadway. Both Bay Street and Lyon Street support cycling lanes.

Arterial roads are intended to carry large volumes of traffic over long distances and should provide a high degree of connectivity between land uses and local roads. Arterial roads are major public corridors and should accommodate a variety of vehicular traffic, including public transit, cycling and pedestrian infrastructure. Arterial roads should provide where appropriate, sidewalks, bus stops and shelters, and cycling lanes.

The City's right-of-way (ROW) policies for the portions of Albert Street and Slater Street that run adjacent to the subject property protect for a variable right-of-way of up to 1.25m on both streets. The exact ROW and any widening are to be determined at the time of Site Plan approval. The right-of-way policies for the portion of Lyon Street that run adjacent to the property protects for a right-of-way of 20m, to a maximum land requirement of 0.9m for property abutting the ROW, subject to easement policies.



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Figure 6 – Schedule F of the Official Plan.

Transit

Albert and Slater Street play a key role in the City's rapid transit system with bus routes running regularly to provide commuter focused service through the downtown core and throughout the City. As part of the nearly completed Light Rail Transit (LRT), the Confederation Line currently under construction, the Lyon Station will be the closest station to the property, directly north of the site. The Confederation Line is an east-west rail-based system that will run from Tunney's Pasture Station in the west to Blair Station in the east and will integrate into the existing Bus Rapid Transit system (BRT). The Lyon Station will be located below the Queen Street right-of-way at the intersection of Lyon Street, less than 100m from the site.



3.0 DEVELOPMENT PROPOSAL

Main and Main is proposing to construct three residential towers and a three-storey mixed-use podium (Figure 7). An urban park approximately 400 square metres in size will be located in the north-east corner of the site. The three towers can be referred to as Tower A (18-storeys), Tower B (33-storeys) and Tower C (38-storeys). Tower A is located along Albert Street, east of the existing three-storey apartment buildings on the north-west corner, it will have three terraces stepping down to the east at the 7th, 6th and 5th floors. Tower B is located at the south-east corner of the site, at the intersection of Lyon and Slater Street with terraces stepping down to the north at the 7th, 6th and 5th floors. Tower C is located at the south-west corner at the intersection of Bay and Slater Street and will have a three-storey podium. Tower A and Tower B will be joined by the three-storey podium and will be separated from Tower C by a multi-functional mid-block connection that will provide access for pedestrians, cyclists and loading.

The proposed development will have a total lot coverage of 79,417 m² and a total ground floor area of 65,250 m². The total number of units proposed for the site is 898, with the units dispersed by Tower A (140 units), Tower B (319 units) and Tower C (439 units).

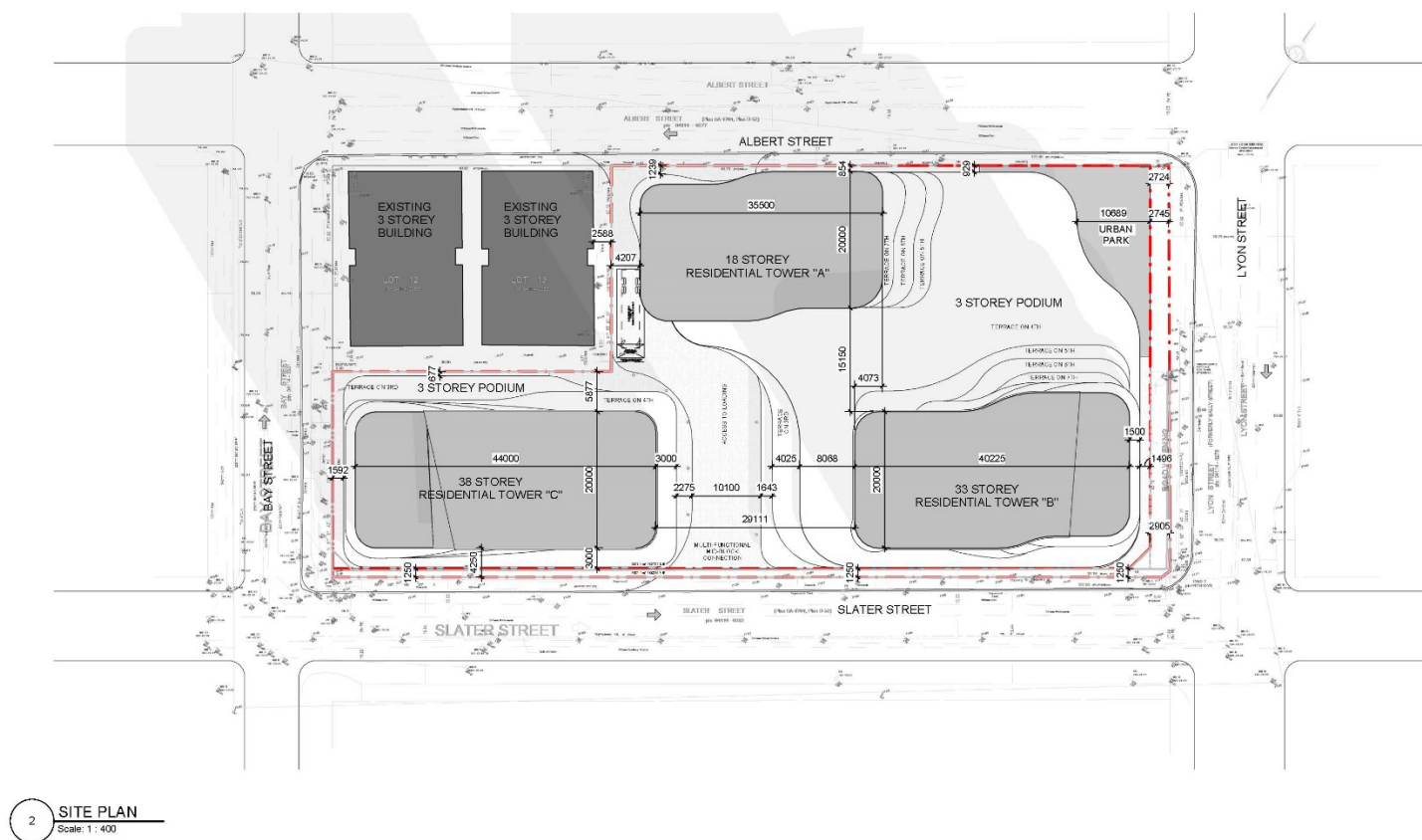


Figure 7 – Site Plan.



4.0 POLICY AND REGULATORY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on land use planning and development in Ontario. A main objective of the PPS is to build strong communities, promote efficient use of land, existing infrastructure, and existing public facilities. The PPS is a guide for all development by encouraging the inclusion of an appropriate range and mix of housing, land uses and employment opportunities. The PPS provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

There are a number of policies that directly influence the site and the proposed development address the following policies outlined in the PPS:

- Policy 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.
- Policy 1.1.1(b) Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.
- Policy 1.1.1(e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Policy 1.1.3.1 Ensuring that settlement areas are the focus of growth and development and promoting their vitality and regeneration.
- Policy 1.1.3.2(a) Efficiently using the infrastructure and public service facilities which are planned or available.
- Policy 1.1.3.3 Promoting opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including downfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate project needs.
- Policy 1.4.3(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.
- Policy 1.5.1(a) Promoting healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.
- Policy 1.6.7.4 Promoting a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- Policy 1.7.1(a) Promoting long-term economic prosperity by optimizing the long-term availability and use of land, resources, infrastructure and public service facilities.
- Policy 1.8.1 Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improving the mix of employment and housing uses to decrease transportation congestion.



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These policies contributed to the development of the site plan and the proposal is consistent with the PPS for the following reasons:

- The proposed development provides intensification to an underutilized block in Ottawa's busy and desirable downtown core. The development would replace a surface parking lot and vacant two-storey building with three high-rise buildings, a three-storey podium and associated underground parking.
- The development will support the Ottawa's new LRT system by providing intensification a block away from the Lyon Station.
- The development will provide a better use of existing and planned infrastructure and public transportation facilities, as well as creating a new publicly accessible plaza for new residents and the surrounding neighbourhood.
- The building height and massing complements the surrounding built form and contributes to the character and skyline of Ottawa's downtown core.
- Lastly, the development provides densities that contribute to a more sustainable land use pattern and contribute to providing a range and mix of residential types in a mixed-use development by providing commercial and retail uses in the podium.

4.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa's Official Plan (OP) provides a vision for the future growth of the City and direction in its physical development to the year 2036. The current Official Plan was adopted by Council in January 2017 and is partially under appeal to the Ontario Municipal Board. The Official Plan implements the Provincial Policy Statement.

The property is designated as Central Area on Schedule B of the Official Plan (Figure 8). Policies for the Central Area aim to maintain its role as physical and symbolic anchor of the City due to the high degree of concentration of a wide range of uses such as employment, government, retail, housing, entertainment and cultural activities. The Official Plan encourages a broad range of land uses that will contribute to day-night, year-round activities, as well as increase the number of dwelling units in the downtown area in order to support such uses. As well, the Official Plan recognizes the need to ensure that residential intensification and infill development respects and maintains the existing neighbourhood character.



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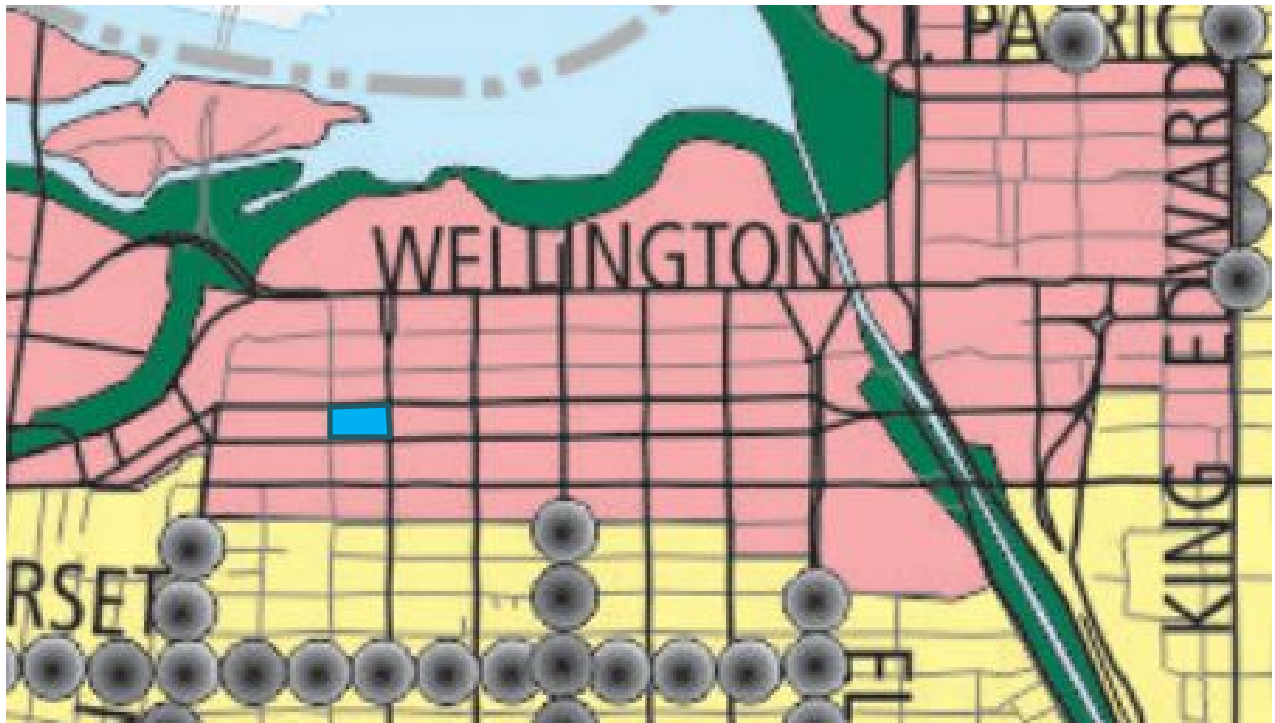


Figure 8 – Schedule B of the Official Plan.

Section 2.1 of the Official Plan speaks about the anticipated need for new housing, which is expected to be in the form of smaller units such as apartments. As the concentration of new dwelling units will be located within the Greenbelt, new housing is needed.

Section 2.2 of the OP sets out the strategic directions to manage growth and direct it to the urban area where existing services are in place or where they can be provided efficiently. By concentrating growth in the urban area, promotes intensification and density that supports transit and other modes of transportation other than vehicular use.

The OP states *“the Central Area is the city’s most intense concentration of activity and the centre of its transit system. Improved transit service and investment in infrastructure and services over time has the potential to increase ridership and opportunities for high-density, mixed-use development.”* Intensification is strongly encouraged in the areas around rapid transit stations to support public transit initiatives by stating: *“This Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use in both directions in which the line runs throughout the day.”* The new Lyon Station is approximately 100m north of the site, the proposed development will aid the City in reaching new transit users, increase density, provide new dwelling units and maintain the vision of the Central Area.

Section 2.5.1 provides strategic direction on the importance of good design on the quality and sustainability of our communities. This section focuses on the built form, open spaces and infrastructure that create our neighbourhoods. In support of lively and complete mixed-use communities, the City’s



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growth strategy includes intensification of development in the urban area. Compatibility is largely important and compatible development means “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.” To ensure that the proposed development is compatible with the surrounding area, a series of design objectives should be met. The proposed development meets these design objectives by providing a mix of building forms with publicly accessible open spaces and by moving proposed parking underground. A mid-block connection provides improved pedestrian and cycling movement, while also providing creative loading solutions. The proposed building heights complement the existing buildings and the ‘stepping-back’ design aims to preserve and protect the importance of the parliamentary views.

Section 3.6.6 – Central Area, provides land use policy direction for the lands in the Central Area. Policies for the Central Area strive to maintain its role as the physical and symbolic downtown core of the City, due to the combination of a wide range of uses such as employment, government, retail, housing, entertainment and cultural activities. A broad range of land uses is encouraged to support 24/7 lifestyle of live, work and play. Significant intensification is supported, the intent is to maintain a human scale and provide at grade retail activities to encourage active street frontages catering to pedestrian traffic.

Located in the Central Area, development must consider the Parliamentary Precinct and its physical considerations of the height and massing design policies to protect the important views of these national symbols. Annexes 8A, B, C and D Height Controls/View Protection provide the details of these policies. The subject property does not fall within the controlled view protection cones (Annex 8A), it is identified as an Area of Background Height Control and requires consideration of these policies to ensure compatibility.

Policy 3.6.6.2(e) states that building heights on blocks that do not have angular height planes in Annex 8B must respect the intent of these angular plans, which is to protect key view corridors to the Parliament Buildings. Additionally, it is stated that permitted heights on these blocks must be consistent and compatible with building heights generally in the area where no height planes apply, and that permitted heights must support the intent of the policies set out for these areas in the Central Area Secondary Policy Plan, and in Annex 8C – Lebreton Flats Foreground View Control Planes.



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As shown in Figure 9 (further analysis in Appendix A), the site is located in the Area of Background Height Control. This designation limits building heights to preserve the prominence of the Parliamentary Precinct, requiring building heights to not obstruct key views. The site is not located within any of the Key View sight cones, nor the View Sequence locations. The site is on the westerly edge of the background height control and proposed building heights must demonstrate that new buildings will not detract the prominence of the Parliament buildings. As shown in our view analysis in Appendix A, the building does not have a detrimental impact on the skyline.



Annex 8B provides the maximum building heights for developments in the downtown core and the blocks that are impacted by angular planes. It can be seen in Figure 10 that the site is not included in this maximum building height Annex. The proposed development respects the surrounding character and visual and cultural symbolic presence of the Parliament Buildings. It can be seen in this Annex that the location of the block does not face the same visual requirements as blocks east of it.



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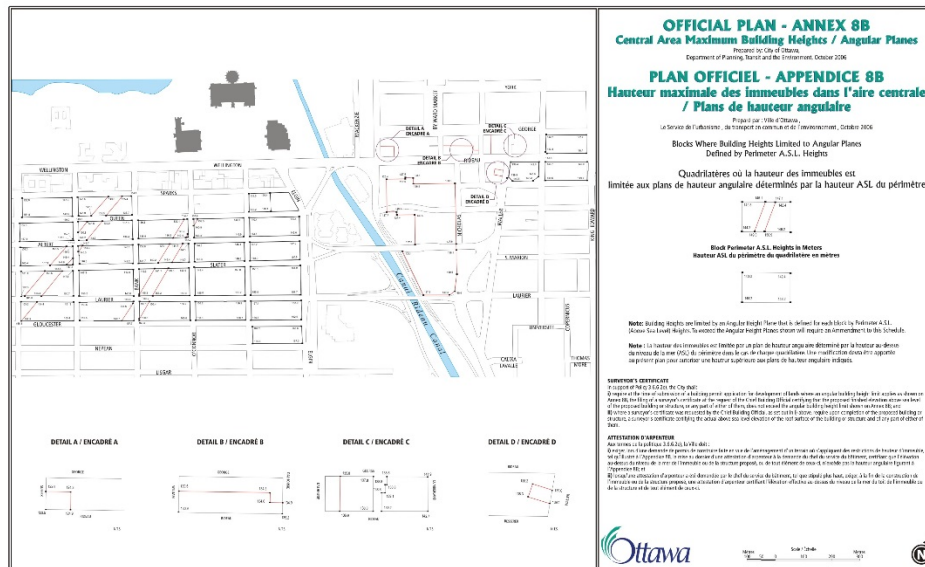


Figure 10 – Annex 8B Central Area Maximum Building Heights / Angular Planes.

Annex 8C – LeBreton Flats Foreground View Control Planes

Annex 8C LeBreton Flats Foreground View Control Planes in Figure 11 demonstrates that the site is not within the control boundaries. The projection of the central and lateral foreground controls are further north and the proposed development will not impact the intended purpose of Annex 8C.

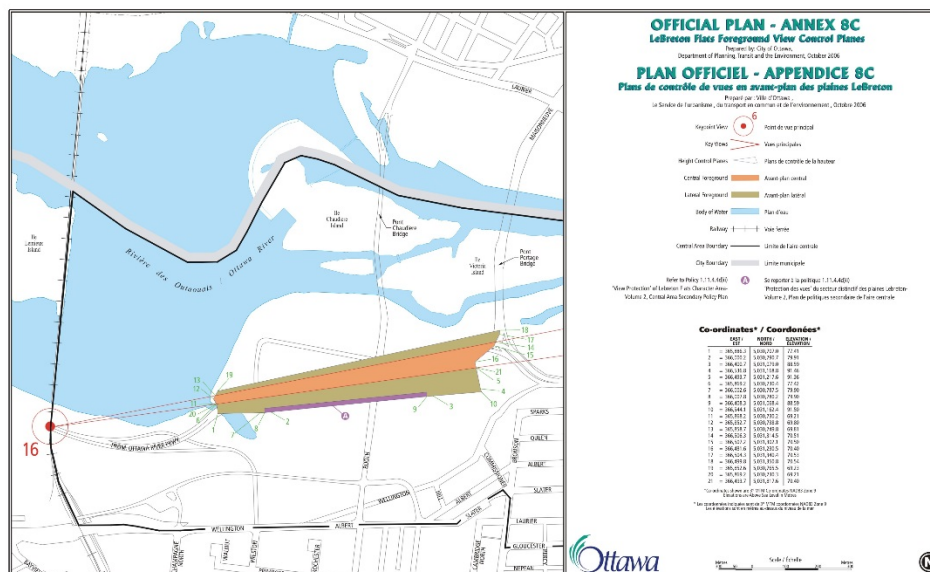


Figure 11 – Annex 8C LeBreton Flats Foreground View Control Planes.



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Annex 8D – Central Area Maximum Building Heights

Annex 8D illustrates four central areas containing various maximum heights in Figure 12; a Central Area Boundary, the area restricted by Annex 8B, areas limited in height by various Secondary Plans and, the Central Business District. The subject property is located in the Upper Town area, part of the Central Area Secondary Plan. The policies in the Secondary Plan as they relate to the site will be discussed later on in this Rationale.

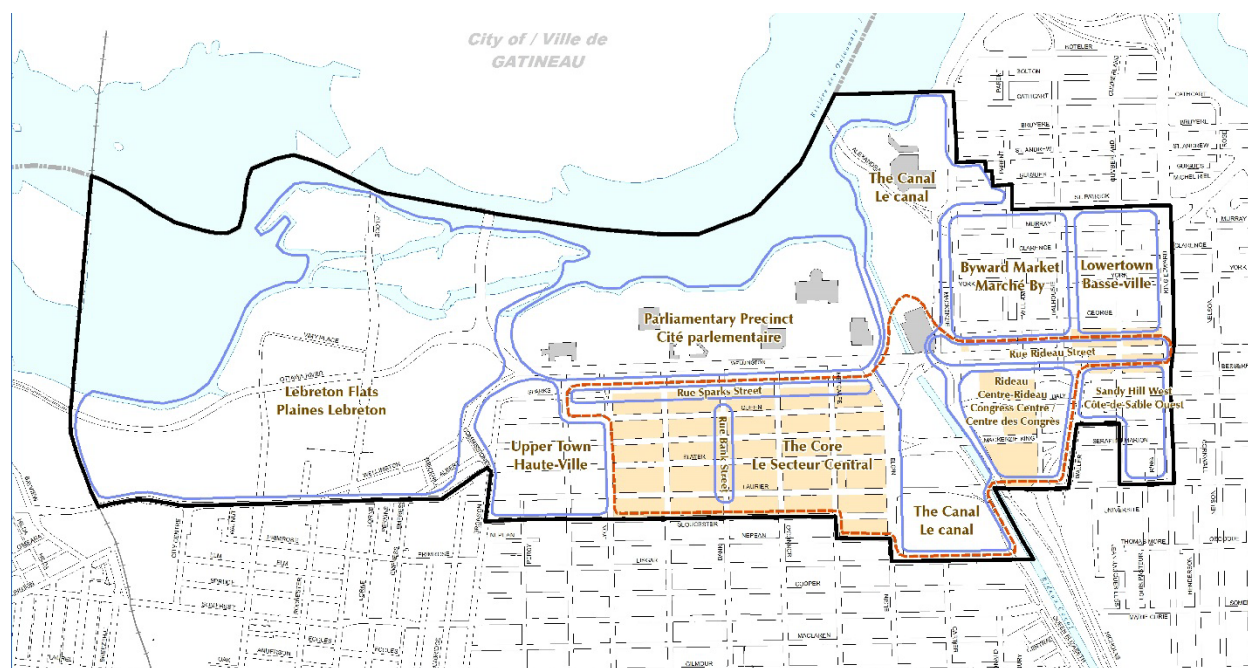


Figure 12 – Annex 8D Central Area Maximum Building Heights.

The proposed development conforms to the policies of Section 3.6.6 in the following ways:

- The proposed development is mixed-use and will complement the existing range of uses in the surrounding area and intent of the Official Plan.
- The three towers and commercial podium will support the existing business, future LRT line and encourage 24/7 activities in the area.
- The mid-block connection will encourage movement and connection to Albert and Slater Street, the Lyon Station and throughout the City.
- The plaza and urban park will provide additional open space in proximity to future and existing residents.
- The proposal will redevelop an underutilized site and contribute to the Official Plan objective of increasing residential units within the Greenbelt and respecting the visual prominence of the Parliament Buildings.



4.3 DESIGN BRIEF

A Design Brief has been prepared as a separate brief.

4.4 CENTRAL AREA SECONDARY PLAN – UPPER TOWN

The Central Area Secondary Plan provides detailed direction for the development in the Central Area, the subject property is located in the area identified as Upper Town (Figure 13). The vision for Upper Town is based on the following key elements:

- Development will be predominantly medium and high-density residential uses to contribute to the vitality of the Central Area.
- Improve the residential livability of Upper Town and preserve and enhance its heritage resources.
- Create a new central park, as a focus of community activity, on the western portion of the block bounded by Bronson Avenue, Slater Street, Bay Street and Laurier Avenue.

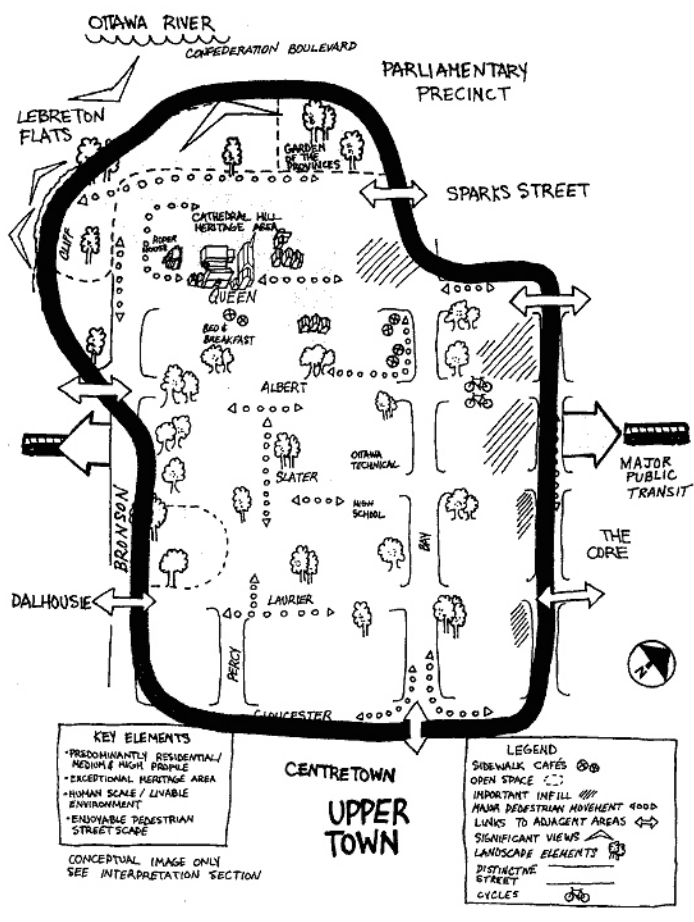


Figure 13 – Central Area Secondary Plan, Upper Town.



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The following excerpts from the Upper Town section provides support for the proposed development:

“City Council shall permit predominantly residential uses, including bed and breakfast establishments, within Upper town in order to contribute to the vitality of the Central Area, and especially the adjacent Core. City Council may also permit:

- i. Limited commercial uses at grade within the area, such as convenience stores, restaurants, retail food stores, personal services, provided that such uses primarily serve the needs of local residents and that they do not:
 - Attract large volumes of automobile traffic,
 - Generate excessive noise and/or fumes,
 - Require large areas for on-site outdoor storage of goods or vehicles;
- ii. A limited number of other uses within the area consistent with the criteria in i) above, such as leisure and public uses, and offices, provided that residential uses remain dominant in the area.

City Council shall permit predominantly medium and high profile development within Upper Town provided that development:

- iii. Regardless of height, contributes to a sense of scale;
- iv. Where appropriate, creates an effective transition between lower and high rise forms; and
- v. Creates a transition to the existing residential neighbourhoods to the south.”

The proposed development is predominantly residential with a three-storey mixed-use podium. All parking will be located underground, and loading will be integrated into the buildings via access through the mid-block connection. The proposed residential and commercial uses will complement the surrounding area. The urban park located in the northeast corner of the site will contribute to the open space, human-scale and livability of the site. The increase in residential units will contribute to the use of Ottawa’s LRT system. As the site is within 600m of the Lyon LRT Station, parking space requirements are reduced, and the development will promote alternative modes of transportation other than a personal vehicle. In addition, the eastern portion of the site is identified as ‘important infill’, providing further support for higher density redevelopment.



4.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Housing in 2009. The guidelines apply to all proposed high-rise development throughout the City in order to promote and achieve appropriate high-rise development. The guidelines address the following components: Context, Built Form, Pedestrian and Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking and Utilities. The proposed development meets the following applicable guidelines:

Context

- *Guideline 1a* – The proposed development is to be located in an established urban area, in the heart of Ottawa’s downtown and will be integrated into the urban fabric through the articulation of building mass, setbacks, transitions in building height and through design innovation. The proposal complements the existing street pattern along Albert and Slater St and the street edge will be defined through a 3 storey podium base.
- *Guideline 3* – The built form will help to define a human scale streetscape by offering a ratio of 1:1 of podium height to the street which is desirable in downtown locations.
- *Guideline 4* – The proposed built form provides incremental changes in height between the tower and the base which provides a sense of transition at the street level.
- *Guideline 5* – In order to achieve a sense of transition between high-rise buildings as well as the lower residential profile of areas to the south and west the orientation of the proposed towers will conform to those of the existing area being in a grid format. The relationship between the proposed podium and towers distributes the building mass in a manner that is appropriate to the scale and proportion of the built surroundings.
- *Guideline 9* – the proposed development is sensitive to the important views of the Parliamentary Precinct.

Building Form

- *Guideline 12* – The proposed development will have 3 primary components integrated into the design; a three storey podium base, unique architectural towers and building tops.
- *Guideline 13* – The three storey podium with a mid-block pedestrian connection will support a human-scaled streetscape and promote a quality pedestrian environment through the design and detailing the use of quality materials and through site landscaping.
- *Guideline 15* – A higher floor-to-floor height on the first floor will accommodate a mix of retail uses and will be adaptable over time.
- *Guideline 17* – All pedestrian entrances will be located at grade and will be directly accessible, clear and prominent and protected from the weather elements.
- *Guideline 21* – The proposed development has been designed to maximize views, light and ventilation for the interior spaces and help facilitate breezes and light to reach outdoor spaces.



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Pedestrian Spaces and the Public Realm

- *Guideline 25 & 26* – The streetscape will include sidewalks to accommodate the pedestrian traffic as well as landscaping including trees and other vegetation. The site will be animated with outdoor furniture and sculptures.
- *Guideline 30* – The development will be barrier free, universal access and pedestrian circulation.
- *Guideline 31* – Many of the residential units will face urban streets, open spaces and parking areas for visual surveillance and security.

Open Space and Amenities

- *Guideline 41* – The proposed development integrates useable private outdoor amenity space in the form of outdoor balconies for a number of the units and generous common amenity areas on the 3rd floor of the podium as well as the rooftops of buildings.

Environmental Considerations

- *Guideline 46* – The proposed building design uses quality materials that are durable and selected for their high levels of energy conservation.
- *Guideline 48* – The building design strives to protect birds from collisions with glass through the use of specific materials.

Site Circulation and Parking

- *Guideline 52* – The proposed development provides a direct, safe, continuous and clearly defined walkway from the main entrances to the public sidewalks.
- *Guideline 53* – The public sidewalk will be continuous across private vehicle access and egress points so that vehicles will not interfere with pedestrian priority.
- *Guideline 54* – The proposed development will distinguish walkways from driving surfaces by using varied paving treatments.
- *Guideline 56* – All parking and servicing areas will be located within the buildings and the underground parking garage. Loading will access the development from the pedestrian walkway through the site.
- *Guideline 58* – The garage entry point will be from Bay Street which is less prominent than access from Albert St
- *Guideline 59* – The development includes a large bike storage facility within the buildings.

Services and Utilities

- *Guideline 61* – All servicing and utility areas will be integrated within the design of the building.
- *Guideline 62* – Transformer vaults, utility meters, service, loading, garbage and recycling areas will be located within the buildings and /or internal to the site and away from public view and public access.



4.6 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

The Urban Design Guidelines for Transit-Oriented Development was approved by Council in 2007. The guidelines apply to all development throughout the City within a 600m walking distance of a rapid transit stop or station to provide guidance on the proper development of lands in proximity to LRT stations. These guidelines are used to provide direction on rezoning applications and to complement considerations in approved Secondary Plans and Community Design Plans. The guidelines provide “a more integrated approach that blends transit with urban planning and will be particularly important as the City expands its rapid transit network with a focus on increasing transit ridership when opportunities for Transit-Oriented Development (TOD) are presented.” TOD is described in the guidelines as “a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use.”

The following TOD guidelines apply to the proposed development:

- *Guideline 1:* The proposed development will provide transit supportive land uses within approximately 150m of the Lyon LRT Station. The transit-supportive land uses proposed are high density residential dwellings which will create travel outside of the am/pm peak periods, promote reverse-flow travel and provide extended hours of activity, throughout the day and week.
- *Guideline 2:* The proposed development promotes transit-supportive land uses.
- *Guideline 3:* The proposed mixed-use development will create a multi-purpose destination for transit users. The local and future residents would also support and create a vibrant community by enabling people to stay in their neighbourhood to meet their daily needs and to live, work and play without the need to travel to other locations.
- *Guideline 4:* The layout of the development proposes a mid-block connection between Albert and Slater Street.
- *Guideline 6:* The proposal indicates a pedestrian connection between the three-storey podium and the Lyon LRT Station, elevated above Albert Street. This would provide a direction connection for pedestrians to access the LRT Station and shelter from winter conditions.
- *Guideline 7:* The building design locates the towers, with appropriate setbacks and transition to the public realm, close to the street and parking is located underground.
- *Guideline 8:* The site is located approximately 150m from the Lyon LRT Station, the site is an ideal location for transit-supportive land uses.
- *Guideline 9:* The site is in close proximity to the Lyon Station and is in an area of transition by the locating the 18-storey tower on the north end of the site and 33 and 38-towers on the south end.
- *Guideline 10:* The proposed pedestrian connection above Albert Street would remove potential conflict between pedestrians and vehicles.
- *Guideline 11:* The podium of the buildings is three-storeys in height with the remaining floors stepping back at the 5th, 6th and 7th floors. The overall scale and massing of the building will be minimized by the building setbacks and large podium. The pedestrian experience will occur at the podium level of three-storeys.
- *Guideline 12:* The curving architectural design of the buildings will provide a distinct architectural style against Ottawa’s skyline.



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- *Guideline 13:* The building is setback at least 3m from the property line to define the street edge and provides space for landscaping and pedestrian movement.
- *Guideline 14:* The design of the building provides visually striking architectural elements and materials. These elements will be further refined in the site plan approval process.
- *Guideline 15:* It is anticipated that the ground floor will be animated with clear windows and doors given the proposed commercial uses.
- *Guideline 16:* The proposed pedestrian connection to the Lyon Station will provide a safe, direct and convenient passage to the Station.
- *Guideline 18:* It is anticipated that the proposed separated pedestrian connection will be elevated.
- *Guideline 28:* Retail uses are proposed for the ground floor of the building.
- *Guideline 29:* surface bicycle parking and underground bicycle parking are proposed for the site.
- *Guideline 32:* Since the site is located in close proximity to the future LRT station, the proposed amount of parking is sufficient.
- *Guideline 34:* The proposed uses enable the sharing of parking for uses at different times of the day.
- *Guideline 37:* The mid-block connection provides a temporary drop-off or wait location for taxis/ubers.
- *Guideline 39:* The proposed development includes an underground parking structure which will not be seen from the street level.
- *Guideline 43:* The loading area is proposed within the interior of the site off of the mid-block connection.
- *Guideline 48:* The urban park will incorporate quality site furnishings and tree plantings to improve the streetscape environment.
- *Guideline 52:* A detailed Landscape Plan will be prepared at the time of site plan application.



4.7 ZONING BY-LAW

The site is zoned as R5Q[242] S89A S89B h1 h2, Figure 14 illustrates the current zoning.



Figure 14 – Zoning.

The following table provides a summary of the existing and proposed zoning requirements:

Table 1 – Zoning Provisions 400 Albert R5Q[242] S89A S89B h1 h2

<i>Zone Provision</i>	<i>Required</i>	<i>Proposed</i>	<i>Compliance</i>
Minimum Lot Area (m²)	540	6,152	✓
Minimum Lot Width (m)	18	122.63	✓
Maximum Building Height (m)	86	130.3	✗
Minimum Front Yard Setback (m)	3	1.59	✗



400 ALBERT STREET – PLANNING RATIONALE

Policy and Regulatory Framework

Minimum Corner Side Yard Setback (m)		3	.85	x
Minimum Interior Side Yard Setback (m)	<p>If located further than 21m of the front lot line: 1.5m</p> <p>If located further than 21m from the front lot line: 6m</p>	<p>South interior lot line – 1.5</p> <p>East interior lot line - 6</p>	<p>South – 0.67</p> <p>East – 2.58</p>	x
Minimum Rear Yard Setback (m)		7.5	2.74	x
Minimum Landscape Area of the Lot		30%	30%	✓
Total amenity area (m²)		6m ² /unit = 5,388	6,600	✓
Amenity Space Minimum of 50% as communal, at least 1 aggregated area min. of 54m² (m²)		2,694	3,000	✓
Maximum Parking Requirements Near Rapid-Transit Stations	High-Rise Dwelling: 1.5/unit (resident and visitor combined (commercial to be included in visitor))	590	435	✓
Minimum Visitor Parking		30		
Bicycle Parking		0.5/unit = 449		
Commercial Bicycle Parking		1/250m ² of GFA = 20		
Minimum driveway width for parking garages (m)		6	6	✓



400 ALBERT STREET – PLANNING RATIONALE

Public Consultation Strategy

Maximum driveway width for parking garages (m)	With 20 or more parking spaces	6.7	6	✓
Minimum perpendicular parking space size (m)		2.6 x 5.2	2.6 x 5.2	✓
Minimum bicycle parking space dimensions, horizontal (m)		0.6 x 1.8	0.6 x 1.8	✓

5.0 PUBLIC CONSULTATION STRATEGY

Through the zoning amendment process small meetings will be held with the applicable community associations such as the Centretown Citizens Association. One meeting has been held with community representatives to solicit their initial feedback on the development proposal. Additional meetings will be held in accordance with the City's requirements and at Councillor McKenney's initiative.

6.0 CONCLUSION

It is our professional planning opinion that the proposed development represents good land use planning and is appropriate for the site for the following reasons:

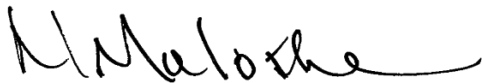
- The proposed development supports and is consistent with the Provincial Policy Statement 2014 which promotes efficient and appropriate development on lands within the urban boundary. The proposal maximizes an infill opportunity in the Central Area where services are readily available; promotes intensification and affordable housing on a site where public transportation is readily available and promotes densities that contribute to more sustainable land use patterns.
- The proposed development will contribute to range and mix of residential housing types
- The proposed development achieves the goals, policies and objectives of the City's Official Plan specifically the applicable policies of the Central Area Secondary Plan and Sections 2.5.1 and 4.11 relating to Urban Design and Compatibility
- The development is in keeping with Section 2 of the OP – Strategic Directions as it is intensifying a key site downtown in close proximity to a new LRT station and a built form that is compatible with the directions in the Official Plan



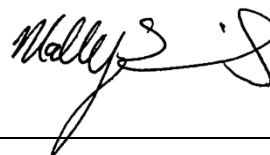
400 ALBERT STREET – PLANNING RATIONALE

6.0 Conclusion

- The application is supported by a number of independent studies completed in accordance with the Official Plan requirements, all of which support the proposed development and demonstrate that it is appropriate within the context of the subject site
- The proposed development is high density mixed use supported by rapid transit. The proposed development maximizes the potential of an under-utilized site. It will contribute to the downtown streetscape by introducing active at-grade uses.
- The site is not located within any of the Key View planes or View Sequence locations. The site is on the westerly edge of the background height control and proposed building heights must demonstrate that new buildings will not detract the prominence of the Parliament buildings. As shown in our view analysis in Figure X, the building does not have a detrimental impact on the skyline.
- The proposed development achieves a good fit within the Central Area's planned function and represents good planning that is within the public interest.



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APPENDIX A

**Please see the attached View Analysis document prepared
by IBI Architects.**



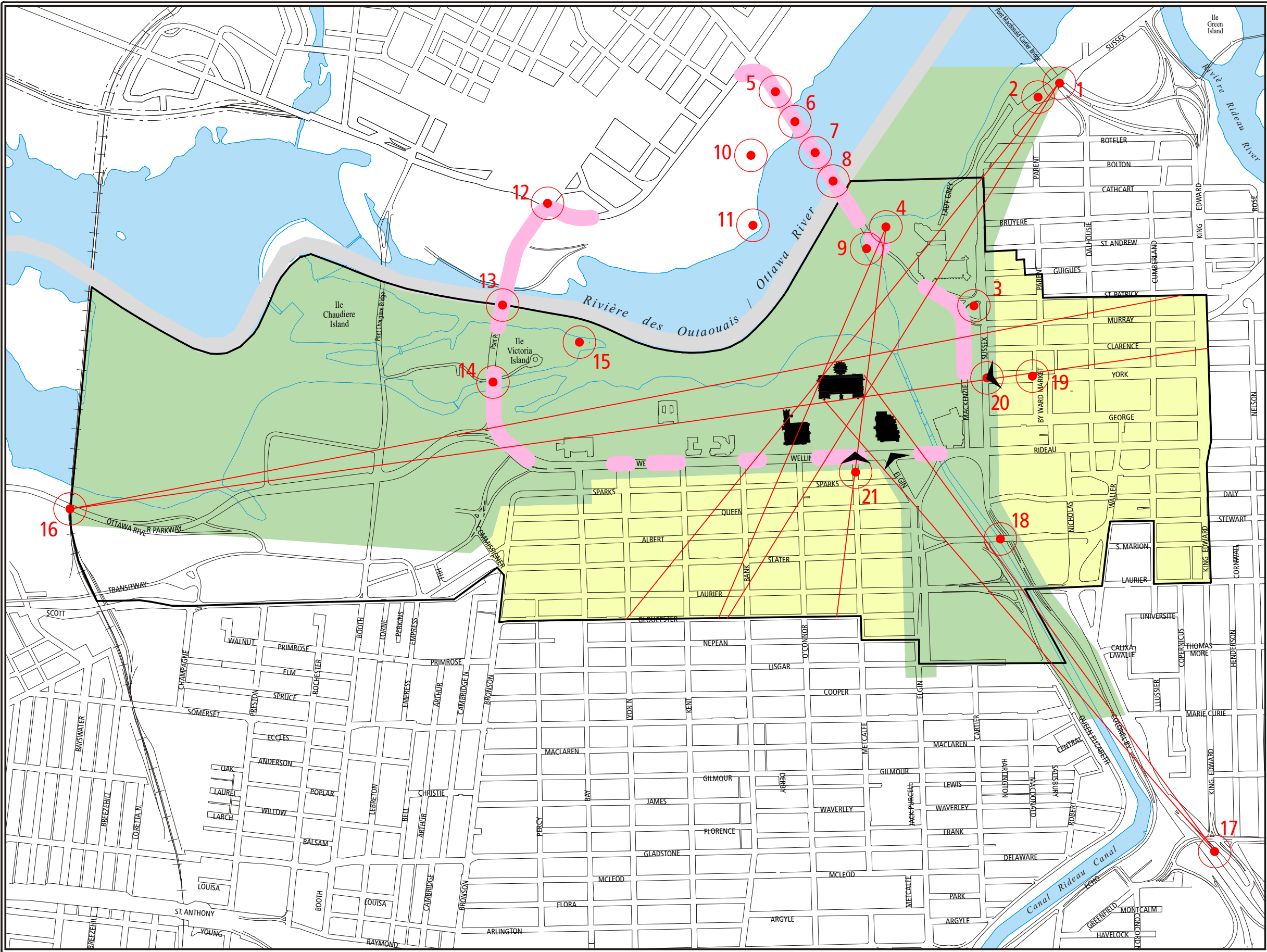
400 ALBERT STREET

OTTAWA, ON

IBI GROUP

















**OFFICIAL PLAN -
ANNEX 8A**
**Central Area Key Views
and View Sequences
of the Parliament Buildings
and Other National Symbols**

Prepared by: City of Ottawa,
Department of Planning, Transit and the Environment,
October 2006

**PLAN OFFICIEL -
APPENDICE 8A**
**Vues principales
et séquence de vues édifices
du Parlement
et autres symboles nationaux
depuis l'aire centrale**

Préparé par : Ville d'Ottawa,
Le Service de l'urbanisme, du transport en commun et de l'environnement,
Octobre 2006

- Keypoint View  Point de vue principal
- Key Views  Vues principales
- View Sequence  Séquence
- Views of Centre Block from Public Right-of-Way  Vues de l'édifice du Centre depuis l'emprise publique
- Area of Foreground Height Control  Secteur de contrôle de la hauteur en avant-plan
- Area of Background Height Control  Secteur de contrôle de la hauteur en arrière-plan
- Body of Water  Plan d'eau
- Railway  Voie ferrée
- Central Area Boundary  Limite de l'aire centrale
- City Boundary  Limite municipale

Mètres 200 100 0 Scale / Échelle 200 400 600

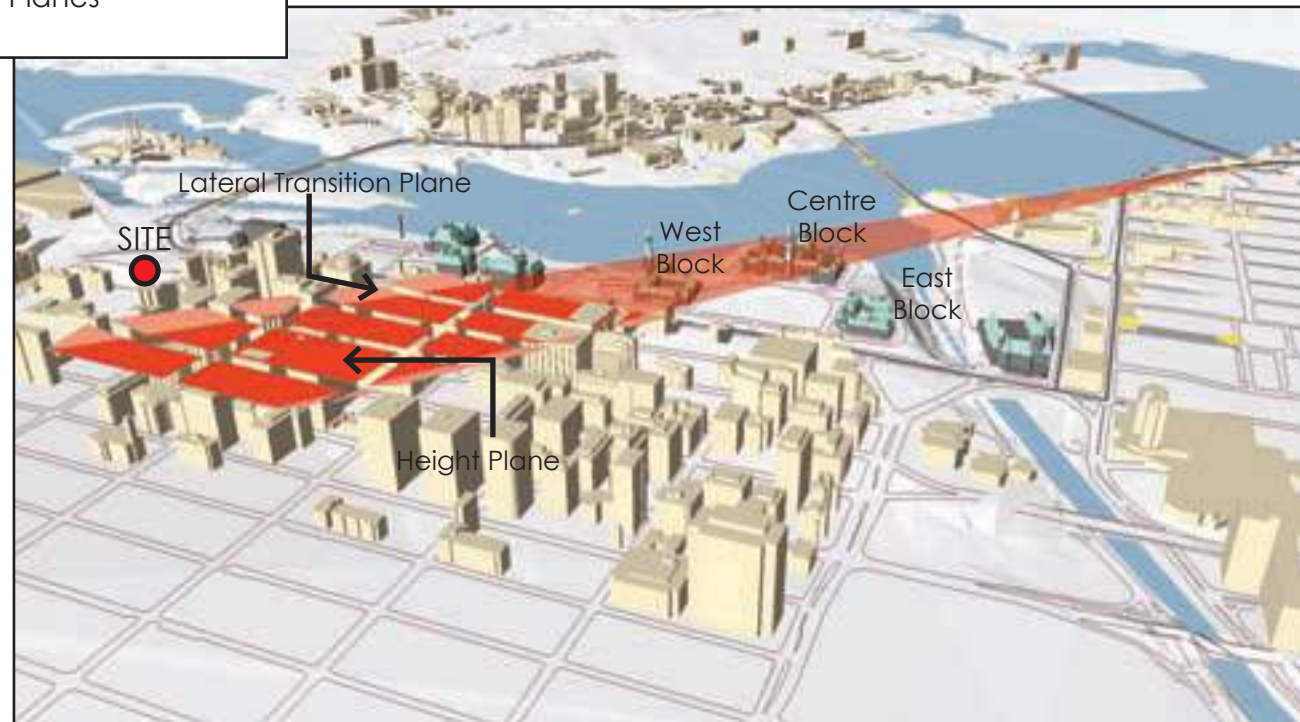


VIEWS PROTECTION



Plan of the height plane and lateral transition plane

- Area affected by Height Plane
- Area affected by Lateral Transition Planes



Massing of the height plane and lateral transition plane



Establishment of view cones from Control Viewpoints

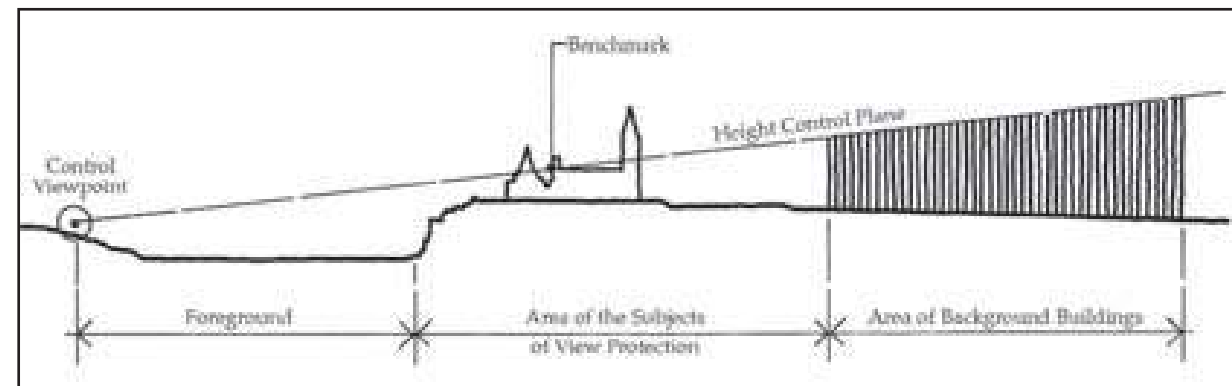
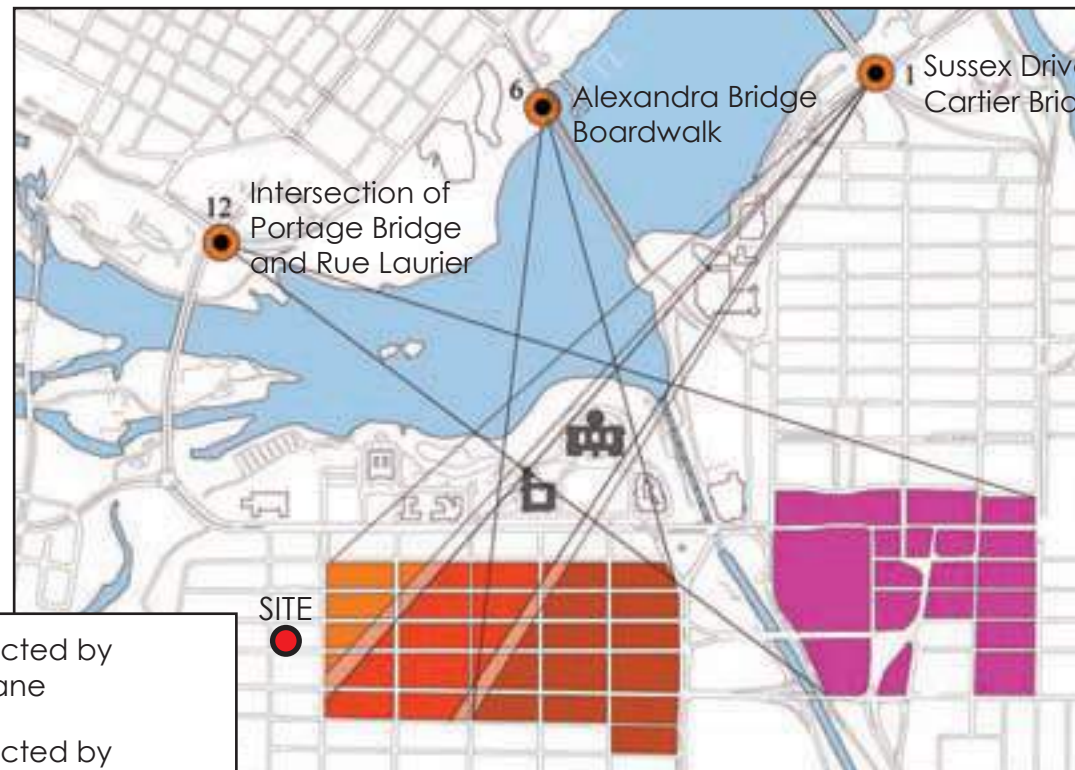


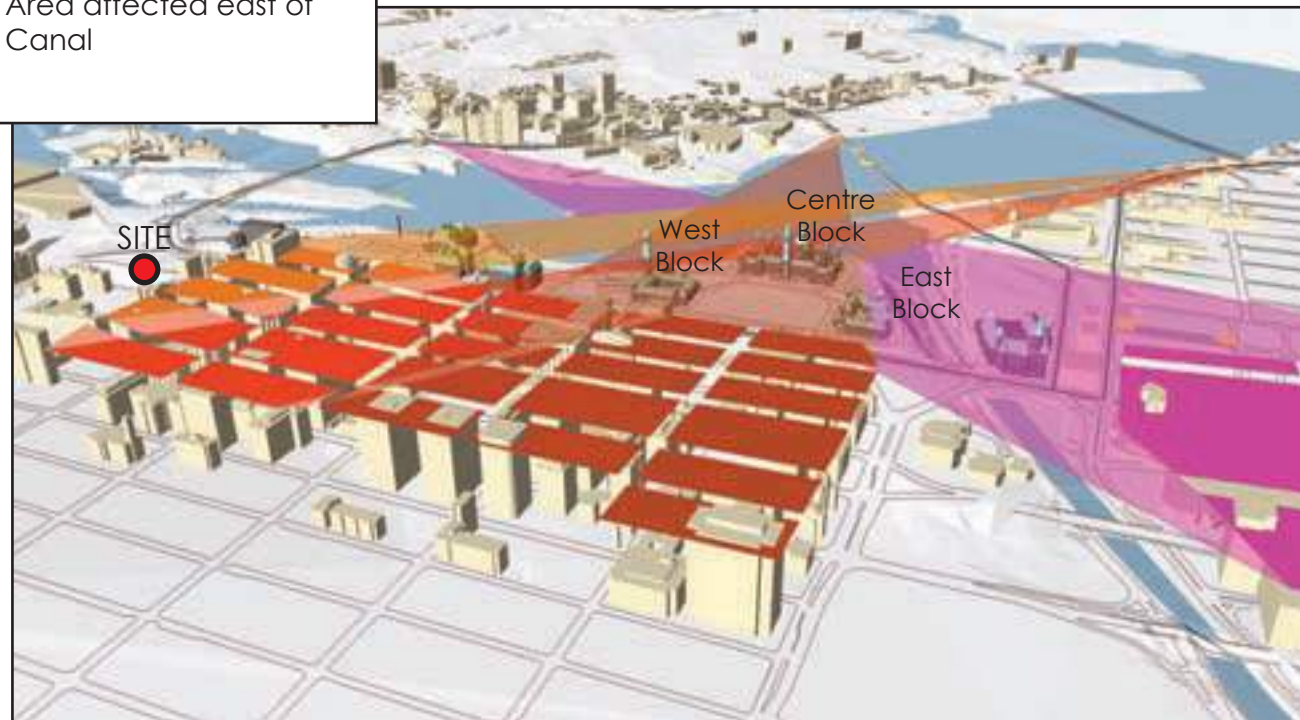
Diagram of a Background Height Control Plane

VIEWS PROTECTION



- Area affected by Height Plane
- Area affected by Lateral Transition Planes
- Area affected by Secondary landmarks
- Area affected east of Canal

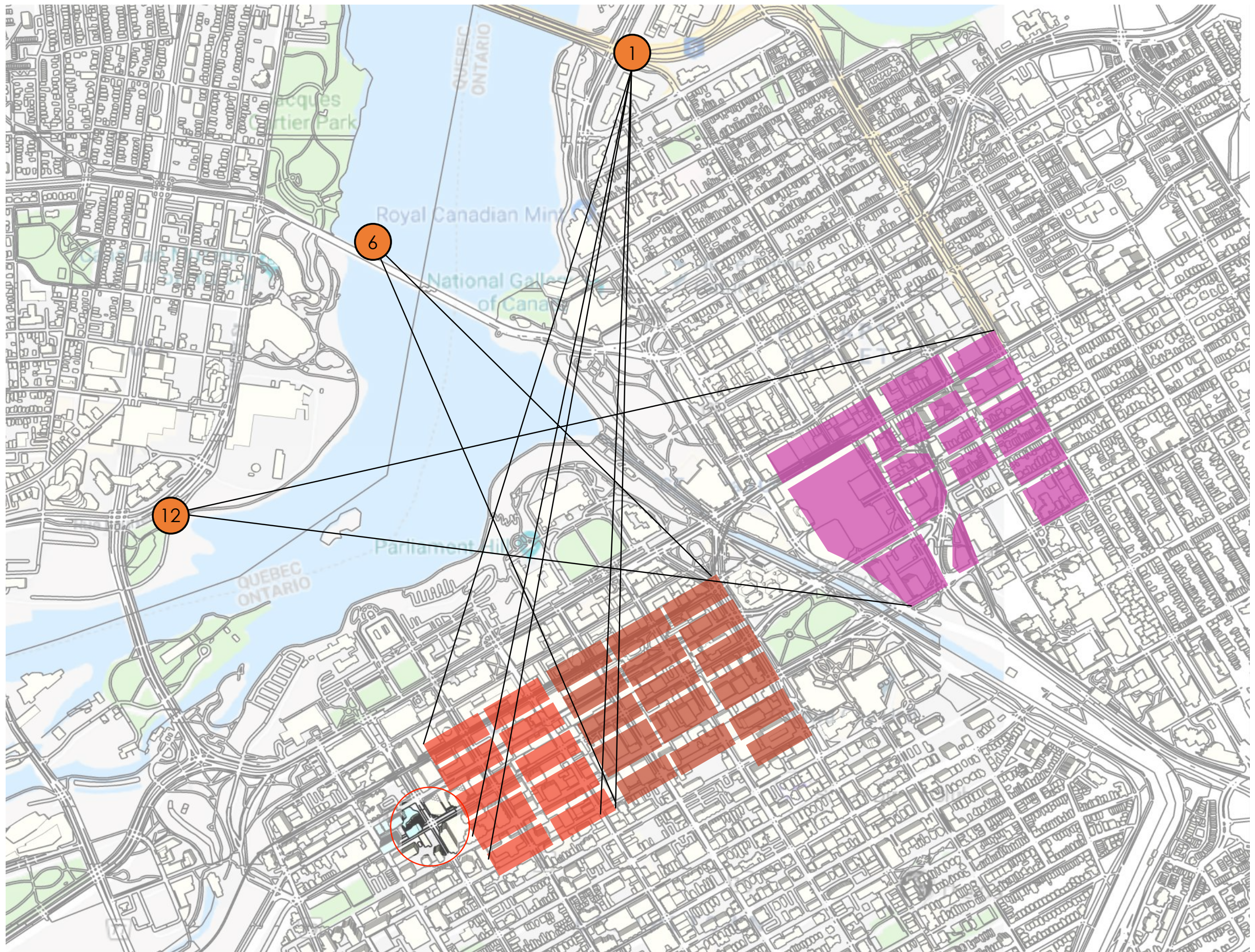
Composite of the Background Height Planes



Composite of Height Control Planes, looking North



City Blocks subject to Background Height Controls





400 Albert Street | VIEW POINT 1



400 Albert Street | VIEW POINT 1 - CENTRAL



400 Albert Street | VIEW POINT 1 - LATERAL



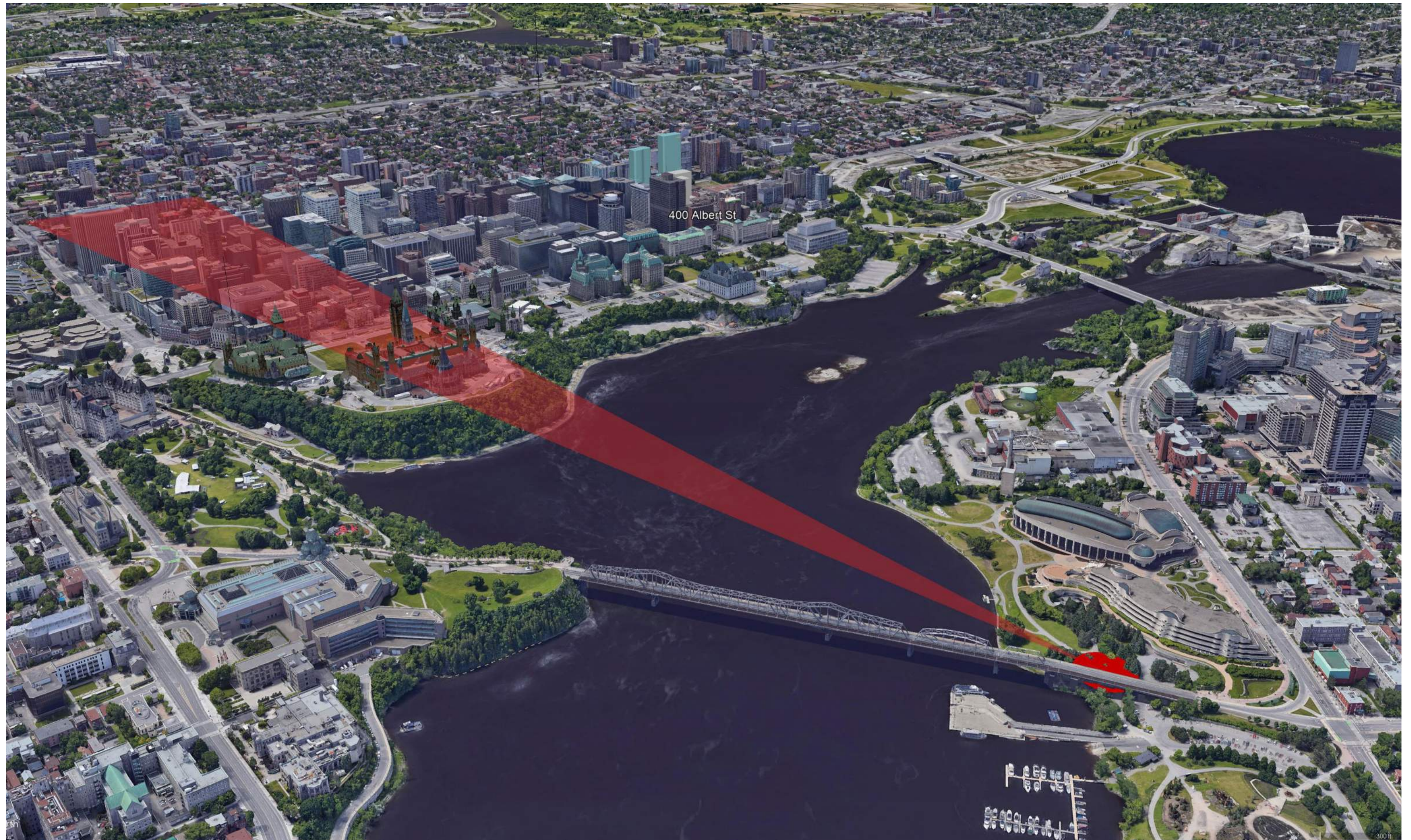
400 Albert Street | EXISTING VIEW FROM POINT 1



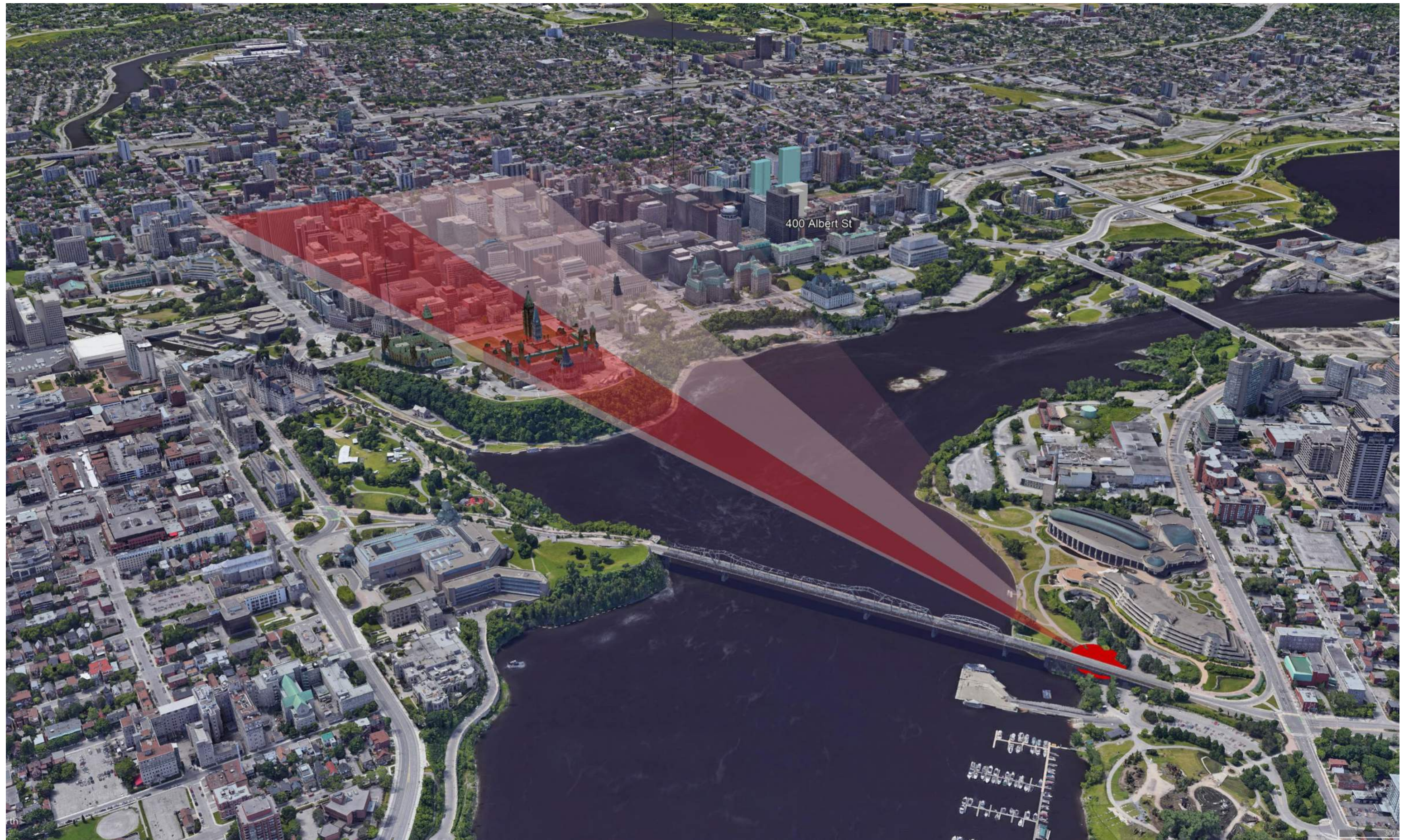
400 Albert Street | VIEW FROM POINT 1 WITH THE PROPOSED DEVELOPMENT



400 Albert Street | VIEW POINT 6



400 Albert Street | VIEW POINT 6 - CENTRAL



400 Albert Street | VIEW POINT 6 - LATERAL



gle Earth

at / Copernicus
AA, U.S. Navy, NGA, GEBCO

20 ft

400 Albert Street | EXISTING VIEW FROM POINT 6



gle Earth

at / Copernicus
AA, U.S. Navy, NGA, GEBCO

400 Albert Street | VIEW FROM POINT 6 WITH THE PROPOSED DEVELOPMENT

THANK YOU