

Report to/Rapport au :

Planning Committee
Comité de l'urbanisme

and Council / et au Conseil

**March 12, 2013
12 mars 2013**

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Somerset (14)

Ref N°: ACS2013-PAI-PGM-0066

SUBJECT: CENTRETOWN COMMUNITY DESIGN PLAN AND OFFICIAL PLAN AMENDMENT

OBJET : PLAN DE CONCEPTION COMMUNAUTAIRE DU CENTRE-VILLE ET MODIFICATION AU PLAN OFFICIEL

REPORT RECOMMENDATIONS

That Planning Committee recommend that Council approve:

- 1. The Centretown Community Design Plan as detailed in Document 2; and**
- 2. An amendment to the Official Plan to revise Volume 2A - 3.0 Centretown as detailed in Document 3.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver:

- 1. le Plan de conception communautaire du Centre-ville comme il est expliqué en détail dans le document 2; et**
- 2. une modification au Plan officiel visant la révision du Volume 2A - 3.0 Centre-ville, comme il est expliqué en détail dans le document 3.**

BACKGROUND

The Centretown Community Design Plan (CDP) study was initiated in response to the proposed redevelopment of several Centretown surface parking lots and vacant lots in recent years for high-rise buildings. The number and scale of these redevelopments have caused Centretown residents to raise concerns regarding compatibility, adequacy of existing community amenities and other impacts on the surrounding neighbourhood. Thus, the purpose of the study was to determine how Centretown can contribute to the achievement of the Official Plan intensification objectives while ensuring that compatible infill development and other community concerns are addressed. Also, the Centretown Secondary Plan, adopted in the 1970s, needed to be updated to provide clearer direction towards the future growth of Centretown as a community that reflects Official Plan objectives as well as current development trends.

In addition, the Centretown CDP is an implementation study arising from the Downtown Ottawa Urban Design Strategy (DOUDS) 2020, approved by City Council in March 2004 to establish a long-term design policy framework for the downtown area. This CDP specifically addresses two DOUDS precincts – Centretown East and the Bank Street Corridor - as well as other parts of Centretown.

The CDP study area boundary, which includes the Centretown neighbourhood, is shown on the Location Map (Document 1). While the CDP recommendations encompass the entire neighbourhood, the land use and zoning recommendations mostly focus on the area between Kent and Elgin Streets (with extensions along the northern and southern boundaries) where most of the redevelopment opportunities are concentrated, as well as Centretown Heritage Conservation District. The study boundaries were expanded from this original focus area to encompass all of Centretown in recognition that a section of Centretown could not be studied in isolation without assessing the impacts on the entire neighbourhood.

DISCUSSION

Recommendation 1

Recommendation 1 is for approval of the Centretown CDP as Council's direction for the future development of the Centretown neighbourhood. The CDP provides the basis for the Official Amendment to the update of the Centretown Secondary Plan, which is the subject of Recommendation 2.

The CDP was developed following an in-depth study of relevant issues, and the comments of City departments and other public agencies have been incorporated into the CDP and Official Plan Amendment.

Planning Strategy

The CDP notes that it is not just about intensification, rather, it is about creating a comprehensive CDP for managing growth and considering where new buildings should

be located and what they should look like. It must also explore how Centretown can become the best possible place to live and work. A vision for Centretown tomorrow describes how the community will continue to be one of Ottawa's high-quality mixed-use downtown neighbourhoods.

Based on this guiding vision, the objectives of the study were to:

- Identify and protect the characteristics that make Centretown a successful inner city neighbourhood;
- Identify potential areas for redevelopment, including appropriate sites and recommendations for building form, quality and appearance;
- Develop a strategy to help preserve and protect the best of Centretown's heritage assets;
- Guide the future design of, and identify improvements for, park and open spaces and streets;
- Promote a more walkable and cycleable environment; and
- Identify priority "city-building" initiatives and actions that will make Centretown an even stronger and more sustainable neighbourhood.

Included in the CDP are policy directions for land use, parks and open space, maximum building height, zoning changes, building form guidelines, a mobility strategy, and proposed streetscape improvements. Of critical importance to Centretown in a time of intensification is heritage conservation and the use of Section 37 to obtain additional funding for community benefits.

The CDP supports a growth target of 10,000 new residents (6,250 new dwellings) for Centretown, but states that this target should be considered to be a minimum not a maximum. As such, this target achieves the City's intensification policies within the study area. Building design and community context will become the most important factors for assessing where growth should be directed and what form of growth is most appropriate.

Land Use Plan

The CDP land use designations are Apartment Neighbourhood, Residential, Residential Mixed Use, Traditional and Secondary Mainstreets, Catherine Street Mixed Use Area, Public/ Institutional Area and Open Space.

Apartment Neighbourhood is a high-rise apartment designation located along the northerly part of Centretown bordering the Central Area. Although dominated by residential uses, limited commercial in residential buildings are permitted. Tall buildings are to be designed to avoid overshadowing and provide a transition in building heights to lower-rise areas.

Residential designation includes stable areas where significant change is not expected. Infill may be considered if it is compatible in height and massing with the surrounding building form.

Residential Mixed Use areas feature low and mid-rise residential as the predominant use. Limited commercial uses are permitted, but these must be located in a mixed-use building.

Traditional Mainstreet is a mixed-use designation, linear in form and restricted to Bank and Elgin Streets and part of Somerset Street. Active pedestrian-oriented uses such as retail are required at-grade.

Secondary Mainstreet is a mixed-use designation, linear in form and is restricted to Gladstone Street west of Bank Street and part of Somerset Street. Residential is permitted at-grade. Some Secondary Mainstreets have predominantly residential sections that will develop a more mixed-use character over time.

Catherine Street Mixed Use Area accommodates a mix of uses, and is a new high-rise area of Centretown. Development is encouraged to provide a buffer between the 417 to the south and provide an appropriate transition to the lower-rise residential areas to the north.

Public/Institutional Area includes a variety of community uses including schools, parks and municipal facilities.

Open Space areas include existing and proposed open space (as set out in Section 5.2 of the CDP).

Maximum Building Heights, Landmark Buildings and Section 37 Strategy

The CDP establishes maximum building heights (Schedule H2 in Document 3) to direct where high-rise and mid-rise buildings should go in Centretown in order to ensure compatible development. High-rise buildings, 10-storeys and up, are limited to two areas – the Apartment Neighbourhood and Catherine Street - in order to protect the existing character of the neighbourhood. Both areas provide a transition in maximum building heights to the adjoining mid and low-rise residential areas.

Notwithstanding these limits, as a mixed-use, inner city community in the nation's capital, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. "Landmark Buildings" are those that make both significant and exceptional contributions to the public realm and overall identity of Centretown. They may depart from the built form parameters established for Centretown, but in this regard they will not set precedents for other development, and to be different they must be special and are subject to the location, performance and design criteria set out in the CDP and the Secondary Plan.

New high-rise and mid-rise development will create a need for additional community amenities, such as open space, streetscaping, transportation and recreational facility improvements, etc. In order to realize such community benefits, the CDP proposes that existing maximum building heights remain in place. The City may consider a Zoning By-law amendment to increase building heights up to the maximum shown in the CDP and the Secondary Plan and secure from the developer one or more of the community

benefits identified in the CDP as per the Section 37 policy approved by City Council on March 28, 2012.

Built Form Guidelines

The Centretown CDP contains a set of built form guidelines to address low-, mid-, and high-rise infill to help ensure that it contributes to a positive sense of place and enhances the liveability of the community. These guidelines are intended to augment and refine existing guidelines to respond more specifically to the Centretown context. The guidelines are referenced in the Centretown Secondary Plan OPA in Document 3.

Heritage

Heritage conservation is an important issue in Centretown, particularly with the recent high levels of redevelopment. The CDP discusses the effectiveness of the Centretown Heritage Conservations District (CHCD) policies and the Heritage Overlay zoning regulations in helping to conserve significant heritage buildings in light of these development trends. The CDP recommends that the City undertake an update of the CHCD to address these issues and bring the CHCD into conformity with the *Ontario Heritage Act*. A further recommendation is that the Golden Triangle area east of Elgin Street be the subject of a future heritage study.

Mobility

A mobility strategy focuses on improvements to non-automobile travel to create a better balance between uses, including pedestrians, cyclists, transit users, and motorized vehicles and to create a safe, sustainable and high-quality public realm for all users.

For the pedestrian network, the CDP identifies pedestrian priority routes to connect the community directly to existing and/or planned transit hubs and important employment, shopping and leisure destinations and integrates Centretown with other neighbourhoods. Such routes include Somerset Street, O'Connor Street, Metcalfe Street, Elgin Street, Bank Street, Gladstone Avenue and Catherine Street. Also identified are initiatives for improved pedestrian crossings at priority intersections.

Recommendations for cycling include the identification of missing links in the network proposed in the Ottawa Cycling Plan and several initiatives to improve the cycling environment such as the provision of cycling infrastructure as part of the approval process for new developments. Improvements for transit users include provision of transit priority measures such as transit lanes and enhance waiting facilities at bus stops.

For roads, right-of-way protection, parking supply and two-way conversions and targeted streetscaping recommendations are addressed. It is recommended that the City consider a phased program of conversions with Metcalfe Street being a pilot as a basis for impact monitoring and design assessment while taking into consideration the additional policy discussion and direction of the Downtown Moves Study. Several strategies are presented for greening Centretown streets, such as eliminating surface

parking lot encroachment into public right-of-ways and planting salt-tolerant street trees wherever possible.

Greening Centretown

A Greening Centretown strategy consists of four approaches:

- Repair/upgrade existing parks such as Jack Purcell;
- Add new community parks;
- Introduce smaller open spaces integrated with new development; and
- Provide green connection along streets linking parks and ensure well landscaped pedestrian routes.

Protecting Future Housing Choices

To protect future housing choices, the CDP recommends that the City:

- Assess the impact of requiring like-for-like replacement of units to be demolished;
- Include Part IV designated heritage buildings and Category 1 and 2 Part V designated buildings as part of the rental conversion policy; and
- Additional considerations, including studying the creation of a dedicated “Centretown Affordable Housing Fund.”

Implementation

The CDP and Secondary Plan include several implementation projects, some of which have been mentioned above and others, such as park acquisition, safe pedestrian crossing projects and a Bronson Avenue CDP. Undertaking these projects would be subject to annual work programs and budget cycles.

Recommendation 2

Recommendation 2 is to approve the Official Plan Amendment (OPA) to update the Centretown Secondary Plan in Volume 2A of the Official Plan. The OPA, detailed in Document 3, incorporates the policy directions of the CDP, including updated land use designations, a Section 37 and community benefits strategy, and revised policies addressing housing, heritage, site development, transportation, open space and community facilities. Three schedules – H1- Land Use, H2 - Maximum Building Heights and H3 - Greening Centretown – illustrate the land use designations, maximum building heights and green space strategy that will apply to Centretown.

An annex is also included that illustrates the Character Areas of Centretown.

Notwithstanding that the Centretown Secondary Plan, as amended by this OPA, is part of the Official Plan, the CDP will continue to be a stand-alone Council-approved document for the neighbourhood. It provides the comprehensive policy directions to guide and evaluate future development applications and public works undertaken within Centretown.

Certainty about City policies regarding the future development of Centretown is provided by the Secondary Plan and the CDP, and these documents must be read in conjunction with the Zoning By-law in determining what can be built on any Centretown property.

CONSULTATION

Notice of the CDP and Official Plan Amendment was carried out in accordance with the City's Public Notification and Consultation Policy. Comments on the draft CDP and the staff responses are detailed in Document 4, "Consultation Details".

A summary of the public consultation program and public circulations to date is also detailed in Document 4. These include the comments received from the Final Public Open House (June 29, 2011), comments from the public circulations of the draft CDP and the OPA and updated comments in 2012 and early 2013.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the recommendations of the report and will be providing comments at the Committee meeting.

LEGAL IMPLICATIONS

If the recommendations in this report are adopted and the Official Plan amendment is appealed to the Ontario Municipal Board, Legal Services would propose to extend the retainer of Urban Strategies to include this hearing. The nature and duration of the hearing would depend upon the extent of the appeals filed.

As this proposed Official Plan amendment is City initiated, should Council ultimately not adopt it, such would be the end of the matter with no person being entitled to appeal the decision of Council to the Board.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report.

ACCESSIBILITY IMPACTS

The report recommendations will improve pedestrian movement and safety in Centretown, thereby improving accessibility for all.

ENVIRONMENTAL IMPLICATIONS

The Centretown CDP will help enhance the neighbourhood for residents, businesses, shoppers and visitors alike. It will guide the provision/acquisition of future parks and open space, streetscape improvements, and help enhance the pedestrian and cycling environment.

TECHNOLOGY IMPLICATIONS

There are no technical implications associated with this report.

TERM OF COUNCIL PRIORITIES

The Centretown CDP will help fulfill the 2010-2014 Term of Council Priorities as follows:

Transportation and Mobility:

- Plan well-designed, compact neighbourhoods where residents can live, work, shop and play close by, complete daily activities easily, access viable transit, and support local businesses.

Healthy and Caring Communities:

- Ensure that long-term impacts on the City and the quality of life of its residents are considered when making decisions about how the City's assets are managed, how the City operates and how rural and urban areas are developed.
- Provide accessible, inclusive and quality parks, recreation services and urban spaces that respond to demographic trends in population and activity.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Centretown Community Design Plan (on file with the City Clerk and distributed separately)

Document 3 Proposed Official Plan Amendment

Document 4 Consultation Details

DISPOSITION

City Clerk and Solicitor Department Legislative Services to notify Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5.



Prepared by: Planning and Growth Management Department,
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Préparé par: Service de l'urbanisme et de la gestion de la croissance,
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Scale - N.T.S. / Echelle N.A.E.

Location Map / Plan de révision

**CENTRETOWN COMMUNITY DESIGN PLAN
PLAN DE CONCEPTION COMMUNAUTAIRE DU MILIEU DU CENTRE-VILLE**



CDP Boundary / Limites du secteur

Land use

Utilisation du sol



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THE STATEMENT OF COMPONENTS

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

PART B – THE AMENDMENT, consisting of the following text and maps constitutes the actual Amendment No. X to the City of Ottawa Official Plan.

PART C - THE APPENDIX, does not form part of the Amendment but is provided to clarify the intent and to supply background information related to the Amendment

PART A - THE PREAMBLE

1.0 Purpose

The purpose of this Official Plan Amendment is to implement the land use and urban design components of the Centretown Community Design Plan (CDP) by amending the Centretown Secondary Plan in Volume 2A of the Official Plan. This Secondary Plan will provide Official Plan policy guidance on Council's direction on the future development of the area.

2.0 Location

The area affected by the amendment is the Centretown neighbourhood, located immediately south of the Central Area, within the broader downtown area. Gloucester Street is Centretown's northern most boundary. Other boundaries include the Rideau Canal on the east, the Queensway (Highway 417) on the south and Bronson Avenue on the west, as shown on the Location Map in Part C - The Appendix.

3.0 Basis

The Centretown CDP was undertaken to develop policies and guidelines to:

- More effectively respond to development pressures in Centretown by directing growth to those areas of the neighbourhood most appropriate for intensification;
- Better protect the neighbourhood's heritage assets;
- Ensure new development contributes positively to the public realm and community benefits are obtained in exchange for increasing height and density limits on individual sites;
- Upgrade existing parks, identify locations for new ones and introduce smaller open spaces;
- Improve the pedestrian and cycling networks and streetscapes generally;
- Ensure the use and form of new development is compatible with existing development;
- Reinforce the character of established and stable areas within the neighbourhood and enhance the sense of place in areas identified for growth and change.

PART B - THE AMENDMENT

1.0 Introductory Statement

All of this part of the document entitled “Part B - The Amendment”, consisting of the following text and the Secondary Plan, constitute Amendment No. ____ to the City of Ottawa Official Plan.

2.0 Details of the Amendment

The Official Plan of the City of Ottawa is hereby amended as follows.

Volume 2A – Secondary Plans is hereby amended by deleting Chapter 3.0 Centretown and replacing it with a new Chapter 3.0 Centretown, as follows:

3.0 Centretown

3.1 Location

This chapter applies to the entire area known as Centretown, bounded on the north by Gloucester Street and Lisgar Street, on the east by the Rideau Canal, on the south by the Queensway and on the west by Bronson Avenue, as identified in Schedule H1.

3.2 Purpose and Structure of this Secondary Plan

The purpose of this Chapter is to establish a comprehensive Secondary Plan (“the Plan”) to guide future growth and change in Centretown. It is based on the Community Design Plan for Centretown, translating many key aspects of the CDP into statutory policy.

Sections 3.3 and 3.4 lay the foundation for the Plan with a vision statement and set of overarching principles. Section 3.4 also identifies the Plan’s general objectives under each principle. The Plan’s policies pertaining to mobility, the public realm, heritage, housing, land use and site development can be found in Sections 3.5 – 3.9. The Plan concludes with policies intended to guide its implementation.

In considering and preparing proposals for new development and other physical improvements in Centretown, including public projects, proponents should review all sections of this Plan, in addition to the Centretown Community Design Plan and applicable policies in Volume 1 of the Official Plan.

3.3 Vision

Over the first third of the 21st century, Centretown’s population has grown and its physical environment has evolved, enhancing an already authentic urban character and unrivalled quality of life. People from all backgrounds are attracted by its central location, the variety of businesses and amenities, a strong sense of community, remarkable heritage assets, and the ever-improving quality of the built environment. Centretown continues to be Ottawa’s most diverse and vibrant mixed-use community.

No longer home to architectural blandness, Centretown has become a showcase for creative and beautiful design. Heritage buildings are celebrated features of the community, carefully preserved and often creatively re-used with some incorporated into new development. At the same time, new buildings have come in all shapes and sizes, responding to established neighbourhoods and the downtown context. The resulting

eclecticism reinforces Centretown's identity as a place that values its past while embracing the future.

More space for walking and cycling has turned busy arterials into people places that stitch the different parts of the community together. Calmer roads, greener streetscapes and unique open space moments have also improved the overall image of Centretown. Heritage streetscapes, not just individual buildings, have been maintained.

Metcalfe Street has been reinvented as an elegant green boulevard that gracefully connects the civic and federal realms. The Museum of Nature continues to be the pride of Centretown and is a more prominent and visited landmark. Its expanded green lawns enhance the Museum's setting and play host to countless community events throughout the year. Centretown's revitalized urban parks, and two new parks, are abuzz with the growing number of children and families that use these fun and safe spaces.

As advocates for "shop local, eat local, act local", the growing number of residents choosing to make Centretown their home have reinvigorated businesses along Bank and Elgin Street. Somerset Village has expanded, and Gladstone Avenue has become a destination for creative businesses, fueled by the conversion of light industrial type buildings and garage spaces into studios, gallery spaces and other commercial uses.

Centretown has continued to evolve as a truly complete inner city community that optimizes its downtown location. There is a wide range of housing options, including affordable housing. Most residents don't need to rely on their own car for primary transportation. They walk, cycle or take transit to work. Everything needed for a high quality of urban living - parks, schools, shops, services and cultural attractions - is but a short stroll away.

3.4 Principles and Objectives

The following six core principles flow from the vision for Centretown and provide the foundation for the Secondary Plan. They recognize that Centretown is one of Ottawa's oldest established communities with significant heritage but also an area of the city that can be improved and should evolve strategically to accommodate many more residents and additional businesses. The principles are mutually reinforcing and therefore one is not more important than any other. They establish overarching goals for Centretown, which provide the basis for the more specific objectives under each.

3.4.1 Maintain and respect the character of Centretown's neighbourhoods

The inner city heritage character of Centretown is fundamental to its attractiveness as a place to live, work, shop and visit. The low-rise neighbourhoods generally west of Kent Street and east of Elgin Street have a consistency in the layout, form and architectural quality of housing that is to be maintained and preserved as much as possible. Significant intensification is not planned in these areas, and new development or modifications to existing buildings should reinforce the established character.

The "centre" of Centretown between Kent and Elgin, with its many designated heritage properties, the historic main streets of Bank and Elgin, and the Museum of Nature, is

recognized as a Heritage Conservation District. It is a dynamic, mixed use area, whose character for many years has been more eclectic than that of the bordering neighbourhoods. As this area continues to evolve to accommodate growth and maintain commercial and cultural vitality, conserving designated heritage buildings, and those worthy of designation, will be essential. In pockets where heritage buildings are not clustered, the form of new development generally may be more intense, provided the form and character of neighbouring buildings with heritage value are respected.

Objectives:

- a) Protect identified heritage buildings, streetscapes and areas;
- b) Rehabilitate, conserve and re-use declining buildings with heritage value;
- c) Preserve and reinforce the character of stable, valued neighbourhoods and main streets;
- d) Ensure the scale, massing and design of new development respects the character of surrounding established areas with concentrations of heritage buildings;
- e) Preserve irreplaceable, valued architectural styles;
- f) Integrate heritage elements in the design of new buildings, where appropriate.

3.4.2 Accommodate residential growth

More people living in Centretown will strengthen the local economy, support investments in public transit and help achieve the City's broader sustainability objectives. New buildings to house more people will fill gaps in Centretown's urban fabric, optimizing the use of land and creating more attractive streetscapes.

All neighbourhoods in Centretown can accommodate growth to varying degrees. Most of the growth will be directed to the northern area where high-density development already exists and to the Catherine Street corridor. Growth will also continue to occur through the development of mostly mid-rise buildings in the central area of Centretown. Existing stable low-rise neighbourhoods may experience a more limited level of infill growth as a result of small-scale, low-rise redevelopment, secondary suites and converted houses, for example.

Objectives:

- a) Achieve a minimum intensification target of 10,000 new residents;
- b) Target intensification where it will have minimal or no adverse impacts on established, low-rise neighbourhoods;
- c) Ensure utilities and municipal services are adequate to support the intensification target;
- d) Provide adequate educational, recreational, social and cultural facilities and programming for all residents.

3.4.3 Accommodate a diverse population

Centretown is one of Ottawa's most diverse communities socially and culturally. It is a downtown neighborhood, has good access to transit and services, and contains a variety of housing options for households of all incomes, from detached homes to studio apartments. As Centretown grows and evolves, there should continue to be a wide range of housing types and a significant component of affordable housing.

Objectives:

- a) Ensure new housing provides a range of dwelling types and sizes, including units suitable for families with children;
- b) Provide housing which meets the needs of disabled persons, senior citizens, single parent families and other groups with special needs;
- c) Maintain an adequate supply of affordable housing ;
- d) Strengthen the protection of existing rental housing;
- e) Provide adequate educational, recreational, social and cultural facilities and programming for all residents.

3.4.4 Reinforce and promote commercial activity

Bank Street and Elgin Street are good examples of successful neighbourhood main streets. Somerset Village is a destination for restaurants, and small commercial enterprises now occupy many of the historic homes south of Somerset Street and on either side of Bank Street. Encouraging commercial investment that respects the heritage character of the area has several benefits. It will help ensure the two main streets remain vibrant as well as secondary main streets like Somerset and Gladstone. The retrofitting of heritage homes and other buildings that are costly to maintain into work spaces is one way to ensure they will be conserved as part of the neighbourhood. A thriving commercial environment in Centretown comprising retail, small-service businesses and professional offices supports population and employment growth in broader Downtown Ottawa.

Objectives:

- a) Enhance the presence of small businesses within mixed use areas;
- b) Fill in gaps on Bank and Elgin Streets with mixed-use buildings that reinforce the streets' pedestrian oriented character;
- c) Enhance the presence of retail and small-scale offices within existing and new buildings on Somerset Street and Gladstone Avenue;
- d) Accommodate institutional, cultural and community facilities for all residents that complement, and are compatible with, surrounding uses;
- e) Provide opportunities for studios and workshops in live-work accommodation.

3.4.5 Enhance the public realm

Centretown has lively main streets and a few distinctive open spaces, such as Dundonald Park and Minto Park, but its heavily trafficked north-south streets need improvement from a pedestrian standpoint, and there is a deficiency of parkland and other public open spaces overall. As Centretown's population grows, ages and becomes more culturally diverse, the pressures on parkland and community facilities generally will increase.

It is the City's intent to pursue, through its capital plan and partnerships with other public agencies, a program of streetscape and other public realm enhancements in Centretown. In addition, it will be important to seek and encourage opportunities to establish new public spaces and/or other community facilities on significant development sites.

Objectives:

- a) Increase the overall supply of parkland in Centretown;
- b) Improve the quality and functionality of existing parks and open spaces;
- c) Establish new public squares and other gathering places;
- d) Improve the pedestrian comfort and image of primary streets;
- e) Establish Metcalfe Street as a premier civic boulevard and National Capital entryway;
- f) Improve the open space setting for the Museum of Nature with an emphasis on the West Lawn as a landmark landscape;
- g) Protect and preserve existing trees and other desirable vegetation;
- h) Plant new trees in public open spaces and right-of-ways;
- i) Establish new community and cultural facilities to serve the needs of residents and complement existing cultural amenities.

3.4.6 Encourage walking, cycling and transit use

With its grid pattern of streets and mix of uses, Centretown is generally a walkable community and it is well served by public transit. Nevertheless, the priority placed on vehicular traffic on streets such as Kent, O'Connor and Metcalfe makes them pedestrian and bicycle unfriendly and creates mobility barriers within Centretown. The incremental conversion of these streets from one-way to two-way, along with other streetscape improvements, would encourage more walking, cycling and transit use, as well as promote investments in adjacent private properties. Improved cycling and pedestrian connections to surrounding neighbourhoods and the National Capital Commission's pathway system.

Objectives:

- a) Reduce the number of car-dependent households;

- b) Provide additional amenities for pedestrians and transit users on Centretown's main streets and other key streets;
- c) Ensure appropriate pedestrian and cycling infrastructure is provided as part of any major roadway improvement projects;
- d) Expand the network of pedestrian pathways and cycling facilities in Centretown and improve connections to adjacent neighbourhoods;
- e) Create more balanced arterial streets to meet the needs of all users
- f) Improve public transit service as warranted;
- g) Minimize and mitigate the impact of through traffic on residential streets;
- h) Expand car-share and bike-share programs and facilities.

3.4.7 Promote design excellence

The cherished historic character of Centretown is testimony to the value of design excellence. As parts of the community grow and evolve, they should maintain and celebrate their excellent qualities while encouraging development that establishes new legacies. High-quality improvements to the public realm also have a vital role to play.

Design excellence can result from the creativity of a single architect, landscape architect, engineer or artist, but it should be inspired by context and it almost always relies on input from many sources—professional collaborators and reviewers, users of the building or space, and the public. Building on the guidelines and other recommendations of the Centretown CDP, it is the City's intent to ensure that all significant developments and capital projects are subject to a rigorous design review process.

Objectives:

- a) Ensure all new development is well designed and built with high-quality, long-lasting materials;
- b) Ensure new development in established neighbourhoods respects and complements the existing character of the area;
- c) Steadily increase the number of buildings that meet high standards for energy efficiency, environmental design and green buildings generally (i.e., LEED™-rated buildings);
- d) Steadily increase the number of projects recognized by professional design organizations for excellence;
- e) Ensure the community is engaged in the processes that lead to significant new developments and has an opportunity to provide input on the design of new buildings and public projects.

3.5 Mobility

Centretown is a compact, urban community with a traditional grid pattern of streets and well served by public transit. As such, it encourages walking, cycling and transit use. However, much of the network is designated as part of the arterial road system and is focused on supporting the movement of cars between Ottawa's downtown core to the north and Highway 417 to the south. It has been generally accepted that vehicular traffic levels through Centretown will remain high with some areas experiencing congestion, particularly at peak times. Nevertheless, it is a goal of this Plan to reduce the impact of traffic levels on the neighbourhood and create an environment that is even more conducive to using alternatives to the automobile. The Plan encourages a program of complete streets for Centretown. The policies in this section focus on functional improvements aimed at achieving a more balanced mobility network in Centretown. Related policies regarding other improvements to streetscapes can be found in Section 3.6.

3.5.1 Public Transportation

- 3.5.1.1 The City shall maintain the general level of transit service in Centretown and make service enhancements where supported by an increased population in the area and/or by the demands placed on the larger city transit network.
- 3.5.1.2 The City shall identify and implement opportunities to make streets in Centretown more transit friendly. Measures to be considered shall include transit lanes, bus bulb-outs and improved shelters/waiting areas at bus stops.

3.5.2 Cycling and Walking

- 3.5.2.1 Expanding the cycling network and implementing other cycling improvements shall be guided by the Ottawa Cycling Plan and the Centretown CDP. The City shall also pursue other opportunities to improve cycling connections to the Laurier Avenue bike lanes, across the Queensway and the Rideau Canal, and to the National Capital Commission pathway network.
- 3.5.2.2 The City shall identify and implement opportunities for additional bicycle parking in major developments and at key destinations in Centretown, including Jack Purcell Community Centre, Minto Park, the Museum of Nature, and along Bank and Elgin Streets. The City shall also encourage the provision of bike-share facilities in Centretown.
- 3.5.2.3 The City shall be guided by the Centretown CDP and the policies in Section 3.6.3 for enhancements to the pedestrian network. Metcalfe, Elgin, O'Connor and Somerset Streets are "Pedestrian Priority Streets", where improvements shall be focused first. The City shall re-allocate the space and priority of the public rights-of-way to better serve the needs of pedestrians and cyclists, through expanded boulevards for sidewalks and plantings, cycling facilities and other measures set out in the CDP.

3.5.3 Street Network

- 3.5.3.1 Further to the policies in Section 7, Annex 1 of the Official Plan, right-of-way (ROW) protection shall respond to the existing pattern of development in Centretown and be pursued on a case-by-case basis. The primary consideration in modifying ROWs shall be to retain a consistent streetwall or

- other building frontage condition. In cases where a site is on the corner, or a neighbouring building is already setback, the ROW protection standard could be applied to increase the pedestrian zone. Generally, ROW widenings consistent with the ROW protections shall be for the purposes of improving the streetscape and addressing the needs of pedestrians and/or cyclists and not to widen the roadway for expanded vehicle lanes.
- 3.5.3.2 The City shall study the potential to convert key one-way streets in Centretown that favour peak-hour traffic traveling through the area to two-way streets. Two-way conversions are intended to improve safety and comfort for pedestrians, cyclists and drivers, provide a greater choice of routes, improve wayfinding, and create more inviting addresses for development. The first street to be analyzed for conversion shall be Metcalfe Street, followed by Lyon Street and then O'Connor Street and Kent Street. The conversion of Metcalfe shall be considered in conjunction with a landscape plan for the Museum of Nature block (see Policy 3.6.1.2). The studies shall consider the impacts of conversions on the existing Queensway ramping system and changes to the Queensway corridor proposed by the Ministry of Transportation as well as the priorities identified by the National Capital Commission Core Area Master Plan.
- 3.5.4 Parking
- 3.5.4.1 The City shall undertake an inventory of existing public parking spaces in Centretown and their current utilization. As the area evolves, the City shall periodically monitor changes to public parking supply and demand. Rates for on-street parking shall be reviewed to ensure an appropriate balance between encouraging non-automobile travel while continuing to attract visitors and retail patrons who arrive by car.
- 3.5.4.2 The City shall encourage the provision of below-grade or above-grade public parking within new private developments close to major destinations.

3.6 Public Realm

The public realm of Centretown includes its streets, pathways, parks and open spaces, recreational facilities, schools and other institutions. The accessibility and quality of the public realm is fundamental to the quality of life in Centretown as a green and livable community as well as to the success of its businesses.

The policies in this section focus on maintaining and improving key elements of Centretown's existing public realm and adding new ones. Equally important, the CDP and the policies below support a strategy of upgrading existing open spaces, greening Centretown's key streets and securing high-quality open space "moments" through redevelopment. In addition, the policies in Section 3.5 emphasize the importance of improved connections for pedestrians and cyclists within the community and to surrounding areas with open space and recreational amenities.

3.6.1 Parks and Open Spaces

- 3.6.1.1 The City shall implement an ongoing program of park improvements in Centretown, guided by the "Greening Centretown" strategy in the CDP. Jack Purcell Park shall be a priority for additional improvements that build on recently implemented and already planned initiatives.
- 3.6.1.2 The City, in collaboration with the National Capital Commission, shall initiate a restoration plan for the Metcalfe Gateway and the Canadian Museum of Nature block aimed at significantly improving its landscape and accessibility. The plan shall address:
- a) Eliminating the Metcalfe Street jog between McLeod Street and Argyle Avenue to create a unified open space;
 - b) Re-landscaping the park, with an emphasis on the west lawn, to a significantly higher standard as per the 2003 Public Works-Government Services Canada study;
 - c) Special streetscape treatment for the Metcalfe/McLeod intersection to create a public gathering space at the front entrance to the museum;
 - d) Reconstruction of Metcalfe Street as a civic boulevard, including street trees, special paving, lighting, coordinated street furniture and traffic calming measures at key intersections (as determined by a downtown transportation study); and,
 - e) Opportunities for an improved alternative scenic access system from the Queensway and Elgin Street to the Queen Elizabeth Driveway.
- 3.6.1.3 The City shall pursue the acquisition and creation of the new parks and other public open spaces conceptually identified on Schedule H3 and described in the Centretown CDP. The acquisition and/or programming of these open spaces will require working cooperatively with public agencies and private landowners. In addition to the parks identified on Schedule H3, the City may acquire other lands for parkland without amendment to this Plan.

- 3.6.1.4 To complement existing and new parks, the City shall use the development approval process to secure the provision of publicly accessible open spaces at strategic locations throughout Centretown. Generally, these open space “moments” shall be located at intersections, although mid-block locations will also be considered.
- 3.6.1.5 The City shall encourage the National Capital Commission to develop the open space area adjacent to the Rideau Canal for both active and passive recreation in order to increase recreational opportunities for the residents of Centretown.
- 3.6.1.6 Where appropriate, and through formal agreements where necessary, the City shall seek to ensure open spaces associated with schools, churches and office buildings are located and designed for enjoyment by the general public. Alternatively, or in addition, the City may lease vacant public or private land for park purposes, where desirable.
- 3.6.1.7 The City shall prohibit the creation of surface parking lots on newly vacant lands and instead require that such lands be appropriately landscaped for the interim period between demolition and redevelopment.

3.6.2 Community Services

- 3.6.2.1 The City supports retaining existing Centretown schools as educational institutions. Recognizing school buildings and the open space surrounding them as important facilities within the community, the City shall work with the School Boards to optimize their use for recreation, social and cultural activities.
- 3.6.2.2 The City supports the concentration of a number of recreation and meeting facilities in community centres. These centres may also include health and dental clinics, personal counseling services, legal aid, daycare, information and referral services, and any other service which is best delivered at the neighbourhood level. The delivery of recreational and social services within Centretown shall be closely coordinated in order to avoid inefficiency and duplication.
- 3.6.2.3 The McNabb and Jack Purcell Community Centres shall be maintained and enhanced as required. The City shall investigate the potential for a third community centre in the northern part of Centretown to meet the needs of the existing and future population in the area. The City shall also pursue opportunities, including partnerships with private landowners and developers, to acquire additional community meeting spaces, youth and seniors centres, and outdoor recreation spaces, such as skateboard courts and basketball courts.

3.6.3 Streetscapes

- 3.6.3.1 Guided by the Centretown CDP, the City shall undertake streetscape improvements on the following key streets, as part of the capital budget for any road and infrastructure renewal program for the streets:
- Elgin Street
 - Catherine Street
 - Metcalfe Street
 - O'Connor Street
 - Somerset Street
 - Gladstone Avenue
 - Lyon Street
- 3.6.3.2 Where existing surface parking lots meet or encroach on the public right-of-way, the City shall use the development application process or may use other means at its disposal to eliminate encroachments and improve the buffering of parking lots and associated streetscapes.
- 3.6.3.3 Hydroelectricity, natural gas, communications/telecommunications and other utility systems will be extended wherever necessary to serve new development in consultation with the utility provider. In the interest of enhancing the physical environment of the inner city, the City will explore the possibility of installing utilities underground and will support the burying of existing overhead wiring where feasible, and in keeping with the Underground Wiring Policy approved by Council on April 13, 2011, as amended from time to time.

3.7 Heritage

Centretown is rich in heritage, and it is highly valued by residents, business owners and visitors. Its historic buildings, streetscapes and neighbourhoods are central to Centretown's existing character and should remain so even as the area evolves to incorporate more contemporary buildings. The intent of the policies below is to ensure the most significant aspects of Centretown's heritage are protected, maintained and celebrated. They also aim to ensure that, where redevelopment occurs, the design and landscaping of new buildings will be sensitive and complementary to the character of neighbouring heritage assets.

3.7.1 Centretown Heritage Conservation District

- 3.7.1.1 The City shall initiate a review and update of the Centretown Heritage Conservation District (CHCD) Study. The updated study shall consider:
- The diversity of buildings, in terms of age, form and quality, within the existing CHCD and the objective of this Plan to accommodate population growth and new, contemporary buildings within the CHCD;
 - A street-by-street or cluster-by-cluster approach to describing historically and architecturally significant buildings within and beyond the CHCD;

- More comprehensive descriptions and guidelines for identified clusters and streetscapes;
- Appropriate architectural guidelines for new buildings adjacent to designated heritage and other “character” buildings;
- Modifications to the current boundaries of the CHCD to capture any significant buildings or areas outside the CHCD and exclude areas where CHCD restrictions and guidelines need not apply.

3.7.1.2 The CHCD study update shall be coupled with a review of the existing classification system to ensure accurate classification of heritage assets. All Group 1 and Group 2 structures should remain fully protected, while those properties currently classified as Group 3 and Group 4 should be re-assessed to determine whether they should be available for redevelopment and/or integrated into new development on the site.

3.7.1.3 The City shall pursue appropriate designations of undesignated heritage buildings and areas based on the recommendations of the updated CHCD Study,

3.7.2 Integrating Heritage

3.7.2.1 The City shall encourage the rehabilitation and re-use of heritage buildings in Centretown and shall consider new financial incentives in the context of a Community Improvement Plan to further this objective.

3.7.2.2 In addition to being subject to design guidelines in the CHCD Plan, where applicable, new development adjacent to heritage buildings, clusters and streetscapes shall respect the guidelines in Section 6.5 of the Centretown CDP.

3.8 Housing

There are expected to be many more people living in Centretown in the decades ahead, and a key objective of this Plan is to ensure there is a broad range of housing choices for existing and future residents. The policies below, which are further to the policies in Section 4.5 of Volume 1 of the Official Plan, support this objective, focusing specifically on the issue of affordable housing.

3.8.1 Affordable and Assisted Housing

3.8.1.1 The City shall include the provision of affordable housing units and the conservation and replacement of rental housing as possible Section 37 community benefits. A Centretown Affordable Housing Fund shall be created and funded from Section 37 and Development Charges Reserve Fund contributions.

- 3.8.1.2 The City shall work with private developers to introduce home ownership programs to create affordable condominium units.
- 3.8.1.3 In recognition of the affordability problem encountered by many individuals and families in securing adequate housing, the City shall encourage, and shall determine specific means to provide for, a percentage of publicly assisted housing for persons and families of low to moderate income in major new residential developments in Centretown. The City of Ottawa may also purchase existing housing or assemble land for housing construction, as circumstances demand, in order to further the objectives of this Plan.

3.8.2 Protection of Rental Housing

- 3.8.2.1 The City shall review the provisions of the *Municipal Act* with the intent of strengthening existing policies regarding the replacement of rental units, focusing on affordability, tenure, rent controls and administration.
- 3.8.2.2 Notwithstanding Policy 4.5.3 of Volume 1 of the Official Plan, heritage buildings designated under Part IV of the *Ontario Heritage Act* and Category 1 and 2 buildings designated under Part V of the *Act* shall not be exempted from the rental conversion policy.

3.9 Land Use and Site Development

The policies of this section address how land can be used and developed and relate to Schedule H1 Land Use and Schedule H2 Maximum Building Heights.

Centretown as a whole is a mixed-use community comprised of distinct areas or neighbourhoods, some of which are more mixed than others but each of which has its own physical character. These “character areas”, identified on Annex 1 and described in detail in the Centretown CDP, are very important to the continued evolution of Centretown. The Residential Character Areas, comprised almost entirely of low-rise buildings, are the most consistent and uniform neighbourhoods in Centretown; they are generally attractive and healthy and are not planned for significant physical change. The Northern Character Area is an area of high density development that is planned for more residential and mixed-use intensification in mostly tall buildings that frame and enliven adjacent streets. The Southern Character Area, defined for the most part by automobile-oriented commercial uses and underutilized land, has the potential, like its northern counterpart, to accommodate a significant amount of the planned growth in Centretown in generally tall buildings.

The Central Character Area is the most complex of the character areas. Containing parts of Bank, Elgin and Metcalfe Streets, Somerset Village, and the Museum of Nature, it is the core of Centretown and accommodates an assortment of uses. Its charm derives from its eclectic, ever-evolving character. With a number of vacant or underutilized lots, parking lots and aging buildings that lack heritage value, it is expected to continue to evolve to accommodate more residential and mixed-use

development that respects and complements the many historic buildings and streetscapes in the area.

The policies below respond to the varying land use and built form visions for each character area. They are linked to the Land Use and Maximum Heights maps appended to this Plan (Schedules H1 and H2).

3.9.1 Residential Character Areas

- 3.9.1.1 The predominant land use designation in the Residential Character Areas is *Residential*, as identified in Schedule H1. This designation permits detached, semi-detached and converted houses, townhouses and low-rise apartment buildings. Public open spaces are also permitted throughout *Residential* areas.
- 3.9.1.2 In the west Residential Character Areas, Somerset Street east of Percy Street and Gladstone Avenue, are considered *Secondary Mainstreets*. In addition to low-rise forms of housing, small-scale, neighbourhood-oriented commercial uses shall be permitted on properties fronting these streets. Somerset Street west of Percy Street is considered a *Traditional Mainstreet*, where retail or public uses are required on the ground floor of buildings.
- 3.9.1.3 New development in the Residential Character Areas shall be consistent with the prevailing pattern of development along the street in the immediate vicinity, in terms of front and side yard setbacks and massing. The maximum height shall be the lesser of 14.5 metres or four-storeys, as identified in Schedule H2.

3.9.2 Northern Character Area

- 3.9.2.1 The predominant land use designation in the Northern Character Area is *Apartment Neighbourhood*, as identified in Schedule H1. This designation permits apartment buildings and townhouses as well as public open spaces. Small-scale, neighbourhood-oriented commercial uses are also permitted. Non-residential uses are restricted to the first two floors of a building and cannot occupy more than 50 per cent of its gross floor area in R5 and R4-zoned areas.
- 3.9.2.2 The portions of Bank Street and Elgin Street in the Northern Character Area are considered *Traditional Mainstreets*. Buildings fronting these streets shall have active uses such as retail on the ground floor fronting the street and maintain a continuous streetwall. Retail shall also be permitted on the second floor; otherwise, upper floors shall be occupied by residential or office uses.
- 3.9.2.3 Buildings of varying heights shall be encouraged in the Northern Character Area. The maximum heights, identified in Schedule H2, are intended to achieve a transition to the mid-rise and low-rise areas to the south. Tall buildings, those 10-storeys or higher, generally shall take a podium and tower

form, as prescribed in the Centretown CDP. Podiums shall frame adjacent streets and have a maximum height of six storeys. To moderate shadow, sky view and privacy impacts, towers generally shall be stepped back from podium edges, have a maximum floorplate of 750 square metres and be spaced a minimum of 20 metres apart from one another. Generally, neighbouring towers on a block or across the street from one another shall be staggered. The placement of towers shall consider the potential of adjacent properties to accommodate a tall building. Generally, towers shall be set back a minimum of 9 metres from rear lot lines, except south of Lisgar Street, where the minimum rear setback generally shall be 10 metres.

3.9.3 Southern Character Area

- 3.9.3.1 The predominant land use designation in the Southern Character Area is *Catherine Street Mixed Use*, as identified in Schedule H1. This is a special mixed use designation that recognizes the wide variety of uses that are appropriate in the area. The intent is to maintain employment uses in the area while encouraging infill and high rise redevelopment that provides a buffer between the Queensway and the established neighbourhoods to the north. Permitted uses shall include apartment buildings, townhouses, offices, small-scale and large-format retail, hotels, bulk good outlets, wholesale operations and other commercial operations that serve the needs of travelers, commuters and Centretown residents.
- 3.9.3.2 Retail uses shall be oriented to Catherine Street to encourage pedestrian activity. Parking for retail generally shall be located at the rear of buildings and shall not be located in the front.
- 3.9.3.3 Buildings of varying heights shall be encouraged in the Southern Character Area. The maximum heights, identified in Schedule H2, are intended to achieve a transition to the mid-rise and low-rise areas to the north. Tall buildings, those 10 storeys or higher, generally shall take a podium and tower form, as prescribed in the Centretown CDP. Podiums shall frame adjacent streets and have a maximum height of six storeys. To moderate shadow, sky view and privacy impacts, towers generally shall be stepped back from podium edges, have a maximum floorplate of 750 square metres and be spaced a minimum of 20 metres apart from one another. Generally, neighbouring towers on a block or across the street from one another shall be staggered. The placement of towers shall consider the potential of adjacent properties to accommodate a tall building. Generally, towers shall be set back a minimum of 10 metres from rear lot lines.

3.9.4 Central Character Area

- 3.9.4.1 Consistent with the eclectic nature of the Central Character Area, it comprises several land use designations, as identified in Schedule H1, including the following mixed use designations:

- a) *Traditional Mainstreet* – This applies to the properties fronting Bank Street, Elgin Street and a portion of Somerset Street, where active uses such as retail shall be required on the ground floors of buildings fronting the street and a continuous streetwall shall be maintained. Retail shall also be permitted on the second floor; otherwise, upper floors shall be occupied by residential or office uses. Required parking shall be located at the rear of buildings or underground.
- b) *Secondary Mainstreet* – This applies to properties fronting Somerset Street, between O’Connor Street and Elgin Street, where commercial uses in heritage houses and at the base of apartment and office buildings shall be permitted and encouraged. Notwithstanding the presence of commercial uses on Somerset Street, it should maintain a generally residential character, with buildings set back from the right-of-way and landscaped front yards (or restaurant patios), except where it intersects with Bank and Elgin Streets.
- c) *Residential Mixed Use* – This applies to portions of the Central Character Area historically occupied by houses and other low-rise housing forms that have been partially converted to commercial uses and to adjacent neighbouring properties where such conversions are appropriate. Non-residential uses shall be restricted to retail and other small-scale commercial uses such as personal services and offices and small-scale institutional uses, such as daycares. Such uses shall be restricted to the first two floors and the basement and shall not occupy more than 50 per cent of the gross floor area of the building. The *Residential Mixed Use* designation also permits detached and semi-detached houses, townhouses and apartment buildings that do not contain non-residential uses.

3.9.4.2 The Central Character Area also includes properties designated Residential, where the permitted uses shall be restricted to detached, semi-detached and converted houses, townhouses and low-rise apartment buildings.

3.9.4.3 A variety of mid-rise and low-rise buildings shall be encouraged in the Central Character Area. Schedule H2 identifies maximum heights. Generally, buildings up to nine storeys shall be permitted. Where a building greater than six storeys is proposed adjacent to a property where the maximum height is four storeys, a stepping of heights or increased setbacks may be provided to achieve an appropriate transition. Buildings shall be restricted to four storeys where there are clusters of designated heritage buildings and to five storeys along Elgin Street.

3.9.5 General Policies

3.9.5.1 Centretown is home to a range of public and institutional uses, including schools, parks, museums, public utility installations, municipal facilities, community resource and health facilities, and places of worship. Schedule

H1 identifies *Public/Institutional Areas*, where such uses exist and will continue to be permitted.

- 3.9.5.2 Schedule H1 identifies the locations of existing and proposed open spaces. Parks and other public open spaces shall also be permitted in all other land use areas in Centretown. A range of community, cultural and recreational facilities shall be permitted in parks and open spaces.
- 3.9.5.3 The maximum building heights identified in Schedule H2 are intended to help ensure compatibility between existing buildings and new development and between areas of different building heights. The Zoning By-law may establish a lower maximum height for a portion of a site to ensure new development achieves an appropriate built form transition to adjacent areas of lower height.
- 3.9.5.4 Where the existing maximum building heights in the Zoning By-law are lower than those shown on Schedule H2, increases in height and/or density deemed suitable by the City through a rezoning process will be subject to Section 37 of the *Planning Act* in accordance with the Council-approved Section 37 Guidelines and Policy 8 in Section 5.2.1 of the Official Plan.
- 3.9.5.5 As a mixed-use, inner city community in the nation's capital, Centretown may be an appropriate location for developments that, through their design and public uses, establish true civic or national landmarks. "Tall Landmark Buildings" are those that make both significant and exceptional contributions to the public realm and overall identity of Centretown. They may depart from the built form parameters established for Centretown, but in this regard they will not set precedents for other development, and to be different they must be special.

Notwithstanding the height limits in Schedule H2, where high-rise and mid-rise buildings are permitted in the Northern, Central and Southern Character Areas, the City may permit Tall Landmark Buildings to exceed the height limits but only under very specific circumstances as described below. Tall Landmark Buildings shall:

- a) Only be permitted on large lots with frontage on three streets, except in the Southern Character Area, where frontage on two streets is required;
- b) Not be permitted in Residential, Traditional or Secondary Main Street designations;
- c) In the Residential Mixed Use designation, only be considered on properties fronting O'Connor, Metcalfe and Kent Streets and only if the proposed development, along with any park/public open space component, is massed to those streets;
- d) Provide and deliver a significant, publicly accessible and publicly functioning open space and/or a significant public institutional use, such as a cultural or community facility, on the site. Where an institutional use is not proposed, the open space shall comprise a contiguous area that is a minimum of approximately 40 per cent of the area of the subject site and

have frontage on at least two streets. Public open space components will be in addition to cash-in-lieu of parkland required under the city's parkland dedication by-law;

- e) Not result in a new net shadow impact on an existing public open space greater than that which would be created by the base height condition;
 - f) Conform to the built form policies of this Plan applicable to tall buildings (3.9.2.3 and 3.9.3.3);
 - g) Not require the demolition of a designated heritage building and shall retain, restore and integrate any significant heritage features on the site;
 - h) Demonstrate leadership and advances in sustainable design and energy efficiency;
 - i) Be subject to an architectural design competition that includes City representation on the selection jury and/or, at the City's discretion, be subject to the City's specialized design review process within the framework of the Urban Design Review Panel process to exercise a detailed peer review of landmark buildings as per Policy 3.11.2.1;
 - j) Be subject to the provisions of Section 37 of the *Planning Act* and in accordance with the Council-approved Section 37 Guidelines for determining value uplift and as per Policy 3.9.5.4; and,
 - k) Fully respect the requirements of the Visual Integrity and Symbolic Primacy of the Parliament Buildings and Other National Symbols guidelines related to building height restrictions. The provision is not intended to introduce tall buildings, at a scale not found elsewhere in the plan without a specific review and analysis of the implications. The specific context of the location of a proposal will form part of this review and be taken into account when determining building heights.
- 3.9.5.6 To maintain attractive and pedestrian-friendly streetscapes, the impact of off-street parking shall be minimized in Centretown. In designated Residential areas and Residential Mixed Use areas, front yard parking for existing houses and apartment buildings shall be discouraged and generally shall not occupy the front yard beyond an existing driveway. Parking for new buildings in these areas shall be located at the rear of the building. In all other land use areas, parking for apartment buildings, office buildings and mixed-use buildings generally shall be located at the rear of the building or underground.
- 3.9.5.7 In addition to conforming to the built form policies of this section, all new development in Centretown shall respect the guidelines in Sections 6.2-6.4 of the Centretown CDP.

3.10 Interpretation

- 3.10.1 This Chapter establishes broad principles to guide future development in Centretown. Schedule H1 - Centretown Land Use is intended to illustrate certain aspects of the Plan and shall be considered as approximate rather than absolute. The boundaries between the various classes of land use are general only and are not intended to define the exact limits of a land use area.

- 3.10.2 Chapters 1-3 and Schedules H1-H3 constitute the Centretown Secondary Plan. Annex 1 is provided for information only and is not part of the Secondary Plan.
- 3.10.3 Where the policies of this Plan conflict with those of Volume 1 of the Official Plan, the policies of this Plan shall prevail.

3.11 Implementation

The policies of this Chapter provide a framework for the future development of Centretown. The success of these policies depends on effective implementation. This section, which reinforces and augments the implementation policies contained in Volume 1 of the Official Plan, describes the principal tools and actions the City intends to use to implement the objectives and policies of the plan.

3.11.1 General

- 3.11.1.1 This Secondary Plan shall be implemented using some or all of the following, as provided for under the *Planning Act* and also identified in Volume 1 of the Official Plan:
- a) approval of individual draft plans of subdivision/condominium and part lot control exemptions;
 - b) enactment of zoning by-laws;
 - c) use of density and height bonusing provisions as per Section 37 of the *Planning Act*;
 - d) use of site plan control;
 - e) execution of Letters of Undertaking and/or registration of site plan agreements;
 - f) use of the Holding Symbol "H";
 - g) dedication of parkland or cash-in-lieu of parkland;
 - h) use of powers and incentives enabled by a Community Improvement Plan;
 - i) use of development agreements registered on title.
- 3.11.1.2 The implementation of certain policies may require the co-operation of other public authorities, including the Province of Ontario and the National Capital Commission. Wherever the agreement or involvement of two or more authorities is required to implement certain aspects of the Plan, the City of Ottawa will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.

3.11.2 Design Review

- 3.11.2.1 Much of Centretown is located within the Design Control Area identified in Schedule L of the Official Plan. As per Section 5.2.6 of the Official Plan, all new development within this area shall be subject to Design Review by the

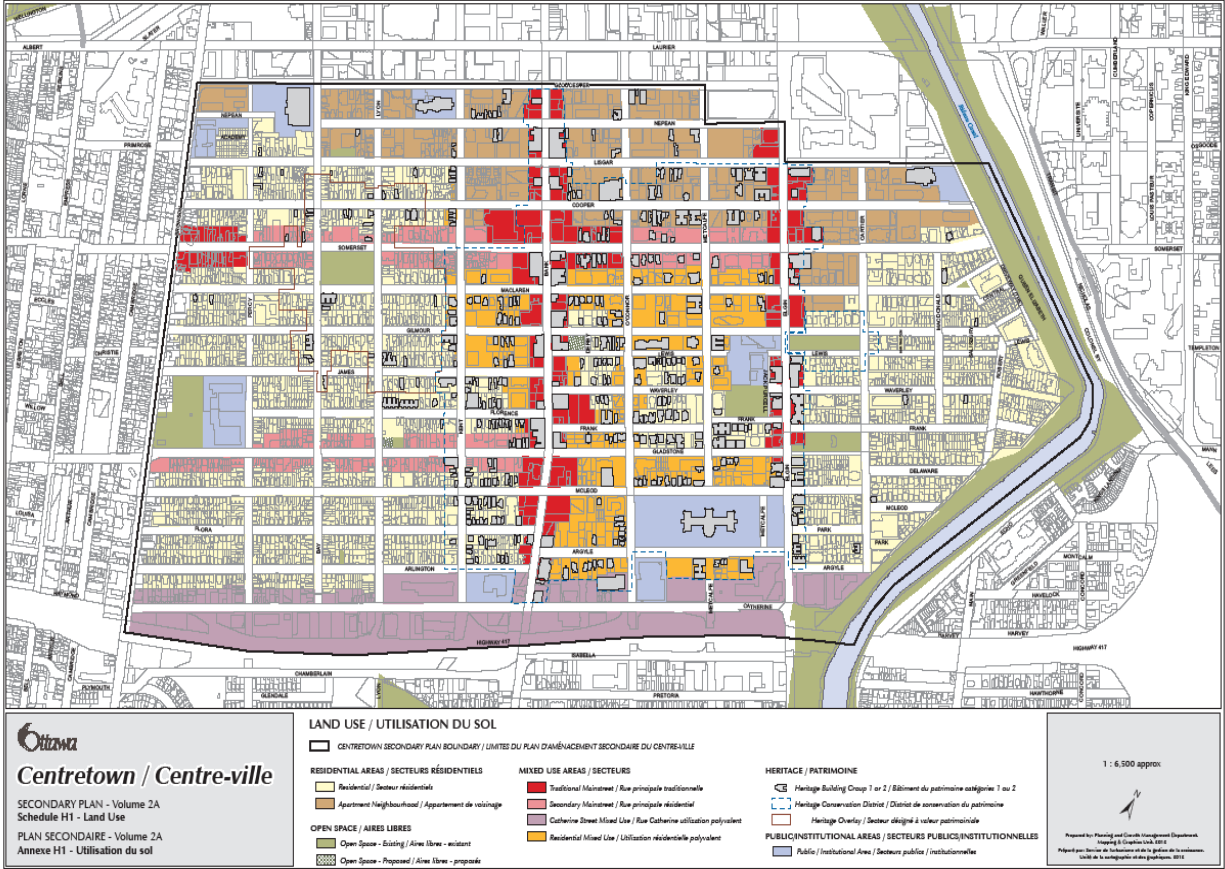
City's Urban Design Review Panel, including the process and exemptions identified for the panel.

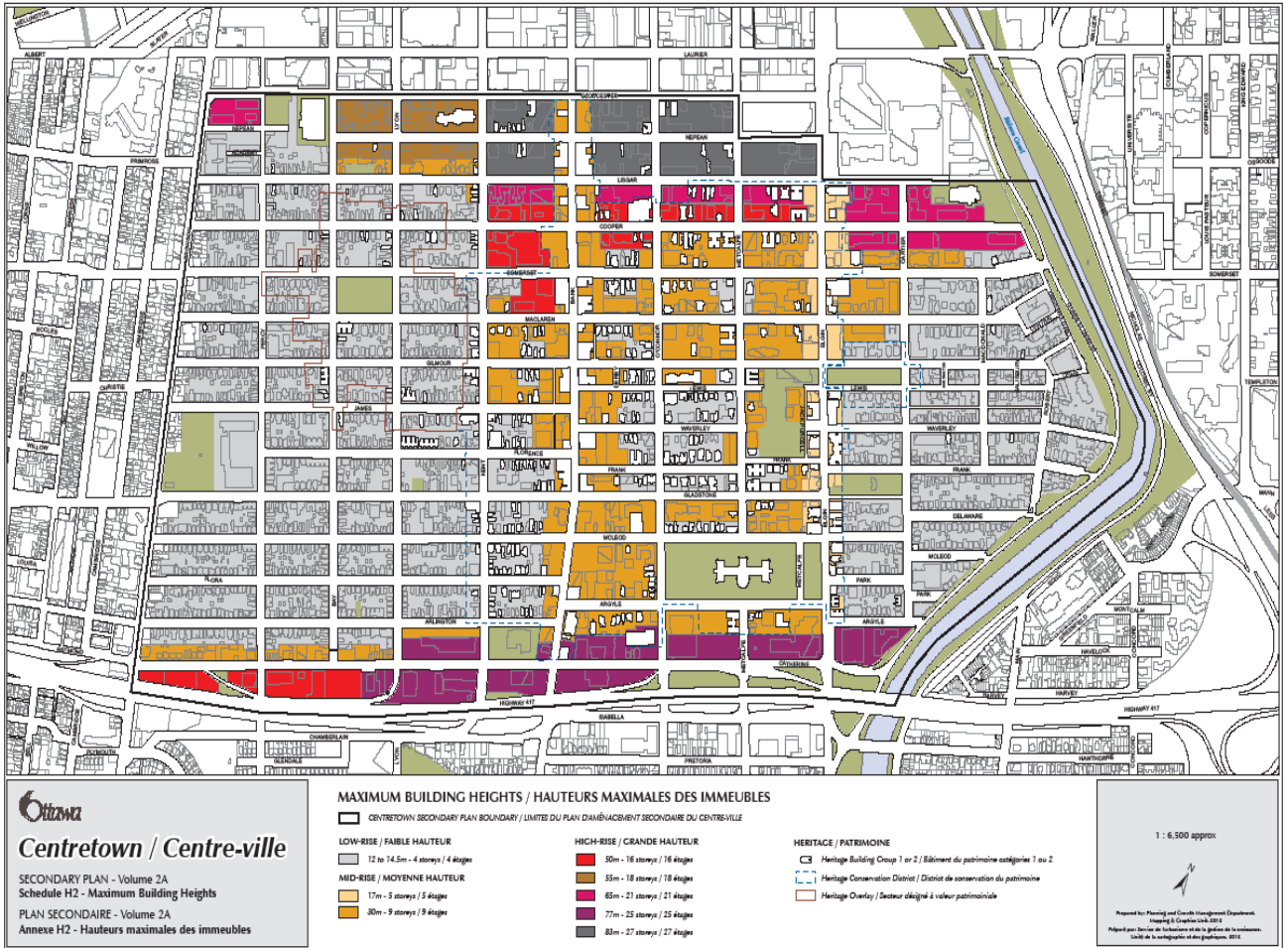
3.11.3 Future Initiatives

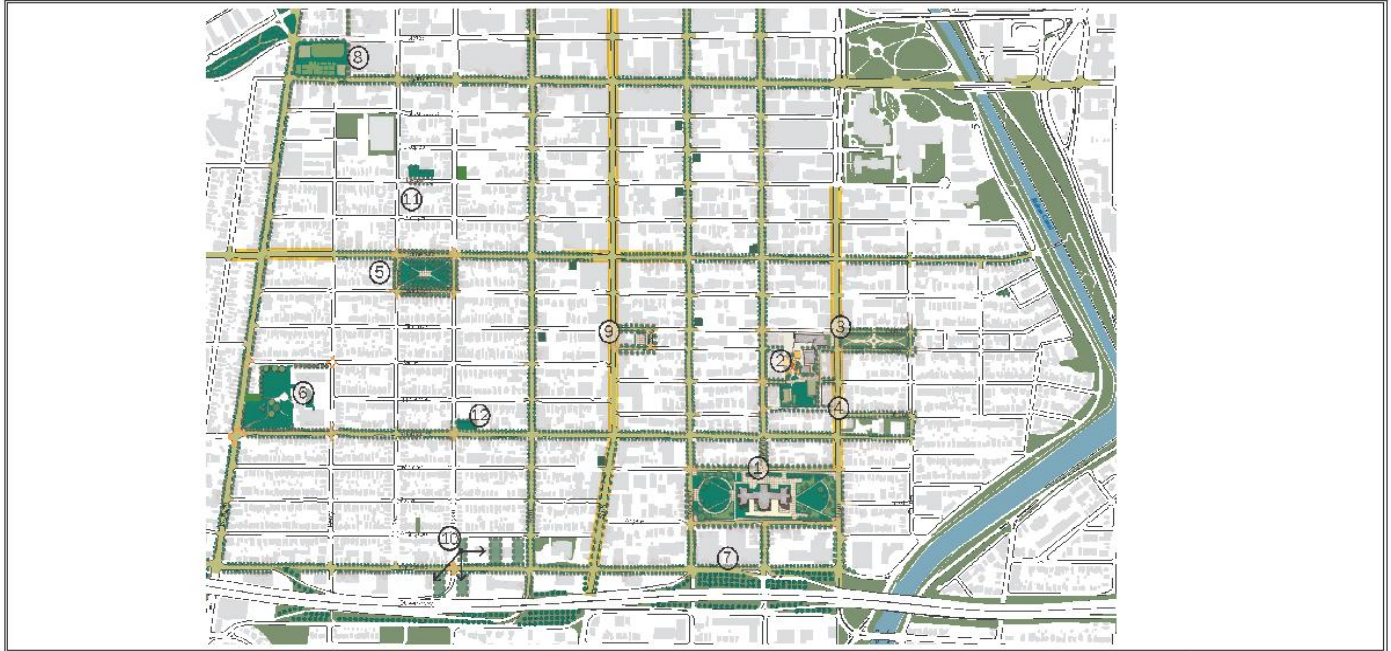
- 3.11.3.1 As identified in the policies of this Plan, the City will initiate and implement the following studies and other undertakings to implement public elements and land use and site development policies of the Plan:
- a) Zoning By-Law Amendments consistent with the land use and built form policies of the plan;
 - b) One-way to Two-way Conversion Study for Metcalfe Street, followed by similar studies for Lyon Street, O'Connor Street and Kent Street;
 - c) Safe Crossings Project;
 - d) Metcalfe Gateway and Canadian Nature Museum Block Restoration Plan (with the National Capital Commission);
 - e) Public Parking Inventory, Utilization Study and Strategy;
 - f) Jack Purcell Park Improvement Plan;
 - g) Review and Update of the Centretown Heritage Conservation District Study ;
 - h) Golden Triangle Heritage Conservation District study;
 - i) Open Space Acquisition Plan.

3.11.4 Citizen Engagement

- 3.11.4.1 The City recognizes the role of individual citizens and citizens' groups in implementing many aspects of the Plan and supports their continued involvement in the planning process. In particular, the City supports the efforts of the Centretown Citizens' (Ottawa) Corporation in providing affordable housing in the community.







OLIZWA
Centretown / Centre-ville

SECONDARY PLAN - Volume 2A
 Schedule H3 - Greening Centretown
 PLAN SECONDAIRE - Volume 2A
 Annexe H3 - Écologiser le centre-ville

REPAIR AND UPGRADE / RÉFECTION ET EMBELLISSEMENTS

- 1. Museum of Nature Open Space / Espace vert du Musée de la nature
- 2. Judd Street Park / Parc Judd-Street
- 3. Minto Park / Parc Minto
- 4. St. Luke's Park / Parc St. Luke's
- 5. Dundas West Park / Parc Dundas-Ouest
- 6. Melchale Park / Parc Melchale

NEW PARKS & OPEN SPACES / NOUVEAUX PARCS ET ESPACES VERTS

- 7. Catherine Linear Landscape / Aménagement paysager linéaire de la rue Catherine
- 8. Upper Town Commons / Espace communautaire de la Place-Ville
- 9. Derby Lane Square / Place de la rue Derby
- 10. Catherine Park / Parc Catherine
- 11. Light Rail Station (Hydro Land) / Mini-parc Léger (station de transport d'électrique)
- 12. Clarendon Park (Hydro Land) / Parc Clarendon (station de transport d'électrique)

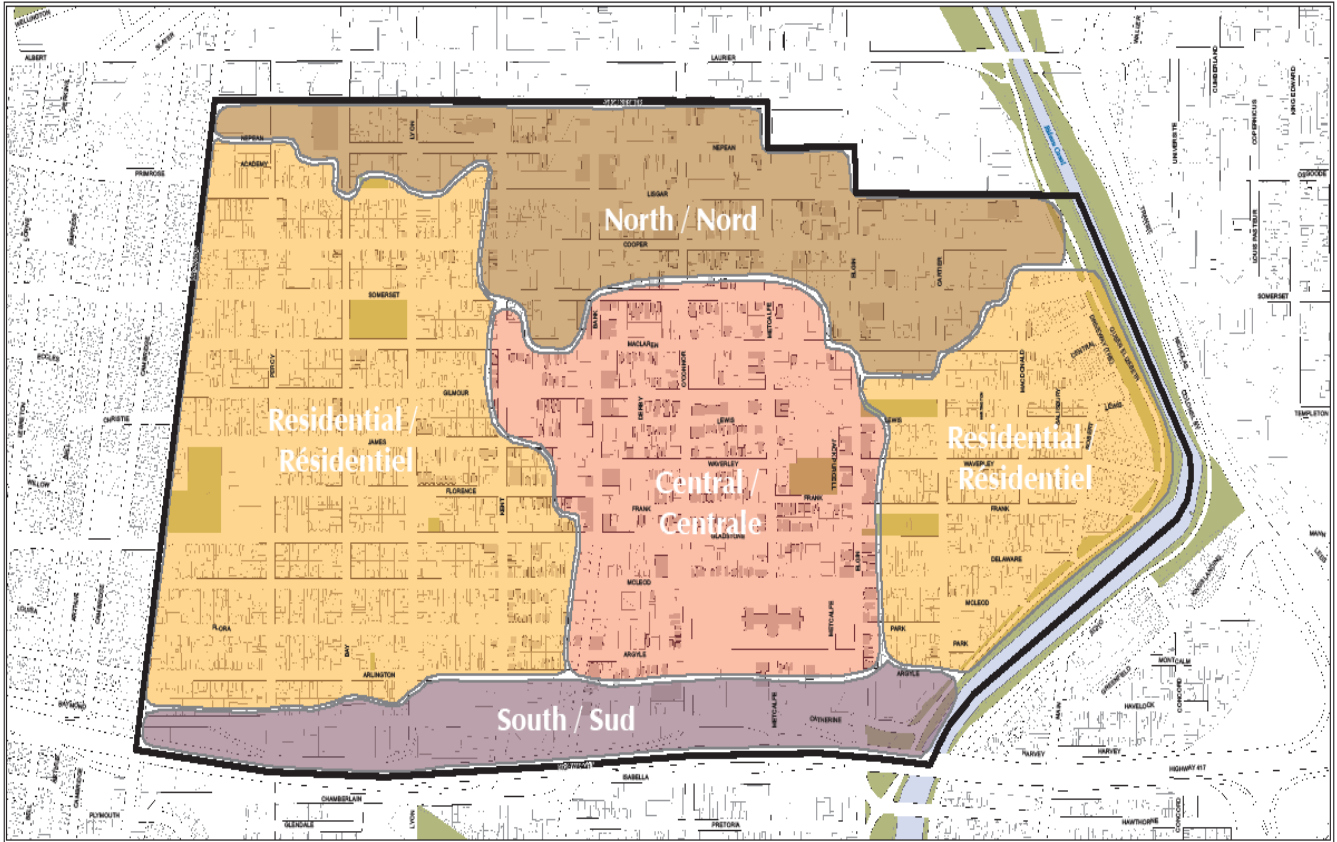
SMALLER MOMENTS / ESPACES PLUS PETITS

Illustrative location only / Emplacement illustratif

- Main Street / Rue principale
- Priority Streetscape Improvement / Amélioration du paysage de rue prioritaire
- Possible Small Open Space Location / Lieu possible d'un petit espace vert

1 : 4,500 approx.

Prepared for Planning and Growth Management Department
 Prepared by: Elizabeth Cole, MPP
 Prepared for: Office of the Mayor and the Office of the City Clerk
 Valid to: re-approval and any amendments 2014



City of Ottawa
Centretown / Centre-ville
 SECONDARY PLAN - Volume 2A
 Annex 1 - Character Areas
 PLAN SECONDAIRE - Volume 2A
 Appendice 1 - Zones de caractère

- CHARACTER AREAS / ZONES DE CARACTÈRE**
- North / Nord
 - Residential / Résidentiel
 - Central / Centrale
 - South / Sud
 - CENTRETOWN SECONDARY PLAN BOUNDARY / LIMITÉ DU PLAN D'AMÉNAGEMENT SECONDAIRE DU CENTRE-VILLE

1 : 6,500 approx.

Prepared by Planning and Growth Management Department
 Mapping & Graphics Unit, 2012
 Préparé par le Service de l'aménagement et de la gestion des territoires
 Unité de la cartographie et des graphiques, 2012

PART C – THE APPENDIX



Prepared by: Planning and Growth Management Department
Mapping & Graphics Unit



Préparé par: Service de l'urbanisme et de la gestion de la croissance,
Unité de la cartographie et des graphiques

D01-02-06-RDS 12-0573-A

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04 / 2012

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

Location Map / Plan de révision
Official Plan Amendment / Modification au plan officiel

**CENTRETOWN COMMUNITY DESIGN PLAN
PLAN DE CONCEPTION COMMUNAUTAIRE DU MILIEU DU CENTRE-VILLE**

 CDP Boundary / Limites du secteur

CONSULTATION DETAILS

DOCUMENT 4

The Centretown CDP had an extensive public consultation program, including the following components:

Open Houses

The City sponsored three open houses and presentation/comment sessions for the CDP”

- June 8, 2010 - Open House: Project introduction and issue identification. Approximately 100 people attended.
- November 30, 2010 – Open House: Preliminary Vision. Approximately 75 people attended.
- June 29, 2011 – Open House: Draft CDP. Approximately 85 people attended.

The Centretown Citizens Community Association (CCCA) also sponsored an Open House on May 30, 2012.

Public Consultation Group

A major part of the consultation process involved a Public Consultation Group (PCG), which had representatives from the CCCA, Centretown Citizens Ottawa Corporation, architects, a private sector planner, advisory committee representatives and others, as well as Councillor Holmes office. The PCG met seven times throughout the study period and discussed study issues, provided planning advice to the study team and commented on draft documents, the most recent meeting was held on February 11, 2013.

Interviews and Stakeholder Meetings

Before the first open house, the consultant team conducted interviews with 25 individuals, drawn from the community association, residents, developers and City staff to help establish what issues would need to be addressed in the study and to develop a better understanding of how people saw the Centretown neighbourhood.

Four meetings were also held with a developers group and the CCCA.

Mid-Centretown Blog

A social media site, the Mid-Centretown blog, was established as another communication tool for the study. It was used to post information and draft documents, pose discussion issues, report on events such as open houses and enter into a dialogue with interested stakeholders. Activity on the site tended to be concentrated around the public meetings time and when a draft CDP document was posted.

Public Circulation

The following table summarizes the public comments received on the draft Centretown CDP presented at the June 30, 2011 Open House and the consolidated comments received from the public circulation to community groups, the PCG, property owners and developers and members of the public who were interested in the study plus the staff response. Also included are a summary of further comments on the revised CDP released in December 2011 and a June 2012 update from the CCCA.

Summary of Comments from Final Open House on June 29, 2011		
	Comment	Planning Response
1.	Is there enough infrastructure capacity to handle intensification?	<p>An infrastructure capacity support study for the CDP determined that:</p> <ul style="list-style-type: none"> - existing watermain network capable of meeting future water demands and fire protection requirements. - 2006 Flood Control Implementation Plan identified flood control measures to address flooding resulting from limitations of the combined sewer system south of Somerset Street. A Combined Sewage Sewer Tunnel is being planned and other measures are being implemented to provide a 100 year level of protection against basement flooding. To ensure existing flooding problems are not exacerbated, stormwater “quality control” is required a part of the development approval process. – wastewater and storm sewer systems north of Somerset have no known capacity issues.
2.	<p>Concerns about converting to two- way. Two-way Metcalfe Street would result in loss of on-street parking and will create traffic back-ups during morning peak. Unclear how traffic displaced by Metcalfe extension closure will circulate.</p> <p>Consider cyclists in two-way conversions Metcalfe and O’Connor.</p>	<p>The CDP states that before a pilot project converting Metcalfe to two-way is implemented, transportation network analysis should be completed detailing existing and future conditions and impacts on road capacity, circulation and spill-over to adjacent streets.</p> <p>Improving cyclist safety would be one of the potential benefits of a conversion.</p>
3.	Maximum heights too tall.	The CDP has carefully established

		maximum building heights areas based on existing prevailing building heights, the Federal Height Plan Control mechanisms, need for building height transitions, heritage considerations and compatibility with the surrounding area.
4.	Where will all the cars go if you build on the parking lots?	A parking supply strategy includes a recommendation to encourage the provision of off-street public parking in new developments at appropriate locations.
5.	Elgin and O'Connor have narrow sidewalks – should be first priority for widening. O'Connor needs safer pedestrian crossings, cycling route.	Elgin streetscaping recommendations propose an expanded public realm. As this would require eliminating one lane of parking, it will require a study of parking supply options. For O'Connor, wider sidewalks are proposed by exploring opportunities to reduce road surface widths. O'Connor is shown on the Ottawa Cycling Plan as a future cycling route.
6.	New housing projects should provide for visitor parking.	CDP includes this policy.
7.	Mobility chapter does not address needs of ageing population.	The Pedestrian Priority Streets strategy and proposed locations for improved pedestrian crossings will help address the needs of an ageing population.
8.	Need to retain Heritage Overlay as valuable tool for heritage conservation.	The Heritage Overlay is retained, but in recognition that there are instances where if it conflicts with other City objectives such as intensification on Traditional Mainstreets and a Category 3 or 4 building is involved, relief from the Overlay's provisions should be considered in order to encourage development that is consistent with the CDP
9.	Proposed tower separation distances will make the development of many properties unfeasible, greatly reducing their value.	Properties that cannot meet the tower separation distances are not appropriate for tall buildings.
10.	Support towers on podiums and transitional heights, along Catherine Street and the Apartment Neighbourhood. Reasonable guidelines but retain 7.5 metre rear setback	Agreed.

	even for podiums.	
11.	On Catherine Street – Maximum heights could even exceed 77 metres or even double that.	Such heights on the north side of Catherine Street would have a negative impact on the low- and mid- rise residential area to the north. On the south side of Catherine, buildings greater than to double 77 metres would have major impacts and would be out of scale with the surrounding area.
12.	Density should be dramatically increased to encourage more commercial and community amenities.	Density is increased in the CDP, but in a measured way to ensure well proportioned buildings that are compatible with, and can integrate with the surroundings.
13.	Keep the look and feel of mid-Centretown and ensure that infill fits with the current height limits/character of the area	An important goal of the CDP reflected in its strategic directions for the neighbourhood.
14.	Section 37 is a bribe for developers to get extra height by paying fee. A better approach is to increase development charges and designate a portion for community development.	Section 37 does not preclude the requirement for well-designed development.
15.	Will the CDP ever be implemented – How realistic is it?	The land use and maximum height schedules will become parts of a revised Secondary Plan that will guide future development. Other recommendations will inform City policies regarding streetscape improvements, pedestrian safety, and creation of new open space, to name a few.
16.	No analysis of traffic impacts and commercial infiltration west of Kent.	There is minimal provision for new commercial west of Kent Street. Traffic impacts should be minimal as the CDP does not anticipate significant intensification west of Kent Street (except for Catherine Street and north of Lisgar Street).
17.	Why are existing City design guidelines not considered sufficient for Centretown?	The CDP guidelines are intended to augment and refine the existing City design guidelines in order to respond more specifically to the Centretown context.

Comments on Revised December 2011 Version of the CDP and Secondary Plan OPA.		
	Comment	Planning Response
18.	Past population projections from the 1970s have been wrong (there has been no growth in population) and the CDP growth targets are the rationale for creating Secondary Mainstreets.	Population of Centretown was stagnant between 1975-2006 because of several factors, including declining household size, little new development, demolitions, etc. The growth potential discussion in the CDP is about targets, not projections. Between 2006 and 2011 Centretown population increased by 1,000, reflecting new development occurring during that time. The rationale for Secondary Mainstreets is not based on population targets being met, but in the recognition of the Traditional Mainstreet Official Plan designation and the existing or emerging mixed use character of these streets.
19.	Why is the heritage section in the existing Secondary Plan being deleted?	This policy duplicates a policy in the current Official Plan, which did not exist when the existing Secondary plan was adopted in the mid-1970s.
20.	The meaning of "Open Space proposed" - is no development permitted? Will it be rezoned? Is the City committing to purchase it?	Open Space-proposed is a designation that applies to areas that the CDP has identified as possible new open space. The existing zoning remains in place and development is permitted that conforms to the zoning. The City is not proposing to buy it, but could potentially negotiate with the property owners for this open space as part of a redevelopment of the properties.
Centretown Citizen Community Association Comments (Includes comments from February 2012, as updated in June, 2012 and December 2012)		
	Comment	Planning Response
21.	The CDP recommends elimination of FSI in future zoning but does not provide any rationale. Nor does it provide any real analysis of what the impact of the proposed design guidelines will be.	A rationale is provided in Section 2.1.3 of the CDP – that having both height and FSI controls adds a level of complexity and sometimes results in a conflict between the height permission and the density allowance. The City has been following a policy of substantially reducing the use of FSI in the Zoning By-law for these reasons and relying on other controls, such as height and setbacks to regulate development. The

		analysis of the impact of the design guidelines is inherent in Chapter 6, which is to produce well-proportioned buildings that are compatible with their surroundings.
22.	Underlying reason for CDP was that Centretown will absorb significant population growth but the analysis of what has happened and the potential impact of the proposed increase is lacking. What population increase would the existing zoning allow?	<p>Additional reasons for the CDP to determine how Centretown could respond to the City's intensification policies, to provide updated policy direction given the increased level of development activity and to better protect those areas which substantial change is not desired. Section 2.10 provides a detailed analysis of what development has happened over the last 10-12 years.</p> <p>An analysis of what population increase the existing zoning would allow would not be realistic because in certain areas developments are being built and approved that considerably exceed the existing zoning. In other areas the City will want to retain the existing built form (e.g., mostly intact blocks of house-form Category 1 and 2 heritage buildings and low-rise areas west of Kent Street that will likely never realize their full development potential under the existing zoning.</p>
23.	In the Apartment Neighbourhood, the maximum commercial/office should be reduced from 50 per cent to 25 per cent and the area reduced to the old high profile designation. The 50 per cent mix will create social dead zone with little activity after office hours.	Much of the Apartment Neighbourhood now permits some commercial uses in part of a building and this is reflected in its mixed use character, but with residential continuing to be being the predominant use. The CDP recognizes this pattern and further defines it. A mixed use character can help create a more active community both during the day and in the evenings/weekends.
24.	The CCCA would like the Residential Mixed Use (RMU) designation eliminated between Elgin and Bank and on the west side of Kent south of Somerset. Small-scale office and minor	Such an elimination would reduce the RMU to a very few blocks between Florence and Maclaren and Bank and Kent and fails to recognize the existing mixed –use character of most of the RMU. There is no rationale for only

	<p>retail should not be permitted in new developments. Also would like the designation name changed because they do not support the increase office and commercial use in the residential area.</p> <p>Impact of RMU will be that the first 2 floors will be converted to office uses and the Committee of Adjustment will allow over time the expansion of commercial use to the whole building, or new construction will have a 2-story office podium removing all residential units from a relationship with the ground and creating more commercial uses throughout the area. The dominant character will become commercial/office oriented leading to the approval of 100 per cent office in some locations, effectively a slow version of expanding the Central Area.</p> <p>Opposed to maximum nine-storeys between Bank and Elgin south of Somerset. We believe that the character of the area should remain the key consideration and thus a seven-storey maximum better reflects this character and also mitigates the excessive heights already in place from the pre-Centretown Plan period.</p>	<p>permitting mixed use in existing buildings. Any new building must still have residential as the predominant use. Residential Mixed Use is an appropriate name for this designation to distinguish it from the Residential designation which does not allow any commercial uses.</p> <p>The idea is to direct commercial to those areas better suited for such uses, with a gradation of intensity from highest (Catherine Street) to lowest (RMU) to better protect from commercial intrusion those areas that are entirely residential. The description of the RMU restricts the floor area and location of commercial uses in a building in order to ensure that residential remains the predominant use.</p> <p>There is an additional restriction that non-residential cannot be more than 50 per cent of the floor area. The supposition that the Committee of Adjustment will allow buildings to be 100 per cent commercial or that the dominant character will become commercial/office is speculative and presupposes what will occur in the future. The onus will be on City Council and Committee of Adjustment to uphold the policies of the CDP and Secondary Plan to ensure that the limits on commercial use are maintained and enforced in the future.</p> <p>The area of maximum nine-storeys south of Somerset generally corresponds to the Medium Profile designation of the existing Centretown Secondary Plan (with some adjustments to reflect the actual existing scale of development). For the north side of McLeod between Metcalfe and O'Connor, the maximum height was reduced from a seven-storeys maximum in the December 2011 draft CDP to four-storeys in order to recognize the intact cluster of Group 1 and 2 heritage</p>
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		buildings.
25.	<p>Disagree with the Secondary Mainstreet designation of Somerset between Elgin and O'Connor and on Gladstone between Percy and Bronson. Should be a residential designation as most of the area is residential now and the CCCA does not want a zoning that encourages conversion of existing residential into offices. With a co-op owning the north side between Metcalfe and O'Connor, it is not going to convert en masse to mainstreet uses - in fact it has never been a mainstreet and there is no reason it should become one.</p> <p>In the Centretown Secondary Official Plan, Somerset is designated Medium Profile Residential, so we do not understand when and why this was changed in the main part of the OP, creating a conflict between two parts of the OP. The OP should be amended to remove the designation of Traditional Mainstreet.</p>	<p>Both areas are designated Traditional Mainstreet in the Official Plan. The Somerset blocks both have about four commercial uses each and can be considered, to be emerging Mainstreets. Secondary Mainstreets permit residential-only buildings and residential uses at grade in mixed- use buildings in recognition of the greater prominence of residential in Secondary Mainstreets as compared to Traditional Mainstreets such as Bank and Elgin. Mainstreets are linear in nature and the blocks link up different section of Traditional and Secondary Mainstreets within and beyond the CDP boundaries.</p> <p>The two blocks of Somerset received the TM designation as part of the 2003 Official Plan. Secondary Plans must conform to the Official Plan. The CDP study did not find sufficient evidence to amend the Official Plan to remove the Traditional Mainstreet designation.</p>
26.	Catherine Street should step down from a 25-story limit on the south side to 21-storeys on the north side.	Catherine Street was designated as one of two tall building areas in Centretown, in recognition of its location close to the 417 and the nature of the existing land use. A maximum seven-storey height zones has been provided on the north side of the block that faces either Arlington or Argyle to provide a height transition to the low- and mid-rise areas to the north. The recently approved bus station zoning amendment has demonstrated how such a transition can be achieved.

<p>27.</p>	<p>East of Elgin the proposed maximum height of 21-storeys is acceptable only where the design criteria specified in the CDP are met. Our concern is with the wording “are not appropriate,” which apparently is treated by the OMB as non-restrictive and is considered a matter of opinion. The wording should be changed to state “tall buildings will not be permitted on sites that do not meet the above tower setback requirements on all sides.</p> <p>Need to strengthen the Design Guidelines and include in the OPA and provide mandatory setbacks.</p> <p>What is the justification for the 21 (west of Elgin), 18, and 16-storey height limits?</p>	<p>Any developer requesting a rezoning up to the 21-storey height limit will be expected to adhere to the design criteria of the CDP. The wording “are not appropriate” is taken from the guidelines section of the CDP and is correct phrasing for guidelines.</p> <p>The design guidelines are appropriately worded as guidelines, reference to them will be included in the OPA. Setbacks are set out in the Zoning By-law</p> <p>These height limits provide a transition in height from the maximum 27-storey limit in the most northerly area adjacent to the Central Area to the mid-rise area south of Cooper Street and also reflect the maximum building heights of existing or recently approved development.</p>
<p>28.</p>	<p>Concern that Centretown does not have the transit/ transportation systems to support the increased density and mixed use. Tribeca is an example of a mixed use development that will create increased vehicular traffic on surrounding streets. The CDP does not address how this challenge will be met.</p> <p>CDP should identify additional cycling routes.</p> <p>CCCA supports conversion of one-way to two-way streets,</p>	<p>An appendix to the CDP details the transportation system in Centretown and did not identify significant issues with the increase in density’s impact on Centretown streets. Tribeca had an independent transportation impact study. Chapter 4 of the CDP is devoted to improvements mobility for cyclists, pedestrians, and transit.</p> <p>The CDP does identify missing links on Gladstone, Metcalfe and Lisgar not shown on the Ottawa Cycling Plan.</p> <p>This concern was addressed in</p>

	<p>with Metcalfe traffic routing is a major concern.</p> <p>CCCA is happy to see less surface parking lots, the need exists for visitor parking on-street and including public parking in some new developments.</p>	<p>Comment 2 above.</p> <p>Addressed in Comments 4 and 6 above.</p>
29.	<p>The Section 37 wording needs to be strengthened so it is clear that height limits of the current zoning will be retained and Section 37 will apply to any increase in height/density.</p> <p>Additions to the community benefit list requested (nine in total).</p>	<p>The CDP already states this.</p> <p>Most of these are already in the CDP or the Official Plan. Community benefits are for capital improvements and facilities and not operating support for community associations as requested.</p>
30.	<p>Because of the increasing shortage of suitable open space sites and land costs, the City should produce a long-term plan with deadline dates, including dedicated funding for the recommendations in the CDP. This plan can be tied to cash-in-lieu fund.</p> <p>The transportation and greening chapters of the CDP focus on significant Centretown issues but do not establish priorities or present a strategy that is actionable. Section 7.3 contains Phasing and 16 Priority Projects that need to implement priority CDP projects, but with the February timeline for approval, recommend that identification of priorities, including consultation be deferred until the CDP approval.</p>	<p>The CDP does recommend an implementation follow-up study to undertake a park acquisition program fund specific to Centretown.</p> <p>The Phasing and Priority Projects list in Section 7.3 addresses priorities and significant issues to focus on in follow-up implementation studies. They are integral parts of the CDP overall strategic directions and thus should be approved with the CDP. The projects would be actionable though Council and subject to funding through the annual budget cycle.</p>
31.	<p>Recommend retaining Commercial Area and Heritage</p>	<p>Although these existing designations were in the draft CDP and draft OPA,</p>

	Area Commercial; designations from existing Secondary Plan.	staff decided to delete them as the Heritage chapter had been strengthened and they were a poor fit for the land use designations established in the CDP because heritage is more a building condition and not a land use designation. These existing Secondary Plan designations predate the creation of the Centretown Heritage Conservations District and the Heritage Overlay.
32.	In Section 3.3.3 Neighbourhood Concept and Future Population of the Secondary Plan, reinstate office commercial structures as a specific use which is incompatible with the residential character and will be limited.	All uses that are incompatible with the residential character should be limited and it is not necessary to single out office use specifically.
33.	<p>The City should approve a revised CDP and adopt a revised Secondary Plan as an OPA. This will give the plan some strength and provide guiding principles for the City to apply in the future. If no OPA is approved, the resulting CDP will simply be Council policy that can be changed at any time Council wants to change it, which means planners would process applications knowing the plan is flexible and can be changed at any time Council wants to do so.</p> <p>The CDP zoning amendments should not be approved at this time. The CDP notes that Centretown does not have all the community amenities that it needs to support a significantly larger population and calls for Section 37 to help with that process. Approving an OPA with the CDP will give developers assurance that they can build to higher limits and densities, but requiring site by</p>	<p>The report includes a recommendation to adopt an OPA.</p> <p>There are no zoning amendment recommendations with this report.</p>

	site rezoning will allow discussion of the design issues and infrastructure /facility needs.	
34.	<p>Design guidelines are a key issue to set important constraints on development, aiming to create livable environments with some respect to other uses. Final draft CDP falls short on the issue of mandatory setbacks and the term “should” used in Section 6 is unacceptable. Clear guidelines will give the OMB an up-to-date plan to interpret the OP and we propose the CDP implementation include an OPA that recognizes the design guidelines by reference to the CDP.</p> <p>Recommend that the relationship between the existing Urban Design Guidelines for High-Rise Housing and the CDP built form guidelines be clarified because it is not clear if the CDP guidelines supersede the existing guidelines.</p>	<p>The Centretown CDP does make it clear that sites that cannot satisfy the Chapter 6 design guidelines are not appropriate for tall buildings. “Shall” cannot always be used for guidelines when they may be more than one design solution to address a compatibility issue, for example. The Secondary Plan does have a reference back to the CDP design guidelines.</p> <p>Page 89 of the CDP states that the CDP guidelines augment and refine the existing guidelines to respond more specifically to the Centretown context.</p>
Centretown Citizens Ottawa Corporation		
	Comment	Planning Response
35.	CCOC would like a reduction in the RMU designation. Although retail and neighbourhood serving uses are part of a vibrant residential neighbourhood, no need to increase office use in any significant way.	The CDP is encouraging small-scale office use in certain parts of Centretown that have an existing mixed-use character, but also limiting them in the RMU to ensure residential remains the predominant use. Also see staff response in 24 above.
36.	For Section 37, amend the CDP to state that Section 37 benefits with no 25 per cent offset for additional height/density as per the City staff report approved in March 2012.	The CDP and OPA state that any increase in building height would be subject to Section 37 as per the March 2012 policy.

	Developers' Position - Opposed to using existing outdated zoning as the building height threshold for establishing the uplift value of increased density	
37.	In support of reducing office uses in residential areas, delete employment from the goals of the Secondary Plan OPA.	Deleting employment among other community attributes, such as shopping and community facilities, would not be compatible with the goal of fostering a complete community
Heritage Ottawa		
	Comment	Planning Response
38.	<p>Several concerns regarding the description of the Heritage Overlay; the heritage approach focusing on Group 1 and 2 and not including Group 3 buildings; and, a street-by-street perspective to heritage conservation.</p> <p>Heritage Ottawa provided additional considerations for an update of the Centretown Heritage Conservation District, including a review of the classification system.</p> <p>The Centretown CDP should include a recommendation that all properties on the Heritage Reference List be added to the Heritage Registry as has been done in other recent CDPs.</p>	<p>The Heritage sections in the final CDP were reviewed and edited by a staff heritage planner, taking into account Heritage Ottawa's comments on the December 2011 version of the CDP. The revised version being presented for approval addresses many of Heritage Ottawa's concerns.</p> <p>Heritage Ottawa's suggestions will be considered at the time the update study is undertaken.</p> <p>Buildings within the Heritage Conservation Districts already have the protection offered by the Heritage Registry. For other areas, it would be necessary to block by block analysis of the heritage classifications of individual buildings, which was not done as part of the Centertown CDP.</p>
Property Owners/Developers		
	Comment	Planning Response
39.	494- 508 Lisgar – the draft CDP incorrectly shows the Heritage Overlay and the maximum height of 11 metre applying to this address on the south side of Lisgar, and this has led to a CDP recommended height limit	The revised CDP in Document 2 has maps that correctly show these properties as not being included in the Heritage Overlay. However, the maximum height limit of four-storeys was not based solely on an incorrect Heritage Overlay inclusion, but the

	<p>of four-storeys on the south side of Lisgar as opposed to the seven-storeys on the north side. As the subject property is not in the Heritage Overlay, a more appropriate designation would be in the mid –rise category, with a maximum of seven-storeys.</p>	<p>nature of the adjacent building heights, (mostly two-three-storeys), and the need to provide a transition in maximum height from 18-storeys from Gloucester to Nepean, to seven-storeys on the north side of Lisgar, to four-storeys on the south side of Lisgar and all the way to Catherine Street.</p>
40.	<p>403, 413-415 and 417-421 Bank Street and 361 Frank Street. The Official Plan states that on lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be considered to be non-conforming by virtue of not being located adjacent to the street. Therefore, should the entire property not be designated ‘Mainstreet’?</p> <p>403 Bank Street is listed a category 2 heritage building and does not appear to be warranted.</p> <p>The 45° angular plane TM provision may limit positive building design options and may undermine the CDP density objectives. We may request modification of the future zoning when the specific rezoning of the property is proposed.</p>	<p>403-, 413-415 and 417-421 Bank Street are one lot and the draft CDP was revised as shown in Document 2 to designate all of the lot as Traditional Mainstreet (TM). However, 361 Frank Street, although in the same ownership, is a separate lot. It is also clearly mid-block and the furthest away from Bank Street. Adjacent land uses are residential. Thus this lot should retain a Residential Mixed Use designation as a transition from the TM designation on the west to the Residential designation to the east.</p> <p>A more thorough evaluation of the heritage qualities of this building would be done at the time of a development application.</p> <p>The TM zone angular plane provision is intended to ensure a better transition to adjoining low-rise residential zones.</p>
41.	<p>346, 348-352 Somerset Street/349 Maclaren. Object to the nine-storey limit in the draft CDP. This through lot should have a maximum 16-storey limit given nearby buildings of 11 and 13-storeys on Maclaren and 18</p>	<p>Somerset between Bank and Elgin has only one 11-storey building that exceeds the nine-storey height limit proposed in the CDP. The Official Plan states that Traditional Mainstreets should be pedestrian-oriented and up to six storeys, with greater heights considered</p>

	<p>to 22-storey buildings west of Bank Street.</p> <p>270/280 Catherine - Given the site's location on the south side of Catherine with little impact on existing neighbourhoods, maximum height should be 35 rather than 25-storeys in the CDP.</p> <p>154 O'Connor/150 Gloucester Retain commercial uses in R5 zone.</p>	<p>under specified criteria, such as a CDP policy. The CDP establishes a nine storey and a four-storey height limit for the street as appropriate. Also, the existing zoning for 348 Somerset permits a 12-storey building. However, a policy of the CDP is that no down-zonings from existing zoning permissions will be proposed.</p> <p>The CDP established 25-storeys as a height limit for Catherine to recognize the location just north of the 417. However, it does not propose heights greater than 25-storeys as Catherine Street is more than 600 metre walking distance to rapid transit.</p> <p>Commercial uses in the R5 zone are being retained.</p>
42.	<p>Change statement that "Sites that cannot meet the setback requirements on all sides are not appropriate for tall buildings" to "Sites that cannot meet all the setbacks may not be suitable for a tall building; but where they are proposed their appropriateness will be evaluated in light of the existing site context, the planned function of the area and Built Form Guidelines set out in this CDP.</p>	<p>The suggested revision would weaken the intent of the statement which is intended to ensure that tall buildings are only developed on sites that are correctly sized and relate appropriately to their site context.</p>
43.	<p>Opposed to putting maximum building heights in Secondary Plan does not provide necessary flexibility and will result in consistent need for OPAs.</p> <p>Should continue to describe building height as Low, Mid and High-Rise.</p> <p>Also add policy for requests beyond the CDP maximum heights.</p>	<p>The maximum heights schedule in the Secondary Plan will provide greater certainty about the scale of development that is permitted in Centretown. The additional proposed policy would send a message that proposals in excess of the maximum heights set out in the CDP and Secondary Plan may be appropriate. Such requests should require an OPA to the Secondary Plan.</p>
44.	<p>Concerned with mandatory built</p>	<p>This action would reduce the</p>

	<p>form requirements for tall buildings as part of the Secondary Plan and would like it to change “must be” to “should be”.</p> <p>A new built form guideline requiring an 18 metre separation distance between towers is inappropriately being added to the Secondary Plan. These setbacks are already captured in the CDP and can be in the implementing Zoning By-law.</p>	<p>effectiveness of the policies to ensure appropriate development of as site.</p> <p>This “guideline” is a key policy direction to ensure proper separation distance between towers and should require an OPA for any reduction.</p>
45.	<p>The zoning should also be amended to include the maximum building heights set out in the CDP</p>	<p>The Section 37 strategy set out in the CDP is based on the existing building heights in order to help achieve community benefits needed because of the of new high-rise development in Centretown.</p>
46.	<p>223 McLeod Street Block – Should be re-designated from Residential to Residential Mixed Use (RMU) as the block shares the same mixed use character as other parts of Centretown. Also question the seven-storey height limit and request it be changed to nine storeys.</p>	<p>The RMU designation was placed on blocks that were adjoining or contiguous to blocks that adjoin a mainstreet or Catherine Street and have a mixed use character. Although the block in question has a mixed use character, it is not adjoining a mainstreet and neither is it contiguous with other RMU areas, but is an isolated block. For this reason a Residential rather than a RMU designation was given. The existing GM-Mixed Use zoning on the commercial uses in the block will be retained as one of the principles of the CDP is that there will be no downzonings as a result of the CDP</p> <p>Maximum height was changed to nine storeys in keeping with the Medium Profile designation in the existing Centretown Secondary Plan.</p>
47.	<p>A policy should be added to the Secondary Plan to allow requests to increase building heights beyond the maximums set out in the CDP to be evaluated in light of their unique</p>	<p>A policy for landmark buildings has been added to the Secondary Plan as described in Comment 50 below.</p>

	circumstances.	
Fotenn October 2012 Submission		
48.	<p>RMU designation should be extended to include all of O'Connor to assist in transforming it into a great street and the Gladstone/ McLeod blocks east of O'Connor because of high degree of non-residential use.</p>	<p>Agreed and the CDP was changed accordingly. The McLeod blocks already have a mixed use character. For O'Connor allowing mixed use should assist in reinvigorating the street.</p>
49.	<p>Extend high-rise along O'Connor; Kent (three blocks to James); and Metcalfe (one block south to Somerset) to bring new vibrancy, identity and community benefits.</p> <p>Increase Somerset and Gladstone mainstreets west of Kent to five-storeys.</p>	<p>Increases beyond the nine-storey maximum should only be allowed for "landmark" sites that meet the new criteria.</p> <p>Almost all existing buildings on these streets are four-storeys or less. They are surrounded by the maximum four storey Residential designation. The CDP includes a statement that properties with existing zoning with greater maximum height than in the CDP retains that zoning.</p>
50.	<p>Add criteria to permit additional height beyond the CDP/SP Maximum Heights in the Mid-Centretown Character Areas, including large parcels with frontage on N-S arterials, through lots and frontage on three sides on open space/streets.</p> <p>Must demonstrate that site is appropriate for taller buildings, consistent with CDP Built Form Guidelines and provide an on-site community benefit. Identify specific addresses that satisfy the above criteria.</p> <p>The City's criteria are too strict and would allow at most only one landmark building in Centretown.</p>	<p>The CDP has been amended to include a Landmark Buildings Policy, including criteria that such buildings must meet to permit additional height.</p> <p>The criteria are rigorous to ensure buildings are truly "landmark" and contribute to the community.</p>
51.	Section 37 policies should be	The Fotenn recommendations would

	based on the formulas proposed in Fotenn's report.	substantially limit the amount of funds obtained from Section 37 in Centretown, where recent condo development has increased the need for additional community facilities, particularly open space.
62.	Designate properties facing east side of Bronson as Traditional Mainstreet.	Bronson requires a separate TM CDP study to look at all the designations on both sides of the street within Centretown and extending the full length of the designation down to Carling.
Other Comments		
	Comment	Planning Response
63.	The CDP needs to have provisions for more parks and greenspace in Centretown, given the high-rises that are going up. There are almost no parks north of Somerset.	The CDP includes proposals for new parks (e.g., Derby Square), repair and upgrading of existing parks, creation small open spaces as a result of development, streetscaping improvements and use of Section 37 funds for greenspace as a means of increasing the amount of parks and greenspace in Centretown.
64.	The CDP has a lack of clarity, particularly relating to the guidelines for tall buildings. For example, there are strong statements about lot size, setbacks and tower massing, but the illustrations provided are confusing. This lack of clarity is exacerbated when the developer's submission and staff reports seem to using different definitions of these concepts.	The illustrations were modified to reduce any confusion.