

**Subject: Official Plan and Zoning By-law Amendment –Part of 1900 and 2000 City
Park Drive**

File Number: ACS2025-PDB-PS-0007

Report to Planning and Housing Committee on 3 December 2025

and Council 10 December 2025

**Submitted on November 24, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

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Ward: Beacon Hill-Cyrville (11)

**Objet : Modification du Plan officiel et du Règlement de zonage – Partie des
1900 et 2000, promenade City Park**

Dossier : ACS2025-PDB-PS-0007

Rapport au Comité de la planification et du logement

le 3 décembre 2025

et au Conseil le 10 décembre 2025

**Soumis le 24 novembre 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Lucy Ramirez, Urbaniste II, Examen des demandes
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Quartier : Beacon Hill-Cyrville (11)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve:
 - a. an amendment to the Official Plan, Volume 2A – Urban Secondary Plans, Inner East Lines 1 and 3 Stations Secondary Plan, for Part of 1900 and 2000 City Park Drive to reduce the maximum height at the front of the subject property from 20 storeys to 16 storeys, and to increase the maximum height at the rear of the subject property from 20 storeys to 30 storeys, as detailed in Document 2.
 - b. amendment to Zoning By-law 2008-250 for part of 1900 and 2000 City Park Drive, as shown in Document 1, to rezone the lands from transit oriented development to parks and open space, as well as transit oriented development with a site-specific exception, a schedule, and a holding provision, as detailed in Documents 3, 4, 5 to permit a high-rise development.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* ‘Explanation Requirements’ at the City Council Meeting of December 10, 2025,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver
 - a. une modification du volume 2A, Plans secondaires des secteurs urbains, Plan secondaire des Lignes 1 et 3 des stations du secteur urbain intérieur est, du Plan officiel, visant une partie des biens-fonds situés aux 1900 et 2000, promenade City Park, afin de réduire de 20 à 16 étages la hauteur maximale à l’avant des biens-fonds en question, et d’augmenter de 20 à 30 étages la hauteur maximale à l’arrière desdits biens-fonds, comme l’expose en détail le document 2.
 - b. une modification du Règlement de zonage 2008-250 visant une partie des 1900 et 2000, promenade City Park, des biens-fonds illustrés dans le document 1, afin de faire passer leur désignation

de Zone d'aménagement axé sur les transports en commun à Zone de parcs et d'espaces verts et Zone d'aménagement axé sur les transports en commun, assortie d'une exception et d'une annexe propres à l'emplacement ainsi que d'une disposition d'aménagement différé, comme l'exposent en détail les documents 3, 4 et 5, et ainsi permettre un aménagement de grande hauteur.

- 2. Que le Comité de la planification et du logement approuve l'ajout, en tant que « brève explication », de la section du présent rapport consacrée aux détails de la consultation au résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi sur l'aménagement du territoire, à la réunion du Conseil municipal prévue le 10 décembre 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

EXECUTIVE SUMMARY

Planning staff recommend approval of the Official Plan and Zoning By-law Amendments for Part of 1900 and 2000 City Park Drive to permit five high-rise towers ranging in height from 12 to 30 storeys, one private road, one public park, multi-use pathways, and parking.

The subject site is in the *Inner East Lines 1 and 3 Station Secondary Plan*, and the Official Plan Amendment will decrease the maximum height permitted along City Park Drive and increase the maximum height permitted along the rapid transit station corridor, enabling a built form transition between the Hub and the existing neighbourhood.

The subject site is currently zoned Transit Oriented Development Zone, Subzone 2, Urban Exception 2087 (TD2 [2087]), which permits a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities. The proposal is to rezone the subject site from TD2 [2087] to Parks and Open Space Zone (O1), and the appropriate Transit Oriented Development Zone with an urban exception, schedule, and holding symbol - TD3 [XXXX] SYYY-h and TD2 [XXXX] SYYY-h.

The proposal aligns with applicable Official Plan policies for this area. The property is in the Outer Urban Transect and designated Hub per Schedule A and B3 of the Official Plan (2022)

Applicable Policy

The following policies support the application:

- Growth management policies of section 3.2. The policies in this section identify the urban area and villages as the focus of growth and development.
- Housing policies of Section 4.2 to enable a greater flexibility and an adequate supply and diversity of housing options throughout the city.
- Park and Recreation Facilities of Section 4.4 to identify park priorities within Ottawa's growth area.
- Section 4.6, promote design excellence in design priority areas and enable the sensitive integration of new development of high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.
- Section 5.3, the property is in the Outer Urban Transect, and development shall be mid- or high-rise in outer urban transect hubs.
- Section 6.1, where permitted building heights in hubs are high-rise conditional on an environment that prioritizes transit users, cyclists, and pedestrians.

RÉSUMÉ

Le personnel des Services de planification recommande l'approbation de la modification du Plan officiel et du Règlement de zonage visant une partie des 1900 et 2000, promenade City Park, afin de permettre la présence de cinq tours d'une hauteur variant entre 12 et 30 étages, ainsi que l'aménagement d'une voie de circulation privée, d'un parc public, de sentiers polyvalents et de places de stationnement.

L'emplacement visé figure dans le Plan secondaire des Lignes 1 et 3 des stations du secteur urbain intérieur est. La modification du Plan officiel permettra de diminuer la hauteur maximale autorisée le long de la promenade City Park et d'augmenter la hauteur maximale autorisée dans le couloir de la station du transport en commun rapide, offrant ainsi une transition de forme bâtie entre le Carrefour et le secteur environnant.

L'emplacement visé est actuellement désigné Zone d'aménagement axé sur les transports en commun, sous-zone 2, exception urbaine 2087 (TD2 [2087]), un zonage qui permet une vaste gamme d'utilisations du sol favorable au transport en commun, notamment résidentielles, de bureau, commerciales, de commerce de détail, d'arts et

de culture, de divertissement, de service et institutionnelles, dans une forme bâtie regroupée et axée sur la marche et selon des densités moyennes à élevées. La demande vise à faire passer la désignation de l'emplacement de TD2 [2087] à Zone de parc et d'espace vert (O1), et à assortir à la Zone d'aménagement axé sur les transports en commun une exception urbaine, une annexe et un symbole d'aménagement différé - TD3 [XXXX] SYYY-h et TD2 [XXXX] SYYY-h.

Le projet est conforme aux politiques du Plan officiel applicables à ce secteur. L'emplacement est situé dans le transect du secteur urbain extérieur et désigné Carrefour dans les annexes A et B3 du Plan officiel (2022)

Politiques applicables

Les politiques suivantes justifient cette demande :

- Les politiques de la section 3.2 relatives à la gestion de la croissance. En vertu de ces politiques, la zone urbaine et les villages sont les points de mire de la croissance et du développement.
- Les politiques de la section 4.2 relatives au logement, qui visent à promouvoir une plus grande souplesse ainsi qu'une offre adéquate et une grande diversité d'options de logement sur tout le territoire municipal.
- Les politiques de la section 4.4 relatives aux parcs et aux installations récréatives, qui définissent les priorités des parcs dans les secteurs de croissance d'Ottawa.
- La section 4.6, selon laquelle il faut promouvoir l'excellence de conception et l'intégration sensible des nouveaux travaux d'aménagement des bâtiments de grande hauteur pour s'assurer qu'Ottawa respecte ses cibles de densification en tenant compte de la viabilité pour tous.
- La section 5.3, selon laquelle le bien-fonds est situé dans le transect du secteur urbain extérieur, et les aménagements dans les carrefours du transect du secteur urbain extérieur doivent être de hauteur moyenne ou élevée.
- La section 6.1, selon laquelle les hauteurs de bâtiment autorisées dans les carrefours sont de grande hauteur, à la condition de créer un environnement donnant la priorité aux usagers des transports en commun, aux cyclistes et aux piétons.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

Part of 1900 and 2000 City Park Drive

Owner

City Park Limited Partnership by its General Partner City Park CBP GP Inc.

Applicant

Colonnade Bridgeport C/O Kelly Rhodenizer

Architect

NEUF architect(e)s

Description of site and surroundings

The subject property known municipally as 1900 and 2000 City Park Drive, is a 2.64-hectare site situated on the south side of City Park Drive. The site is irregularly shaped and has 189.0 metres of frontage along City Park Drive, a collector road. A five-storey office building and surface parking occupying the western part of the site, whereas the eastern part of the site is vacant.

Surrounding land uses include:

- Low-density residential uses to the North, directly across City Park Drive are the rear yards of townhouse dwellings in the Carson Grove-Carson Meadows neighbourhood.
- Commercial uses northeast of the site, two large format shopping centres - RioCan's Silver City Centre and Gloucester Centre.
- East of the site is the City Park Subdivision, where a phased redevelopment is replacing the former retail plaza and surface parking area with the following: five high-rise buildings, a central village lawn, a public park/plaza, and retails uses along City Park Drive.

- The rear lot line abuts municipal and/or provincial land, and the rear of the property is within the Development Zone of Influence for the Confederation Line. Regional Road 174, a city freeway, is south of the property.
- West of the site is City Centre Park and a hydro corridor.

Transit Context

East of the subject property is Blair Transit Station, most of the property is within 600.0 metres of the Rapid Transit Station. Per the Provincial Planning Statement (2024), the subject property is within a major transit station area (MTSA), generally defined as the area within an approximate 500.0 to 800.0 metre radius of a transit station, walking distance to the transit station. Per the Provincial Planning Statement, all major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing where feasible: infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking (2.4.2 (b)). The subject property is within the Blair Protected Major Transit Station Area (PMTSA), [Schedule C1](#). PMTSAs correspond to provisions in the *Planning Act* that permit municipalities to identify these areas for the implementation of inclusionary zoning policies. The rear of the property is along the rapid transit station corridor and within the Development Zone of Influence for the Confederation Line, [Annex 2](#). In the future, a Proximity Study will be required to support a site plan application, plan of subdivision or a similar development agreement process.

History of property

In 1988, a plan of subdivision for the area was registered, 1900 and 2000 City Park is Block 2 on Plan of Subdivision 4M-648. In 1991, site plan control approval was given for the first phase of an office development on the south side of City Park Drive. At that time, a business park consisting of three phases was planned on the subject property, each with an identical five-storey office building. As part of the 1991 site plan control approval, the City of Gloucester received cash-in-lieu of parkland equivalent of 557.0 square metres. In 1991, construction started on the first five-storey office building with associated parking.

In 2009, site control approval was granted for the second phase of the office development, subsequent extensions and revision were granted every year until 2015. As part of the 2015 site plan control extension application, the City acquired land along the southern property line for a future multi-use pathway (D07-12-15-0138). This major pathway is shown on [Schedule C3 – Active Transportation Network Urban – Major Pathways](#), of the Official Plan.

In [2022](#), a consent was granted by the Committee of Adjustment to sever the property into two parcels of land; however, the owner decided not to proceed with the conditions of the severance, so the severance lapsed. In 2025, consent applications were submitted to the Committee of Adjustment to sever the existing office building and associated parking from the remainder of the land. The severed parcel is proposed to be 10,882.0 square metres, whereas the retained lands is proposed to be 15,522.0 square metres.

Summary of proposed development

Initially, redevelopment was proposed to occur in two phases across the entire site known municipally as 1900 and 2000 City Park Drive. Phase two consisted mostly of the existing office building and the large surface parking lot. The concept plan has been revised, and the western part of the site has been removed from the redevelopment proposal.

The applications have been submitted to accommodate the future development of:

- Five high-rise buildings - ranging in height from 12 to 30 storeys, with a total of 1,192 units.
- One private road
- One public park
- Multi-use pathways
- Parking, which is mostly located below grade.

The proposal will be serviced by municipal water, sanitary and stormwater services. Staff are satisfied that the existing sanitary and storm sewers on City Park Drive have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design meets the City's design standards respecting both quantity and quality control. There is also an adequate municipal water supply to support the proposed water demand.

Summary of requested Official Plan Amendment

An Official Plan Amendment (OPA) is required to amend the Inner East Lines 1 and 3 Station Secondary Plan to:

1. Reduce the maximum height along the front of the property known municipally as Part of 1900 and 2000 City Park Drive from maximum height 20 storeys and minimum density of 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to maximum height 16 storeys and minimum density

150 units per net hectare (residential) and/or point five (0.5) floor space index (non-residential).

2. Increase the maximum height along the rear of the property known municipally as Part of 1900 and 2000 City Park Drive from maximum height 20 storeys and minimum density of 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to maximum height 30 storeys and a minimum density of 350 units per net hectare (residential) and/or one point five(1.5) floor space index (non-residential) along the rear of the site.

The OPA will decrease the maximum height permitted along City Park Drive and increase the maximum height permitted along the rapid transit station corridor, enabling a built form transition between the Hub and the existing neighbourhood.

Summary of requested Zoning By-law Amendment

Part of the property known municipally as 1900 City Park Drive and the property known municipally as 2000 City Park Drive is zoned Transit Oriented Development Zone, Subzone 2, Urban Exception 2087 (TD 2 [2087]). The proposal is to rezone the subject site from TD2 [2087] to Parks and Open Space Zone (O1), and the appropriate Transit Oriented Development Zone with an urban exception, schedule, and holding symbol - TD3 [XXXX] SYYY-h and TD2 [XXXX] SYYY-h.

The Zoning By-law Amendment is required for the following:

- Rezone the site to appropriate TD zone
- Reduce maximum height permitted along the front of the property from 20- storeys to 12-storeys and 16-storeys.
- Increase maximum height permitted along the rear of the site from 20-storeys to 30-storeys.
- Rezone land for a municipal park and for multi-use pathways and provide setbacks from these spaces to mitigate the impact of proposed buildings on these spaces.
- Prohibit drive-through facilities
- Establish one lot for zoning purposes, permit parking to be provided across the site, and add setback requirements for buildings on newly created lots.
- Establish an appropriate podium height along City Park Drive and the rear of the site.
- Establish a maximum floor plate size for the towers, maximum 750.0 square metres for Area B and D, maximum 885.0 square metres for Area A. There is

flexibility to exceed these floor plates written into the holding provision, if a demonstration plan that shows all the towers is provided that shows that wind and shadow conditions on the surrounding public realm are suitable and the corresponding increase to tower separation is identified. Per the Urban Design Guidelines for High-Rise buildings, the maximum floor plate size, 750.0 square metres, is linked to a 23.0 metres separation distances between towers, 24.0 metres between towers is required in the TD zone.

- Establish a minimum proportion of large-household dwellings, five per cent.
- Establish maximum parking space rates
- Provide space for trees in the front yard
- Permit the existing accessory surface parking lot to become a principal use once the vacant land is severed from the existing building.

Place a holding symbol on the property and outline the conditions whereby the hold can be lifted. Dependent on the provision of multi-use pathways, conveyance of parkland, and demonstration that wind and shadow conditions on the surrounding public realm are suitable. In the concept plan the separations distances between the 750.0 square metres point towers at the rear of site is upwards of 30.0 metres. However, the Owners want to maintain zoning flexibility; therefore, staff specified in the hold that they need to demonstrate that wind and shadow conditions on the surrounding public realm are suitable. Further, larger floorplates can be permitted based on the results of this demonstration and the provision of increased tower separation.

DISCUSSION

Public Consultation

For this proposal's consultation details, see Document 6 of this report.

Official Plan designation(s) and policies

The site is designated Outer Urban Hub per Schedule [A](#) and [B3](#) of the Official Plan (2022). Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

Below is a summary of Official Plan objectives and/or policies that support the proposed development:

- Section 3 explains the City's growth management framework and the policies in this section identify the urban area and villages as the focus of growth and development.
- An objective of the Official Plan is to enable greater flexibility and an adequate supply and diversity of housing options throughout the city (Section 4.2.1). The housing policies encourage a diversity of unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability.
- An objective of the Official Plan is to identify park priorities within Ottawa's growth areas (Section 4.4.1). In accordance with the Land First Policy in Section 4.4.1 (2)(b) of the City's Official Plan, Parkland dedication was requested entirely in the form of land. The City's Parkland Dedication by-law, as amended by the *Planning Act*, requires parkland dedication of 10 per cent of the land area.
- Per the Official Plan, development shall be mid- or high-rise in outer urban transect hubs (policy 5.3.1(2)(d)).
- Hubs are meant to establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design (policy 6.1.1 (2)(c)).
- Policy 6.1.1 (3) sets out positive direction, prohibitions, and supportive language for development within a hub. For example, the highest density shall be close to the transit station and there shall be safe, direct, easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub. Further that buildings shall edge, define, address the public realm through the built form. Parking regulations shall support the hub's prioritizing of transit, walking, and cycling, including as appropriate maximum limits on parking, and prohibition of surface parking as a main or accessory use, other than publicly operated park-and-ride facilities.
- An objective of the Official Plan is to enable the sensitive integration of new development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Specifically, built form transition between the Hub and surrounding low-rise area should occur within the Hub (Policy 4.6.6 (1)(c)(i)).
- High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750.0 square metres for residential buildings and 2000.0 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees (Policy 4.6.6 (8))

- High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23.0-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines (Policy 4.6.6. (9)).
- The City may require dedication of lands for pedestrian or bicycle pathways and road and public transit rights or ways as a condition of development approval, and at no cost to the City (Policy 4.1.7 (1))

Other applicable policies and guidelines

The site is within the Blair Transit Oriented Development (TOD) Plan Area. There are six TOD Plans included in one document entitled, [Transit-Oriented Development \(TOD\) Plans – Lees, Hurdman, Tremblay, St. Laurent, Cyrville, Blair](#). Transit-Oriented Development Plans are like Community Design Plans (CDP). Transit Oriented Development Plans contain direction on the following: density, desired land use and built form, development of the public realm, place making, mobility and servicing of a defined TOD area. Per the Blair TOD Plan Area (Figure 80 entitled Blair TOD Maximum Height and Densities), part of the property known municipally as 1900 City Park Drive was not considered for intensification, and the property known municipally as 2000 City Park Drive has a TD2 Density code. The TD2 density code corresponds to a TD2 zoning, which restricts the building height to 20 storeys (60.0 metres) and sets a minimum density of 250 units per net hectare (residential) and/or one (1.0) floor space index (non residential). The Blair TOD Plan is implemented through the [Inner East Lines 1 and 3 Station Secondary Plan](#) (2022), which provides direction on maximum building heights and minimum densities¹.

Per Figure 72, entitled Blair Pedestrian Network in the Blair Transit-oriented Development Plan, contained within the TOD plan, a future multi-use pathway is shown along the eastern edge of the property, The proposed pedestrian network (Figure 72) builds on this existing network by adding sidewalks and paths to complete connections, shorten pedestrian routes and improve safety throughout the study area, with an emphasis on guiding people to and from Blair Station. As properties are re-developed, this plan will also guide new internal circulation routes through some of the larger

¹ The Official Plan, Section 13. Definition provides guidance on Height categories. The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights.

private properties. Per Figure 73, entitled Blair Bicycle Network, a future multi-use pathway is shown along the eastern edge of the property. The Blair Bicycle Network (Figure 73) illustrates opportunities to complete a disconnected assortment of cycling facilities in order to provide safe and convenient cycling access to Blair Station and throughout the study area...Other improvements will be implemented over time through future road re-construction or site-by-site re-developments.

The [Urban Design Guidelines for High-rise Buildings](#) aims to promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city, while creating human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities.

Urban Design Review Panel

The property is within a Design Priority Area ([Schedule C7-A](#)) and the Official Plan Amendment and Zoning By-law Amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Official Plan Amendment and Zoning By-law Amendment applications were held on February 7, 2025.

The panel's recommendation from the formal review of the Official Plan Amendment and Zoning By-law Amendment applications centred on site design and the public realm, sustainability, and built form and architecture, see Document 7.

Key Recommendations:

- The Panel appreciates the high-quality renders, especially at the ground level, in the presentation and the level of thought that went into the master plan.
- The Panel expresses concerns about the repetition of building typologies, particularly along City Park Drive.
 - The Panel suggests reducing the scale along City Park Drive and linking podiums to create a more cohesive and varied built form.
 - Explore dropping the height of Tower D to improve shadow impacts on the park and consider reshaping Tower E to enhance public space usability.
 - The materiality on the podium should be used in a noble way, looking at three-dimensional aspects of it and reducing the amount of veneer applications.

- Reducing sameness is a common theme, and more diversity in building heights, forms, and character should be considered.
- Some Panel members encouraged that the master plan be guided by landscape design, emphasizing discovery and joy while incorporating carbon sequestration strategies.
 - The Panel recommends that the park should not feel like an island surrounded by roadways but should instead be better connected and integrated into the site plan.
 - The Panel recommends reducing the road network in the plan. There are opportunities to reduce the amount of asphalt, particularly by exploring an East-West High Street.
 - The theme of creating a village-like environment should be explored further, ensuring that public spaces foster a strong community identity through varying heights and building typologies.

The applicant revised the proposal after the UDRP review and implemented the following UDRP recommendations:

- Introduction of an East-West High Street
- Revision to the Location of the Municipal Park

Certain recommendations of the panel were not able to be met, such as: reducing sameness and more diversity in building heights, forms, and character; materiality of the podium; and incorporating sustainability strategies. While there is some diversity in tower height next to City Park Drive, along the rear of the site the maximum permitted building height remains as 30 storeys. Materiality of the podium and incorporating sustainability strategies are not matters that can be regulated through zoning. The regulation of architecture and architectural materials are not considered to be within the purview of the Zoning By-law. Items that may be regulated under Section 34 of the *Planning Act*, include building height, bulk, location, size, floor area, spacing, character and use of buildings, and the proportion of the area of a parcel of land that may be occupied by a building or structure (para. 34 (1)4).

Planning Rationale

Planning Staff are recommending approval of the proposed residential development because it achieves policies contained in the Official Plan. The proposal furthers the goal of enabling greater flexibility and an adequate supply and diversity of housing options throughout the city. The proposed development achieves the growth

management policies of Section 3 and conforms with mobility policies (4.1.7), park policies of section 4.4.1, the outer urban hub policy 5.3.1 (d), applicable Hub policies in section 6.1, and urban design policies of 4.6. The proposal provides a built form transition between the Hub and the surrounding low-rise area to the north by lowering the maximum building heights along City Park Drive and requiring four storey podiums along the public street. The official plan and zoning amendment recognizes an urban pattern of high-rise-built form and site design, aligns parks with population growth, and sets the stage for the function and change of the Blair Hub, which is designed to support public transit and to be oriented to pedestrians.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Staff was contacted by 51 people, some only requested notifications, 30 submissions were received from individuals/households, three individuals expressed support, and the remainder expressed concerns and/or were opposed to the proposal. Below are the top five concerns that emerged from most frequent to the less frequent: vehicular traffic, building height, noise, density, and servicing. See Document 6 for a summary of concerns and responses.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed zoning at this time. Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity availability is only provided as a guide at time of rezoning. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Accessibility will be reviewed through the Site Plan Control process. Accessibility requirements will be further reviewed by Building Codes Services (BCS) at the time of building permit.

ENVIRONMENTAL IMPLICATIONS

A Phase 1 Environmental Site Assessment (ESA) was completed for the subject property. A Phase 1 ESA documents the previous uses of the property and provides an assessment of the actual or potential soil or groundwater contamination on the site. The Phase 1 ESA identified no concerns with the historical use of the property and determined a Phase 2 ESA was not required.

A high-level review of tree retention area was done, detailed reviews will take place with subsequent planning applications. Most of the subject property is vacant. There are planted trees located in the north-west, trees along the eastern property line, and a naturalized vegetation area centrally located. By relocating the park to its current location there maybe opportunities for planted trees to be retained; however, tree retention will not be feasible in the other locations. Staff have written in that no above or below grade buildings and structures are permitted in the required front yard setback to allow space for trees along City Park Drive. The remainder of landscaping will be restricted to areas encumbered by the parking garage. This will significantly limit tree planting opportunities on site. Canopy cover contribution from this site, offsetting the urban heat island effect, improving liveability for residents, and wildlife contributions, will be extremely low. Planting will be accommodated in the form of hardscape methods, like planters, above the parking garage. The life span and growth potential of these trees will be affected by the hardscape planting limitations and the life cycle updates that will require all the trees to be removed to facilitate maintenance of the garage.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

A city that has affordable housing and is more liveable for all. Specifically, the objectives of increasing housing supply and supporting intensification as well as aligning parks with population growth.

A city that is more connected with reliable, safe and accessible mobility options. Specifically, the objective of improving active transportation via multi-use pathways.

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Number: D01-01-23-0005 and D02-02-23-0033) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments.

SUPPORTING DOCUMENTATION

- Document 1. Location Map
- Document 2. Details of Recommended Official Plan Amendment
- Document 3. Zoning Key Plan
- Document 4. Details of Recommended Zoning By-law Amendment
- Document 5. Proposed Zoning Schedule
- Document 6. Consultation Details
- Document 7. Urban Design Review Panel Recommendations
- Document 8. Concept Plan and Perspective
- Document 9. Aerial Imagery

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the (1) owner; (2) applicant; (3) Krista O'Brien, Program Manager, Property Assessment and PILTS, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.


Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.


Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



	
D02-02-23-0033 D01-01-23-0005	25-1465-X
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REVISION / RÉVISION - 2025 / 11 / 12	

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE
 OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

 **Part of / partie de
 1900, 2000 promenade City Park Drive**



Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the Official Plan for the City of Ottawa

Index

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS & BACKGROUND

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

PART C – THE APPENDICES

SCHEDULE X OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

Part A – The Preamble

1. Purpose

The purpose of this amendment is to amend the Official Plan – Volume 2A – Urban Secondary Plans, Inner East Lines 1 and 3 Stations Secondary Plan specific to part of 1900 and 2000 City Park Drive. The purpose of this amendment is to permit the development of a high-rise community. The proposal is to amend Schedule A – Maximum Building Heights and minimum densities as follows:

- (a) to change the front of the site from Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to Area C: Maximum height 16 storeys and minimum density 150 units per net hectare (residential) and/or point five (0.5) floor space index.
- (b) to change the rear of the site from Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or one point five (1.5) floor space index (non-residential).

2. Location/Details

The site is part of at 1900 and 2000 City Park Drive, located on the south side of City Park Drive, north of Regional Road 174, east of City Centre Park and a hydro corridor and west of the City Park Subdivision.

- 3. See Part C: Schedule A – Amending Volume 2A - Inner East Lines 1 and 3 Stations Secondary Plan- Schedule A – Maximum Building Heights and minimum densities

3. Basis

The amendment to the Official Plan was requested by the applicant to facilitate the development of a high-rise community.

Part B – The Amendment

1. Introduction

All of this document entitled Part B - The Amendment consisting of the following and the attached Schedule(s) constitute amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan, Volume 2A, Inner East Lines 1 and 3 Stations Secondary Plan, for the City of Ottawa

2.1. Amend Schedule A – Maximum Building Heights and minimum densities by

- a. Changing the front of the site from Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to Area C: Maximum height 16 storeys and minimum density 150 units per net hectare (residential) and/or point five (0.5) floor space index, as shown in Schedule A of this document, in Part C - Appendix.
- b. Changing the rear of the site from Area B: Maximum height 20 storeys and Minimum density 250 units per net hectare (residential) and/or one (1.0) floor space index (non-residential) to Area A: Maximum height 30 storeys and Minimum density 350 units per net hectare (residential) and/or one point five (1.5) floor space index (non-residential), as shown in Schedule A of this document, in Part C - Appendix.

3. Implementation and Interpretation

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

4. Schedule A – Amending Volume 2A - Inner East Lines 1 and 3 Stations Secondary Plan- Schedule A – Maximum Building Heights and minimum densities

5. Part C – The Appendix

Schedule A



Planning, Development and Building Services,
Geospatial Analytics, Technology and Solutions



Direction générale des services de planification, de l'aménagement et de
aménagement, d'analyse géospatiale, technologie et solutions

D01-01-23-0005 2025-1468-A

M:Master; P:Plan; O:Other; A:Amendment; City Park East Lines SP

Revision:

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE A to
AMENDMENT NO.**
to the OFFICIAL PLAN
for the CITY OF OTTAWA

Amending Volume 2 -
Inner East Lines 1 and 3 Stations
Schedule A - Maximum Building Heights
and Minimum Densities

**ANNEXE A de
L' AMENDEMENT No.**
au PLAN OFFICIEL
de la VILLE D'OTTAWA

Modification du volume 2 -
Stations des Lignes 1 et 3 du secteur intérieur est
Annexe A - Hauteurs maximales des immeubles
et densité minimale

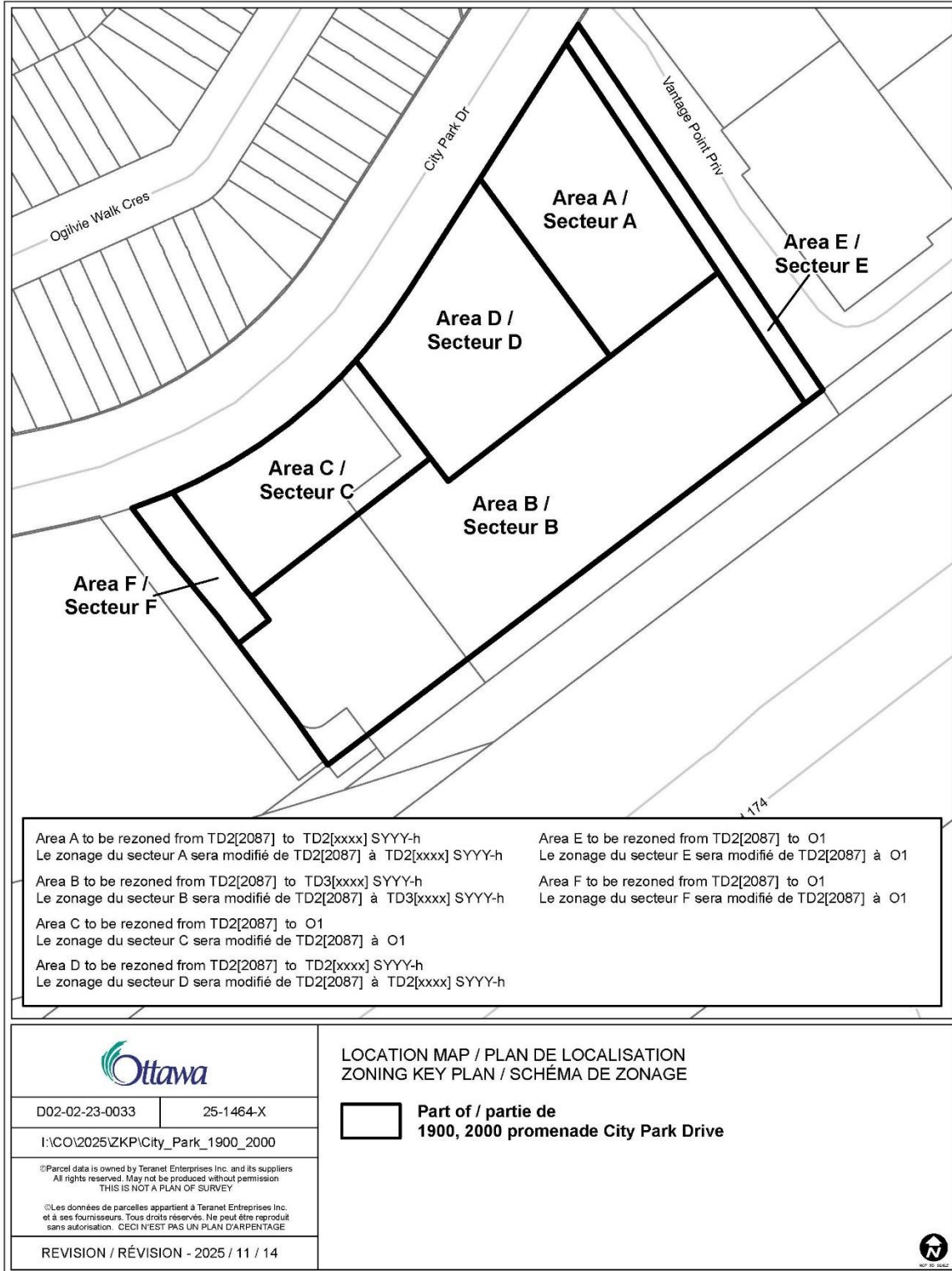


LANDS REDESIGNATED FROM "MAXIMUM HEIGHT 20 STOREYS AND MINIMUM DENSITY 250 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.0 FLOOR SPACE INDEX (NON-RESIDENTIAL)" TO "MAXIMUM HEIGHT 16 STOREYS AND MINIMUM DENSITY 150 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 0.5 FLOOR SPACE INDEX (NON-RESIDENTIAL)"
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « HAUTEUR MAXIMALE 20 ÉTAGES ET DENSITÉ MINIMALE 250 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,0 (NON RÉSIDENTIEL) » À « HAUTEUR MAXIMALE 16 ÉTAGES ET DENSITÉ MINIMALE 150 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 0,5 (NON RÉSIDENTIEL) »



LANDS REDESIGNATED FROM "MAXIMUM HEIGHT 20 STOREYS AND MINIMUM DENSITY 250 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.0 FLOOR SPACE INDEX (NON-RESIDENTIAL)" TO "MAXIMUM HEIGHT 30 STOREYS AND MINIMUM DENSITY 350 UNITS PER NET HECTARE (RESIDENTIAL) AND/OR 1.5 FLOOR SPACE INDEX (NON-RESIDENTIAL)"
TERRAINS DONT LA DÉSIGNATION EST PASSÉE DE « HAUTEUR MAXIMALE 20 ÉTAGES ET DENSITÉ MINIMALE 250 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,0 (NON RÉSIDENTIEL) » À « HAUTEUR MAXIMALE 30 ÉTAGES ET DENSITÉ MINIMALE 350 UNITÉS PAR HECTARE NET (RÉSIDENTIEL) ET/OU RAPPORT PLANCHER-SOL DE 1,5 (NON RÉSIDENTIEL) »

Document 3 – Zoning Key Plan



Document 4 - Details of Recommended Zoning By-law Amendment

The proposed change to the City of Ottawa Zoning By-law No. By-law No. 2008-250 for Part of 1900 and 2000 City Park Drive:

Add a new exception with provisions similar in effect to the following:

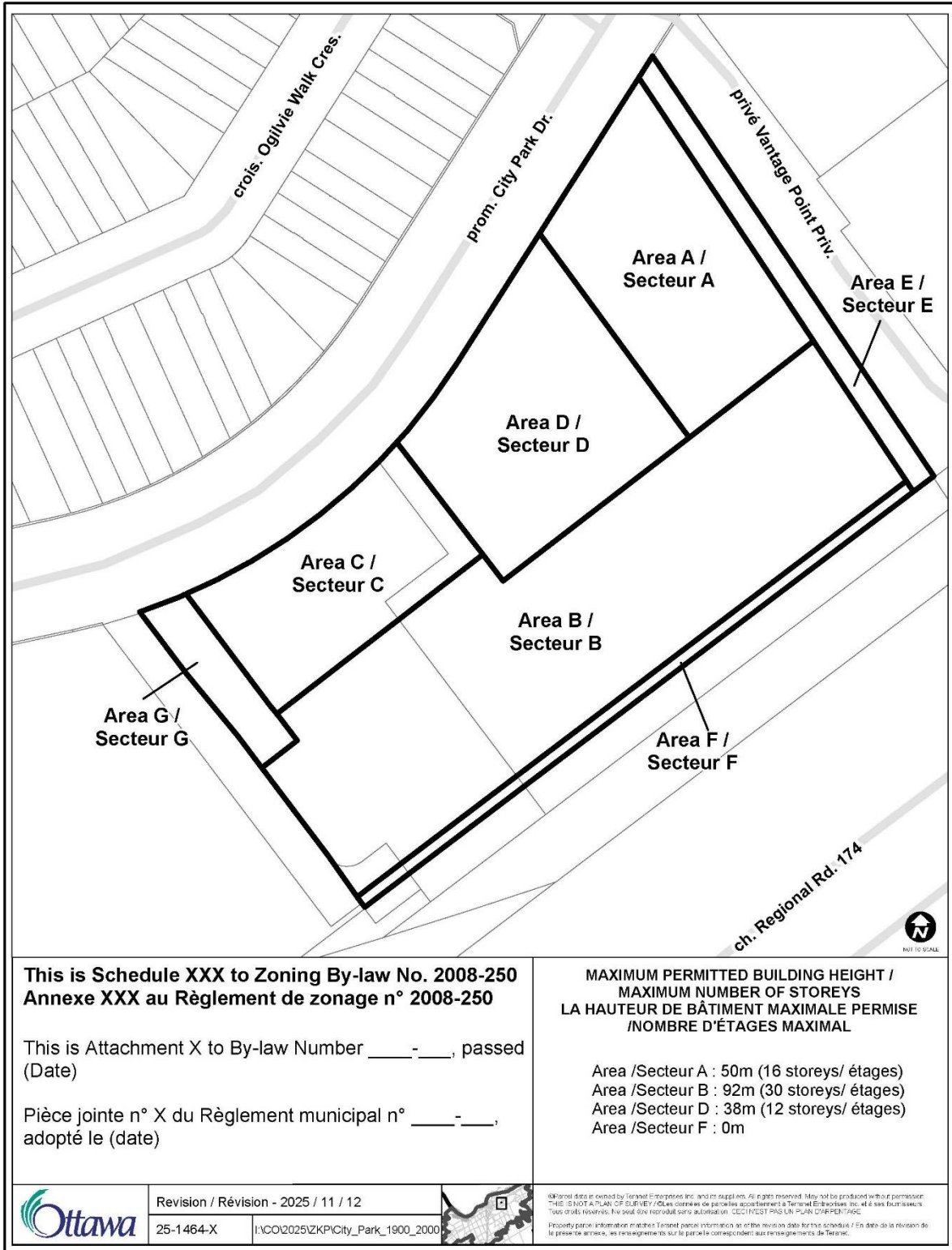
1. Rezone the lands as shown in Document 3 from TD2 [2087] to TD3 [XXXX] SYYY-h, TD2 [XXXX] SYYY-h, and O1.
2. Amend Part 17, by adding a new Schedule “YYY” as shown in Document 5
3. Add a new exception, to section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, Exception Number, add the text TD3[XXXX] SYYY-h and TD2 [XXXX] SYYY -h
 - b. In Column IV, add the text “drive-through facility”
 - c. In Column V, include provisions similar to the following:
 - i. The lands are considered one lot for zoning purposes.
 - ii. In Area A and D, on schedule YYY:
 1. Minimum number of residential units per hectare required for residential use:
 - (a) 150 units per net hectare
 - (b) on lots 0.125 hectares in area or less: no minimum
 2. Minimum floor space index for non-residential use:
 - (a) Point five (0.5) floor space index
 - (b) on lots 0.125 hectares in area or less: no minimum
 - iii. In Area A and D, on schedule YYY an additional setback of 2.5 metres is required above the fourth storey abutting City Park Drive.
 - iv. In Area B, on schedule YYY an additional setback of 1.5 metres, including balconies is required above the sixth storey.
 - v. The setback from any lot line abutting City Park Drive shall be 3.0 metres.

- vi. No above or below grade buildings and structures are permitted in the required front yard setback.
 - vii. The setback from any lot line abutting existing or planned multiuse pathways is 3.0-metres.
 - viii. The setback from any lot line abutting an O1 Zone shall be a minimum of 3.0-metres.
 - ix. The setback from any newly created interior side lot line or rear lot line, as a result of new lot creation, shall be a minimum of 4.5 metres, except where a private way is built, in which case the setback is 3.0 metres from the private way. This provision does not apply to shared podiums.
 - x. Maximum building heights are as per Schedule YYY.
 - xi. Tower floor plate maximum size – Maximum 750.0 square metres for Area B and D, maximum 885.0 square metres for Area A. For the purposes of the provisions above, a tower is that portion of a building over four storeys for a building abutting City Park and six storeys for a building along the rapid transit corridor.
 - xii. A minimum of five per cent of the total dwelling units in Area A, B, and D of Schedule YYY shall be provided with a minimum of three bedrooms, or a minimum gross floor area of at least 850.0 square feet.
 - xiii. Required and provided parking for any permitted use on the subject lands may be located anywhere on Areas A, B and D of Schedule YYY.
 - xiv. Maximum parking space rate is one per residential dwelling unit, and a maximum of 0.2 visitor per residential dwelling unit and no more than thirty visitor parking spaces are required per building.
 - xv. Despite anything to the contrary, parking, driveways, and landscaping existing as of the date of passing this by-law are deemed to comply with the Zoning By-law and may continue to be used and or converted into permitted uses and are not subject to the holding symbol.
4. Removal of the h is conditional upon the following being secured through the Site Plan Control, Plan of Subdivision or a similar development agreement process to

the satisfaction of the General Manager of the Planning, Development, and Building Services Department:

- a. A commitment to a north south multi-use pathway
- b. Conveyance of publicly owned parkland
- c. Demonstration that wind and shadow conditions on the surrounding public realm, including public park, are suitable for their intended use. Any mitigation measures required shall be implemented on the subject property.
- d. Floorplates can be increased above the maximum 750.0 square metres in Area B and D and above 885.0 square metres in Area A without the need for a Zoning By-law amendment if the above clause is satisfied, 4 (c), and if the larger floorplates correspond with an increase to tower separation distances.
- e. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.

Document 5 – Proposed Schedule



**This is Schedule XXX to Zoning By-law No. 2008-250
Annexe XXX au Règlement de zonage n° 2008-250**

This is Attachment X to By-law Number ____-____, passed (Date)

Pièce jointe n° X du Règlement municipal n° ____-____, adopté le (date)

**MAXIMUM PERMITTED BUILDING HEIGHT /
MAXIMUM NUMBER OF STOREYS
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE
/NOMBRE D'ÉTAGES MAXIMAL**

- Area /Secteur A : 50m (16 storeys/ étages)
- Area /Secteur B : 92m (30 storeys/ étages)
- Area /Secteur D : 38m (12 storeys/ étages)
- Area /Secteur F : 0m



Revision / Révision - 2025 / 11 / 12

25-1464-X

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Property parcel information matches Teranel parcel information as of the revision date for this schedule / En date de la révision de
la présente annexe, les renseignements sur la parcelle correspondent aux renseignements de Teranel.

Document 6 - Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments.

Staff was contacted by 51 people, some only requested notifications, 30 written submissions were received from individuals/households, three individuals expressed support, and the remainder expressed concerns and/or were opposed to the proposal. Below are the themes that emerged from most frequent to the less frequent.

Public Comments and Responses

Comment 1: Concern regarding traffic

Increased vehicular traffic and congestion along City Park Drive, Ogilvie Road, around the Gloucester Centre, and the highway exits at Regional Road 174 (Blair Road) and the Highway 417 (Aviation Parkway) will result in longer vehicular commutes.

Response

Traffic generated by the proposed development is anticipated to increase traffic along City Park Drive at Ogilvie Road/Bathgate Drive by 29-30 vehicles, or one vehicle every two minutes during peak hours. Traffic at City Park Drive at Ogilvie Road/1941 Ogilvie Road is anticipated to increase by 85-89 vehicles, or one to two vehicles a minute during peak hours.

Since City Park Drive is expected to have lower volumes close to the subject site, no neighbourhood traffic management measures have been recommended as part of this proposed development.

The additional traffic generated by the subject site is not anticipated to have a significant impact on the overall operations of Blair Road or Ogilvie Road.

The City's multi-modal level of service (MMLOS) guidelines has targets (A-F) for all travel modes, and vehicular level of service is no longer prioritized within a Transit Oriented Development area. Therefore, a level of service at or near capacity (F) is acceptable.

For the two City Park Drive/Ogilvie intersections, a level D and E is targeted which is achieved with this development.

Comment 2: Concern regarding building height

Concern regarding increased building height, the associated increase in shadows and loss of sun light, tall towers being out of place at this location and overwhelming the skyline.

Response:

Per the *Official Plan*, development in the outer urban transect hubs shall be mid- or high-rise. This proposal provides a built form transition between the Hub and the low-rise area to the north by lowering the maximum building heights along City Park Drive, from 20-storeys to 16- and 12-storeys. Further, the maximum permitted height of the podium along City Park Drive is four storeys, which would be considered a low-rise podium.

The maximum permitted height at the rear of the subject property, along the rapid transit corridor, is proposed to be increased from 20 storeys to 30 storeys, and the maximum permitted height of the podium is proposed to be six storeys, which would be considered a mid-rise podium. The rear of the property is within the Development Zone of Influence for the Confederation Line. Regional Road 174, a city freeway, is south of the property.

The maximum tower floor plate size in Areas B and D is 750 square metres, the maximum tower floor plate size in Area A is 885 square metres. The *Official Plan* and the City's Urban Design Guidelines for High-rise Buildings, note that tower floorplate size should generally be limited to 750 square metres for residential buildings, with larger floorplates permitted with increased separation distances (Policy 4.6.6 (8) and guidelines 2.24). Smaller tower floor plates minimize shadow and wind impacts, loss of sky views.

Comment 3: Concern regarding increased noise

Concerned about increased noise associated with more traffic and people and concern the neighbourhood will no longer be a quiet place to live.

Response:

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report [noise complaints](#), which can be reported for loud noise or shouting, barking dogs, alarms, garbage or delivery trucks, and the discharge of fireworks.

Comment 4: Concern regarding density

Concern regarding the increased density and residents stressed the need to build a complete community, not just housing. Questions were posed as to whether the area was ready for intensification and whether lower density was more appropriate.

Response:

The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The site is well connected to a mix of land uses where daily and weekly needs can be accessed within a 15-minute walk, this includes shops, services, food, greenspaces, and parks. This proposal will support active transportation and transit, reduce car dependency, and enable people to live car-light or car free. Per the [15-minute neighbourhood study](#) (2021), there are many services and amenities nearby – seven of the nine services and amenities investigated are within a 15-minute walk (see page 16 of study and Map A8-3).

Comment 5 : Concern regarding servicing

Concern regarding the strain that redevelopment will place on existing infrastructure and the need for costly upgrades to accommodate growth. Concern regarding increased stormwater runoff.

Response:

The proposal will be serviced by municipal water, sanitary and stormwater services. Staff is satisfied that the existing sanitary and storm sewers on City Park Drive have sufficient capacity to convey the projected post-development flows from the proposed site development, and that the proposed on-site stormwater management design meets the City's design standards respecting both quantity and quality control. There is also an adequate municipal water supply to support the proposed water demand.

Comment 6 : Concern regarding parking

Concern regarding increased pressure on street parking from visitors, residents noted there is a shortage of parking in the neighbourhood because of nearby land uses.

Response:

The property is in Area Z of [Schedule 1A](#) of the Zoning By-law, within this area minimum parking requirements do not apply to any use, except for visitor parking requirements that apply to residential uses in excess of twelve dwelling units, up to a maximum requirement of 30 visitor parking spaces per building. The Zoning By-law continues to require visitor parking.

The city has [on-street parking restrictions](#) and resident can contact by-law enforcement to minimize spillover problems. Residents can contact the city to [report an issue with a parked vehicle on municipal property](#), such as parked over time limit.

One resident welcomed the proposed below grade parking.

Comment 7: Construction Related Concerns

Residents expressed concerns regarding construction vehicles, noise, dust, and disruptions during the construction process, such as the ground shaking. Resident lamented the loss of tranquility during construction.

Response:

The City has a Noise By-law (2017-255), and resident can contact by-law enforcement to report a noise complaint about construction sites or machinery. Note: The Director of By-law Services may grant an exemption for construction work.

A requirement of site plan control applications is the submission of a [Preliminary Construction Management Plan](#) that shows a development proposal anticipated impacts to all modes of transportation and all elements in the right of way during construction.

As part of the site plan control applications staff can impose condition regarding vibration monitoring and blasting activities.

Comment 8: Pedestrian and Cycling Safety

Concern regarding pedestrian and cycling safety when crossing City Park Drive. Desire for additional paths and wider sidewalks in the neighbourhood to accommodate increased foot traffic. A resident highlighted that the Blair TOD plan envisioned multi-use paths through and around the property, and they are missing.

Response:

Residents are encouraged to contact 311, and they will be redirected to appropriate staff who may investigate if a pedestrian crossing is warranted. There are existing sidewalks along City Park Drive. There is a commitment to a north south multi-use pathway per the Blair TOD plan. The City has acquired land along the southern property line for a future multi-use pathway. This major pathway is shown on [Schedule C3 – Active Transportation Network Urban – Major Pathways](#), of the Official Plan. Via Site Plan Control application the City will seek to acquire public access easements for relevant parcels.

Comment 9: Concern regarding loss of greenspace

Concern regarding the loss of greenspace resulting in a loss of local biodiversity and the ability of residents to connect with nature. Concern regarding the provision of two small parks, a resident expressed the desire for more greenspace.

Response:

The subject property is not open space, if it were open space then it would be zoned Parks and Open Space (O1), the subject property is private property zoned for transit-oriented development, specifically TD2[2087]. The location of a future municipal park has been identified through this process, and the park will be 10 percent of the area proposed for redevelopment, approximately, 1,565 square metres.

Comment 10: Environmental Preservation

Concern was expressed about the animals that currently live in the vacant land, such as the squirrels, racoons, hares, birds, and insects. Concern was expressed regarding the impact and danger of the proposal on birds.

Response:

The animals will be displaced from the vacant land. The City has [Bird-Safe Design Guidelines](#) that are applicable and Staff will seek to implement the guidelines via the Site Plan Control process.

Comment 11: Out of Character

Concern was expressed that the proposal was out of character with the surrounding neighbourhood and moving away from low rise typologies such as townhouses.

Response:

An objective of the Official Plan is to enable a greater flexibility and an adequate supply and diversity of housing options throughout the City. A policy to achieve this objective is primarily to regulate the density, built form, height, massing and design of residential development rather than regulating through restrictions on building typology. The development meets policy objectives of high-rise buildings with floorplate size and separation distances. Further, this proposal provides a built form transition between the Hub and the low-rise area to the north

Comment 12: Concern regarding increased pollution

Concern was expressed regarding increased noise and air pollution, increase littering and garbage.

Response:

The city has a Noise By-law (2017-255) and resident can contact by-law enforcement to report a noise complaint.

Regarding traffic-related air pollution, concentrations of air pollutants are higher on and near major roads, which is why the Official Plan notes that outdoor children's play areas associated with a childcare facility, school or park should avoid locations adjacent to an Arterial Road, Provincial Highway or City Freeway as identified on Schedule C4 (Policy 4.6.4.3). The future municipal park abuts City Park Drive, which is a Collector Road.

The city has a Solid Waste Services By-law (2024-453), and residents can contact by-law enforcement to report [debris or litter on roads or sidewalks](#).

The development will be required to include adequate facilities for the proper storage of allocated garbage, recycling, and green bin containers.

Comment 13: Concern regarding increased property crime

Concern was expressed regarding increased property crime in the neighbourhood, residents attributed the crime to the redevelopment occurring on the adjacent property that is replacing the former retail plaza and surface parking area with high-rise buildings.

Response:

The City uses the principles of Crime Prevention Through Environmental Design (CEPTED) in its review of development to enhance personal security in the design of spaces that are accessible to the public.

There is no statistical evidence that high-rise development increase crime rates.

Comment 14: Land use

A few community members asked if the zoning would permit other potential land uses.

Response

The transit-oriented development zone accommodates a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities

Comment 15: Concern that transit services will be overwhelmed

Concern that transit services would be overwhelmed, and that the light rail transit (LRT) is not sufficient rationale to justify the additional density.

Response:

Hubs are centred on rapid transit stations and/or frequent street transit stops, and their planned function is to concentrate a higher density of development.

A resident expressed support for this transit-oriented development.

Comment 16: Concern regarding building design

Concern regarding Building Design (volume, façade, material, colour)

Response:

The regulation of architecture and architectural materials are not considered to be within the purview of the Zoning By-law. Items that may be regulated under Section 34 of the *Planning Act*, include building height, bulk, location, size, floor area, spacing, character and use of buildings, minimum frontage and depth of the parcel of land, and the proportion of the area of a parcel of land that may be occupied by a building or structure (para. 34 (1)4)).

Comment 17: Lack of Affordable Housing

Lack of Affordable Housing

Response:

Developers are not required to share their expected rental rates with the City; therefore, City staff do not know if, or how, affordable any development might be. The City encourages the provision of a range of housing (ownership and rental) to increase choice and provide a range of affordability.

The City has an [Affordable Housing Community Improvement Plan \(CIP\)](#) intended to help increase the supply of new affordable rental housing units across the city by making it easier to create units that start at or below average market rent, with tiered incentives depending on the level of affordability.

Comment 18: Concern regarding a lack of community benefit

Residents questioned what the benefit of the proposed redevelopment was to the community. Concern was expressed that there was no social/cultural activity space that would benefit the neighbourhood, not simply the development.

Response:

A community benefit charge (CBC) is levied on high density residential development, which are five stories or more and contain 10 or more residential units. The CBC is to be spent in the wards in which the funds are collected. For the next five years within Major Transit Station Areas (MTSAs), the community benefits charge (CBC) is one percent of land value cost², which is payable prior to the issuance of a building permit.

Comment 19: Light Pollution

Light Pollution:

Response:

A condition of future site plan control applications will be the provision of a site lighting certificate, the criteria of exterior site lighting is that it be designed to be 'full

² See Ottawa City Council October 8, 2025 meeting, item 15.1 entitled Housing Innovation Task Force Report and Housing Acceleration Plan.

cut-off' lighting. This lighting ensures minimal light spillage off-site, which will reduce the impact on neighbouring properties.

Comment 20: Access to natural light

Concern regarding loss of access to natural light.

Response:

High-rise buildings are required to have separation distances between towers to ensure privacy, light and sky view for residents, a 23-metre separation distance between towers is desired. The TD zone requires a 24-metre separation distance between towers.

A [shadow analysis was done](#), per our [terms of reference](#), which specifies three required test dates and times, September 21st(Equinox), December 21st (Winter Solstice) and June 21st(Summer Solstice). In the summer the sun has the greatest angle and there is the most daylight, in the winter the sun is low and there are long shadows. The shadow analysis evaluates the net increase in shadow against evaluation criteria for public spaces, such as *the new net shadow must not result in an average of 50 per cent of any public space being cast in shadow for 5 or more hourly interval times during the September test date only*. The location of the future municipal park was based on wind and shadow conditions being suitable.

Comment 21: Trees and Landscaping

Trees and Landscaping

Response:

A high-level review of tree retention area was done, detailed reviews will take place with subsequent planning applications. Most of the subject property is vacant. There are planted trees located in the north-west, trees along the eastern property line, and a naturalized vegetation area centrally located. By relocating the park to its current location there maybe opportunities for planted trees to be retained; however, tree retention will not be feasible in the other locations. Staff have written into the zoning that no above or below grade buildings and structures are permitted in the required front yard setback to allow space for trees along City Park Drive. The remainder of landscaping will be restricted to areas encumbered by the parking garage.

Comment 22: Concern the proposal would result in overdevelopment

Concern regarding the scale of development and that the proposal would result in overdevelopment and problems such as shadowing, inadequate parking, congestion, loss of greenspace, and strain on servicing.

Response:

The tower floor plates size and the separation distances will minimize shadow and wind impacts. Visitor parking will still be required. The additional traffic generated by the subject site is not anticipated to have a significant impact on the overall operations of nearby roads. The location of a future municipal park has been identified through this process, and the park will be 10 percent of the area proposed for redevelopment. Staff is satisfied that there is adequate municipal water, sanitary and stormwater services.

Comment 23: Property values

Some residents expressed concerns that the proposed development would negatively impact their property values.

Response:

Property value is not a consideration in the assessment of an Official Plan Amendment nor a Zoning By-law amendment. However, research/data does not support the notion that property values decrease when residential density increases. [Increased density in some circumstances can increase property values.](#)

Comment 24: Tenure of residents

Residents expressed an interest in whether the proposed development would be rental or freehold.

Response:

An objective of the Official Plan is to enable greater flexibility and an adequate supply and diversity of housing options throughout the city (Section 4.2.1). The housing policies encourage a diversity of unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability.

Comment 25: Lack of Transportation Demand Management

A resident noted that attention should be paid to options for bike parking, e-charging stations and auto sharing.

Response:

The Zoning By-law requires bicycle parking, parking spaces may be used as part of an electric vehicle charging station, and car-sharing spaces are permitted.

The [Transportation Impact Assessment](#) includes Transportation Demand Management (TDM) measures that the proponent will consider such as unbundling parking from purchase cost (condo) or monthly rent (apartment).

Comment 26: Community Meeting

A resident noted that a meeting with neighbours to explain the development and hear residents' concerns and ideas was warranted.

Response:

The Planning and Housing Committee meeting is the statutory public meeting.

Document 7 – Urban Design Review Panel Recommendations

[1900 and 2000 City Park Drive | Formal Review | Official Plan and Zoning By-law Amendment | NEUF Architect\(e\)s, and Colonnade BridgePort](#)

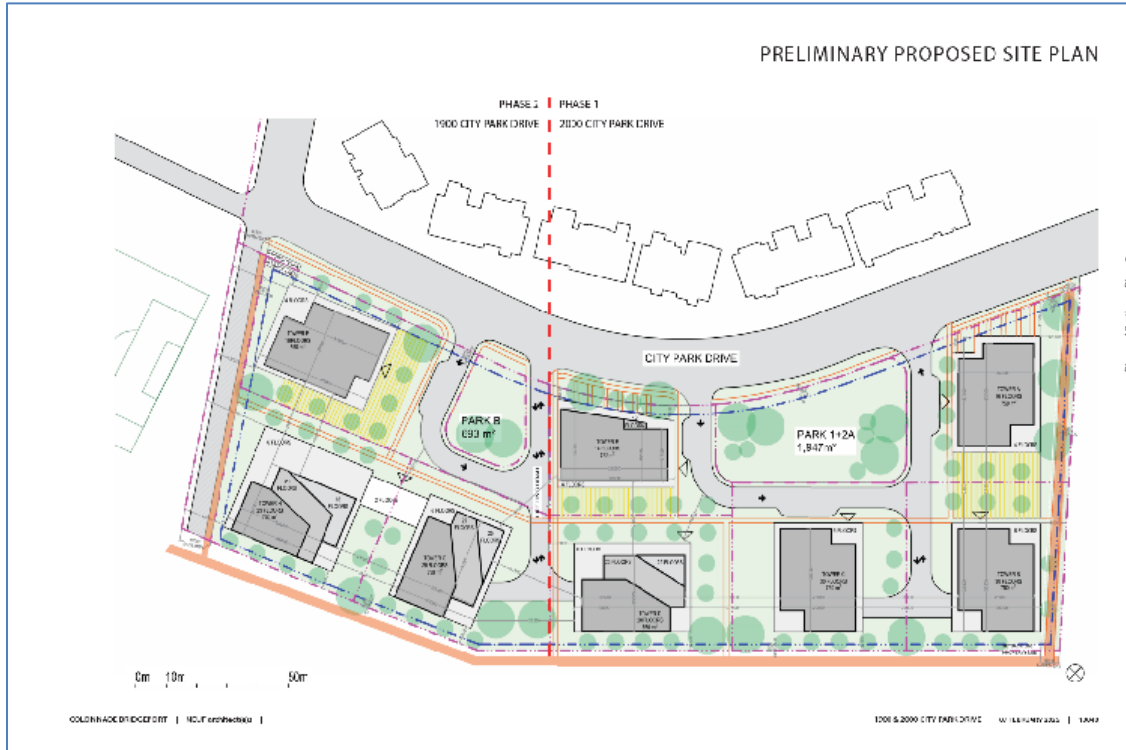


Figure 1: Preliminary Proposed Concept Plan presented to Urban Design Review Panel on February 7, 2025.



Figure 2: Perspective presented to Urban Design Review Panel on February 7, 2025.

KEY RECOMMENDATIONS

- The Panel appreciates the high-quality renders, especially at the ground level, in the presentation and the level of thought that went into the master plan.
- The Panel expresses concerns about the repetition of building typologies, particularly along City Park Drive.
 - The Panel suggests reducing the scale along City Park Drive and linking podiums to create a more cohesive and varied built form.
 - Explore dropping the height of Tower D to improve shadow impacts on the park and consider reshaping Tower E to enhance public space usability.
 - The materiality on the podium should be used in a noble way, looking at three-dimensional aspects of it and reducing the amount of veneer applications.
 - Reducing sameness is a common theme, and more diversity in building heights, forms, and character should be considered.
- Some Panel members encouraged that the master plan be guided by landscape design, emphasizing discovery and joy while incorporating carbon sequestration strategies.
 - The Panel recommends that the park should not feel like an island surrounded by roadways but should instead be better connected and integrated into the site plan.
 - The Panel recommends reducing the road network in the plan. There are opportunities to reduce the amount of asphalt, particularly by exploring an East-West High Street.
 - The theme of creating a village-like environment should be explored further, ensuring that public spaces foster a strong community identity through varying heights and building typologies.

SITE DESIGN AND PUBLIC REALM

- The Panel expresses concerns that the proposed parks should not feel like isolated islands; they should be better connected and integrated with the pedestrian network.

- The Panel encourages exploring the introduction of a high street running through the development, consolidating retail and creating a central pedestrian-friendly hub.
- The Panel recommends pedestrian and cycling circulation is prioritized and distinct from vehicular routes, reducing potential conflicts.
 - The connectivity between the site and the surrounding community should be strengthened, with a people-first approach that creates a safer environment for the residents, particularly in the transition to adjacent neighbourhoods.
 - The site design should align with adjacent street patterns, setbacks, and building character to ensure a seamless transition between the development and its surroundings.
- The Panel recommends that a stronger sense of place should be established through dynamic and varied public realm spaces, incorporating meaningful green spaces and gathering areas.
 - Shadow impacts on open spaces should be further studied and mitigated, potentially through massing adjustments.
- The Panel suggests that commercial and community spaces should be carefully located along key pedestrian routes, particularly along the high street, to create a lively and activated streetscape.
- The Panel encourages that the village-like environment, which distinguishing it from a campus-like feel, be reflected in public realm design, reinforcing a pedestrian-focused and community-oriented approach.

SUSTAINABILITY

- The Panel supports that the project should leverage its scale to integrate meaningful sustainability strategies, such as rainwater management, carbon sequestration, and enhanced green infrastructure, weaving nature into the fabric of the site to improve the microclimate, biodiversity, and use of rainwater as a resource rather than a waste product. These should be prioritized within the site.
 - The development should promote sustainable transportation options by enhancing cycling infrastructure, reducing car dependency, and exploring alternative roadway configurations to enhance pedestrian movement.

BUILT FORM AND ARCHITECTURE

- The Panel recommends breaking the uniformity of the tower and podium typology and incorporating more varied building forms.
 - Consider reducing heights along City Park Drive and employing an all-brick treatment to establish a stronger relationship with the existing urban character.
 - Ensure podiums are well-defined and use durable materials, rather than incorporating brick as a veneer at the tower base.
- The Panel encourages architectural expression should be more dynamic, moving away from a formulaic approach to massing and facade articulation.
 - Explore the possibility of lowering or redistributing Tower D to improve sunlight penetration into public spaces.
- The Panel suggests that materiality should be carefully considered to ensure a high-quality, lasting contribution to the neighborhood, with particular attention to human-scaled design.
- The Panel encourages exploring the architectural typologies, with a mix of mid-rise and high-rise elements to create a diverse and human-scaled streetscape.

Document 8 – Concept Plan and Perspective



Figure 3: Preliminary Site Plan – Concept Plan subtype, prepared by Neuf architect(e)s dated June 18, 2025. Source: Design Brief – Revision 4, page 19



Figure 4: Perspective from [Design Brief prepared by Neuf Architect\(e\)s, revision 4 dated June 18, 2025](#), page 34

Document 9 – Aerial Imagery

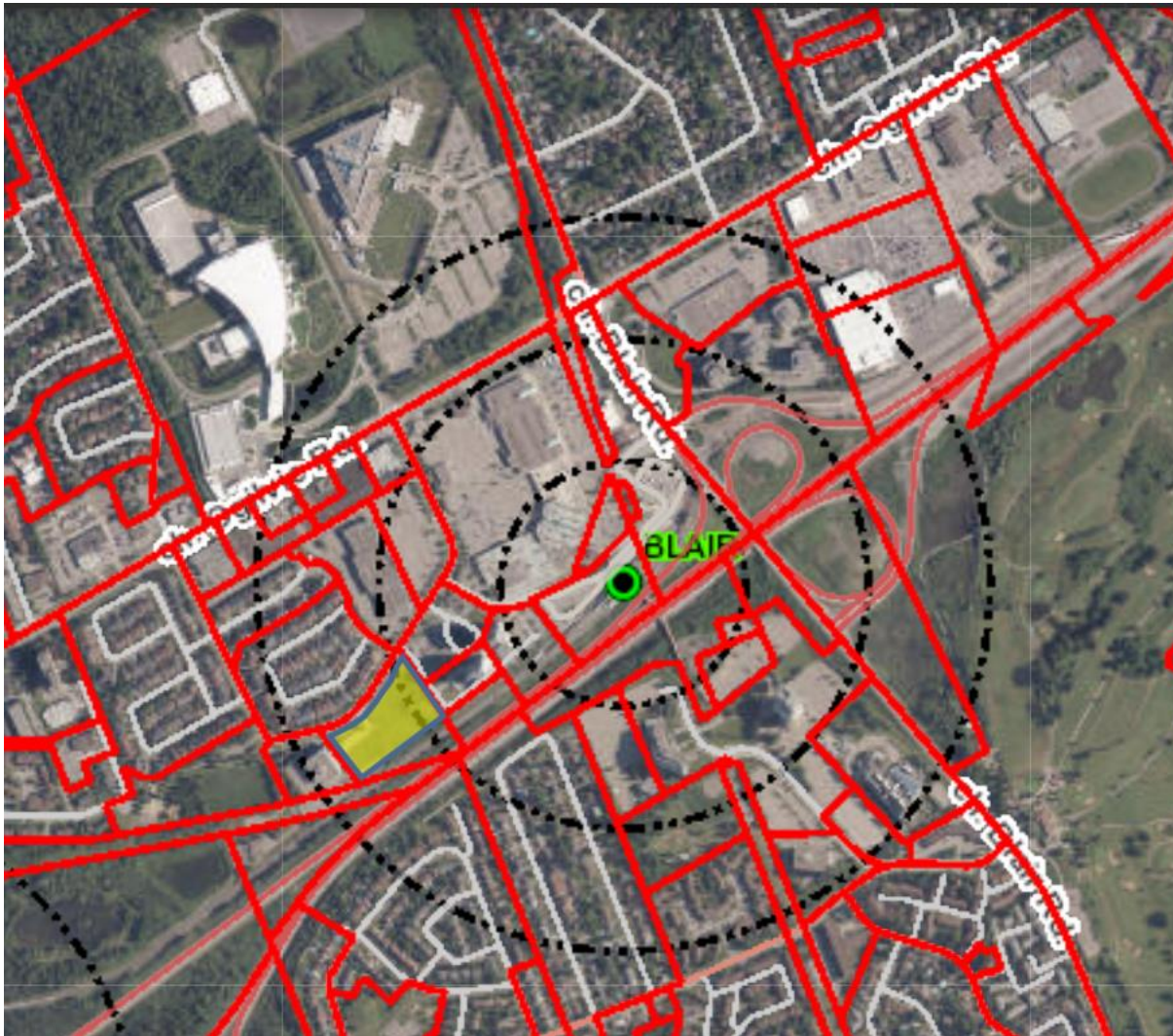


Figure 5: Capture from geoOttawa showing the context, the subject property is highlighted in yellow and is within 600.0 metres of Blair Rapid Transit Station, north is up.

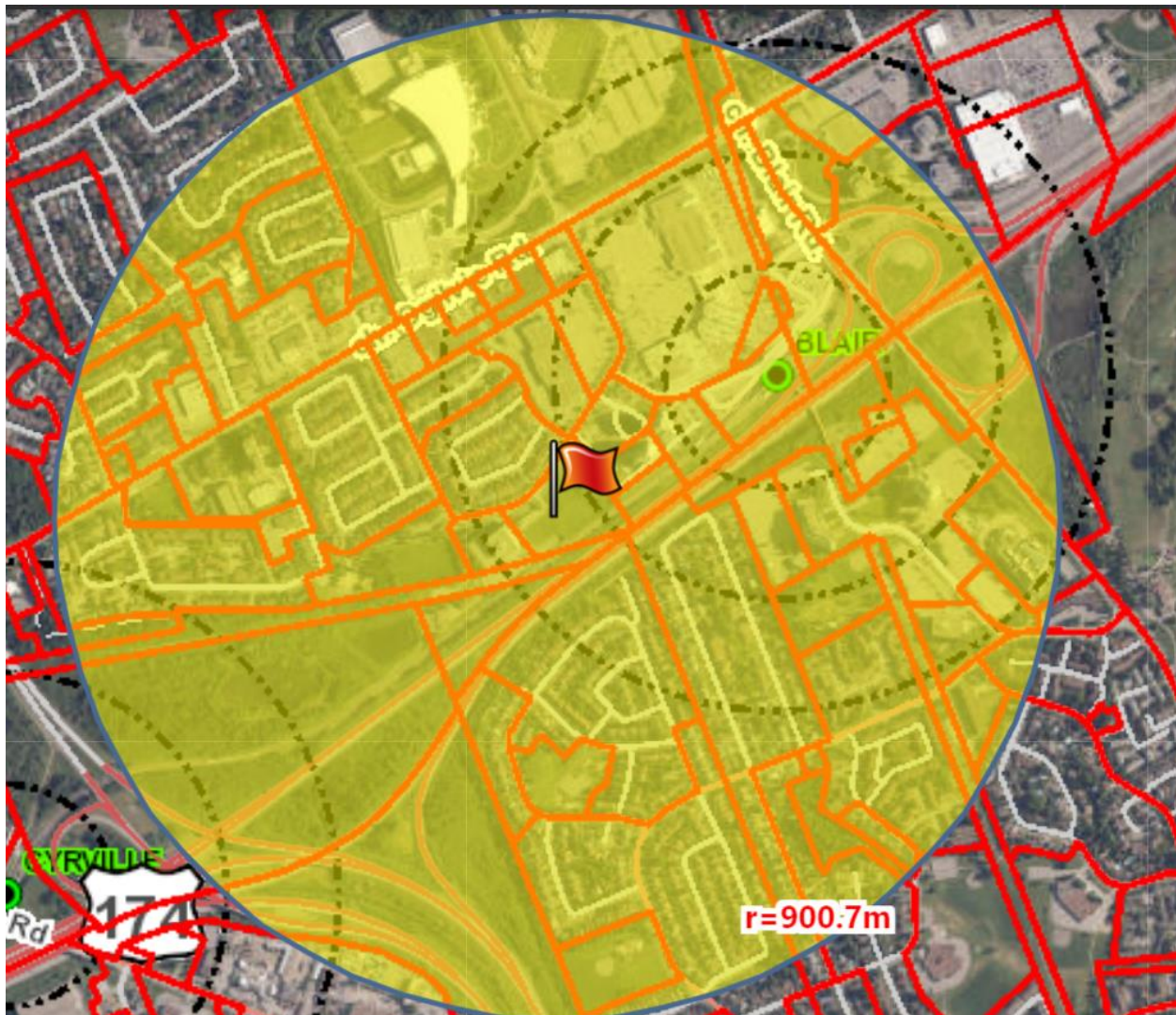


Figure 6: Capture from geoOttawa showing the location of the subject property and a 900.0 metres radius. In general, the Official Plan equates a walking time of 15 minutes to be equivalent to a radius of 900.0 metres or 1,200.0 metres on the pedestrian network.