

**Subject: Official Plan Amendment and Zoning By-law Amendment – 665  
Albert Street**

**File Number: ACS2022-PIE-PS-0129**

**Report to Planning Committee on 27 October 2022  
and Council 9 November 2022**

**Submitted on September 22, 2022 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Kersten Nitsche, Planner III (A), Development Review Central  
613-580-2424, 29233, Kersten.Nitsche@ottawa.ca**

**Ward: Somerset (14)**

**Objet : Modification du Plan officiel et modification du Règlement de zonage  
– 665, rue Albert**

**Dossier : ASC2022-PIE-PS-0129**

**Rapport au Comité de l'urbanisme le 27 octobre 2022  
et au Conseil le 9 novembre 2022**

**Soumis le 22 septembre 2022 par Derrick Moodie, Directeur, Services de la  
planification, Direction générale de la planification, des biens immobiliers et du  
développement économique**

**Personne ressource : Kersten Nitsche, Urbaniste III (A), Examen des demandes  
d'aménagement centrale**

**613-580-2424, 29233, Kersten.Nitsche@ottawa.ca**

**Quartier : Somerset (14)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council:**
  - (a) Approve an amendment to the Central Area Secondary Policy Plan in  
Volume 2A of the Official Plan as detailed in Document 2.**

- (b) Direct staff to incorporate an amendment to the West Downtown Core Secondary Plan in Volume 2A of the new Official Plan as detailed in Document 3, as part of the new Official Plan being considered for approval by the Ministry of Municipal Affairs and Housing.
  - (c) Approve an amendment to Zoning By-law 2008-250 for 665 Albert Street, as shown in Document 4, to permit two mixed-use buildings with heights up to 31 and 36 storeys as detailed in Documents 5 and 6.
2. That Planning 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 November 9, 2022", 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 l'urbanisme recommande ce qui suit au Conseil :
- (a) Approuver une modification de la Politique du Plan secondaire du secteur central, faisant partie du volume 2A du Plan officiel, comme l'expose en détail le document 2.
  - (b) Enjoindre au personnel d'intégrer une modification au Plan secondaire du centre-ville Ouest, faisant partie du volume 2A du nouveau Plan officiel, comme l'expose en détail le document 3, dans le nouveau Plan officiel, dont l'approbation est évaluée par le ministère des Affaires municipales et du Logement.
  - (c) Approuver une modification du Règlement de zonage 2008-250 visant le 665, rue Albert, illustré dans le document 4, afin de permettre la construction de deux immeubles polyvalents de 31 et 36 étages, comme l'exposent en détail les documents 5 et 6.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en

**tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier 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 9 novembre 2022 », 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**

### **Staff Recommendation**

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment for 665 Albert Street to permit the development of 31 and 36 storey mixed-use buildings.

The Official Plan Amendment will amend the in-force Central Area Secondary Plan Policy, as well as the Council-approved West Downtown Secondary Plan within the new Official Plan, by adding site-specific exceptions to permit development that is taller than permitted by the current and proposed policy framework.

The Zoning By-law amendment will increase the maximum permitted height while also providing site-specific provisions that address the maximum permitted total floor area, tower separation, maximum tower floorplates, and tower yard setbacks.

### **Applicable Policy**

Pursuant to Schedule B of the Official Plan, the site is designated Central Area. As per the policies of Section 3.3.6, the Central Area is identified as being a vital and active area of the city. Walking, cycling, and public transit are a priority within the Central Area meant to be achieved through the inclusion of direct connections to transit, the provisions of at-grade active uses to maintain vitality and connectivity, and the creation of public open spaces, courtyards, and seating areas to support pedestrians and cyclists. Building heights are required to be consistent with angular height planes, where applicable, and are not permitted to impact the silhouette of or dominate the Parliament Buildings or other national symbols.

Policy 17 within Section 2.2.2 of the Official Plan requires that for Official Plan Amendments to increase building height, the proposal must demonstrate that the impacts on the surrounding area have been assessed, that direction as per Policy 10

addressing taller buildings near transit stations is being met, and that an identified community amenity is provided as per Section 2.5.6. Development is also reviewed and evaluated pursuant to the policies of Section 4.11. These policies address urban design and compatibility including, but not limited to, building height, massing, separation, and transition.

Section 1.11 of the Central Area Secondary Plan Policy area details objectives to guide development within LeBreton Flats, including compatible development, increasing dwelling units and housing options, compact development and efficient use of land in proximity to transit, and the provision of linkages. Sites designated as 'mixed use' within the Secondary Plan Policy are to provide ground floor pedestrian-oriented uses.

The proposed development is consistent with Sections 3.6.6, 2.2.2, 2.5.6, and 4.11 of the Official Plan. The proposed development represents an appropriate building height, profile, massing, and transition within the LeBreton Flats context. The site is immediately adjacent to the Confederation Line and directly linked to Pimisi Station. It represents a transition from the Downtown Core to the east to the remainder of the LeBreton Flats Master Concept Plan area to the west. The development provides a linkage from the existing low-rise residential neighbourhood to the south to the existing and planned amenities and development to the north through an improved pedestrian realm, linkages to the cycling network, and open space.

It is staff's opinion that the proposed development maintains the overall intent and goals of the Official Plan. The proposed development represents appropriate development within the LeBreton Flats area and in close proximity to rapid transit. Impacts on the existing neighbourhood to the south are mitigated through the site layout and built form. Pedestrian and cycling connections, as well as privately-owned public spaces on the site, will serve to connect residents on the site, as well as from the south and east, to transit, amenities, and services.

### **Other Matters**

A Master Concept Plan (MCP) for LeBreton Flats has recently been completed by the National Capital Commission (NCC), which included a comprehensive consultation and urban design process. The subject site, known as the "Library Parcel" is the first parcel to be developed within the MCP area. In partnership with the NCC, Canada Mortgage and Housing Corporation (CMHC) selected the applicant as the successful proponent to acquire and develop the subject site. In reviewing and selecting the applicant, submissions were required to demonstrate alignment with the MCP, a high degree of

affordable and accessible housing, zero-carbon sustainable construction, benefits for Algonquin and Indigenous peoples, and community benefits.

All development within the MCP area will include collaborative input from the NCC throughout the City's development application process to ensure the NCC's guiding principles and project requirements are being met.

## **RÉSUMÉ**

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la demande de modification du Plan officiel et du Règlement de zonage visant le 665, rue Albert, afin de permettre la construction d'immeubles polyvalents de 31 et 36 étages.

La modification du Plan officiel concerne la politique en vigueur du Plan secondaire du secteur central et le Plan secondaire du centre-ville Ouest du nouveau Plan officiel, approuvé par le Conseil. Elle aura pour but d'ajouter des exceptions propres à l'emplacement permettant un aménagement dont la hauteur est supérieure à celle autorisée par le cadre stratégique actuel et celui proposé.

La modification du Règlement de zonage a pour objet d'augmenter la hauteur maximale autorisée tout en prévoyant des dispositions propres à l'emplacement qui ont trait à la surface de plancher totale maximale autorisée, à la distance de séparation entre les tours, à la superficie au sol maximale des tours et aux retraits de cour arrière des tours.

### **Politique applicable**

Conformément à l'annexe B du Plan officiel, l'emplacement est désigné comme appartenant au secteur central. Les politiques de la section 3.3.6 précisent que le secteur central est un endroit dynamique et actif de la ville. La marche, le vélo et le transport en commun y sont des priorités qui doivent être prises en compte par la création de liens directs vers les arrêts de transport en commun, l'aménagement d'utilisations actives au niveau du sol pour préserver le dynamisme et la qualité de desserte, et la création d'espaces ouverts, de cours et d'aires de repos publics, à la disposition des piétons et des cyclistes. Les hauteurs de bâtiment devront être cohérentes par rapport aux hauteurs angulaires, le cas échéant, et ne devront pas modifier ou dominer la silhouette des édifices du Parlement ou d'autres symboles nationaux.

La politique 17 de la section 2.2.2 du Plan officiel exige que, pour que des modifications du Plan officiel augmentent les hauteurs de bâtiment, la proposition démontre que les répercussions sur le secteur avoisinant ont été évaluées, que la directive de la politique 10 visant les immeubles plus élevés près des stations de transport en commun a été respectée et qu'une commodité communautaire désignée est fournie, conformément à la section 2.5.6. L'aménagement est également examiné et évalué au regard des politiques de la section 4.11. Ces politiques concernent le design urbain et la compatibilité, notamment mais sans s'y limiter, les hauteurs de bâtiment, la volumétrie, la distance de séparation et la transition.

La section 1.11 de la Politique du Plan secondaire du secteur central expose en détail les objectifs devant orienter les aménagements aux plaines LeBreton, notamment la compatibilité, l'augmentation des options de logement et d'habitation, les aménagements regroupés et l'utilisation efficiente des terrains situés à proximité des points de transport en commun, ainsi que l'aménagement de liens. Les emplacements désignés comme étant « polyvalents » dans la Politique du Plan secondaire doivent accueillir au rez-de-chaussée des utilisations axées sur la marche.

L'aménagement proposé est conforme aux sections 3.6.6, 2.2.2, 2.5.6 et 4.11 du Plan officiel. Il offre une hauteur de bâtiment, un profil, une volumétrie et une transition appropriés dans le contexte des plaines LeBreton. L'emplacement est immédiatement adjacent à la Ligne de la Confédération et relie directement la station Pimisi. Il représente une transition entre le cœur du centre-ville à l'est et le reste du secteur du plan directeur conceptuel des plaines LeBreton à l'ouest. L'aménagement constitue un lien entre le secteur résidentiel de faible hauteur au sud et les commodités, existantes et planifiées, et l'aménagement au nord, grâce à la mise en valeur du domaine piétonnier, aux liens vers le réseau cyclable et aux espaces ouverts.

Le personnel estime que l'aménagement proposé respecte l'intention et les objectifs d'ensemble du Plan officiel. Il correspond à un projet approprié pour le secteur des plaines LeBreton et à proximité immédiate d'un axe de transport en commun rapide. Les répercussions sur le quartier situé au sud sont atténuées grâce à la disposition de l'emplacement et à la forme bâtie. Les liens piétonniers et cyclables ainsi que les espaces publics appartenant à des intérêts privés présents sur l'emplacement serviront au déplacement des résidents sur place et aux piétons venant du sud et de l'est vers le transport en commun, les commodités et les services.

## Autres questions

Un plan directeur conceptuel (PDC) a récemment été réalisé pour les plaines LeBreton par la Commission de la capitale nationale (CCN), plan qui a impliqué une consultation détaillée et un processus de design urbain. L'emplacement visé, connu sous l'appellation de « parcelle de la Bibliothèque », est le premier terrain à être aménagé dans le secteur du PDC. En partenariat avec la CCN, la Société canadienne d'hypothèques et de logement (SCHL) a sélectionné le requérant comme candidat retenu pour acquérir et aménager l'emplacement visé. Lors du processus d'examen et de sélection du dossier du requérant, les propositions devaient démontrer une conformité au PDC, une offre abondante de logements abordables et accessibles, une méthode de construction durable et à carbone zéro, des avantages pour les Algonquins et les peuples autochtones et des avantages communautaires.

Tout aménagement dans le secteur du PDC fera l'objet d'une collaboration de la part de la CCN, tout au long du processus de demande d'aménagement de la Ville, afin d'assurer le respect des principes directeurs et des exigences de la CCN.

## 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

665 Albert Street

### Owner

MPCT DIF DAM LEBRETON LP

### Applicant

MPCT DIF DAM LEBRETON LP

### Architect

Perkins & Will; KPMB; and Two Row Architect

## **Description of site and surroundings**

The site is located at 665 Albert Street, which is located at the northeast corner of the intersection of Albert Street and Booth Street. Known as the “Library Parcel” within the LeBreton Flats Master Concept Plan area, the site has a total area of approximately 11,654 square metres, with the portion of the site proposed for redevelopment having an area of 9,629 square metres with 144 metres of frontage along Albert Street and 78 metres of frontage along Booth Street. The northwest corner of the site abuts Pimisi Station with the Confederation O-train line located adjacent to the north perimeter of the site. The remainder of the site, which is located on the eastern portion, comprises 2,025 square metres and is anticipated for future redevelopment.

To the south of the site across Albert Street is an established residential neighbourhood comprised primarily of low-rise building typologies. East of the site is the Ādisōke Library, currently under construction, with the downtown core further east. To the north of the site are the Confederation Line, heritage aqueduct, and the ‘East Flats’ area where redevelopment has been ongoing since 2007 with mid- and high-rise development, as well as open space and national memorials. Further north of the East Flats is the national War Museum, the Zibi Ontario development on the Chaudière Islands, and the Union Bridge connecting Ottawa to Gatineau.

## **Summary of Proposed Development**

The proposed development includes two high-rise buildings of 31 and 36 storeys, both atop six-storey podiums. The 36-storey tower will be located on the western portion of the site, closest to Pimisi Station, with the 31-storey tower located generally within the eastern portion of the site. Within the development, 601 residential dwelling units are proposed, including 247 affordable housing units. A total of 742 bicycle parking spaces and 202 vehicle parking spaces are also proposed. The two podiums will include stepbacks and terracing with outdoor amenity space, as well as outdoor play space for the daycare. The colours used in the development are intended to evoke the seasonal colours of the Laurentian Forest.

The ground floor of the west tower will be comprised of retail space along with a community hub, a residential lounge area, and the residential lobby and supportive services. Additionally, the main central plant will be located within this building on the ground floor and is to be located along the north façade with clear glazing that will be enhanced with information to support this space as educational.



The eastern tower will also include retail space and residential services on the ground floor along with a bike shop and community hub, and daycare lobby and entrance. The parking garage and service vehicle entrances will be located at the northeast corner of the building, with the northern façade adjacent to these uses planned for a public art installation in place of glazing.

A series of interconnected open spaces are to be developed on the site including the 'Central Parkette' between the two towers and fronting onto Albert Street, the 'Wedge Park' providing transition from Pimisi Station south along Booth Street, and the 'gathering place' at the narrowest point between the two buildings linking the 'Central Parkette' and 'Wedge Park'. A pedestrian connection along the north facades of the building will connect Booth Street east to Ādisōke Library, and a multi-use pathway will be constructed along the north edge of the property, on the south side of the aqueduct.

Vehicular access to the site will be located at the existing intersection of Albert Street with Empress Street.

### **Summary of requested Official Plan and Zoning By-law Amendments**

The Official Plan Amendment requests that the applicable policy framework and schedule permit a maximum building height of 31 and 36 storeys, whereas they currently permit a maximum height of 25 storeys (across three towers on the site), and removal of the conceptual private road network on the site to correspond with the redevelopment plan for the site, which instead includes a dead-end access instead of a looped laneway resulting from the design evolution of the site development.

The Zoning By-law Amendment requests an increased permitted height from 83 metres to 107 and 127 metres, respectively. Furthermore, reallocation of the site's permitted total floor area is requested along with a reduction of the eastern tower setback on the east side from 10 metres to 9.0 metres and lifting of the Holding Symbol.

## **DISCUSSION**

### **Public consultation**

A virtual public information session, organized by the applicant team together with Councillor McKenney, was held on July 7, 2022. Approximately 25 residents attended where the applicant team gave an overview of the development proposal, and attendees participated by sharing their comments and questions with the applicant team.

For this proposal's consultation details, see Document 8 of this report.

## **Official Plan designation(s) and policies**

Applications must be evaluated against the [existing Official Plan](#) and must also include an evaluation of the application against the Council approved [new Official Plan](#) (and new Secondary Plan, where applicable). In this current period, between Council approval of the New OP and the Minister's approval of the new OP, staff are to apply whichever provision, as between the current and new OP, is more restrictive.

## **Current Official Plan**

The site is designated Central Area pursuant to Schedule B of the City's Official Plan. The following policies of the Official Plan are applicable to the subject site and proposed development.

### **Section 2.2.2 – Managing Intensification within the Urban Area**

Pursuant to Section 2.2.2, the Central Area is identified as a target area for intensification, with a minimum density target of 500 jobs and people per gross hectare. Intensification is permitted to occur in a variety of built forms, including high-rise, provided that urban design and compatibility objectives are met. High-rise buildings of 31 storeys or greater are only permitted within areas identified by Secondary Plans or through an amendment to an existing Secondary Plan that permits high-rise buildings. In the case of an amendment to permit a high-rise greater than 31 storeys, the development will generally be within 400 metres walking distance of a rapid transit station and will have adequate separation from planned low-rise residential areas. Furthermore, impacts must be assessed comprehensively, and an identified community benefit must be provided.

### **Section 2.5.1 – Designing Ottawa**

Design objectives for development within Ottawa are outlined in Section 2.5.1. The following objectives are most applicable to the proposed development:

- Enhance the sense of community by creating and maintaining places with their own distinct identity
- Define quality public and private spaces through development
- Create places that are safe, accessible and easy to get to, and move through

- Ensure new development respects the character of existing areas

To support the design objectives, areas of the city have been designated as 'design priority areas (DPAs). Development within these areas undergo an enhanced review by the Ottawa Urban Design Panel. As a site within the Central Area designation, the proposed development is required to undergo review by the Urban Design Review Panel.

#### Section 2.5.2 – Affordable Housing

The production of affordable housing within new residential development is encouraged, with a specific target of 25% of all new rental housing to be affordable to households up to the 30<sup>th</sup> income percentile.

#### Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes

Pursuant to Policy 17 of Section 2.2.2, Official Plan Amendments proposing an increase of height beyond the permitted height within a Secondary Plan must demonstrate that the development meets the provisions of Section 2.5.6 for high-rise 31+ storey buildings. Specifically, the impact on the skyline must be assessed, and the development must be located appropriately with respect to being at a prominent location, mitigating shadow and wind impacts, and maintaining appropriate transition. Additionally, a mix of uses is to be provided, community amenities or institutional uses may be prioritized, and architectural excellence is to be encouraged.

#### Section 3.6.6 – Central Area Land Use Designation

The Central Area is recognized as the economic and cultural heart of the city. Development within the Central Area shall have regard to the policies of the Central Area Secondary Policy Plan and shall respect view planes and angular height planes. The pedestrian environment is to be improved along with new development, including soft and hard landscaping, public courtyards, architectural integrity, and at-grade active uses. Walking, cycling, and transit is to be prioritized within the Central area.

#### Section 4.11 – Urban Design and Compatibility

Policies for the implementation of a high quality of urban design and compatibility of new developments are provided in Section 4.11. Policies require that development applications must demonstrate how they are compatible within the context of setbacks, height, transition, materiality, and architectural elements, among others. This section also requires that high-rise developments in excess of 30 storeys must demonstrate

how they will contribute to and enhance the skyline of the city or create new vistas. More generally, high-rise development must also minimize impacts on pedestrian comfort, view planes, and nearby heritage districts or buildings. High-rise development is to be designed to respect the scale, proportion and character of the existing context, with the tower stepped back atop a podium, and adequately separated from adjacent towers.

### **Central Area Secondary Policy Plan**

The site is located within the Central Area Secondary Policy Plan. Section 1.11 of the Secondary Policy Plan details the objectives and policies applicable to the LeBreton Flats area. Policies applicable to the subject site are as follows:

#### **1.11.3.3 – Mixed Use Area**

The subject site is designated as ‘mixed use area’ as detailed within Section 1.11.3.3 and as identified on Schedule Q. Permitted uses within this area include residential, retail, office, institutional, and recreational, among others. High density residential uses above the ground floor of buildings along Booth Street are permitted in order to support and encourage transit. Along Booth Street, small-scale and pedestrian-oriented uses, such as retail and restaurant use, are to be located within the ground floor.

#### **1.11.4.1 – Transportation**

All development is required to undertake a transportation impact study and noise study to understand the impact and measures necessary to support residents and the transportation network. Generally, continuous pedestrian and cycling paths are encouraged within LeBreton Flats, with linkages to the surrounding neighbourhood, as well as to key locations within LeBreton Flats.

#### **1.11.4.4 – Urban Design**

The maximum permitted heights within LeBreton Flats are detailed in Map 4, which identifies 25 storeys for the subject site. In addition to the maximum permitted heights, all development must comply with the view planes as detailed in the Official Plan annexes.

### **New Official Plan**

The subject site is located within the Downtown Core Transect and designated as a Hub with an Evolving Neighbourhood Overlay pursuant to Schedule B1 of the new Official

Plan. The following policies of the new Official Plan are applicable to the subject site and proposed development.

The Downtown Core Transect is recognized as the historic, geographical, physical cultural, symbolic and employment hub of Ottawa. Development within this transect shall maintain and enhance the urban pattern of built form and shall continue to develop as 15-minute neighbourhoods. Walking, cycling and transit is to be prioritized within the Downtown Core transect, which shall be further supported by locating the tallest buildings and densities in this transect. On lands within a 300-metre radius or 400 metres walking distance of a rapid transit station, high-rise buildings (e.g., up to 40 storeys) are permitted with greater heights permitted within 100 metres walking distance of a rapid transit station.

Hubs are recognized as areas that are centred on planned or existing rapid transit stations and/or frequent street transit stops. Hubs are planned for a higher density of development with a mix of uses and connectivity to public transit. Where Hubs overlap with corridors, the permitted height provisions for the Hub shall prevail.

The Evolving Neighbourhood Overlay signifies areas identified for context-appropriate change over time.

### **West Downtown Core Secondary Plan**

Within Volume 2A of the new Official Plan, Chapter 4 – Pimisi Station and LeBreton Flats District of the West Downtown Core Secondary Plan contains direction and policies specific to the LeBreton Flats area. Policies applicable to the subject site are as follows:

#### **Section 3: Vision and Planning Principles**

This area is envisioned as the western extension of the downtown core, with higher densities and taller buildings to be located in proximity to transit stations. A range of housing choices is to be provided and supported by new and strengthened pedestrian and cycling linkages.

#### **Section 4.1: Albert Corridor Character Area**

The subject site is designated as being located within the ‘Albert Corridor’ character area pursuant to Schedule J. The Albert Corridor is to be characterized by a mix of uses and forms, with opportunities for retail and commercial uses at grade.

The built form of development is to include a podium with a maximum of six storeys, with towers setback and providing a transition to the existing low-rise neighbourhood to the south. Height maximums for the character area are shown in Schedule K, which limits the subject site to 25 storeys. Tallest buildings within the Albert Corridor are to be located closest to transit stations.

#### Section 5: Built Form Design

High-rise development is generally to be comprised of a podium of three to six storeys that creates an active and continuous street front. Point towers should be stepped back from the podium and should have floorplates generally up to 750 square metres in area. Towers are to be separated by 23 metres, with responsibility for separated shared between neighbouring properties.

#### Section 6: Public Realm and Mobility

Privately-owned private spaces (POPS) are to be locally-focused and include amenities such as trees, plantings, playgrounds, and seating areas. Local streets and private lands are to be designed and maintained to prioritize pedestrians and cyclists, with necessary movement of emergency services facilitated within the design.

#### Section 7: Inclusivity and Housing

Policies regarding housing mix, affordability and inclusivity are provided within Section 7. This section acknowledges the NCC's commitment for 25% of units to be affordable within the MCP area, including collaboration between the NCC, City, developers, and other partners to achieve this goal.

#### Section 10: Implementation

With new development applications, streets, pathways and other aspects of the mobility network shown on Schedule P is to be implemented. Schedule P outlines the conceptual alignment of public or private roadways, including a looped road on the subject site, as well as a signalized intersection at Albert Street and Empress Avenue.

Privately-owned public spaces (POPS) are also to be secured through the development application and review process.

#### **Other applicable policies and guidelines**

As a site located within 600 metres of a transit station (Pimisi Station), the Transit-Oriented Development Design Guidelines are applicable. The guidelines address land

use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment. In particular, the guidelines encourage the development of multi-purpose destinations for both transit users and local residents through a mix of uses. Transit is to be supported through high residential densities with linkages to the existing transit station, as well as pedestrian and cycling connections. Transition in scale between the transit station and existing lower-density neighbourhoods is to be achieved through the scale, massing and density of development, including generous at-grade setbacks and setbacks of towers to achieve a human scale. Some sites may be appropriate for development as landmarks with distinctive design features, and a high amount of glazing for ground-floor uses supports an active public realm.

The Urban Design Guidelines for High-rise Buildings are also applicable to the proposed development. These guidelines address the context, built form, and pedestrian realm of a high-rise development. With respect to context, the design shall consider the skyline, transition, surrounding neighbourhood and heritage. The built form is to be designed in a way that frames or creates a new urban fabric; creates a clear expression between the base, middle and/or top; frames the street, parks, and public spaces; provides separation between towers; and includes setbacks to create articulation and a human scale. Finally, the pedestrian realm is to be designed to create sufficient space for street furniture and landscaping, while also maintaining an active edge and providing pedestrian linkages.

## **Heritage**

Policies within Section 4.6.1 of the Official Plan require the preparation of a Cultural Heritage Impact Statement (CHIS) when a proposed development may adversely impact the cultural heritage value of designated heritage resources or districts. As the site is located within close proximity to four individually designated residential properties, the Ottawa Water Works complex (building, bridges and aqueduct), and the Lorne Avenue Heritage Conservation District, a CHIS for the proposed development was required.

## **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control applications are subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review on February 4, 2022, and a formal review, which was open to the public, on September 9, 2022.

The Panel's recommendations from the formal review are available online through the City of Ottawa's website. They expressed strong support for the proposed development, including the podium height of six storeys, overall height of 31 and 36 storeys, site layout and porosity, and colour scheme of the buildings. They were supportive of the changes made in response to their informal review, which included the introduction of corner glazing on the tower, lighter materiality at the top of each tower, and increased glazing at the ground level. The Panel's formal review comments were directed toward the finer details of the development proposal including internal layout of ground floors (residential and childcare lobbies), and materiality of the podium cladding. Staff are confident these comments will be addressed through the ongoing Site Plan Control application.

### **Planning rationale**

The proposed development complies with all applicable Official Plan policies and design guidelines, except for the permitted number of storeys which is addressed through the Official Plan Amendment. The proposed development of a high-density mixed-use development is a permitted use pursuant to the Official Plan, Central Area Secondary Policy Plan, new Official Plan, and West Downtown Core Secondary Plan. Overall, this high-density development supports the vision and policies for the Central Area as outlined by the current Official Plan, and the policies for Hubs and creation of 15-minute neighbourhoods as per the new Official Plan.

Pursuant to Sections 2.5.6 and 4.11 of the Official Plan and the Urban Design Guidelines for High-rise Buildings, the potential for impact through the requested increase in height has been thoroughly reviewed by the applicant team. Staff concur with the application submission that there are no negative impacts and that the proposed development, through its increased height and architectural design and quality, will serve to create a new vista at a prominent location with the LeBreton Flats area and western extension of the downtown core. Impacts on the surrounding neighbourhood have been reviewed, as well. The Albert Street right of way width, combined with the front yard setback and tower setbacks, ensures that there are no negative impacts on the neighbourhood to the south and that there is sufficient transition from the low-rise building typology to the proposed high-rise development.

Further design details of the proposed development include tower separation of over 23 metres, floorplates less than 750 square metres, a six-storey podium that incorporates setbacks and terracing, and a tower setback from the podium. These design elements address the policies of Sections 2.5.1 and 4.11 of the current Official Plan, Sections 4.1



and 5 of the West Downtown Core Secondary Plan, and the Urban Design Guidelines for High-rise Buildings.

The provision of rental housing and 41% affordable housing units supports the City's Official Plan policies of Section 2.5.2 that encourage a goal of 25% affordable housing, as well as the West Downtown Core Secondary Plan policies in Section 7.

Furthermore, the proposed development enhances the public realm through pedestrian connections, active transportation connections, and privately-owned public spaces in support of Sections 2.5.1 and 4.11 of the Official Plan, Section 1.11.4.1 of the Central Area Secondary Policy Plan, Sections 6 and 10 of the West Downtown Core Secondary Plan, and the Transit-Oriented Development Design Guidelines. Community uses proposed for the development, including a community hub, bicycle workshop, and daycare facility, also support these policies and guidelines.

With respect to heritage considerations, as outlined in the CHIS required by Section 4.6.1 of the Official Plan, a commemorative/interpretative strategy for the development is proposed and will be required as a condition of Site Plan Control approval.

### **Lifting of Holding Symbol**

The holding symbol currently applicable to the site, and as outlined in Urban Exception 2509, requires that a Site Plan Control application be approved, and that it includes approval of Phase I and II Environmental Site Assessments, approval of a Geotechnical Investigation, provision for affordable housing, conveyance of parkland, and tower-specific design provisions.

Staff recommend the lifting of the holding symbol at this time as the required environmental site assessments and geotechnical investigation have been completed. Furthermore, the applicant, NCC, and CMHC have entered into an agreement regarding the provision of 41% affordable units within the proposed development, and parkland conveyance has been addressed through the MCP process and is outlined in Parkland Dedication By-law 2022-280. Finally, to ensure the proposed development maintains the high quality of urban design as proposed, the zoning provisions for the tower design shall remain applicable to the subject site as detailed in Document 6.

### **Community Benefit**

Through the development of the site, a series of privately-owned public spaces (POPS) will be secured for the benefit of the existing and new community. As described herein,

these POPS will provide passive open space that is linked to the pedestrian network on the site, as well as the larger pedestrian network connected to Pimisi Station, Albert Street, and Ādisōke Library.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

The Ward Councillor has provided the following comments:

“The proposed development at 665 Albert is the next phase in the redevelopment of LeBreton Flats and includes many positive features.

The proposed mixed-income model and provision of deeply affordable housing should be standard across the city and is especially important in a transit-oriented development of this size in a downtown neighbourhood.

The public realm improvements will help make space for pedestrians at this busy corner and animate Albert Street and the surrounding area. Safe and comfortable pedestrian and cycling connectivity to Pimisi station and Ādisōke will be crucial to ensure both residents and visitors alike can enjoy all this neighbourhood has to offer.”

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendations.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

## **FINANCIAL IMPLICATIONS**

There are no financial implications.

## **ACCESSIBILITY IMPACTS**

The development will be required to meet the accessibility criteria as detailed within the Ontario Building Code. The *Accessibility for Ontarians with Disabilities Act* requirements for site design also apply and will be implemented through the ongoing Site Plan Control application and subsequent Building Permit process.

Within the development, 31% of the units will be accessible to residents with different degrees of mobility. Common spaces will be designed to ensure that residents, visitors, and community members can participate equally and universally benefit from the provided amenities of the development.

## **CLIMATE IMPLICATIONS**

A Wastewater Energy Transfer (WET) system is proposed to be constructed, which would meet the thermal demands of the proposed development. The WET system will involve a connection to City wastewater (sewer) infrastructure for the exchange of renewable thermal energy to displace fossil fuel use in buildings, which is one of Ottawa's largest sources of greenhouse gas (GHG) emissions. Supporting the proposed WET system is significant for helping the City achieve its GHG reduction targets as set out in the Climate Change Master Plan. A Memorandum of Understanding between the City and Theia Partners/Enviri was entered into in June to support the proposed WET system and its connection to the City's infrastructure.

The proposed development is targeting the Canadian Green Building Council's Zero Carbon Standard for Design and Performance, as well as LEED Gold for both New Construction and Neighbourhood Development. Along with the proposed WET system, the buildings will also include photovoltaic panels, and rainwater will be collected and reused within the buildings.

## **INDIGENOUS IMPLICATIONS**

An Algonquin Nation Benefits Plan is in place for the proposed development of the subject site. This plan was developed during the National Capital Commission's selection process of the Library Parcel development proponent and includes the following (as per the NCC's project website):

- Half of the overall value of contracts will go to local vendors

- 15% of the overall value of contracts will go to vendors that are owned or managed by people from equity-seeking groups, including 5% of contracts to Algonquin and Indigenous businesses
- 20% of on-site employment hours will go to people from equity-seeking groups, including 5% to Algonquin and Indigenous people

The Gathering Circle within the privately-owned public space on the site will be designed in collaboration with Indigenous communities, expressing the historic function of the LeBreton Flats as a gathering place for the Algonquins and their trading partners.

All signage on the site, for regulation, streets, interpretation, and wayfinding, will include the Algonquin language, as well as English and French.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Thriving Communities
- Integrated Transportation
- Economic Growth and Diversification

### **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Numbers: D01-01-22-0005 and D02-02-22-0041) was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due the complexity of the files.

### **SUPPORTING DOCUMENTATION**

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment

Document 3 – Details of Recommended Official Plan Amendment (New Official Plan)

Document 4 – Zoning Map

Document 5 – Zoning Schedule

Document 6 – Details of Recommended Zoning By-law Amendment

Document 7 – Concept Rendering and Plans

Document 8 – Summary of Public Consultation

## **CONCLUSION**

Overall, the proposed development represents good planning that supports the current Official Plan policies as well as the policies of the new Official Plan, particularly those supporting the creation of 15-minute neighbourhoods. A thorough analysis has been undertaken to understand the impact of the proposed increase of height and staff are satisfied that there are no negative impacts created by additional height on the subject site.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

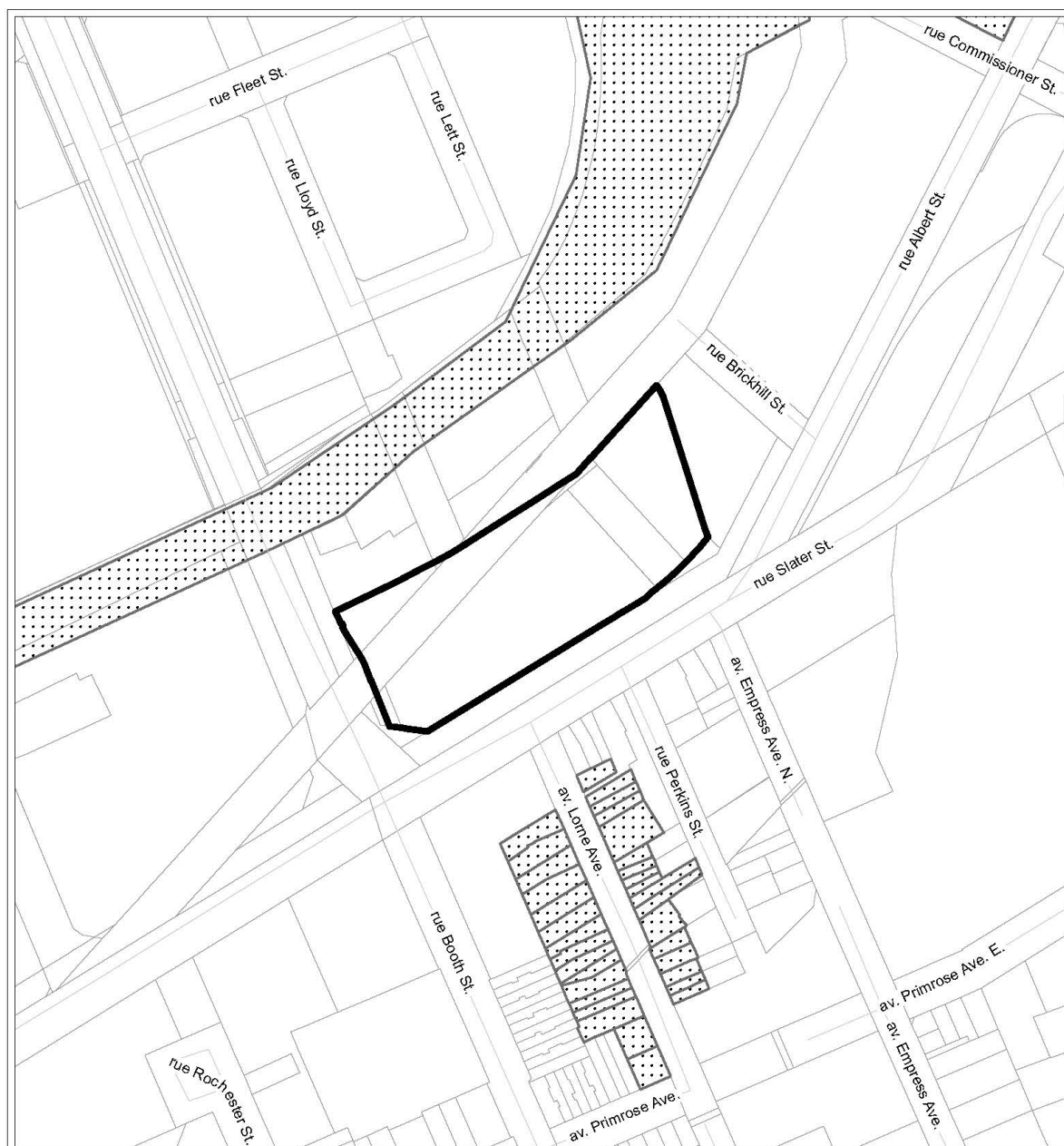
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

## Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa).



D02-02-22-0041, D07-12-22-0069  
D01-01-22-0005

22-0433-X

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REVISION / RÉVISION - 2022 / 09 / 09

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



665 rue Albert Street



Heritage (Section 60)  
Patrimoine (Article 60)

Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) /  
Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)



NOT TO SCALE

## **Document 2 – Details of Recommended Official Plan Amendment**

Official Plan Amendment XX

To the Official Plan of the City of Ottawa

### **INDEX**

#### **THE STATEMENT OF COMPONENTS**

##### **PART A – THE PREAMBLE**

Purpose

Location

Basis

Rationale

##### **PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

#### **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**

##### **1. Purpose**

The purpose of this amendment is to amend the Central Area Secondary Policy Plan within Volume 2A of the Official Plan to permit the development of two high-rise buildings at 665 Albert Street. The summary of proposed amendments is as below:

- a. Amend Map 4 – LeBreton Flats Maximum Building Profile and Conceptual Road Pattern by removing the reference of 25 storeys as the maximum number of

storeys permitted and removing the conceptual roadway leaving the property “blank” on the schedule. A blank parcel is understood through policy interpretation to default to the underlying zoning, which in this case will be subject to the recommended rezoning provisions of the MD[2509] H(83)-h and proposed MD[XXXX] SYYY zones.

- b. Add a site-specific policy within Section 1.11 – LeBreton Flats, Subsection 1.11.4.4 Urban Design – Building Heights, to address the applicable zoning with respect to the maximum permitted height and maximum permitted number of storeys for 665 Albert Street.

## 2. Location

The proposed Official Plan amendment includes changes only applicable to 665 Albert Street. The subject lands are bound by Booth Street to the west, Albert Street to the south, the Confederation Line to the north, and 615 Albert Street to the east.

## 3. Basis

The amendment to the Official Plan was requested by the applicant in order to build two high-rise mixed-use buildings of 31 and 36 storeys, including underground parking, site landscaping, and privately-owned public spaces.

## 4. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for increased height, which will serve to increase densities in a target area for intensification. The development adds residential intensification in an area strongly supported by transit, and in a manner that does not have any undue adverse impacts on the existing neighbourhood to the south. The built form improves the skyline within a prominent location, incorporates appropriate setbacks and tower stepbacks, provides linkages to the pedestrian and cycling network, and provides accessible open space. The amendment is consistent with the broader goals of the Official Plan and represents appropriate city building and good planning.



## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### **2. Details**

The City of Ottawa Official Plan, Volume 2A, Central Area Secondary Policy Plan is hereby amended as follows:

2.1 Amend Map 4 – LeBreton Flats Maximum Building Profile and Conceptual Road Pattern by removing the reference of 25 storeys as the maximum number of storeys permitted and removing the conceptual roadway, leaving the property “blank” on the schedule.

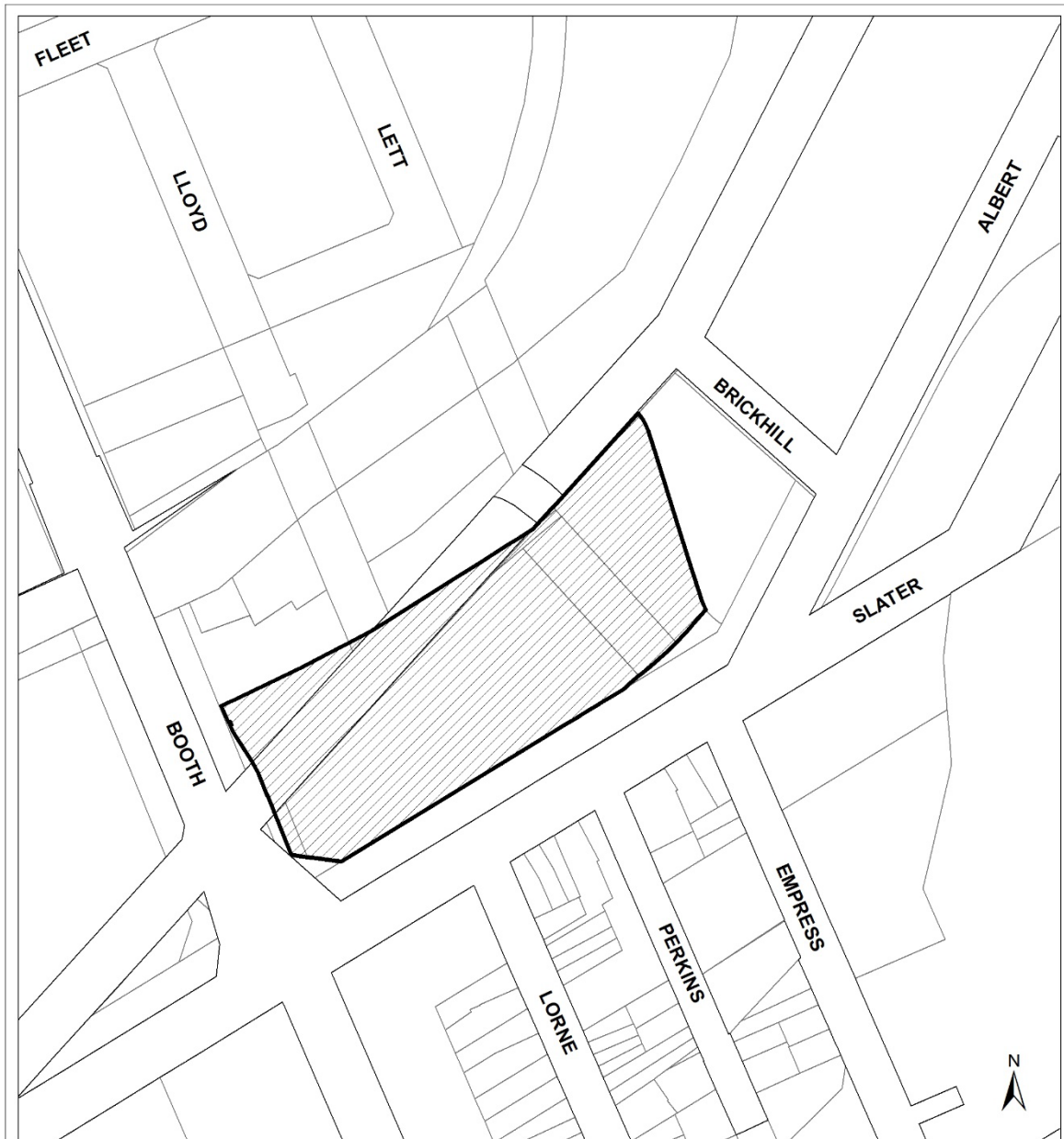
2.2 Section 1.11.4.4 Urban Design – Building Heights is amended by adding a new policy as follows:

“In the case of the property municipally addressed as 665 Albert Street, height maximums are determined by the MD[2509] H(83)-h zone, which sets out the maximum building height and maximum number of tower(s), and the MD[XXXX] SYYY zone, which sets out the maximum number of towers, maximum building heights, and maximum number of storeys.”

### **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.

# SCHEDULE 1



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de Géospatial Analytics, Technologie et Solutions



Préparé par: l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions

D01-01-22-0005

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Revision:

Rev #:

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## SCHEDULE 1 to AMENDMENT NO.

to the OFFICIAL PLAN  
for the CITY OF OTTAWA

### Amending Central Area Secondary Plan - Map 4

Lebreton Flats  
Maximum Building Profile  
and Conceptual Road Pattern



LANDS TO HAVE THE MAXIMUM BUILDING PROFILE DESIGNATION AND CONCEPTUAL ROAD PATTERN  
REMOVED FROM CENTRAL AREA SECONDARY PLAN - MAP 4 LEBRETON FLATS /

LES TERRAINS DOIVENT AVOIR LA DÉSIGNATION DE PROFIL MAXIMAL DES IMMEUBLES ET LE TRACÉ  
CONCEPTUEL DES ROUTES RETIRÉS DU PLAN SECONDAIRE - AIRE CENTRALE - CARTE 4 - LEBRETON FLATS

## ANNEXE 1 de L' AMENDEMENT No.

au PLAN OFFICIEL  
de la VILLE D'OTTAWA

### Carte 4 - Plan secondaire - Aire centrale

Les Plaines LeBreton  
Profil Maximal des Immeubles  
et Plan Routier Conceptual

**Document 3 – Details of Recommended Official Plan Amendment  
(New Official Plan)**

Official Plan Amendment XX

To the New Official Plan of 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 New Official Plan for the City of Ottawa.

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

**PART A – THE PREAMBLE**

Purpose

Location

Basis

Rationale

**PART B – THE AMENDMENT**

Introduction

Details of the Amendment

Implementation and Interpretation

## **PART A – THE PREAMBLE**

### **1. Purpose**

The purpose of this amendment is to amend the West Downtown Core Secondary Plan within Volume 2A of the Official Plan to permit the development of two high-rise buildings at 665 Albert Street. The summary of proposed amendments is as below:

- a. Amend Schedule K – Pimisi Station and LeBreton Flats District – Maximum Building Heights and Tower Locations by removing the reference of 25 storeys as the maximum number of storeys permitted, removing the conceptual tower locations, and removing the conceptual roadway, and noting the subject property as being subject to the zoning provisions of the MD[2509] H(83)-h and proposed MD[XXXX] SYYY zones.
- b. Add a site-specific policy within Chapter 4: Pimisi Station and LeBreton Flats District, Section 4.1 – Albert Corridor Character Area, Subsection – Built Form to address the applicable zoning with respect to the maximum permitted height and maximum permitted number of storeys.
- c. Add a site-specific policy within Chapter 4: Pimisi Station and LeBreton Flats District, 10.2 – Review of Development Applications to permit options for vehicular access to the subject site.

### **2. Location**

The proposed Official Plan amendment includes changes only applicable to 665 Albert Street. The subject lands are bound by Booth Street to the west, Albert Street to the south, the Confederation Line to the north, and 615 Albert Street to the east.

### **3. Basis**

The amendment to the Official Plan was requested by the applicant in order to develop two high-rise mixed-use buildings of 31 and 36 storeys, including underground parking, site landscaping, privately-owned public spaces, and a private roadway for vehicular access to the site.

### **4. Rationale**

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for increased height, which will serve to increase densities in a target area for intensification. The development adds

residential intensification in an area strongly supported by transit, and in a manner that does not have any undue adverse impacts on the existing neighbourhood to the south. The built form improves the skyline within a prominent location, incorporates appropriate setbacks and tower stepbacks, provides linkages to the pedestrian and cycling network, and provides accessible open space. The amendment is consistent with the broader goals of the Official Plan and represents appropriate city building and good planning.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### **2. Details**

The City of Ottawa Official Plan, Volume 2A, West Downtown Core Secondary Plan is hereby amended as follows:

- 2.1 Chapter 4: Pimisi Station and LeBreton Flats District, Section 4.1 – Albert Corridor Character Area, Subsection – Built Form, is amended by adding a new policy as follows:

“In the case of the property municipally addressed as 665 Albert Street, height maximums are determined by the MD[2509] H(83)-h zone, which sets out the maximum building height and maximum number of tower(s), and the MD[XXXX] SYYY zone, which sets out the maximum number of towers, maximum building heights, and maximum number of storeys.”

- 2.2 Chapter 4: Pimisi Station and LeBreton Flats District, Section 10.2 – Review of Development Applications is amended by adding a new policy as follows:

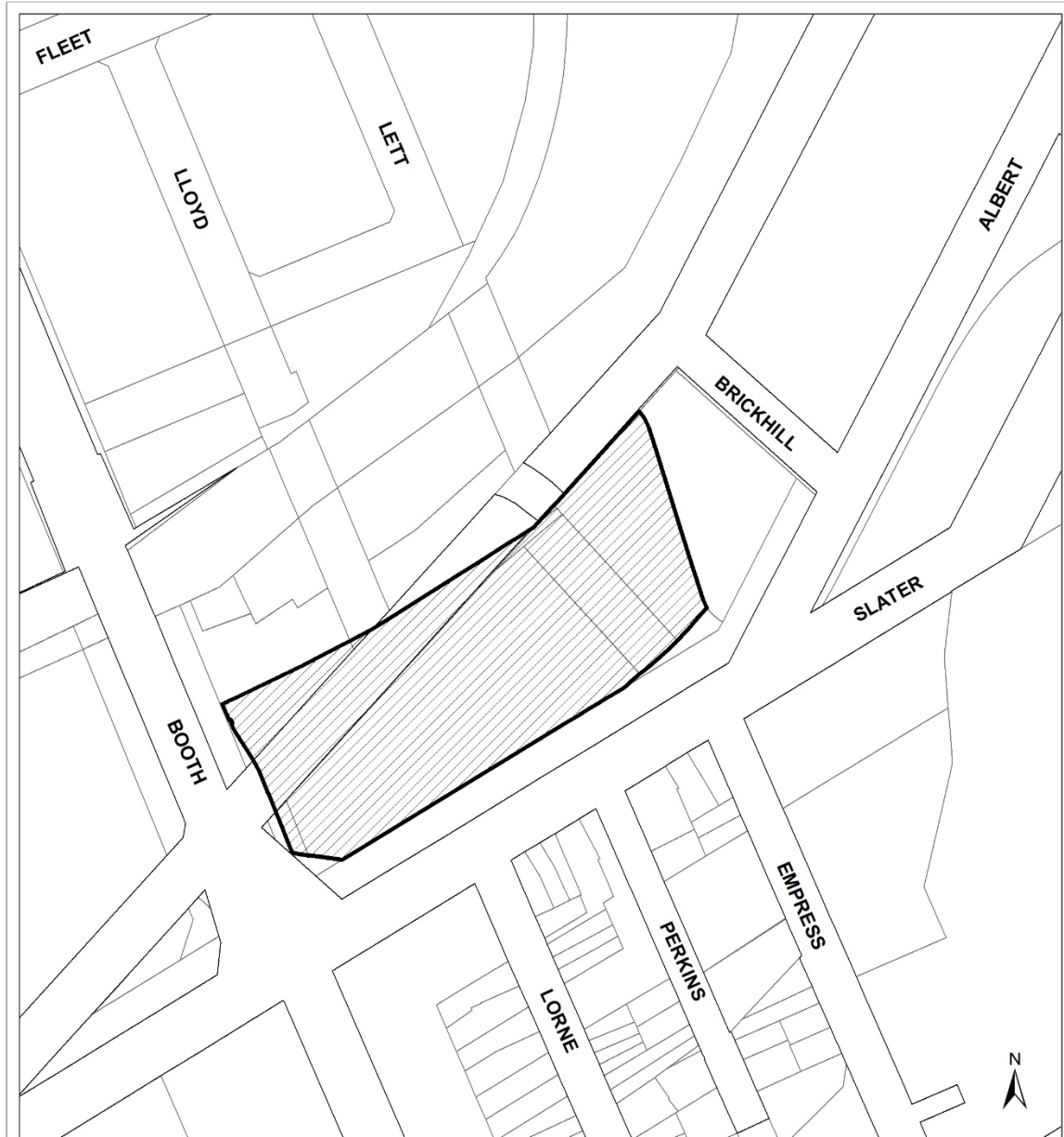
“Despite Schedule P: Pimisi Station and LeBreton Flats District – Mobility Network, vehicular access to 665 Albert Street, whether through a public or private roadway as an extension of Empress Street, shall be to the satisfaction of the General Manager, Planning, Real Estate and Economic Development.”

- 2.3 Schedule K – Pimisi Station and LeBreton Flats District – Maximum Building Heights and Tower Locations is amended by removing the reference to permitted number of storeys and towers and referencing the zoning provisions of the subject property as shown on Schedule 1 of this Official Plan Amendment.

### **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.

# SCHEDULE 1



Prepared by: Planning, Infrastructure and Economic Development Department,  
Services de la planification, de Géospatial Analytics, Technologie et Solutions



Préparé par: l'infrastructure et du développement économique,  
Analyses géospatiales, technologies et solutions

D01-01-22-0005

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## Revision:

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## SCHEDULE 1 to AMENDMENT NO.

to the OFFICIAL PLAN  
for the CITY OF OTTAWA  
Amending West Downtown Core  
Secondary Plan - Schedule K

Pimisi Station and LeBreton Flats District –  
Maximum Building Heights and Tower Locations



LANDS TO BE REDESIGNATED FROM "MAXIMUM BUILDING HEIGHT OF 25 STOREYS" TO "MAXIMUM HEIGHT LIMIT  
AND MAXIMUM NUMBER OF TOWERS AS PER MD[xxxx] YYYY AND MD(2509] H(83)-H ZONES" /

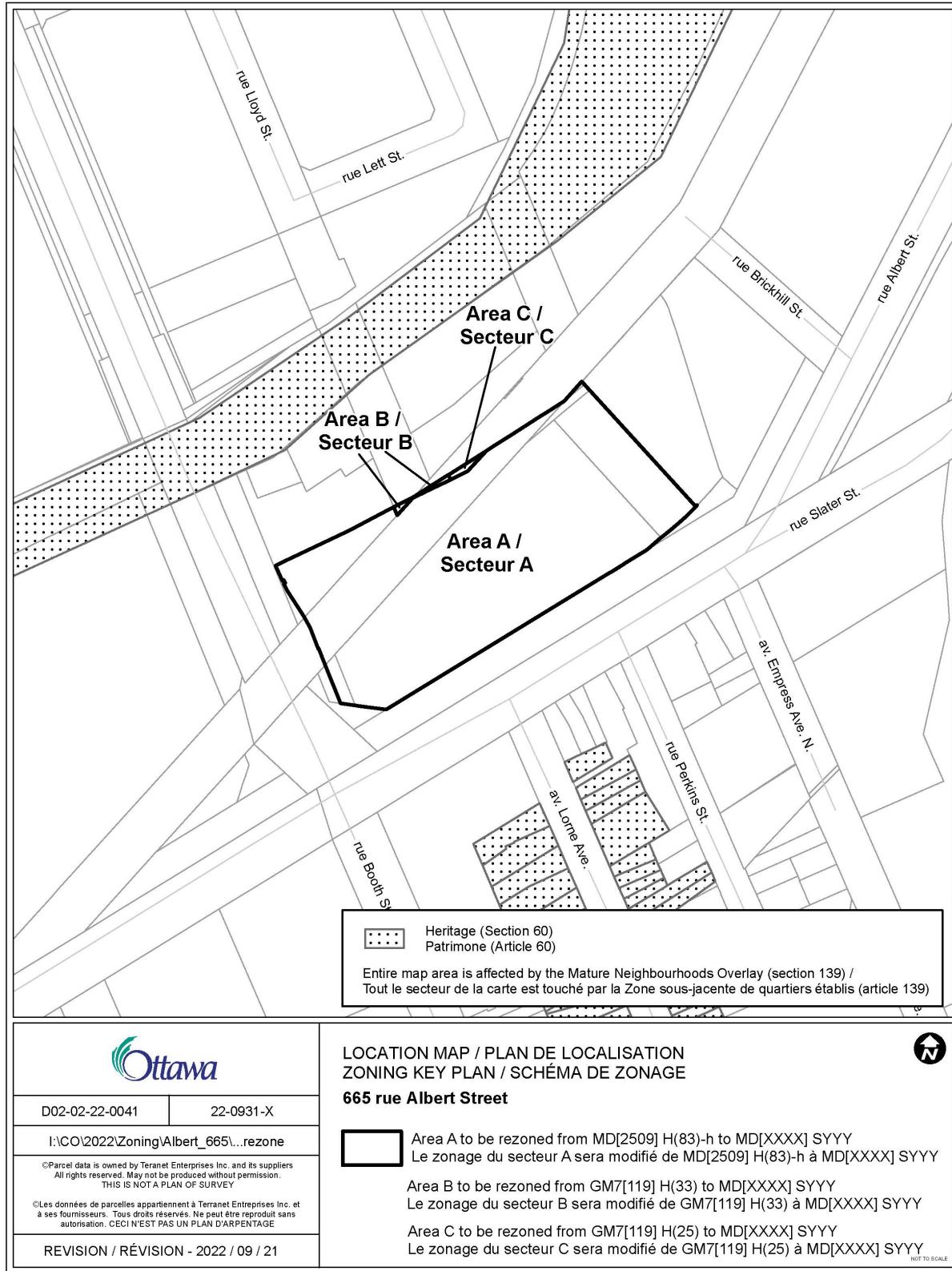
TERRAINS À REDÉSIGNER À PARTIR D'UNE << HAUTEUR DE CONSTRUCTION MAXIMALE DE 25 ÉTAGES >> À  
<< LIMITE DE HAUTEUR MAXIMALE ET NOMBRE MAXIMAL DE TOURS SELON ZONES MD[xxxx] YYYY  
ET MD(2509] H(83)-H >>

## ANNEXE 1 de L' AMENDEMENT No.

au PLAN OFFICIEL  
de la VILLE D'OTTAWA  
Modification du plan secondaire  
Centre-ouest - Annexe K

Secteur de la station Pimisi et des plaines LeBreton  
Hauteur maximale de bâtiment et emplacement des tours

## Document 4 – Zoning Key Plan



D02-02-22-0041

22-0931-X

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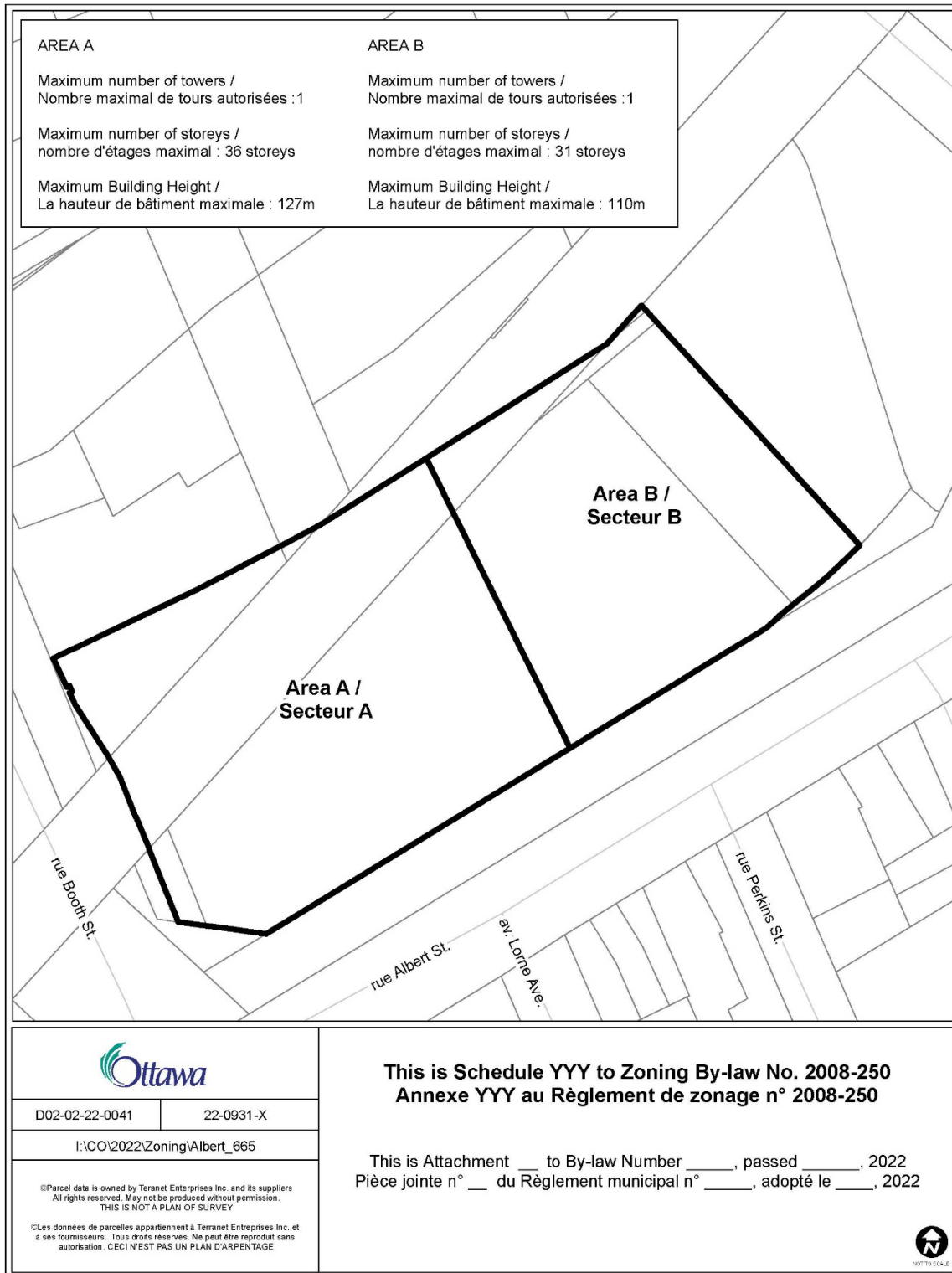
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REVISION / RÉVISION - 2022 / 09 / 21



## Document 5 – Zoning Schedule



## Document 6 – Details of Recommended Zoning

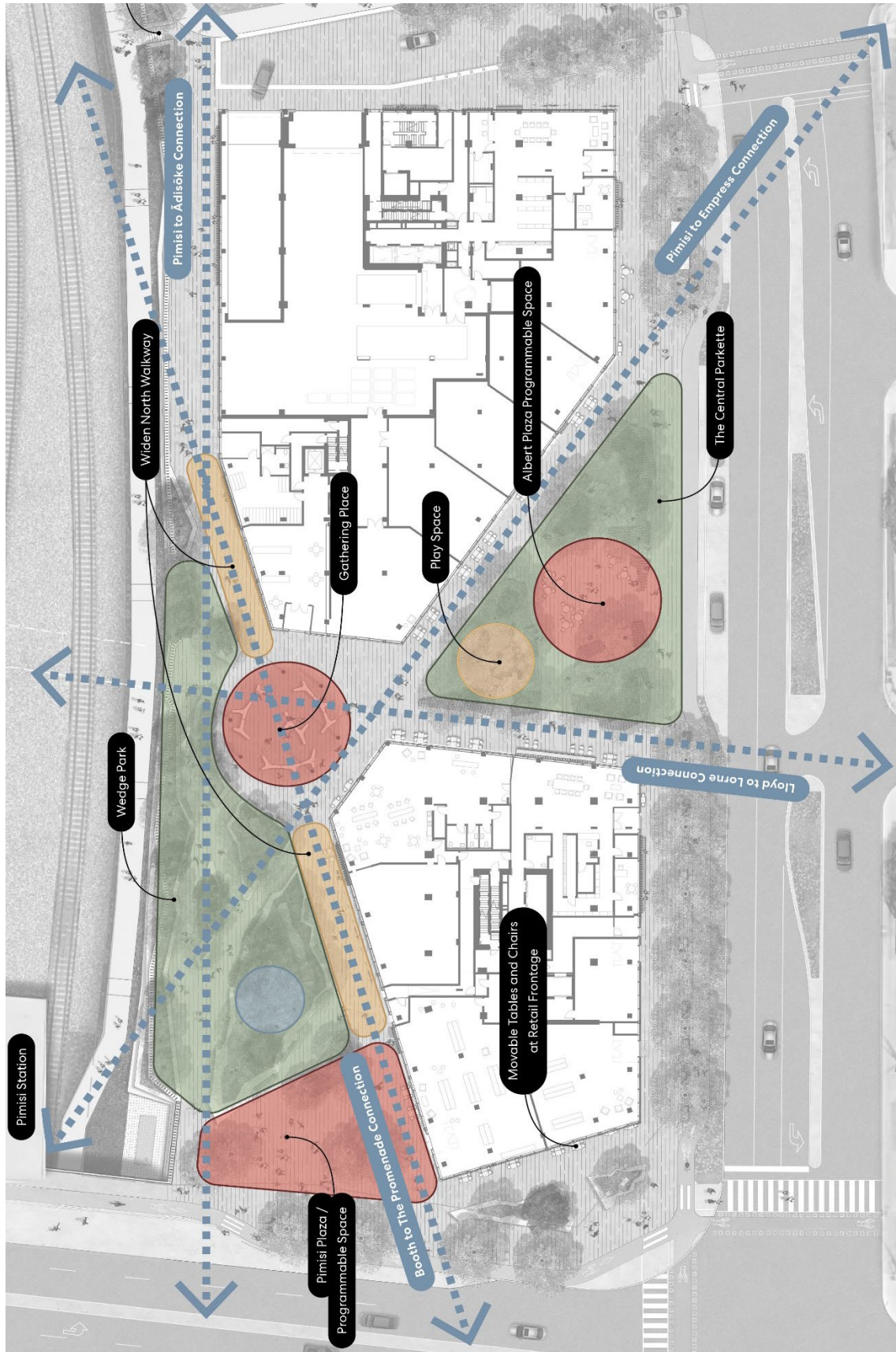
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 665 Albert Street:

1. Rezone the lands as shown on Document 4.
2. Add a new Schedule YYY to Part 17 as per Document 5.
3. Amend Section 239, Urban Exceptions, by amending Urban Exception 2509 with the same effect as follows:
  - a. By amending Column V, “Exception Provisions – Provisions”, as follows:
    - i. By deleting the text “The lands zoned MD[2509] H(83) are considered one lot for zoning purposes”;
    - ii. By replacing the text, “80,000 m<sup>2</sup>” with “14,500 m<sup>2</sup>” as it relates to the maximum total floor area;
    - iii. By replacing the text “A maximum of three towers are permitted” with the text “A maximum of one tower is permitted”;
    - iv. By deleting the text “Tower(s) must be setback a minimum of 10 m from the easterly most lot line” and replacing it with the text “Tower(s) must maintain a minimum 20 m separation from tower(s) on the abutting property to the west.”
4. Amend Section 239 by adding a new Urban Exception XXXX as follows:
  - a. In Column II, “Applicable Zones”, add the text “MD[XXXX]” SYYY.
  - b. In Column V, “Exception Provisions – Provisions”, add provisions similar in effect to the following:
    - Albert Street is considered the front lot line.
    - A ‘tower’ is considered as that portion of a building above the podium.
    - A podium shall have a minimum of three storeys and a maximum of six storeys.
    - Maximum permitted building height, maximum permitted number of storeys, and maximum permitted number of towers are as per Schedule YYY.

- Despite Section 64, mechanical and service equipment penthouses, and elevator or stairway penthouses, are not permitted to project above the maximum permitted building height.
- The maximum permitted total floor area for all development is 65,500 square metres
- Minimum easterly interior side yard setback for development within Area B of Schedule YYY: 9.0 metres
- Despite the required minimum interior side yard setback, the tower permitted within Area B of Schedule YYY shall have a minimum setback of 14.5 metres from the easterly interior side yard
- Minimum tower separation: 23 metres
- Maximum tower floorplate: 750 square metres
- Minimum aisle width in parking garage: 6.0 metres
- Section 193(2) applies to the cumulative total ground floor area of all buildings on the site.
- For the purpose of Section 193(2), the following uses may contribute to the total ground floor area:
  - A lobby servicing a residential use, limited to a cumulative floor area of 200 square metres, provided the lobby is located abutting a façade and has a minimum of 75% glazing;
  - A mechanical room for a permitted use, limited to 200 square metres, provided the mechanical room is located abutting a façade and has a minimum of 75% glazing, and which shall not be required to meet the provisions of Section 193(2)(b); and
  - Bicycle parking room limited to 100 square metres, provided that any portion of the bicycle room abutting a façade has a minimum of 75% glazing.

**Document 7 – Concept Renderings and Plans**





## Document 8 – 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. One public meeting was held virtually over Zoom on July 7, 2022 with approximately 25 attendees. At the virtual meeting, the applicant team presented the proposal and answered questions from attendees. Staff were also available to respond to questions.

A total of three public comments were submitted during the application review process. The following is a summary of the comments received:

### Public Comments and Responses

1. I'm thrilled with this development - it's beautiful, has a lot of affordable and accessible units, and increases the density of the area. We need more developments like this to solve the housing crisis, so I wanted to write in to enthusiastically support this building being built.

**Staff Response:** Noted.

2. I'm very much opposed to the proposed height of these buildings – there's nothing else that high in the community and they will have the effect of dwarfing the entire community (a heritage district) to the south. If you just walk down this stretch of Albert you'll see what I mean. I could imagine if you're only looking north over the lebreton flats these buildings \*might\* make sense, but they'd completely ruin the dozens of houses south of Albert that run back to the escarpment.

**Staff Response:** High-rise development is currently permitted on the subject site. The requested height increase from 25 storeys to 31 and 36 storeys has been analyzed thoroughly and Staff concur that there are no impacts from the additional height.

3. The traffic on Albert and Booth, especially with the recent redirection of daytime traffic from Booth to Albert, is extremely heavy. These towers will only increase it and increase risk to pedestrians.

**Staff Response:** The proposed development is located immediately adjacent to the Pimisi Station and includes bicycle parking for all dwelling units. Transit-supportive development, together with the pedestrian and cycling infrastructure improvements

planned for Albert Street, will encourage active transportation while increasing safety pedestrians and cyclists.

4. Allotting 202 parking spaces for 600 residences is clearly not enough with parking for Pimisi users, the new library, the two new towers on Lett and the loss of visitor parking on Fleet. Parking is already a nightmare. These additional towers will make it even worse.

**Staff Response:** The proposed development is intended to be transit supportive and encourages walking and cycling. Bicycle parking that provides more than one space per dwelling unit will be included within the development so that vehicles are not prioritized as part of the development. The pedestrian and cycling infrastructure improvements planned for Albert Street will further encourage active transportation choices.