



**Second Submission 400 Albert Street
– Planning Rationale**

Planning Rationale for Zoning By-law
Amendment

May 13, 2020

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SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Introduction

1.0 INTRODUCTION

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

The previous Zoning By-law application is filed under number D02-02-17-0053.

Recent changes to the plan include:

- The building heights have been revised. Tower A is 23-storeys, Tower B is 29-storeys and Tower C is 35-storeys;
- The total number of residential units has increased to 930 from 898 units;
 - Tower A (23-storeys) has 231 units
 - Tower B (29-storeys) has 306 units
 - Tower C (35-storeys) has 393 units
- Revised building stepbacks and podium shape;
- The multifunctional mid-block connection has been revised;
- The urban park has increased in size to 402 m²; and,
- The total retail GFA has reduced from 5,442 m² to 2,884 m², between the ground and second floor.

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 bounded 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 site is one of the last vacant properties in downtown Ottawa. 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).



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Site Location and Context



Figure 1 – Site Location.

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 complex comprising three office towers with ground floor retail and restaurant uses. 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.



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Site Location and Context

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 site 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 an excellent redevelopment site. Further west is a mix of primarily single or semi-detached dwellings in a low-rise residential neighbourhood.



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



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Site Location and Context

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.



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

This revised Zoning By-law application proposes a development consisting of three high-rise mixed-use towers, a strong podium base, an urban park, a multipurpose mid-block connection and underground parking. Specifically, the revised proposal consists of the following:

- The building heights have been revised; Tower A is 23-storeys, Tower B is 29-storeys and Tower C is 35-storeys.
 - The tower floor plate sizes are the following:
 - o Tower A – 706 m²
 - o Tower B – 840 m²
 - o Tower C – 875 m²
- The total number of residential units has increased from **898** units to **930 units**.
 - Tower A (23-storeys) has 231 units
 - Tower B (29-storeys) has 306 units
 - Tower C (35-storeys) has 393 units
- Revised building setbacks and podium base.
 - Multiple building setbacks for all three towers are proposed and a revised 3-storey podium base. The updated podium will now include residential units, retail and amenity space. The podium size has been reduced from 9,154 m² to 5,364 m².
- The multifunctional mid-block connection has been revised.
 - The mid-block connection is wider (6.1m) to accommodate for pedestrian, cyclist and infrequent vehicle traffic.
 - Loading and unloading will be done from Albert Street.
 - Garbage collection will not be located directly on the mid-block connection. The garbage collection location for Tower C is located off-of the mid-block connection but will not impede pedestrian, cyclist or vehicle flow.
 - The garbage collection areas for Towers A and B are now in the underground parking levels with the entrance off Bay Street.
 - Towers B and C have retail entrances located directly on the mid-block connection with continuous sidewalks (with bollards) to encourage activity. There is a large retail bicycle parking space located adjacent to Tower A on the west side of the building, providing a safe, clearly delineated bicycle parking space for retail users.
- The urban park has increased in size to 402 m².
 - The park is undergoing final with City Parks staff subject to final public meetings.
 - The stratified park space will become a City owned and operated park.
- The total retail GFA has been reduced from 5,442 m² to 2,884 m², between the ground and second floor.
 - The total retail GFA has been reduced to accommodate for additional residential units and amenity space.
 - The loading bay for the podium connection Tower A and B will be located off Albert Street, part of Tower A's building footprint (podium).



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Development Proposal

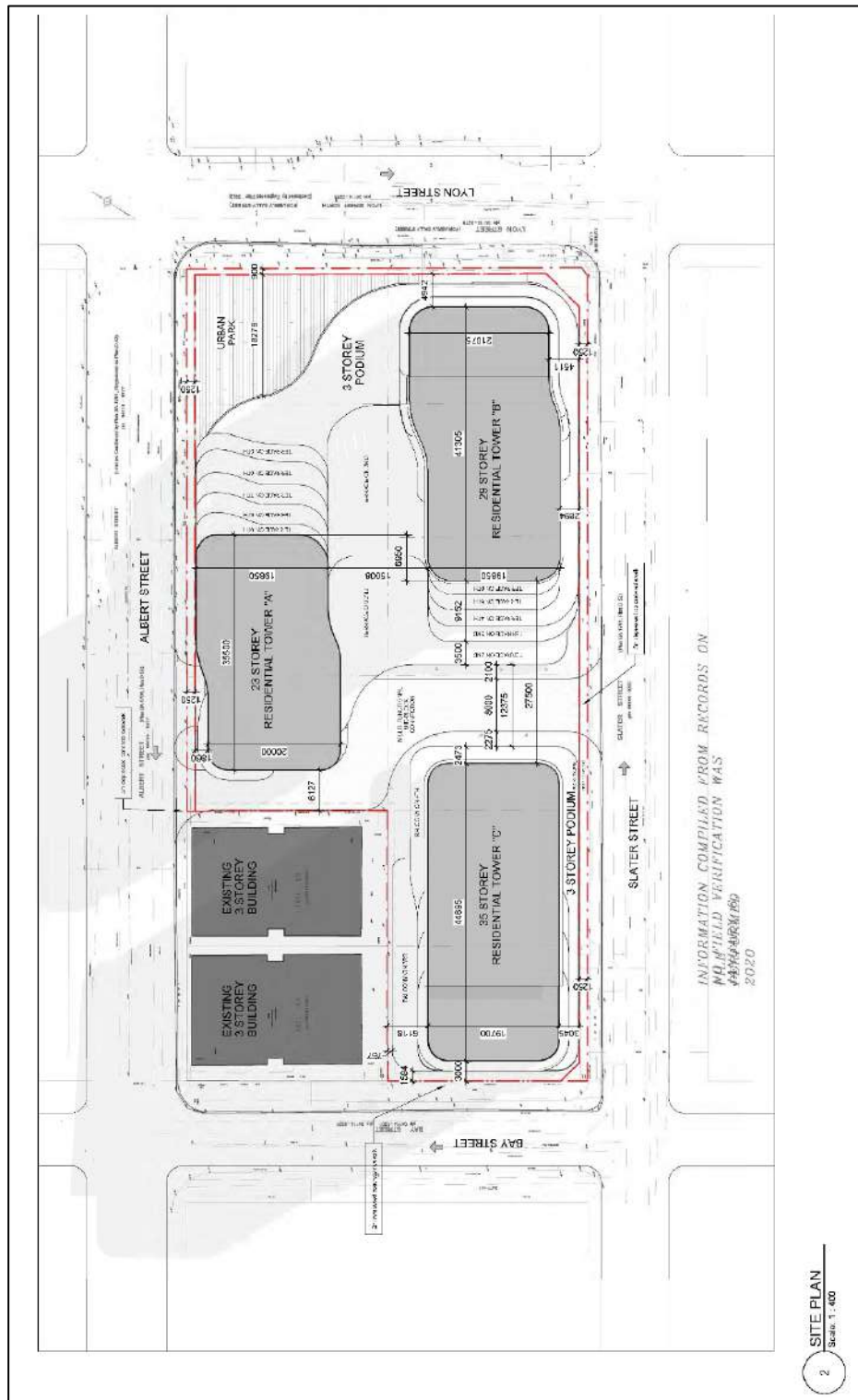


Figure 7 – Site Plan.



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 on 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, while respecting the existing NCC and City of Ottawa policy framework.
- 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 the 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.



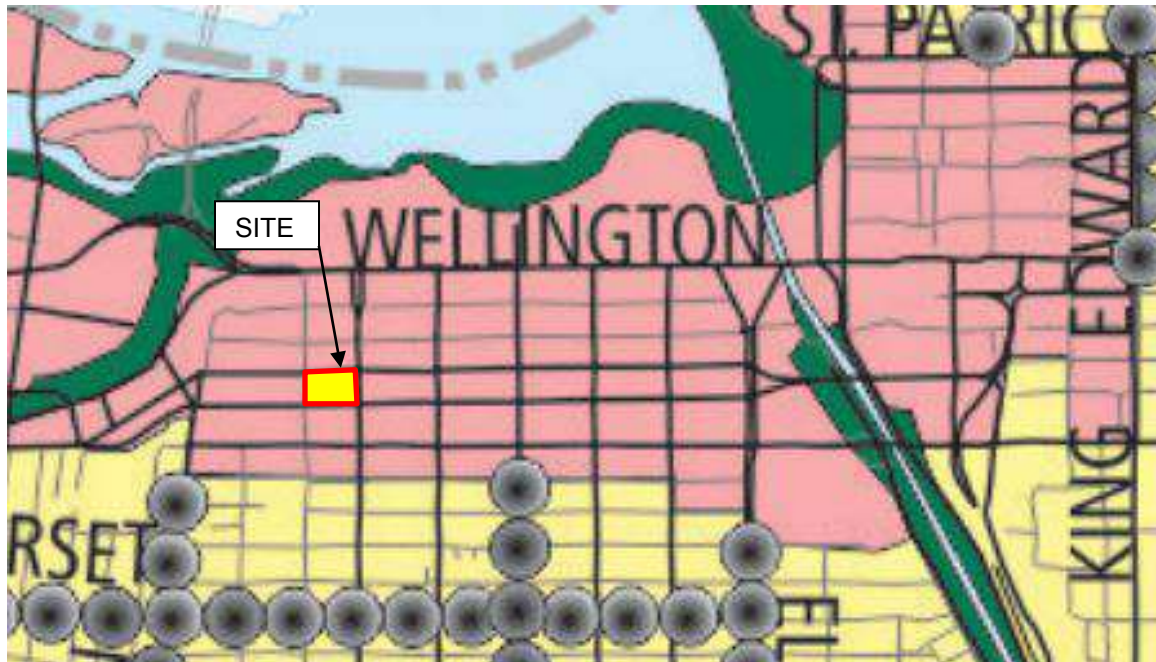


Figure 8 – Schedule B of the Official Plan.

Section 2 – Strategic Direction

Section 2.1 of the Official Plan speaks about the anticipated need for new housing and urban intensification, which is expected to be in the form of smaller units such as apartments. As the concentration of new dwelling units will be located inside the Greenbelt, new housing is needed that is affordable and offers a range of choice in size and tenure.

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. 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 a dynamic and diverse Central Area.

Section 2.5.1 provides strategic direction on the importance of good design, quality and sustainability of our communities. This section focuses on the built form, open spaces and infrastructure that create our



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neighbourhoods. In support of lively and complete mixed-use communities, the City's 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 parking underground. A mid-block connection provides improved pedestrian and cycling movements, 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 and public space.

Section 3 – Designations and Land Use

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 are 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.

While the subject property does not fall within the controlled view protection cones (Annex 8A), it is in close proximity to viewpoint 1. 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 planes, 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.

The following discussion elaborates on Policy 2:

Policy 3.6.6.2(e)(i) – *Buildings constructed in the areas of height control as set out on Annex 8A do not rise above the ridgeline of the roof of the Centre Block, and thus do not visually mar the silhouette of the Parliament Buildings (Figure 3.1 of the OP), and do not visually dominate the Parliament Buildings and other national symbols.*

As shown in Figure 9, 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



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The view of the Parliament Buildings and Other National Symbols will not be marred as the site is not within the key viewpoints to these national buildings. As shown in the visual analysis done by IBI Group, confirmed with City staff and NCC staff, the site is not in conflict with the ridgeline of the Centre Block. The existing Place de Ville Tower C located northeast of the subject site, obstructs views to the proposed buildings when projecting from viewpoint 1, as shown in IBI's viewpoint analysis in (Appendix A).



The site is not within the area of foreground height control.

Policy 3.6.6.2(e)(iii) – No building, part of a building, or building roof structure exceeds the angular building height limits that are defined by the perimeter above sea-level heights for each block on Annex 8B – Central Area Maximum Building Heights/Angular Planes, without a thorough analysis of the impact of any projection or protrusion, and without an official plan amendment to Annex 8B.



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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 on Annex 8B. 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 Lyon Street.

As per Annex 8B, the extent of City blocks subject to background height control ends at Lyon Street. If the angular plane for background control is extrapolated, the proposed buildings will be obstructed in view by Place de Ville's Tower C, as shown in the viewplane analysis. It is stated in the Official Plan and NCC policy, that a proposal must illustrate it does not project into the skyline or above existing buildings. As shown in the visual analysis, the proposal does not visually impact the existing skyline, nor does it detract from the visual prominence of the Parliament Buildings.

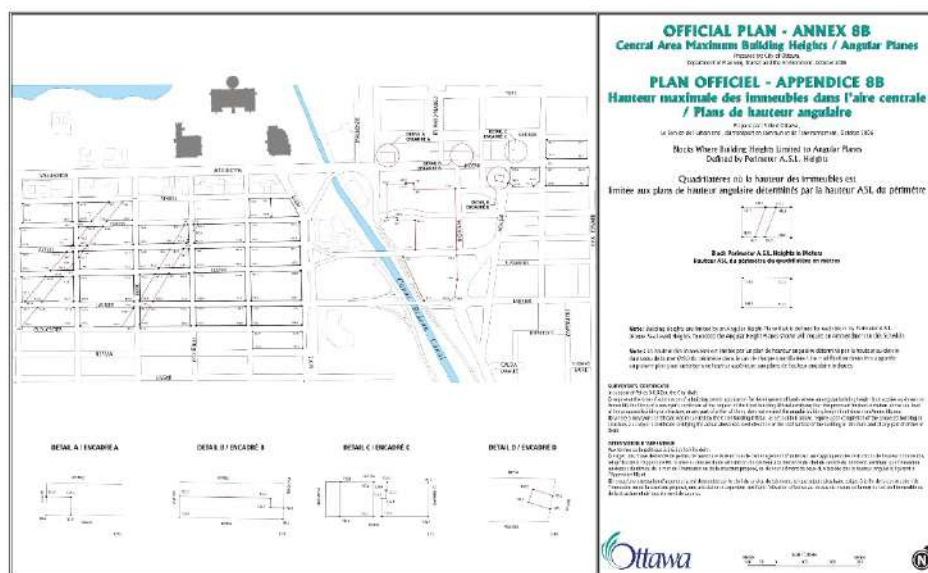


Figure 10 – Annex 8B Central Area Maximum Building Heights / Angular Planes.

Policy 3.6.6.2(e)(iv) – *For blocks that do not have angular height planes established on Annex 8B, maximum permitted building heights do not violate the intent and aim of this policy, permitted heights are consistent and compatible with building heights generally in the area where no height planes apply, and permitted heights are in keeping with the intent and aim for those areas that are set out by the Central Area Secondary Policy Plan contained in Volume 2, Annex 8C – LeBreton Flats Foreground View Control Planes and as indicated on Annex 8B – Central Area Maximum Building Heights.*

The site is not within Annex 8B. The view analysis in Appendix A illustrates the skyline effects of the proposed buildings to show that the proposed buildings would be largely obscured by existing buildings (such as Place de Ville Tower C from viewpoint 1 and viewpoint 16) when viewed from extrapolated angular planes and viewpoints. This unique condition mitigates the degree to which the proposed



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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.

[illegible]

Policy 3.6.6.2(i) – *The property is located within a block where an angular height plane, as indicated on Annex 8D – Central Area Maximum Building Heights and Annex 8B – Central Area Maximum Building Heights/Angular Planes does not apply.*

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.

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Policy 3.6.6.2(ii) – *The increased height will not visually mar the silhouette of the Parliament Buildings or dominate the Parliament Buildings and other national symbols.*

The proposed buildings will not visually mar the silhouette of the Parliament Buildings, as illustrated in the visual analysis. As illustrated in the viewplane analysis, the development will not be visually dominant on the skyline. The proposed mixed-use development will contribute to the City's desire to create a more complete community in the downtown core.

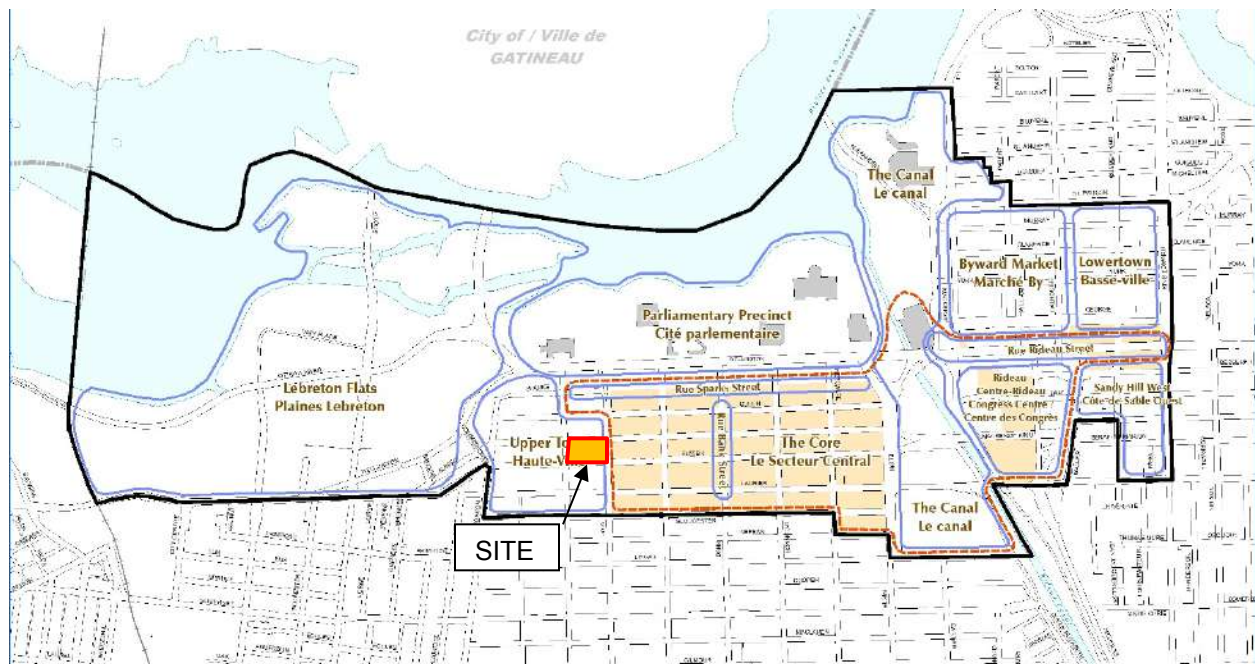


Figure 12 – Annex 8D Central Area Maximum Building Heights.

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 existing and proposed development, 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 downtown core.
- 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 while respecting the visual prominence of the Parliament Buildings.



4.3 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.

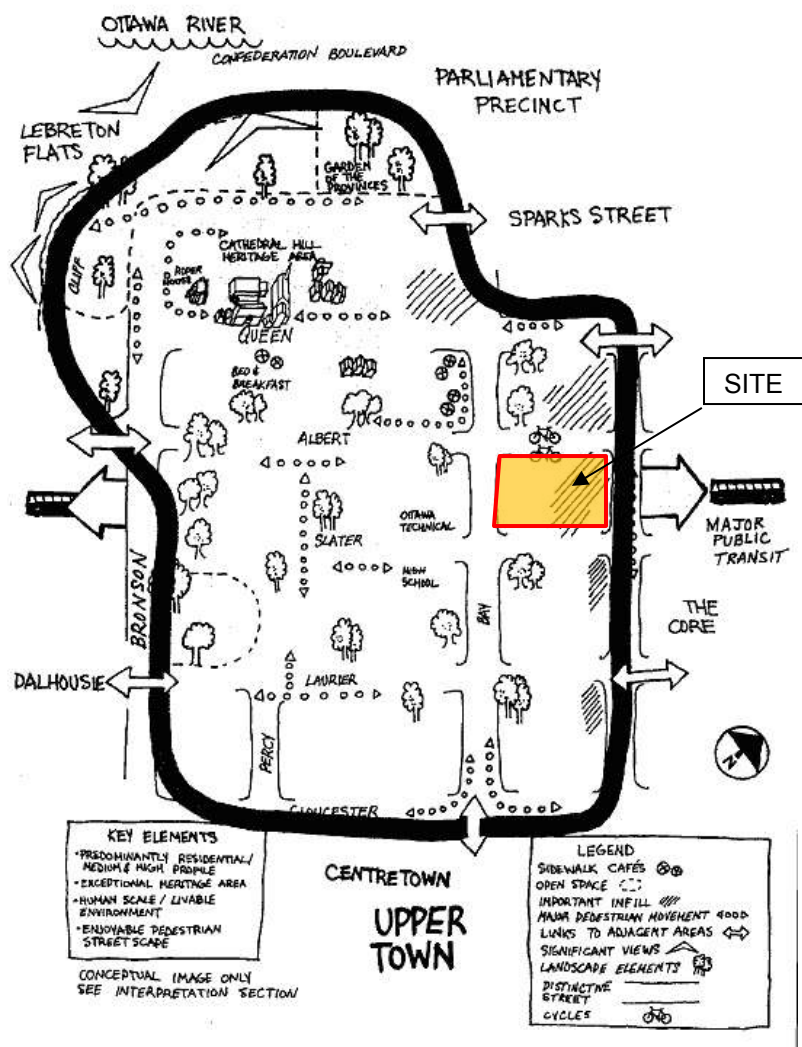


Figure 13 – Central Area Secondary Plan, Upper Town.



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The following excerpts from the Upper Town Plan are relevant to the proposed development:

Policy 1.10.3.(a) “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 proposal is for a mixed-use residential development with a three-storey mixed-use podium. Retail and commercial space is located on the ground and second floor. The uses that occupy these retail and commercial spaces will serve the needs of local residents without generating excessive noise or fumes. The proposed residential and commercial uses will complement the surrounding area.

The proposed urban park will provide a desired public open space. As the podium terraces down towards the park (the northeast corner), it will allow sunlight into the space and enhance the public realm. The park interface with the podium will provide relief for pedestrians and residents.

All parking will be located underground, and loading will be integrated into the buildings via access through the mid-block connection or underground parking garage ramp. 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.

Policy 1.10.3.(f) -

- i. the provision of a tree planting corridor/area.
- ii. the provision of adequate privacy and sunlight for residential units; and
- iii. the provision of usable private and common outdoor landscaped amenity areas;



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- iv. minimizing sun shadowing and undesirable wind conditions at-grade;
- v. the creation of an identifiable entrance and a strong transition from the public right-of-way;
- vi. where appropriate, providing a transition from low-rise to high-rise buildings, and vice versa;
- vii. setting back the upper storeys of high to medium rise buildings, including the use of podiums, to create a human scale and minimize overpowering and overshadowing effects;
- viii. treatment of the lower floors of high-to-medium rise buildings to create visual interest;

The development proposes an urban park that is to be approved by City staff, a landscape plan during the site plan process will provide the details of additional tree planting efforts. The urban park allows additional sunlight into the area and the sun and shadow plan prepared by IBI illustrates the impact the site has on shadowing in the area (Appendix B).

An outdoor terrace for residential amenity space is proposed on the third floor with a total area of 385 m². This outdoor amenity space is in addition to the interior residential amenity space and private terraces for residents.

As shown in building elevations, the building terraces ('steps back') from the podium to the ninth floor for Towers A and B. Tower C includes terracing for private balconies from the second to fourth floor, seventh to sixteenth, and seventeen to the twenty first storey. This terracing effect is to minimize overshadowing, provide transition and visual interest and provide an appealing high-rise development in the downtown core.

4.4 DESIGN GUIDELINES

4.4.1 Urban Design Guidelines for High-Rise Housing

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Housing in 2018. The guidelines apply to all proposed high-rise development throughout the City in order to promote and achieve appropriate high-rise development. The objective of the guidelines is to highlight ways to:

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



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The proposed development meets the following applicable guidelines:

Context

- *Guideline 1.1* – As discussed earlier in this report, the existing views and vistas have been identified, as determined by the Official Plan and Secondary Plan.
- *Guideline 1.2 and 1.3* – A comprehensive view analysis has been prepared by IBI, please see Appendix A. Extensive discussions have taken place between Main and Main, IBI, the NCC and City staff regarding heights, views and vistas.
- *Guideline 1.4* – The proposal combines elements of a landmark and background building due to the location and proximity to the Parliament Buildings. The building is a landmark building in design but background building due to height restrictions. The design of the terracing, stepbacks, building shape and balconies are qualities of a landmark building but background building elements apply due to the proximity to the Parliament Buildings and location.
- *Guideline 1.10* – The building steps down towards the urban park at the north east corner of the site.
- *Guideline 1.11* – The proposed building heights relate to the existing building heights in the area.
- *Guideline 1.12* – The proposed podium height is typical for the area.
- *Guideline 1.14* – The lot shape allows for effective transition measures.
- *Guideline 1.15* – There are public streets on all four sides of the lot with public sidewalks and cycling lanes. Main and Main proposes a City owned public park at the northeast corner of the site.
- *Guideline 1.16* – The lot is of sufficient size.

Built Form

- *Guideline 2.1* – The incorporation of a podium, urban park and terracing will enhance the overall pedestrian experience by defining public space and the urban fabric.
- *Guideline 2.2* – The design of the building incorporates a base, middle and top. It protects the existing views and skyline of the area.
- *Guideline 2.3* – The building design of the buildings has a base, middle and top for all three buildings.
- *Guideline 2.13* – The current site is vacant and the proposed buildings will provide a continuous street wall. The building setback along Albert Street is aligned with the existing building on the block, at the northwest corner.
- *Guideline 2.14* – Additional setbacks/terracing have been provided at the Albert, Lyon Street corner.
- *Guideline 2.15* – The podium base provides sufficient enclosure for the street.
- *Guideline 2.17* – The podium base is three storeys in height.
- *Guideline 2.20* – The proposed building design respects the character and rhythm of adjacent properties and provides a comfortable pedestrian scale through building setbacks, stepbacks, massing and open space.
- *Guideline 2.21* – The building design will use high-quality, durable and environmentally sustainable materials when possible and appropriate.
- *Guideline 2.23* – The podium base will be highly animated and transparent through the introduction of retail and commercial spaces on the ground floor.
- *Guideline 2.24* – Smaller floor plates are proposed when possible. The proposed tower floor plates are Tower A – 706 m², Tower B – 840 m² and Tower C – 875 m².



SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Policy and Regulatory Framework

- *Guideline 2.25 and 2.26* – The proposed site plan strives to provide a minimum tower separation.
- *Guideline 2.29* – All three tower designs have building stepbacks from the base through either terracing or balconies.
- *Guideline 2.31* – The terracing of the building design for Tower A and B minimize shadow and wind impacts on the urban park and public realm.
- *Guideline 2.32* – The tower designs have a high degree of articulation, design and building innovation through terracing, balconies, and curved building faces.
- *Guideline 3.35* – The top portion of the towers have been designed to extend the existing design elements of the podium and middle, to a distinctive ‘top’.
- *Guideline 2.36* – Rooftop mechanical and telecommunication systems will be integrated into the upper floors.
- *Guideline 2.37* – The top of the towers provide a distinctive building design while respecting existing height and view restrictions.

Pedestrian Realm

- *Guideline 3.2* – The site plan proposes a curb to building face space suitable for pedestrians, street trees, signs and displays.
- *Guideline 3.4* – The plan proposes an urban park at the northeast corner that will be under City ownership.
- *Guideline 3.5* – The design of the urban park will be finalized during the Site Plan process and public consultation.
- *Guideline 3.8 and 3.9* – A mid-block connection is proposed for pedestrian, cyclist and vehicular access.
- *Guideline 3.10* – Entrances will be provided on the ground floor with seamless, barrier-free entrances.
- *Guideline 3.12* – The streets and public realm will be animated by the creative building design, residential entrances, and retail and commercial spaces along the ground floor.
- *Guideline 3.14* – The parking will be located underground.
- *Guideline 3.15* – Drop-off and pick up areas can be accommodated along the mid-block connection.
- *Guideline 3.16* – Loading and servicing have been integrated into the design in discrete ways to not obstruction pedestrian, cyclist or vehicular movement along public streets.
- *Guideline 3.19* – Loading and garbage collection are screened from view either by locating garbage collection to the underground parking garage or off the mid-block connection.
- *Guideline 3.26 and 27* – A wind, sun and shadow analysis will be prepared as part of this submission.



4.4.2 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 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 23-storey tower at the north end of the site and 29 and 35-towers at the south end.
- *Guideline 11:* The podium of the buildings is three-storeys in height with the remaining floors stepping back at the 4th-9th 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 third storey podium level.
- *Guideline 12:* The curving architectural design of the buildings will provide a distinct architectural style against Ottawa’s skyline.
- *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 to animate the proposed commercial uses.
- *Guideline 28:* Retail uses are proposed for the ground floor of the building.



SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Zoning By-law

- *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 number of parking spaces is sufficient.
- *Guideline 34:* The proposed uses will enable the sharing of parking spaces 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 garage which will not be seen from the street level.
- *Guideline 43:* The loading area is proposed within the interior of the site off the mid-block connection.
- *Guideline 48:* The urban park will incorporate quality site furnishings and tree plantings to improve the streetscape environment and mitigate wind impacts.
- *Guideline 52:* A detailed Landscape Plan will be prepared at the time of site plan application.

5.0 ZONING BY-LAW

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



Figure 14 – Zoning.



SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Zoning By-law

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

Zone Provision		Required	Proposed	Compliance
Minimum Lot Area (m²)		540	6,156	✓
Minimum Lot Width (m)		18	122.63	✓
Maximum Building Height (m)		86	118	✗
Minimum Front Yard Setback (m)		3	1.25	✗
Minimum Corner Side Yard Setback (m)		3	1.59	✗
Minimum Interior Side Yard Setback (m)	If located further than 21m of the front lot line: 1.5m If located further than 21m from the front lot line: 6m	South interior lot line – 1.5 East interior lot line - 6	South – 0.76 East – 6.12	✗
Minimum Rear Yard Setback (m)		7.5	1.25	✗
Minimum Landscape Area of the Lot		30%	21.1% excludes urban park 27.6% with park	✗
Total amenity area (m²)		6m ² /unit = 5,418	7,271	✓
Amenity Space Minimum of 50% as communal, at least 1 aggregated area min. of 54m² (m²)		2,694	2,843	✓



SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Zoning By-law

Maximum Parking Requirements Near Rapid-Transit Stations	High-Rise Dwelling: 1.5/unit (resident and visitor combined (commercial to be included in visitor))	590	430	✓
Minimum Visitor Parking		30	30	✓
Bicycle Parking		0.5/unit = 449	465	✓
Commercial Bicycle Parking		1/250m ² of GFA = 11.5	12	✓
Minimum driveway width for parking garages (m)		6	6	✓
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	✓
Minimum bicycle parking space dimensions, vertical		0.5 x 1.5	0.6 x 1.5	✓



6.0 PUBLIC CONSULTATION STRATEGY

Public engagement has been and continues to be thoroughly exercised throughout the zoning amendment process, specifically multiple touch point meetings with the Centretown Citizens Association, as well as various community representatives. One Open House 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.

7.0 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 a range and mix of residential housing types
- In our opinion, the proposed development meets the intent and purpose of the Official Plan. Both NCC and City planning staff have reviewed the impact of the proposed building heights on the Key Viewplanes.
- The view analysis in Appendix A illustrates the skyline effects of the proposed buildings to show that the proposed buildings would be largely obscured by existing buildings, this unique condition mitigates the degree to which the proposed buildings contribute to overwhelming or overpowering the visual importance of the Parliament Buildings or the secondary National Symbols.
- 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
- 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



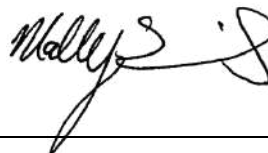
SECOND SUBMISSION 400 ALBERT STREET – PLANNING RATIONALE

Conclusion

- 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 not within the area of foreground height control. The site is on the westerly edge of the background height control and proposed building heights must demonstrate that new buildings will not detract from the prominence of the Parliament buildings. As shown in the view analysis in Appendix A, 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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Molly.Smith@stantec.com



Appendix A

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

400 ALBERT STREET

OTTAWA, ON

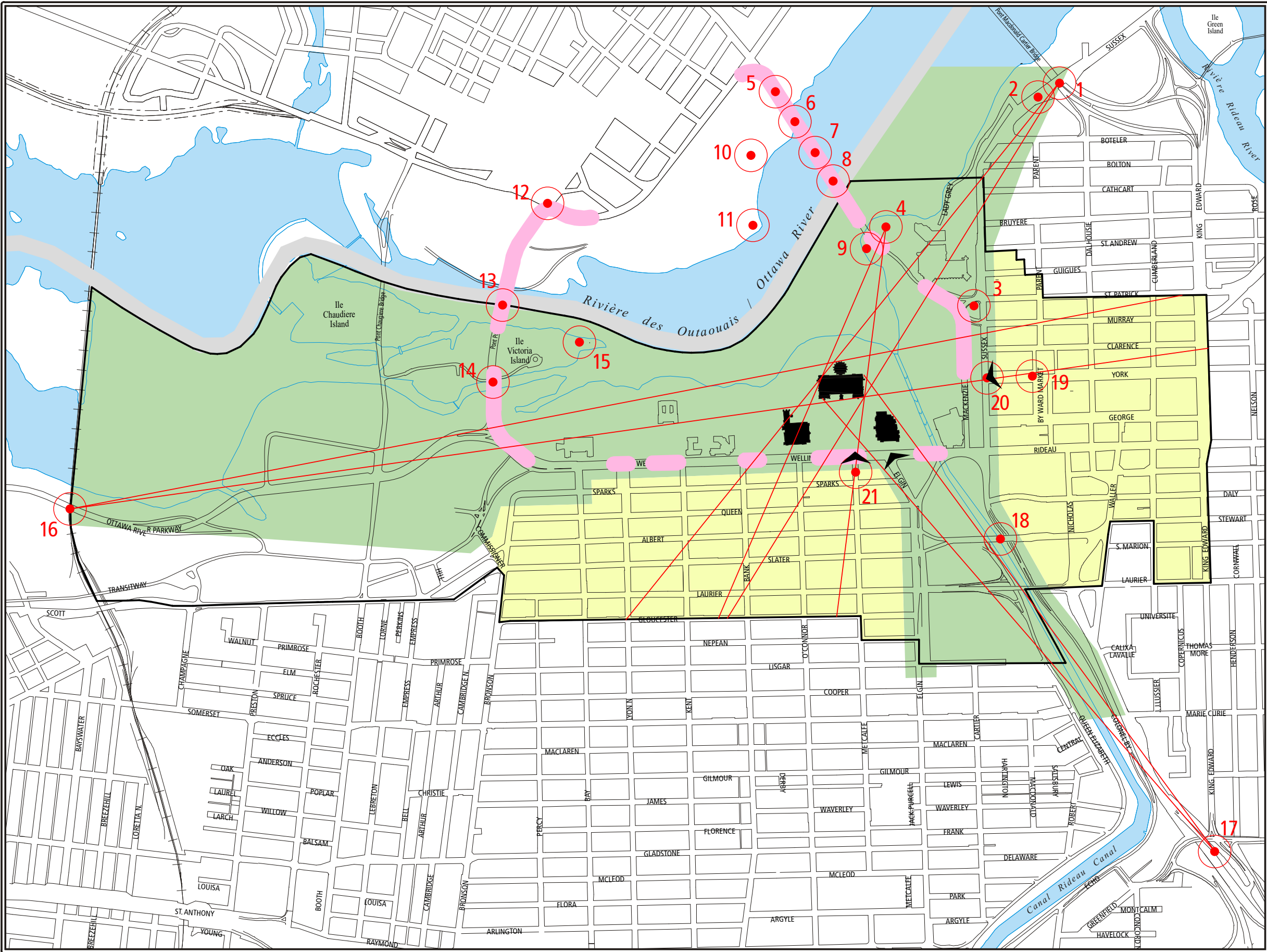
IBI GROUP





VIEW PROTECTION ANALYSIS

REVISED OPTIONS FOR BACKGROUND HEIGHT CONTROL













**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

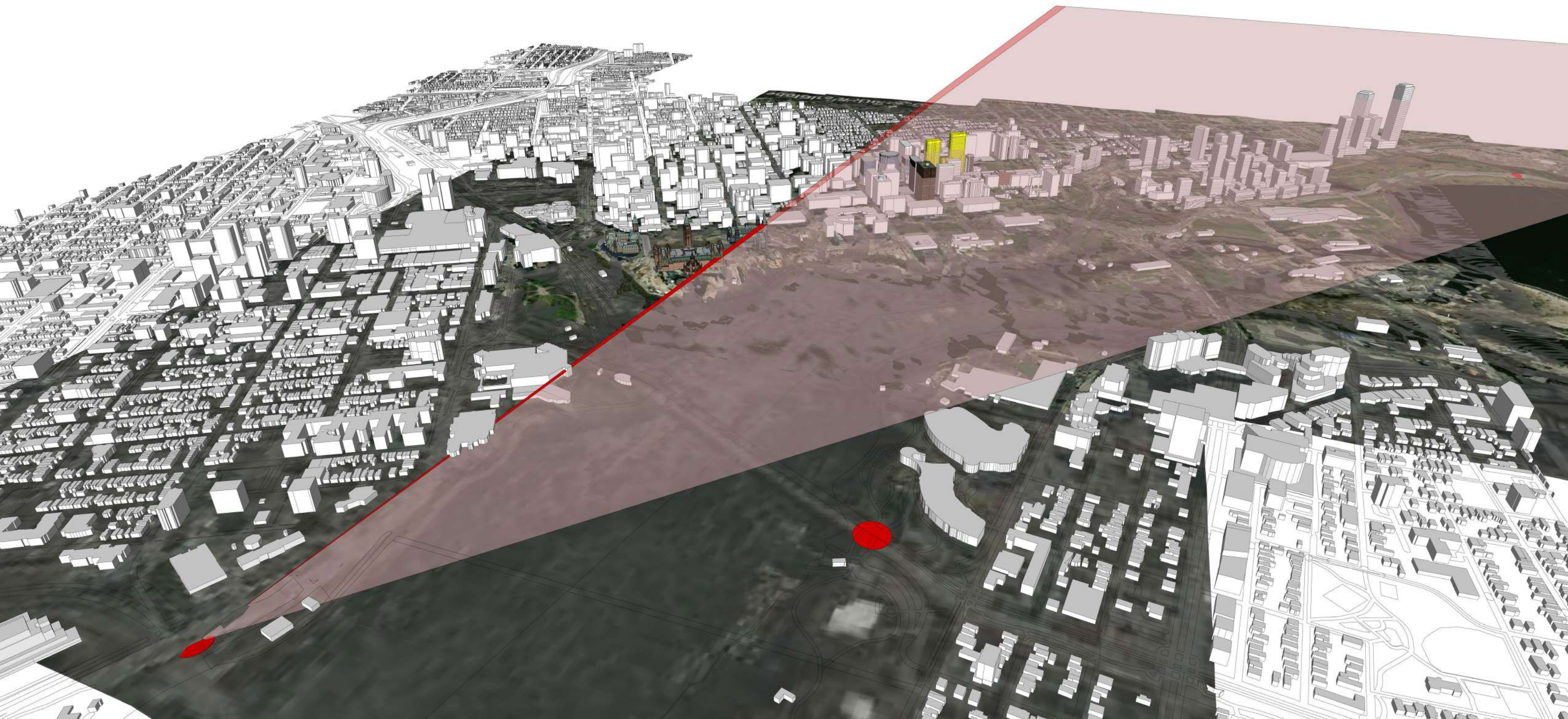
**PLAN OFFICIEL -
APPENDICE 8A**
**Vues principales
et séquence de vues édifices
du Parlement
et autres symboles nationaux
depuis l'aire centrale**

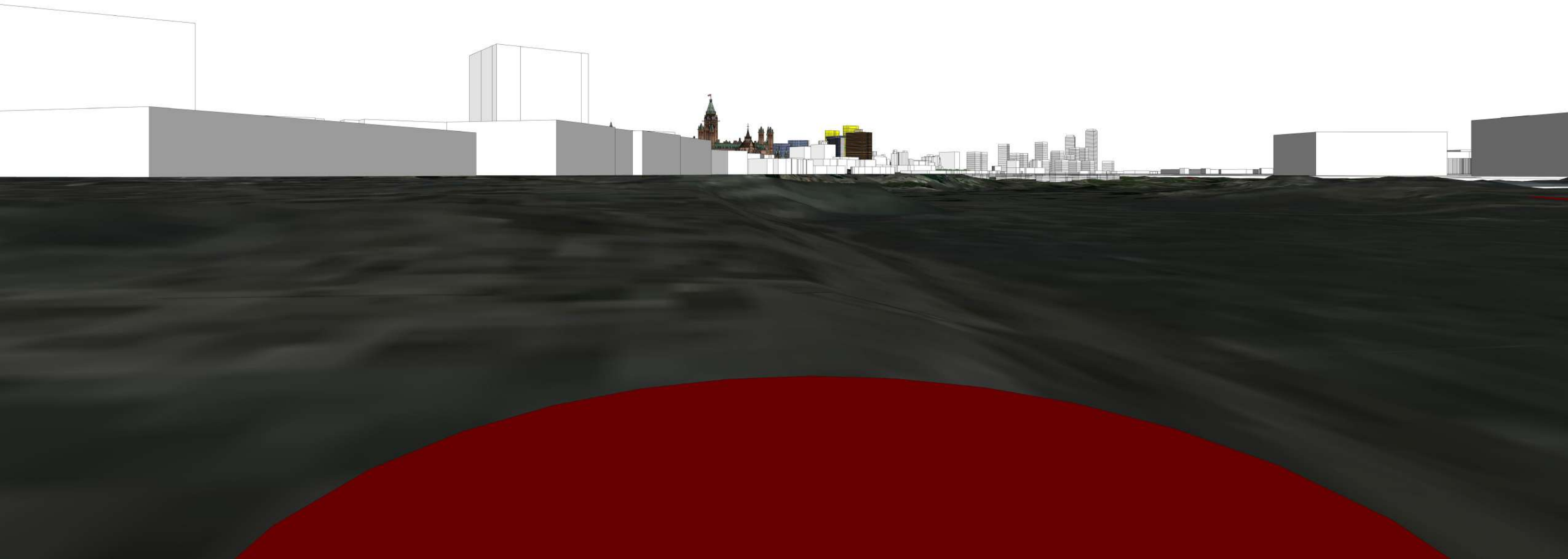
Préparé par : Ville d'Ottawa,
Le Service de l'urbanisme, du transport en commun et de l'environnement,
Octobre 2006

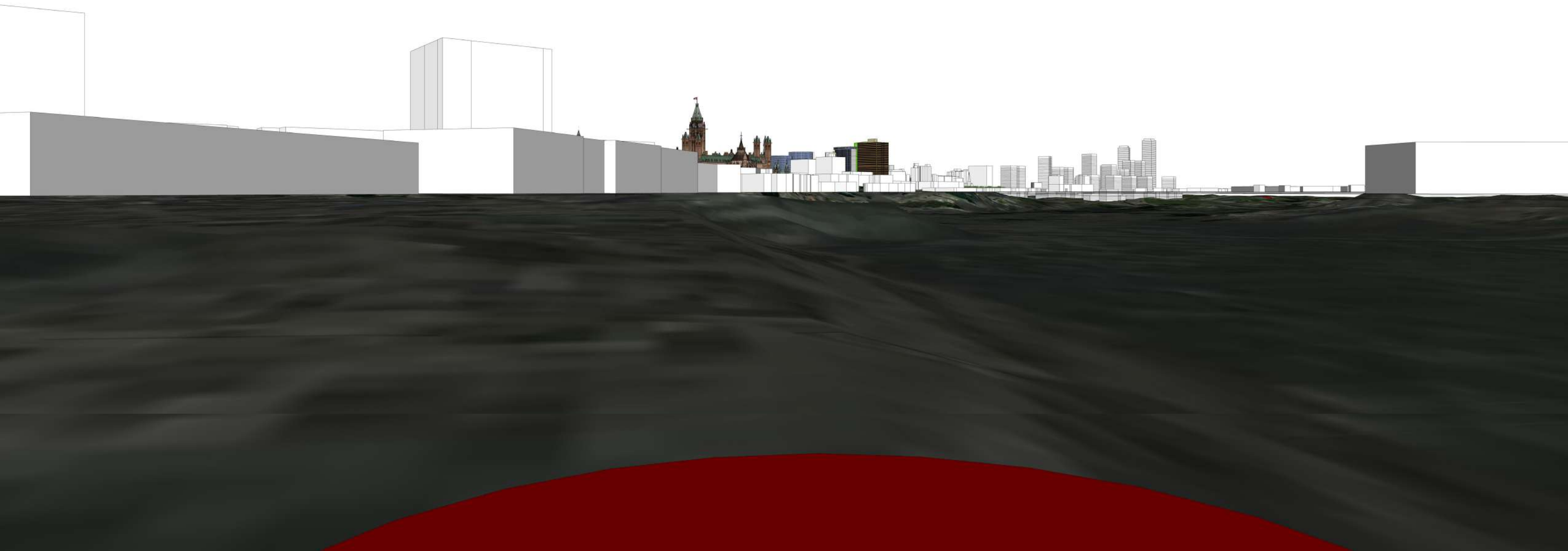
- Keypoint View  Point de vue principal
- Key Views  Vues principales
- View Sequence  Séquence
- Views of Centre Block from Public Right-of-Way  Vues de l'édifice du Centre depuis l'emprise publique
- Area of Foreground Height Control  Secteur de contrôle de la hauteur en avant-plan
- Area of Background 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

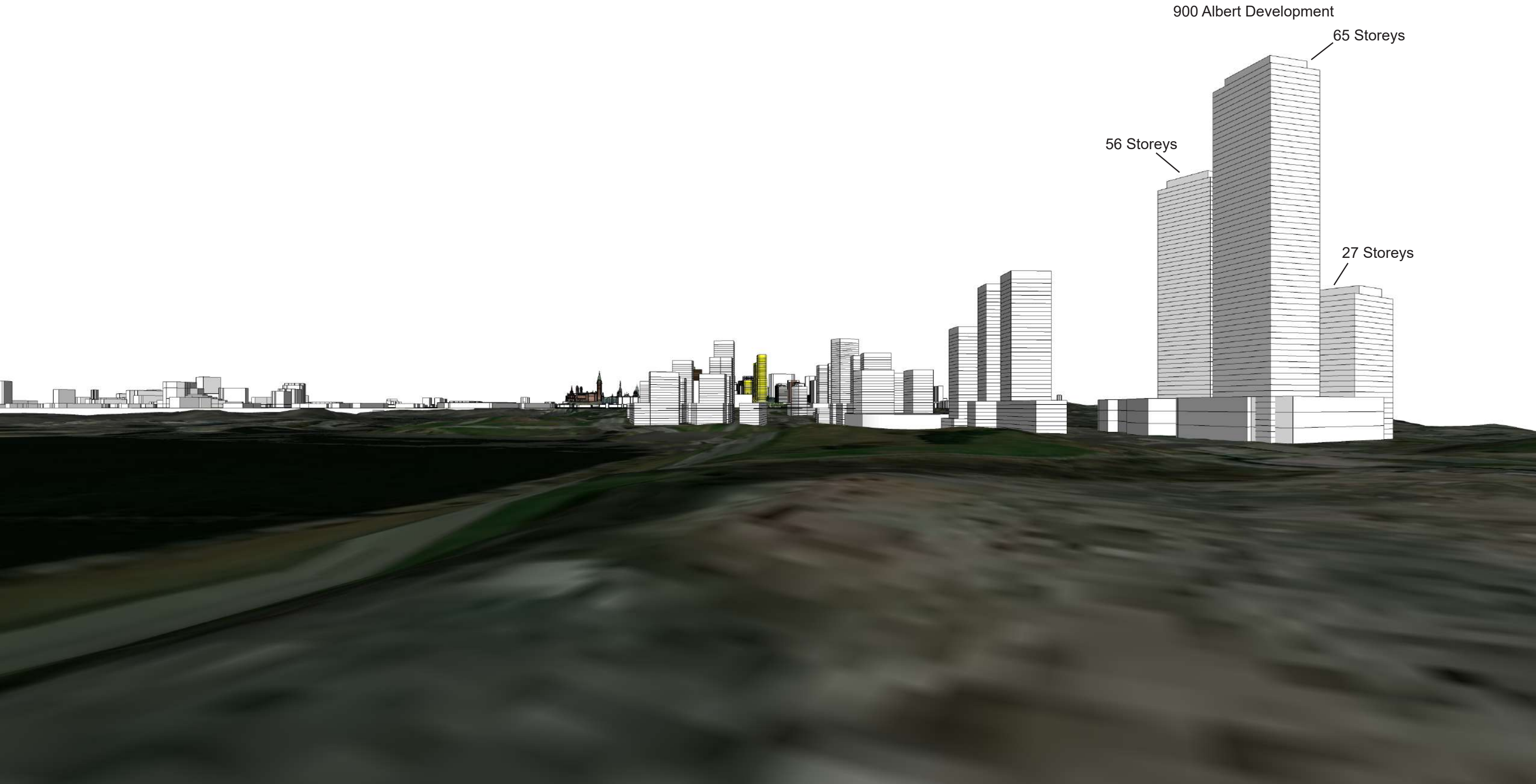


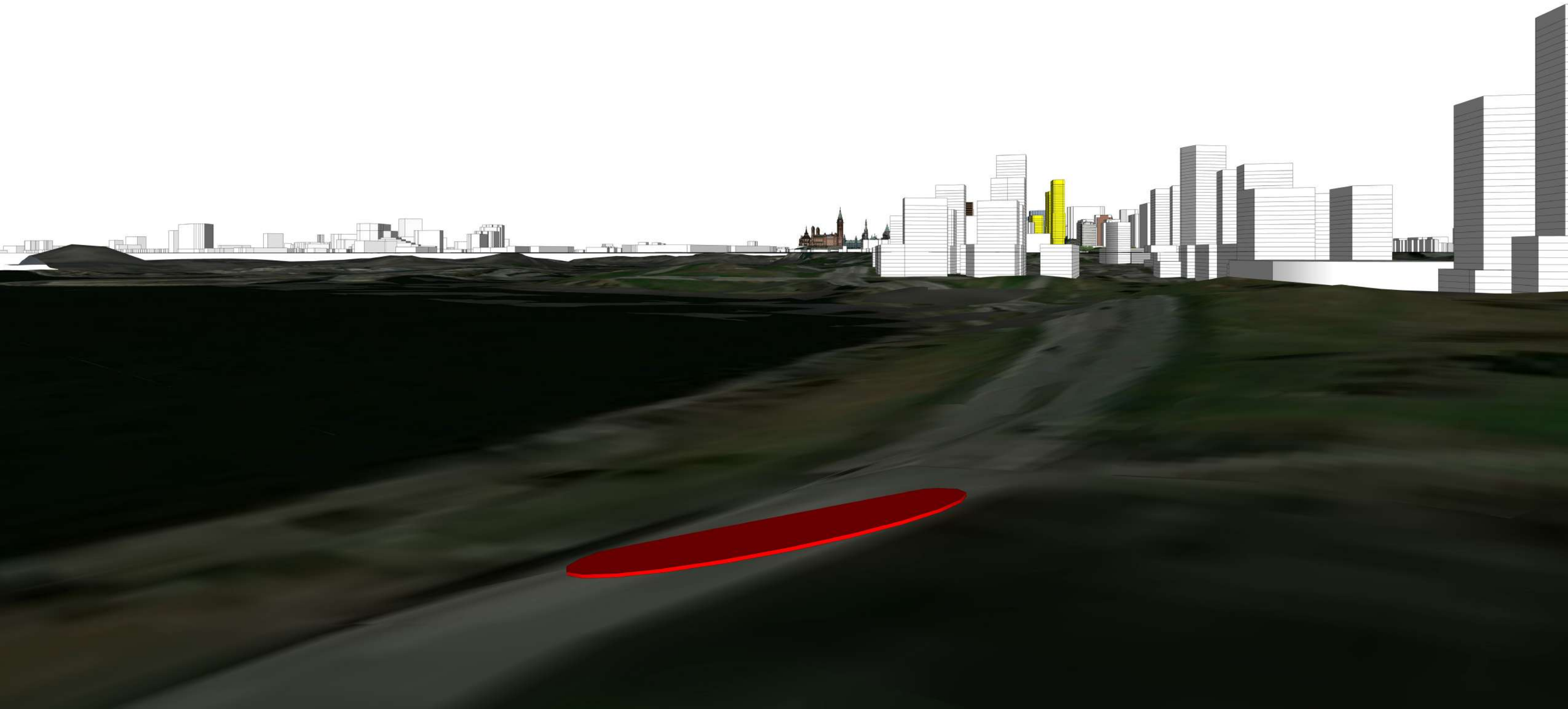


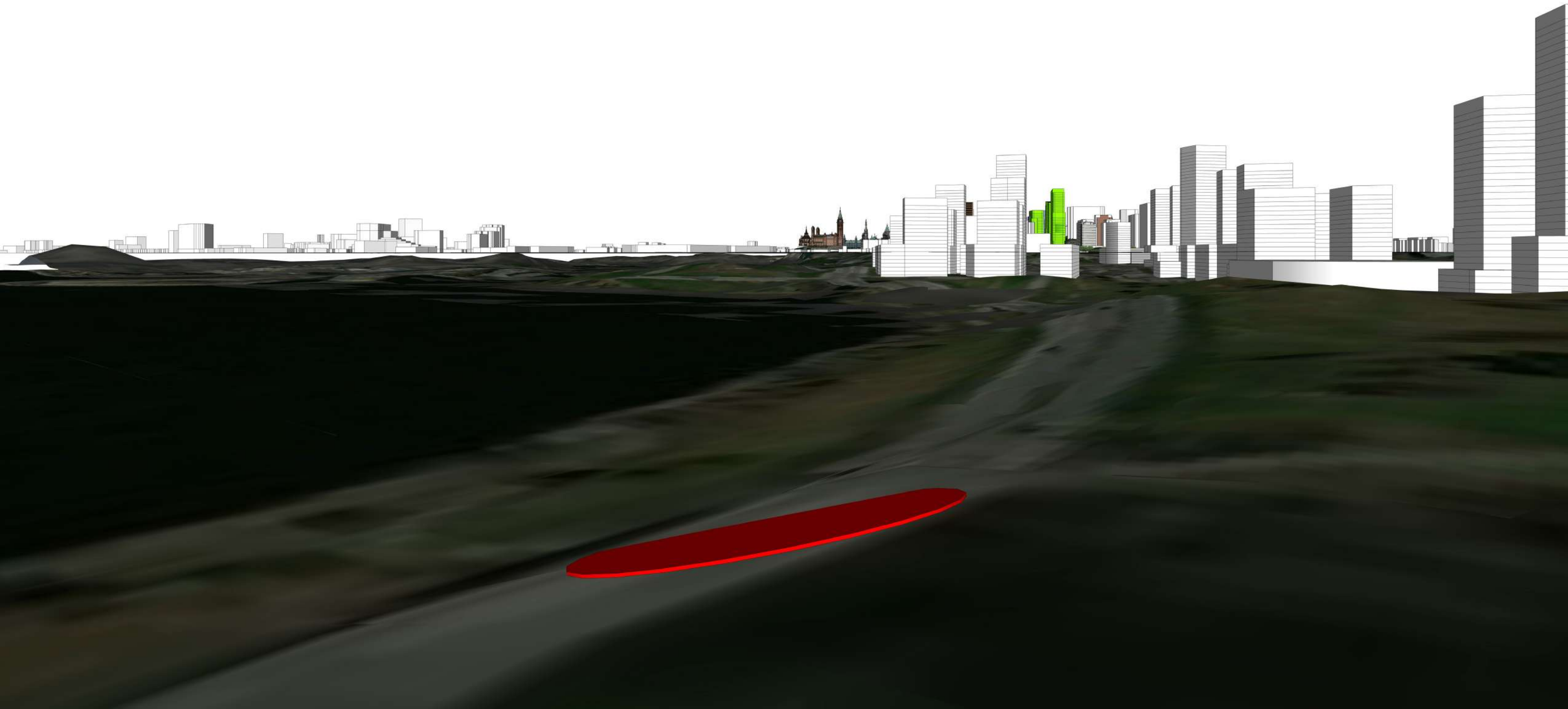












33 STOREYS

38 STOREYS

Heights :

Tower A : 69.8m

Tower B : 115.4m

Tower C : 130.3m

18 STOREYS

29 STOREYS

35 STOREYS

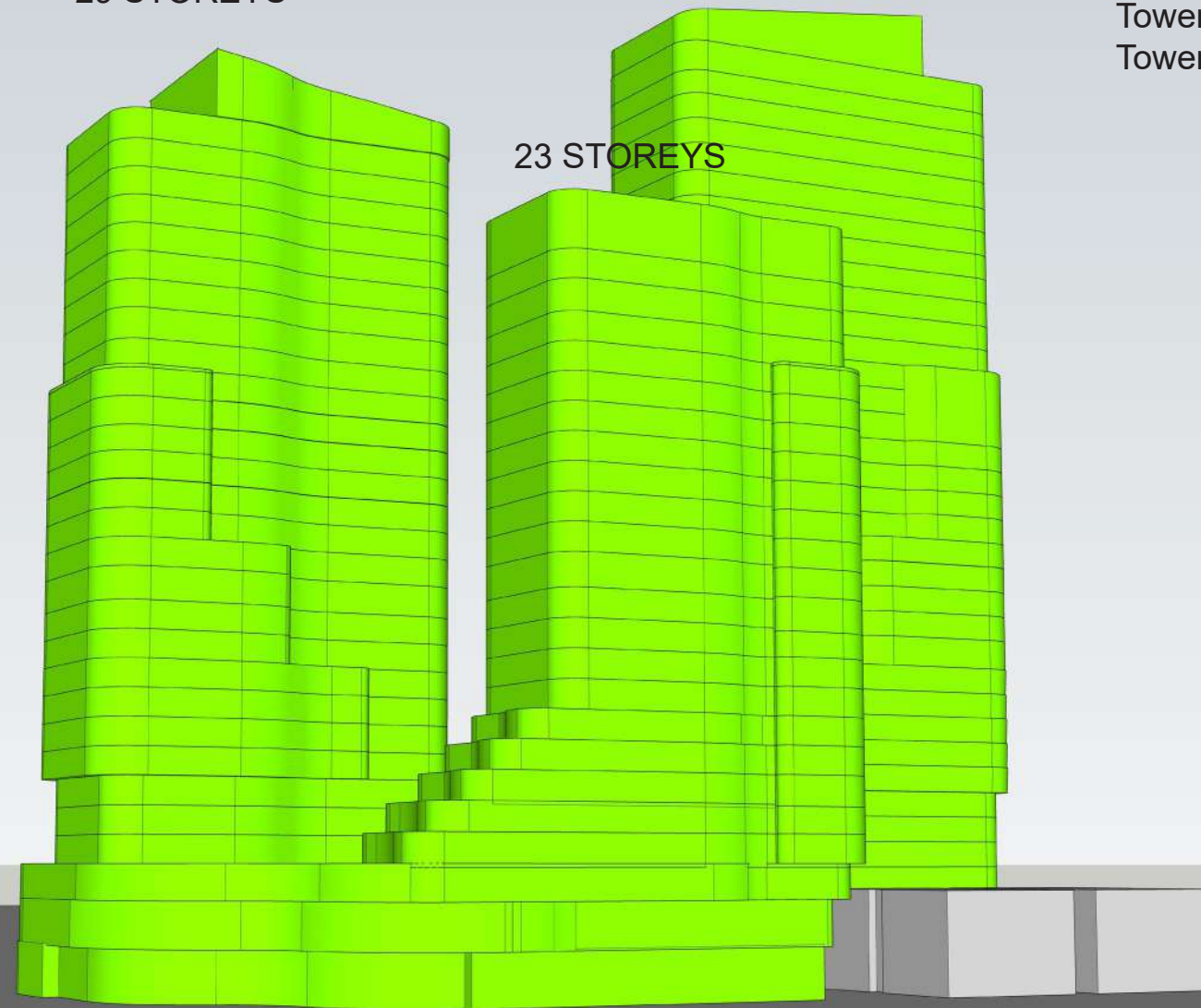
23 STOREYS

Heights :

Tower A : 81.5m

Tower B : 100.0m

Tower C : 118.0m

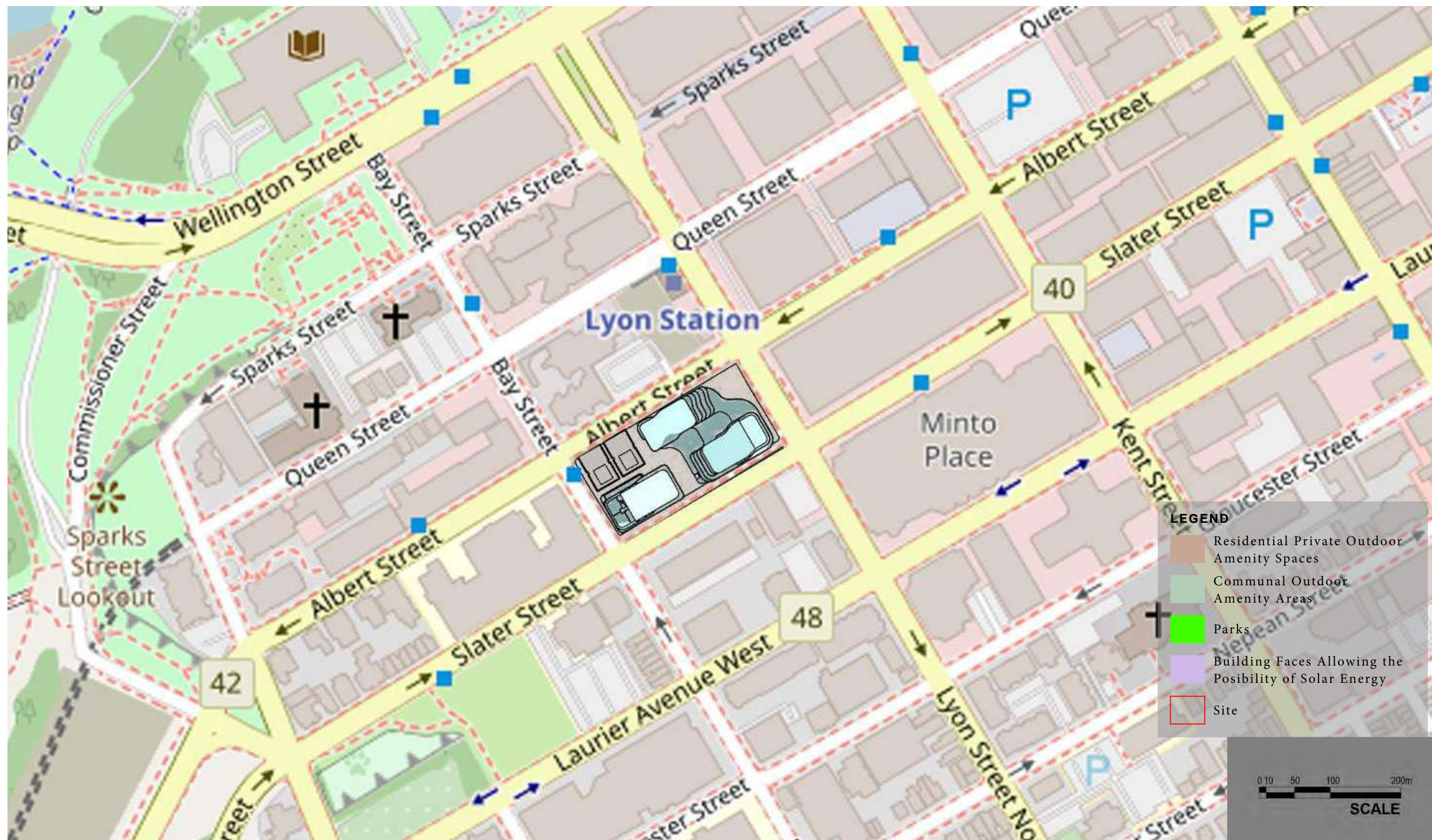


THANK YOU

Appendix B

**Please see the attached Sun and Shadow Study prepared by
IBI Architects**

400 ALBERT STREET
OTTAWA, ON
REZONING SUBMISSION - SHADOW STUDY
MAY 1st, 2020





June 21st - 08:00am

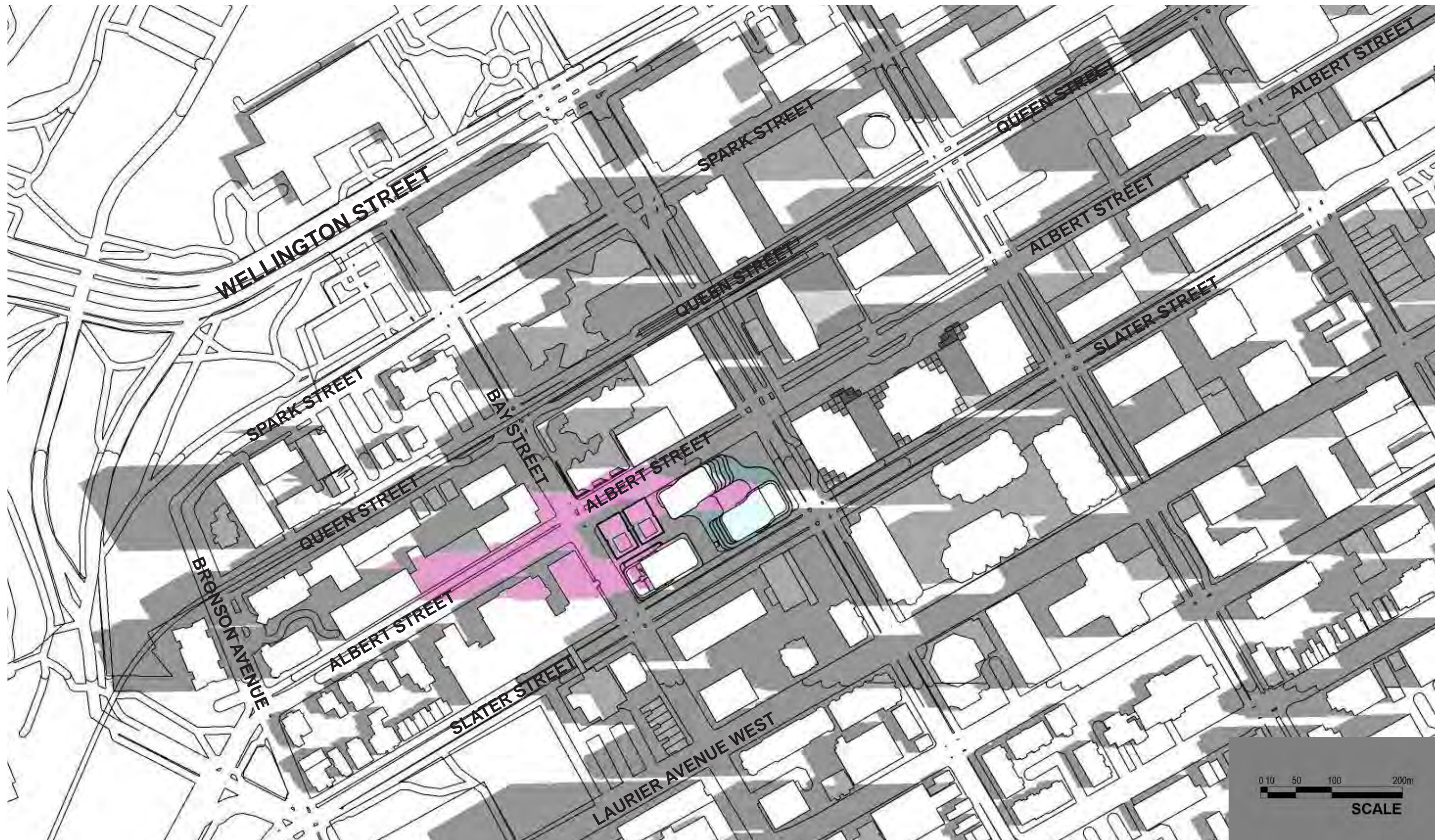
Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020





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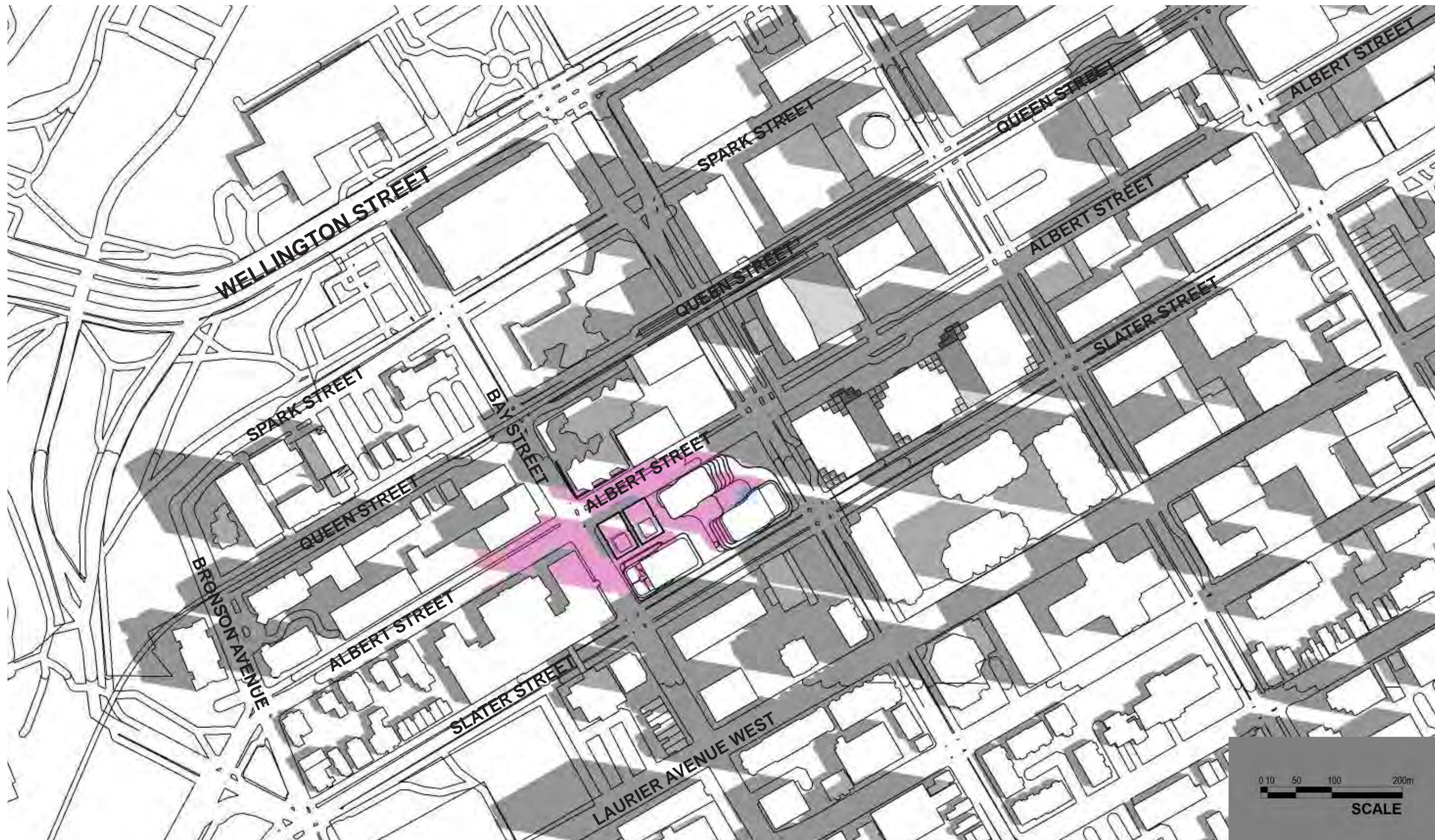
Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020





June 21st - 10:00am

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020





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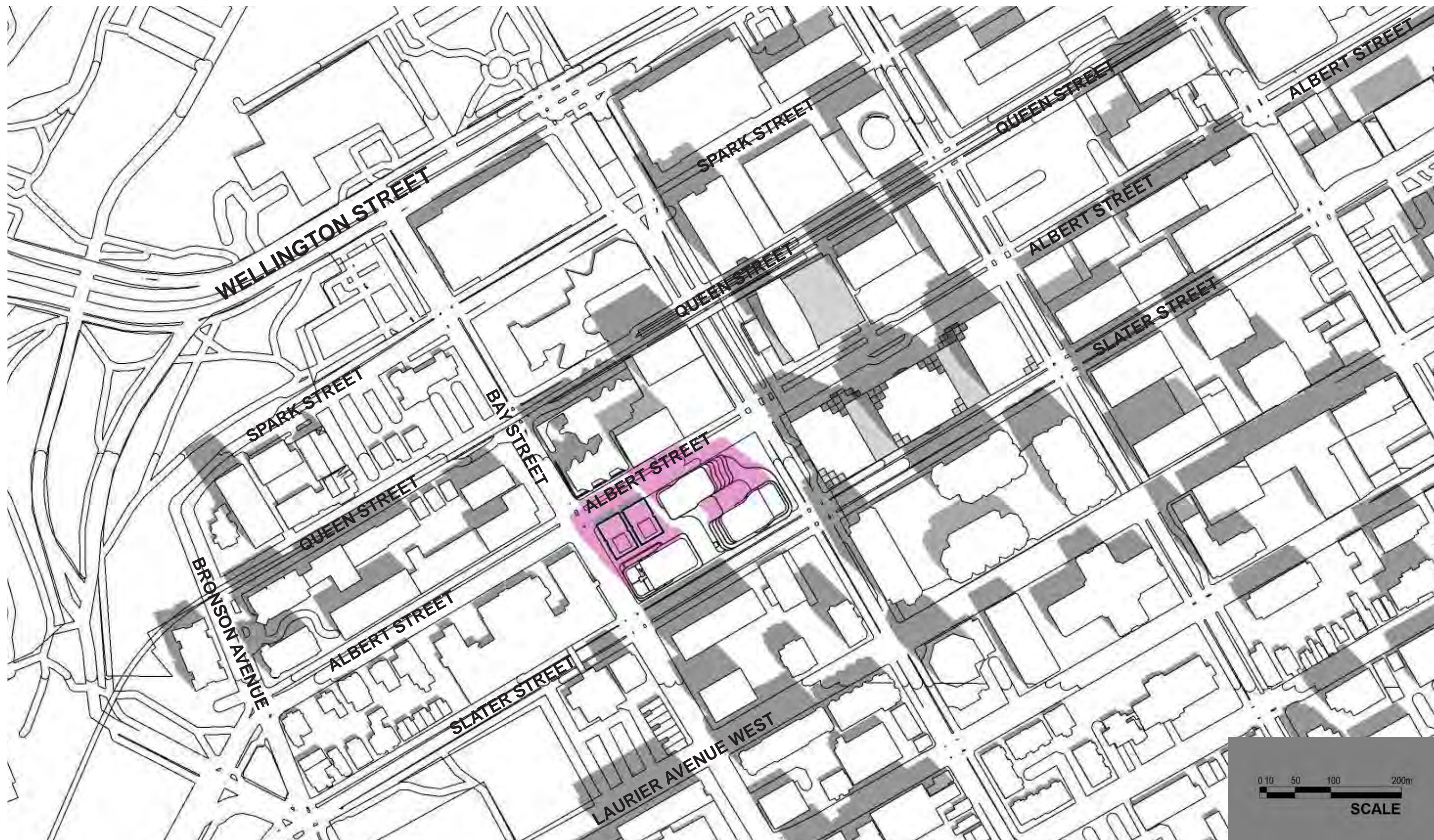
Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020



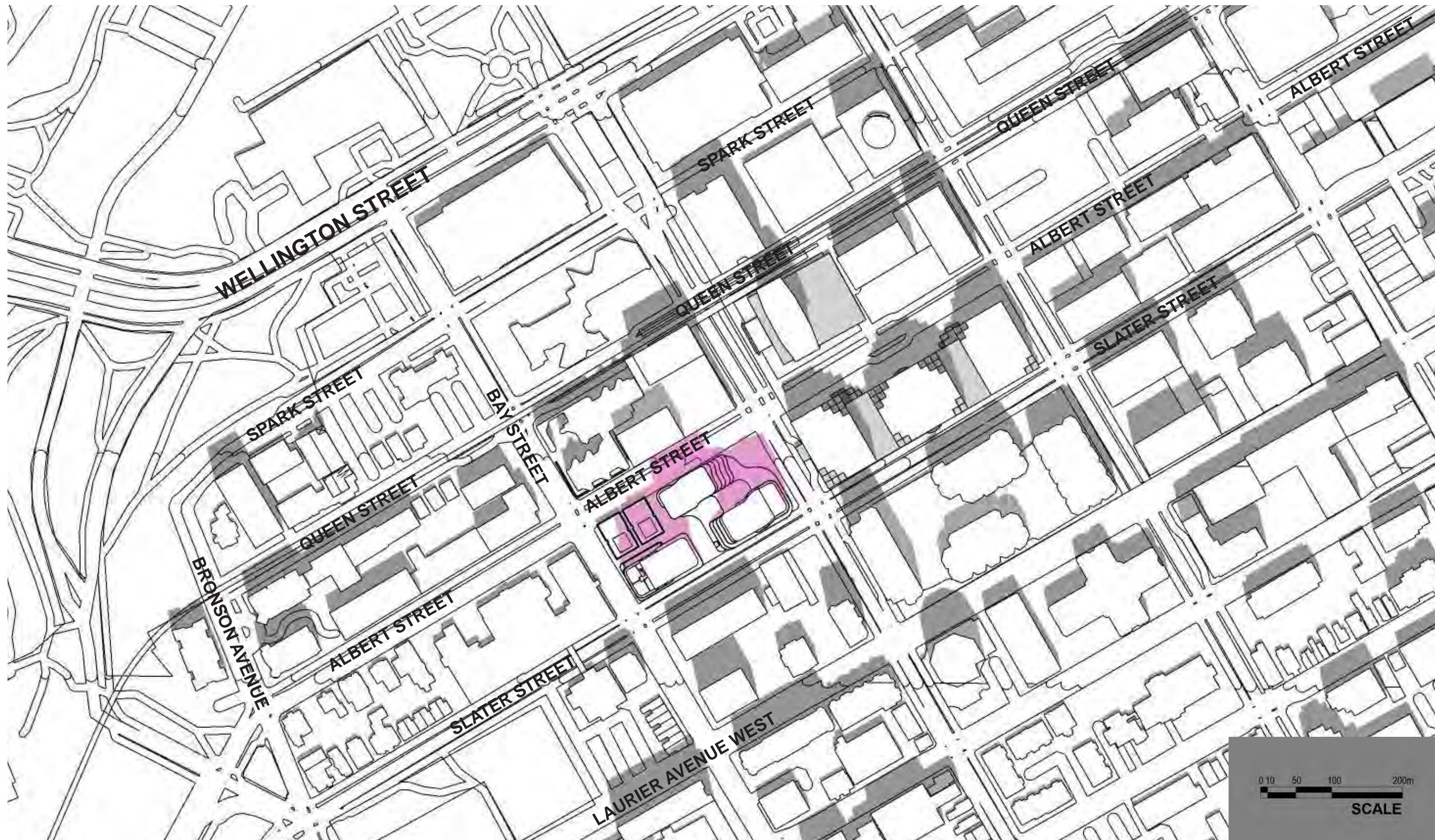


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OTTAWA, ONTARIO
MAY 2020

Rezoning Submission



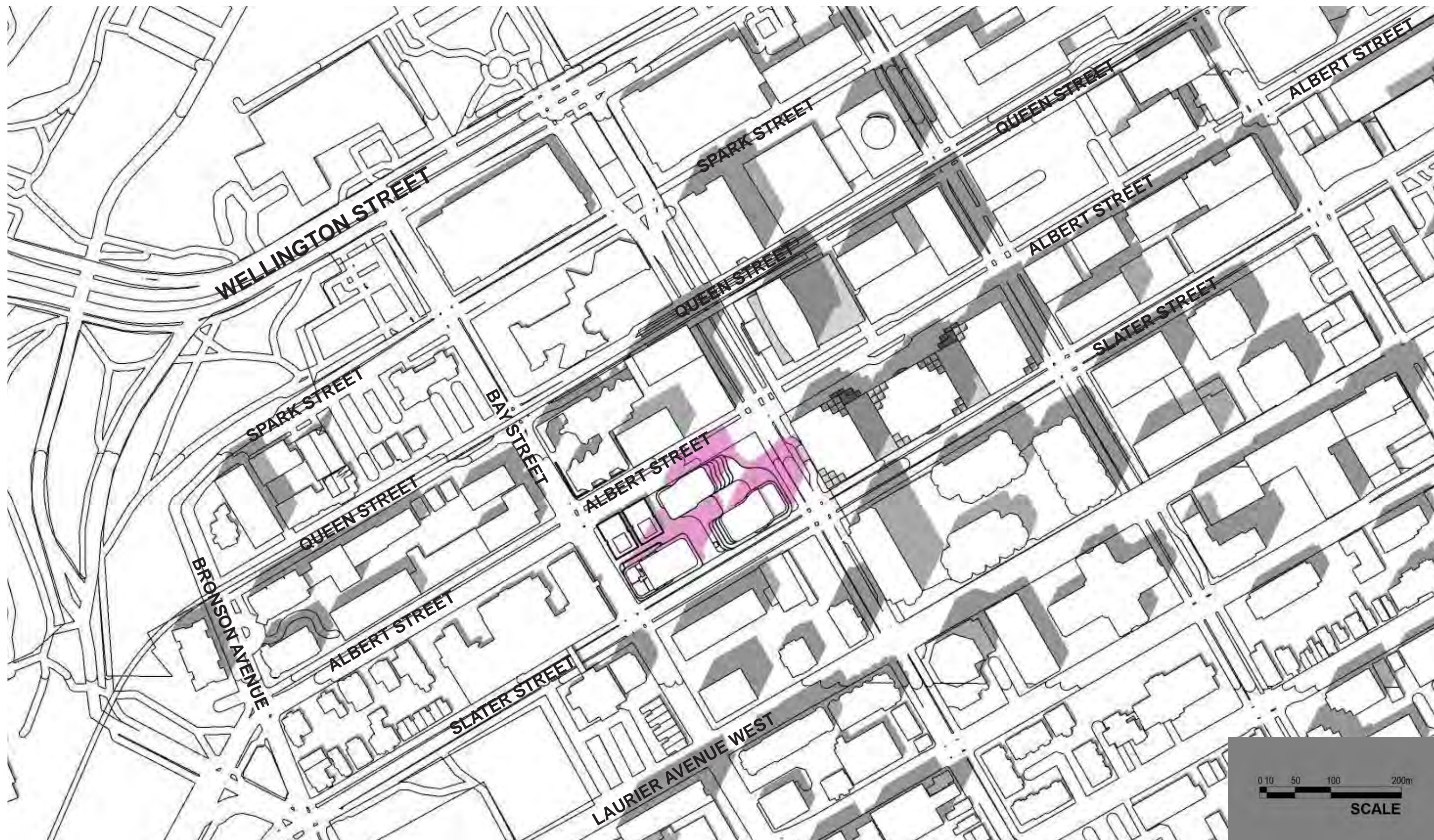


June 21st - 1:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020





June 21st - 2:00pm

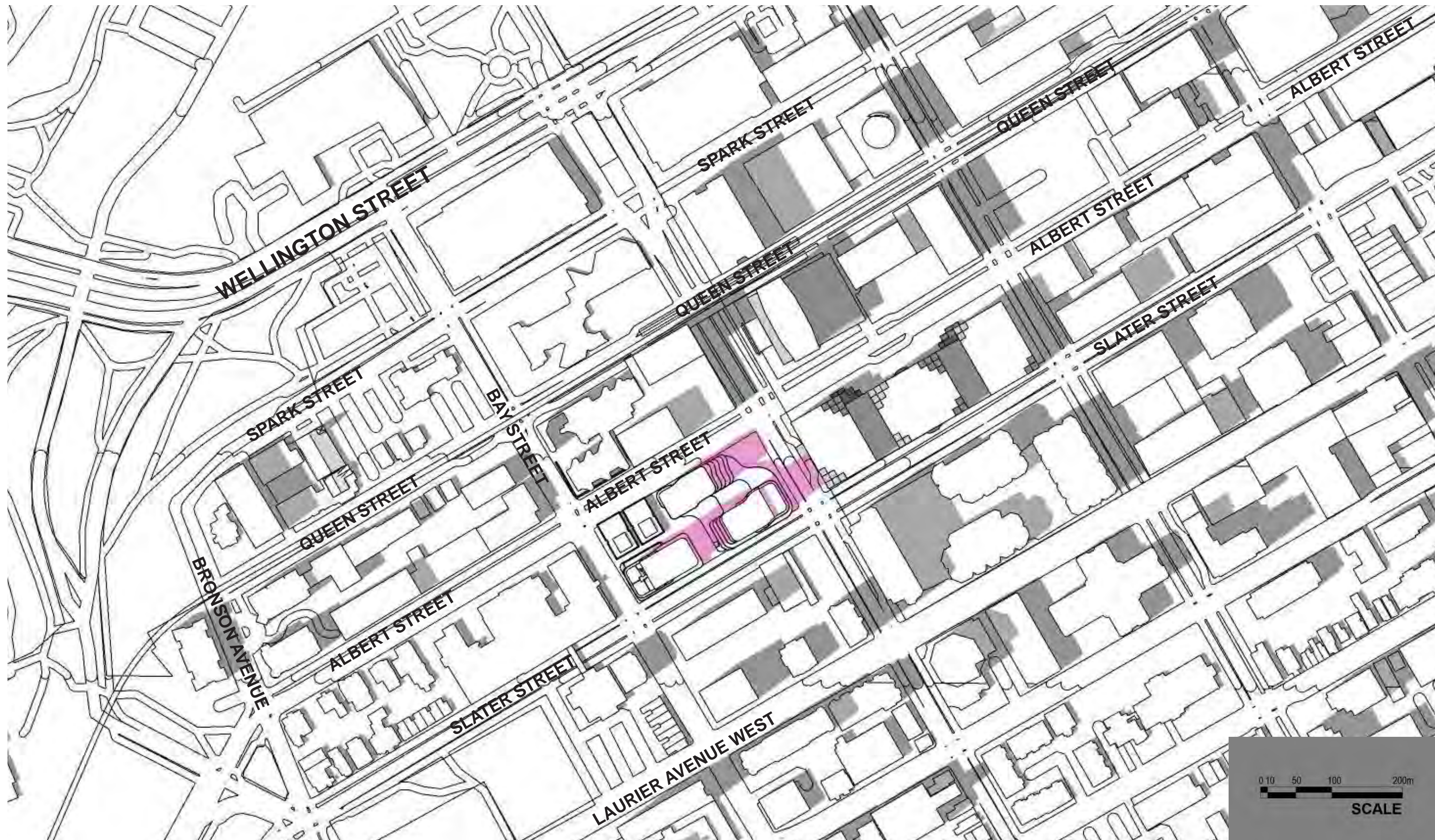
Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020

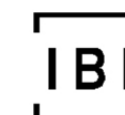




June 21st - 3:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020





June 21st - 4:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020



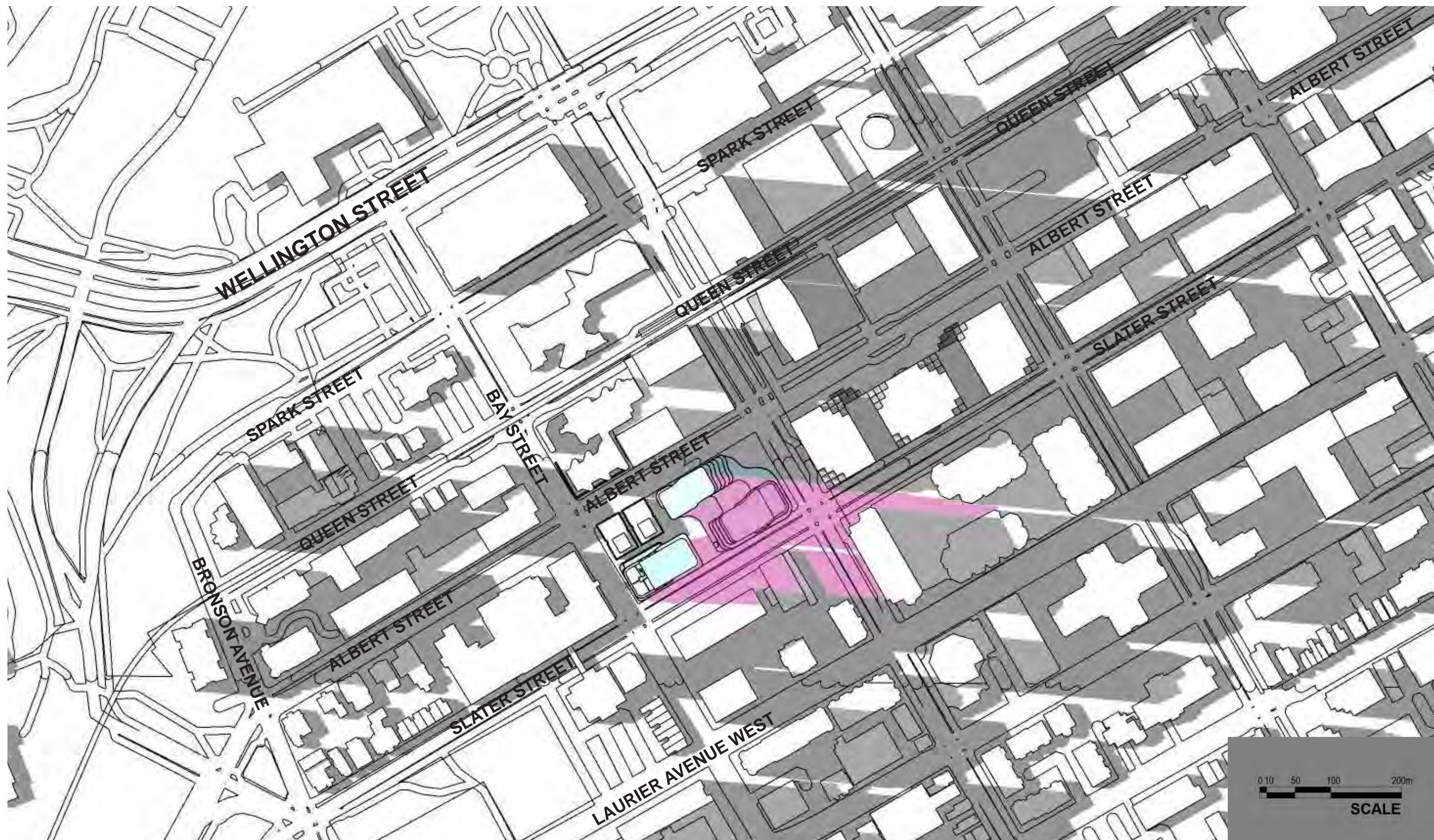


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Rezoning Submission

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OTTAWA, ONTARIO
MAY 2020



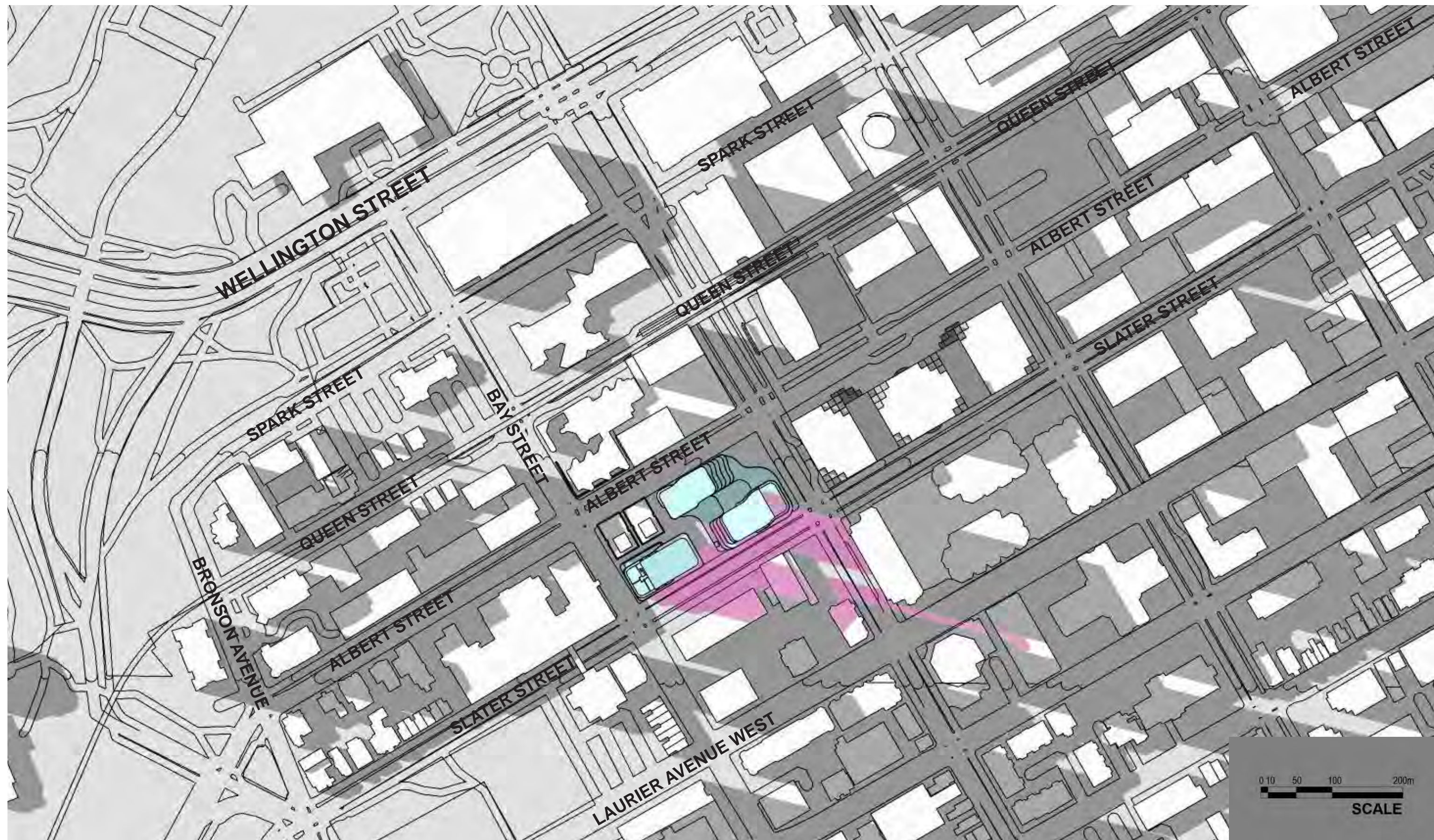


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Rezoning Submission

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

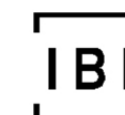




June 21st - 7:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020





June 21st - 8:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020





September 21st - 8:00am

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 9:00am

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO
MAY 2020





September 21st - 10:00am

400 ALBERT ST. - SHADOW STUDY
 OTTAWA, ONTARIO
 MAY 2020

Rezoning Submission





September 21st - 11:00am

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 12:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 1:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 2:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 3:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020





September 21st - 4:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 5:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





September 21st - 6:00pm

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





December 21st - 09:00am

400 ALBERT ST. - SHADOW STUDY
OTTAWA, ONTARIO
MAY 2020

Rezoning Submission





December 21st - 10:00am

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020





December 21st - 11:00am

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO
MAY 2020





December 21st - 12:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO
MAY 2020





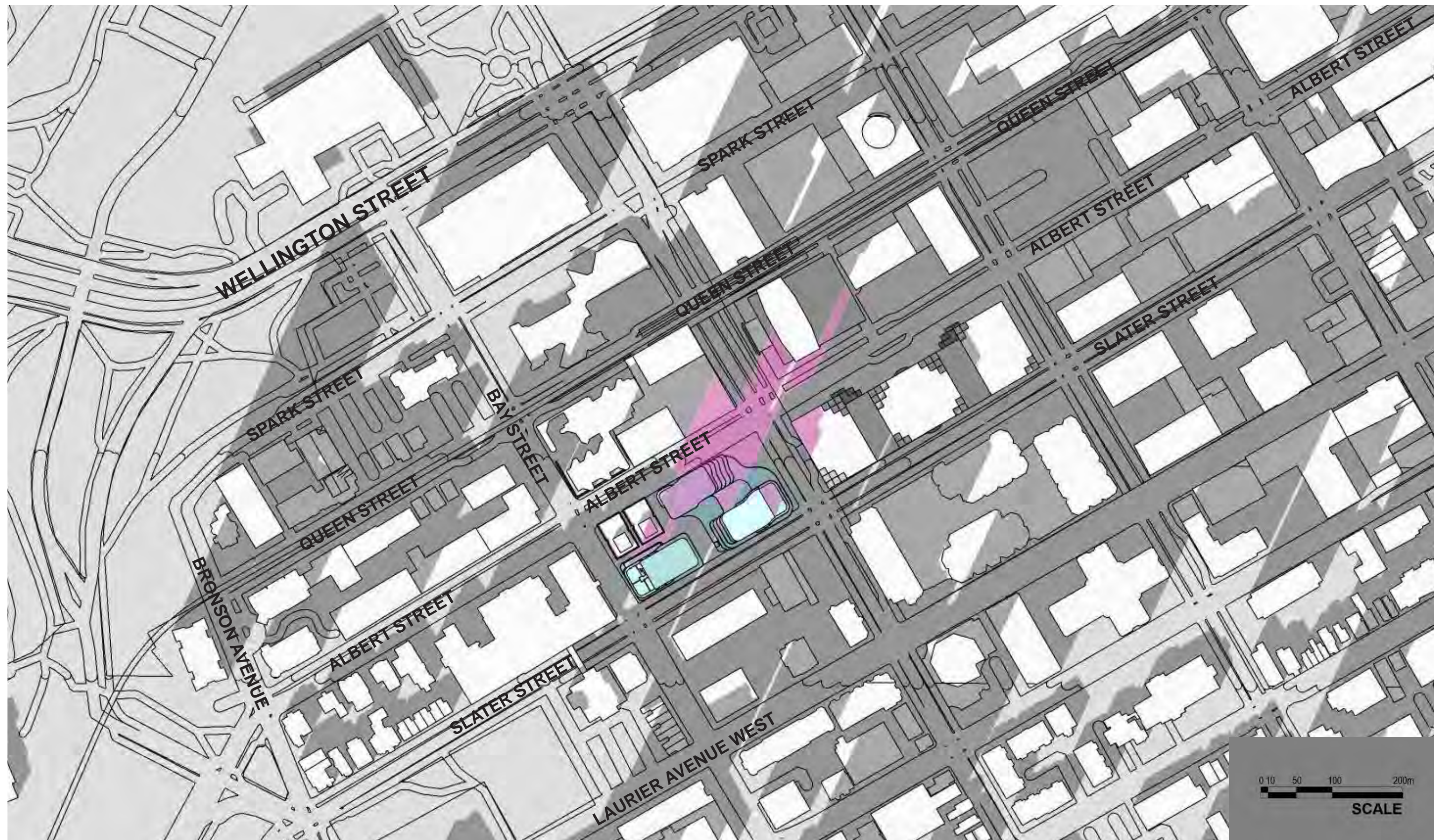
December 21st - 1:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO
MAY 2020





December 21st - 2:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO
MAY 2020





December 21st - 3:00pm

Rezoning Submission

400 ALBERT ST. - SHADOW STUDY

OTTAWA, ONTARIO

MAY 2020



