

<p>6. Zoning By-law Amendment – 307 and 309 Lisgar Street</p> <p>Modification du Règlement de zonage – 307 et 309, rue Lisgar</p>

Committee recommendations as amended

That Council approve:

- 1. an amendment to Zoning By-law 2008-250 for 307 and 309 Lisgar Street to permit a 27 storey and a 25 storey residential tower, as detailed in Document 3 and revised Document 4 (per Planning Committee Motion N° PLC 2021-47/4); and**
- 2. that the implementing Zoning By-law Amendment does not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed by the applicant.**

Recommandations du Comité, telles que modifiées

Que le Conseil approuve :

- 1. la modification du Règlement de zonage (no 2008-250) pour les 307 et 309, rue Lisgar afin de permettre la construction de deux tours résidentielles de 27 et de 25 étages, comme le précisent le document 3 et le document 4 révisé (conformément à la Motion N° PLC 2021-47/4 du Comité de l'urbanisme); et**
- 2. la suspension de la mise en œuvre de la modification du Règlement de zonage jusqu'à la signature, par le demandeur, de l'accord en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.**

For the information of Council

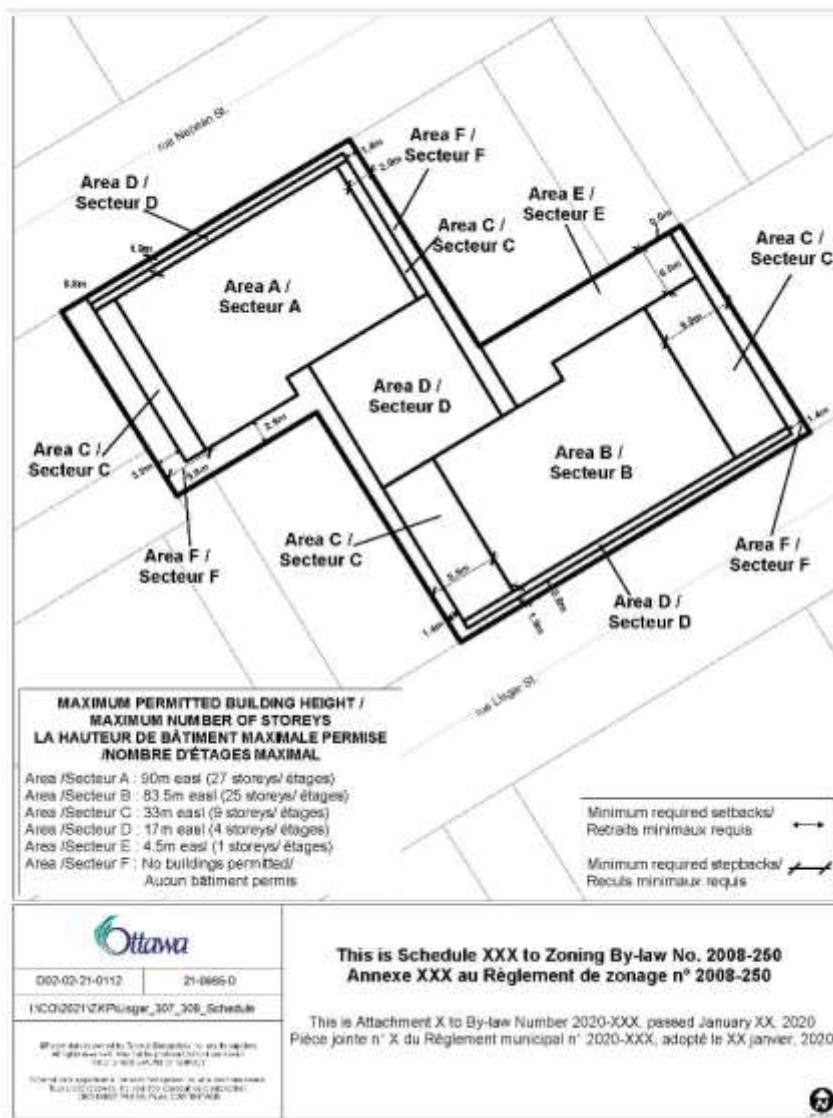
Planning Committee approved the following motion:

Motion N° PLC 2021-47/4

...THEREFORE BE IT RESOLVED that the following changes be made to the staff report:

- 1. Document 4 of Report ACS2021-PIE-PS-0094 be replaced with the**

following revised schedule:



THEREFORE BE IT FURTHER RESOLVED that there be no further notice pursuant to Section 34 (17) of the *Planning Act*.

Pour la gouverne du Conseil municipal

Le Comité a approuvé la motion suivante:

Motion N° PLC 2021-47/4

...IL EST RÉSOLU QUE les modifications suivantes soient apportées au rapport du personnel :

- 1. Remplacer le document 4 du rapport ACS2021-PIE-PS-0094 par l'annexe révisée suivante :**



Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated August 12, 2021 (ACS2021-PIE-PS-0094)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 août 2021 (ACS2021-PIE-PS-0094)
2. Extract of draft Minutes, Planning Committee, August 26, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 26 août 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
26 August 2021 / 26 août 2021**

**and Council
et au Conseil
8 September 2021 / 8 septembre 2021**

**Submitted on 12 August 2021
Soumis le 12 août 2021**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:
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Ward: SOMERSET (14)

File Number: ACS2021-PIE-PS-0094

SUBJECT: Zoning By-law Amendment – 307 and 309 Lisgar Street

OBJET: Modification du Règlement de zonage – 307 et 309, rue Lisgar

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve:**
 - a. an amendment to Zoning By-law 2008-250 for 307 and 309 Lisgar Street to permit a 27 storey and a 25 storey residential tower, as detailed in Documents 3 and 4; and**

- b. that the implementing Zoning By-law Amendment does not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed by the applicant.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of September 8, 2021 subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver :
 - a) la modification du Règlement de zonage (n° 2008-250) pour les 307 et 309, rue Lisgar afin de permettre la construction de deux tours résidentielles de 27 et de 25 étages, comme le précisent les documents 3 et 4; et
 - b) la suspension de la mise en œuvre de la modification du Règlement de zonage jusqu'à la signature, par le demandeur, de l'accord en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 8 septembre 2021, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

The subject property is located between Bank Street to the west and O'Connor Street to

the east. The property is a through-lot, with a depth of approximately 60 metres, and approximately 50 metres of frontage on Lisgar Street and 41 metres of frontage on Nepean Street. The property is 2,710 square metres in size. The proposed amendment will facilitate the development of 27 and 25 storey residential apartment dwellings with a total of 475 dwelling units. The project will contain 242 below-grade parking stalls and 473 bicycle parking stalls.

Applicable Policy

The proposal aligns with applicable Official Plan and Centretown Secondary Plan policies and represents good land use planning. The proposed development triggers a Section 37 contribution as per the *Planning Act*. As detailed in Document 3, the contribution is \$753,296.00 to be directed towards affordable housing and Metcalfe Street improvements. The report recommends that this agreement be executed prior to the implementing by-law advancing to Council for consideration.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. During the entire application review approximately 14 individuals/groups provided comments. Nine of the comments relative to project were concerned with the proposed height, shadowing, and traffic. The remaining comments requested notification of the project's status.

RÉSUMÉ

La propriété visée se situe entre la rue Bank, à l'ouest, et la rue O'Connor, à l'est. Il s'agit d'un lot traversant d'une profondeur d'environ 60 mètres avec une façade de quelque 50 mètres sur la rue Lisgar et 41 mètres sur la rue Nepean. La superficie totale de la propriété est de 2 710 mètres carrés. La modification proposée permettra d'aménager deux immeubles d'habitation de 27 et 25 étages comportant au total 475 logements. Le projet prévoit en outre un stationnement souterrain de 242 places ainsi que 473 places de stationnement pour bicyclettes.

Politiques applicables

Le projet est conforme aux politiques applicables du Plan officiel et du Plan d'aménagement secondaire du Centre-ville et constitue une bonne pratique d'aménagement du territoire. L'aménagement proposé requiert une contribution,

conformément à l'article 37 de la Loi sur l'aménagement du territoire. Comme il est indiqué dans le document 3, cette contribution, chiffrée à 753 296 \$, visera l'offre de logements abordables et diverses améliorations à la rue Metcalfe. Il est recommandé dans le présent rapport que l'accord à cette fin soit signé avant la remise du règlement municipal d'application au Conseil aux fins d'examen.

Consultation publique/commentaires

Un avis a été donné, et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement. Environ 14 personnes ou groupes ont formulé des commentaires tout au long du processus d'examen de la demande. De ces commentaires, neuf concernaient la hauteur proposée des immeubles, l'ombrage et la circulation automobile. Les autres visaient essentiellement à demander à recevoir de l'information sur l'évolution du projet.

BACKGROUND

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

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

Site location

307 and 309 Lisgar Street

Owner

Richcraft Group of Companies, Fairouz Wahab, P. Eng.

Applicant

Jacob Bolduc, MCIP, RPP Fotenn

Architect

Graziani + Corazza Architects Inc.

Description of site and surroundings

The subject property is located between Bank Street to the west and O'Connor Street to the east. The property is a through-lot, with a depth of approximately 60 metres, and

approximately 50 metres of frontage on Lisgar Street and 41 metres of frontage on Nepean Street. The property is 2,710 square metres in size and is currently occupied by a surface parking lot, a two-storey residential dwelling, and a community garden.

The surrounding area includes a mix of low, mid, and high-rise residential development as well as commercial, office, and institutional uses. To the north, the site abuts Nepean Street. To the east, the site abuts a vacant lot and a 16-storey residential building. To the south, the site abuts Lisgar Street, which is one-way moving west, beyond which is the Dominion-Chalmers United Church. To the west, the site abuts a four-storey mixed-use building that faces Lisgar Street as well as the rear property lines of several properties that front onto Bank Street.

The subject property is designated “General Urban Area” in Schedule B of the Official Plan. The property is also subject to the Centretown Secondary Plan and Centretown Community Design Plan (CDP). Within the Centretown Secondary Plan, the site is identified as “Residential Areas – High Profile” in Schedule H – Centretown Land Use and is also identified as “High-Rise – 27 storeys” in Schedule H2 – Maximum Building Heights. The subject property also abuts the Bank Street Heritage Conservation District.

Proposed Development

The application proposes to construct two residential high-rise towers at 25 and 27 storeys in height, connected by a structure at the fourth storey. A six-level underground parking garage with approximately 242 vehicular parking spaces and 473 bicycle parking spaces is proposed. Access to the site is from Nepean Street and Lisgar Street. The North Tower along Nepean Street contains 228 residential units in 27 storeys, the South Tower along Lisgar Street contains 229 units in 25 storeys, while a volume linking both towers contains 18 residential units for a total of 475. The proposal will contain a mix of studio, one, two and three-bedroom units.

Summary of requested Zoning By-law Amendment proposal

The subject property is currently subject to dual zoned: R5B[482] F(3.0) (Residential Fifth Density, Subzone B, Exception 482, Floor Space Index of 3.0) and R5B[482] H(37) (Residential Fifth Density, Subzone B, Exception 482, Height Limit of 37 metres). The proposed high-rise apartment dwelling is a permitted use within the existing zones. The proposed Zoning By-law Amendment application seeks to retain the existing R5B zone and introduce site-specific exceptions. The application seeks to add “parking garage” as a permitted use within the zone with additional criteria. The site-specific zone provisions proposed include minimum tower separation and maximum Floor Space Index (FSI)

along with a site-specific schedule to regulate minimum building setbacks, stepbacks and maximum height.

DISCUSSION

Public consultation

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

For this proposal's consultation details, see Document 5 of this report.

Official Plan designations

The subject property is designated "General Urban Area" in Schedule B of the Official Plan. The property is also subject to the Centretown Secondary Plan and Centretown Community Design Plan (CDP). Within the Centretown Secondary Plan, the site is identified as "Residential Areas – High Profile" in Schedule H – Centretown Land Use and is also identified as "High-Rise – 27 storeys" in Schedule H2 – Maximum Building Heights. The subject property also abuts the Bank Street Heritage Conservation District. The purpose of the Centretown Secondary Plan is to guide future growth and change in Centretown, based on the Community Design Plan (CDP). The CSP outlines that the primary objectives of the plan include but are not limited to maintaining and respecting the character of Centretown's, accommodating growth and diverse population, enhancing the public realm and encourage walking, cycling and transit use.

Other applicable policies and guidelines

The subject property was also reviewed against the Design Guidelines for High-rise Housing.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and/or Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The applicant pre-consulted informally with the panel on January 10, 2020. The formal review meeting for the Zoning By-law Amendment and Site Plan Control application was held on April 9, 2021. The full UDRP meeting notes are shown on Document 7. The

panel recognized and thanked the proponent for incorporating many of the recommendations made by the Panel during the previous review. The Panel also commended the proponent for a high-quality design and noted that the materiality on the podium and tower works well. In response to the consultation session with the UDRP, the project was revised as follows:

- The height of the mid-block connection was increased and commented on as a grand urban gesture.
- Changes were made to the tower façades to not create the illusion of a broad façade.
- The proposal was revised to include red brick at the podium level so as to draw from the existing context of the surrounding area. Red brick is prominent in the heritage buildings along Bank Street, O'Connor Street and several other heritage buildings in the surrounding area.
- With respect to the design of the woonerf not becoming automobile dominated space, the design team anticipates that the specific design elements shown in the site plan application will work in concert to caution drivers and slow vehicular traffic moving through this space. The design team agrees that any design elements of the pedestrian space needs to be very subtle in nature.
- The woonerf has been designed to be open to the air on the sides as well as the two main entrances to try and maximize opportunities for natural light within the podium of the building.

Planning rationale

In considering the proposed Official Plan Amendment, the key policy considerations are found within the parent Official Plan as well as the Centretown Secondary Plan and Centretown Community Design Plan.

Official Plan (OP)

This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent is for development in General Urban Areas to contribute to the establishment of complete communities.

Section 2.2.2, provides policy direction for intensification and acknowledges that denser development, including taller buildings and notes that building heights and densities may be established through a Secondary Plan, such as the Centretown Secondary Plan. As well, Policy 16 of Section 2.2.2 states that the location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings. The proposed development is consistent with the policy direction of the OP that allows Secondary Plans to establish taller building heights. As well, the development has considered the existing and future context for taller buildings and provided for an appropriate separation of the towers on site and abutting sites.

Section 2.5.1 of the Official Plan provides direction with respect to compatible development practices and new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It both 'fits well' within its physical context and 'works well' among the surrounding functions. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

The OP outlines that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan which are discussed further in the report. Sections 2.5.1 and Section 4.11 of the Official Plan provides policy direction for designing Ottawa, urban design and compatibility. Various design objectives are outlined to guide development. The proposed development responds to the design objectives of defining quality public and private spaces through development; creating places that are safe, accessible and are easy to get to, and move through; and ensure that new development respects the character of existing areas.

The proposed buildings create a defined street along both frontages with a human-scaled podium which frames the streetscape and includes an appropriate building setback. Automobile traffic and parking is directed away from the frontage and located internal to the site with parking located below grade. The proposed building height is consistent with the overall vision for building height and vertical transition as shown on Schedule H2 notwithstanding.

In addition to the built form and compatibility policies found in Section 2.5.1 of the Official Plan, additional objective compatibility criteria and policies can also be found in Section 4.11, Urban Design and Compatibility. At the scale of neighbourhoods or

individual properties, issues such as spillover of light noise, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between proposed and existing developments. An assessment of the compatibility of new development will involve not only consideration of the built form, but also of operational characteristics, access, and parking. While many of the compatibility considerations contained in Section 4.11 can be addressed through the related application for Site Plan control, others are more applicable to a rezoning application such as parking, traffic, sunlight and microclimate.

With respect to vehicular parking, the By-law 2008-280 requires a total of 212 resident and 30 visitor parking spaces which the project complies with. Parking in excess of these minimum requirements may operate as a parking garage to be utilized by the general public. With respect to bicycling parking the project intends to provide 473 stalls, which is at a rate exceeding By-law requirements. The traffic assessment submitted in support of the proposed development was reviewed by staff and deemed acceptable. There are no network modifications required to support the proposed development. Details with respect to site access will be evaluated through the required Site Plan Control application.

While it is accepted that all buildings create and cast shadows, the proposed development will have a minimal impact given the existing and planned built context, which calls for tall towers. In addition to the above, the impact on adjacent amenity areas is expected to be minimal given the existing high-rise built context to the south and east of the site along Lisgar Street. Finally, at 27 and 25 storeys in height respectively, the proposed development is not expected to have significant microclimate effects associated with wind and wind-mitigating features, such as canopies, will be further assessed and included within the Site Plan process.

Centretown Secondary Plan and Centre Town Community Design Plan

The property is designated as “Residential Areas – High Profile” in Schedule H1 of the Centretown Secondary Plan (CSP) and is also designated as “High-Rise – 27 storeys” in Schedule H2 – Maximum Building Heights. The site is also identified in Annex 1 as within the Norther Character Area of the CSP.

The CSP and CDP identifies that the Northern Character Area should generally have larger, taller building form, including residential, commercial, and retail that provide transition to the traditional Downtown area / Central Area. The CDP encourages larger scale developments within the Apartment Neighbourhood designation, specifically on

underutilized sites such as surface parking lots. As well, the Northern Character Area Northern Character Area is defined as an area of high-density development that is planned for more residential and mixed-use intensification.

Policy 3.9.2.3 outlines that Buildings of varying heights shall be encouraged in the Northern Character Area and that the maximum heights as shown on Schedule H2 are intended to achieve a transition to the areas to the south which are designated as mid and low-rise.

Policy 3.9.5.3 outlines that the implementing Zoning By-law shall establish appropriate maximum building heights. These maximum building heights are intended to help ensure compatibility between existing buildings and new development, which together with other applicable zoning provisions ensure new development achieves an appropriate built form transition. As there is a proposed increase in the current maximum density, a Section 37 agreement is triggered by the proposed development as detailed in Document 3.

With respect to design criteria within CSP, Policy 3.9.5.6 outlines that to maintain attractive and pedestrian-friendly streetscapes, the impact of off-street parking shall be minimized in Centretown. In designated Residential front yard parking for existing houses and apartment buildings shall be discouraged and generally shall not occupy the front yard. Parking for new buildings in these areas shall be located at the rear of the building and shall be located at the rear of the building or underground.

The proposed development is consistent with the policy direction of the CSP to provide a taller building form that provide transition to the Downtown area / Central Area. The proposed zoning provisions and site-specific height schedule will appropriately regulate and implement the project as per the direction of the CSP. The proposed development further supports the CSP by permitting the desired form of development within this specific plan area on an underutilized parcel such as a surface parking lot. As well, the development provides structured parking below grade, out of view from the public realm.

Urban Design Guideline for Highrise Housing

The Urban Design Guidelines for High-rise Buildings approved by City Council speak to addressing the compatibility and relationship between high-rise buildings and their existing or planned context, functional characteristics of the design of the building and the site, creating human-scaled, pedestrian-friendly streets, and attractive public spaces and promote high-rise buildings that contribute to views of the skyline. They are not a

check list nor are they policy direction but provide suggestions that help guide for compatible development.

These objectives are addressed through the variation in building heights proposed and architectural treatments as shown on Documents 6 and 8. The project also incorporates building setbacks along the street frontages that create a human scale podium, high levels of glazing at the ground floor, consolidated and hidden operations such as parking, mechanical systems and garbage collection, and pedestrian realm elements such as building canopies and landscaping. The project is also consistent with the guidelines that speak to tower separation and maximum floor plate size.

Section 37 Agreement

As per Section 37 of the *Planning Act*, where a development is determined to be good planning, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan (Section 5.2.1.11) states that limited increases will be permitted in return for the provision of community benefits as set out in the Zoning By-law, which shall be secured through an agreement registered on title. As well, policies of the Wellington Street West Secondary Plan also permit additional height in specific cases subject to securing community benefits.

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$753,296.00. This contribution will provide the following:

- \$500,000.00 – Ward 14 Affordable Housing Fund; and
- \$253,296.00 – Public Realm / Environmental Improvements on Metcalfe Street

The details of the Section 37 contributions are also contained within the details of the proposed amendments to the Zoning By-law (see Document 3). These community benefits will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 agreement and will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the Section 37 agreement to the date of payment. The implementing Zoning By-law will not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

CONCLUSION

The proposed Zoning By-law Amendments to permit the proposed residential towers on the subject lands is consistent with the policy direction of the Provincial Policy Statement, the City of Ottawa Official Plan, and the Centretown Secondary Plan. The amendments which propose an increase in the permitted building height, and site-specific performance standards are appropriate for the site and surrounding context and are considered good land use planning.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor McKenney provided the following comment:

"I would like to see considerably less parking at this development. This site is steps from Bank St, with local bus service, a block from O'Connor with bi-directional dedicated bike lanes, and within 600 m of the Parliament LRT station. 265 parking spaces in 6 levels of underground parking is excessive for a residential development in such a well-connected urban neighbourhood. Relief from the minimum parking requirement should be sought, rather than the additional use of parking garage. I do not support the request to add parking garage as a permitted use for this site. The downtown area does not need more public parking options.

I appreciate the mid-block connection and the access it will provide through this large site. This connection must be adequately lit and designed to protect pedestrians and cyclists using this route. Car traffic should be kept to a minimum and subordinate to active transportation modes."

LEGAL IMPLICATIONS

Should the recommendations be adopted and the resulting zoning by-law be appealed to the Ontario Land Tribunal, it is anticipated that a three day hearing would be required. It is anticipated that this hearing can be conducted within staff resources. In the event

that the zoning application is refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner. Management of infrastructure capacities needed to support intensification in this area will be in accordance with strategies provided in the Infrastructure Master Plan.

FINANCIAL IMPLICATIONS

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution has been determined to be \$753,296. This contribution will provide the following:

- \$500,000 – Ward 14 Affordable Housing Fund; and
- \$253,296 – Public Realm / Environmental Improvements on Metcalfe Street

The contribution will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the Section 37 agreement to the date of payment, and will be secured prior to the issuance of the first building permit. Details on final Section 37 contribution will be contained within the Section 37 agreement.

In the event that the zoning application is refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code. Depending on the timing of construction, the *Accessibility for*

Ontarians with Disabilities Act requirements for site design may also apply and will be reviewed through the Site Plan Control process.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0112) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to the additional time to address design and technical matters.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Zoning Key Plan

Document 3 Details of Recommended Zoning

Document 4 Proposed Zoning Schedule

Document 5 Consultation Details

Document 6 Proposed Building Perspectives

Document 7 Urban Design Review Panel Meeting Notes

Document 8 Proposed Site Plan

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien,

Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

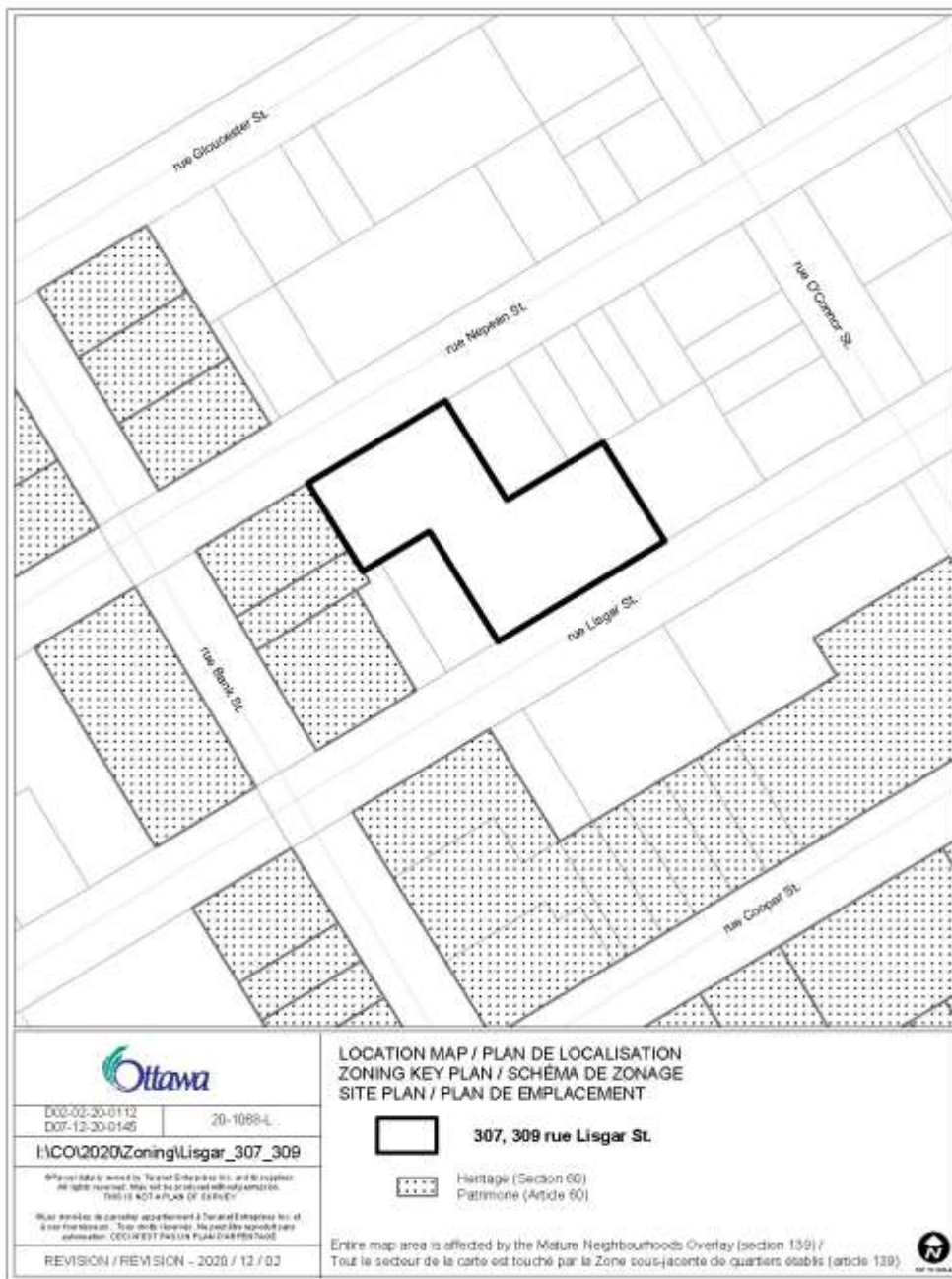
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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

Document 1 – Location Map

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



Document 2 – Zoning Key Plan



Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 307 and 309 Lisgar Street:

1. Rezone the lands shown in Document 1 from R5B[482] F(3.0) and R5V[482] H(37) to R5B[xxxx] S(YYY).
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 4.
3. Add a new exception R5B[xxxx] S(YYY) to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, add the text, “R5B[xxxx] S(YYY)”
 - b. In Column III, add the text, “Parking Garage”
 - c. In Column V, add the text:
 - Minimum tower separation on the subject lands – 16m
 - Maximum Floor Space Index – 10.8
 - Maximum Building Heights and minimum building setbacks and stepbacks as per Schedule YYY.
 - Parking Garage is limited to a parking spaces surplus to Sections 101 and 102 of By-law 2008-250.
 - Despite Section 65, table 65, a balcony may project to 0.65 metres from any lot line including any ornamental features that form part of the balcony.
4. The following provisions dealing with a Section 37 authorization will also be added to the new exception in Section 239:
 - a. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section X of Part 19 hereof, to the City at the owner's sole expense and in accordance with and to the agreement referred to in b. below.

- b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.
 - c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
5. The following will be added as Section X of Part 19 of the Zoning By-law, will be titled 307 and 309 Lisgar Street and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*:

307 and 309 Lisgar Street

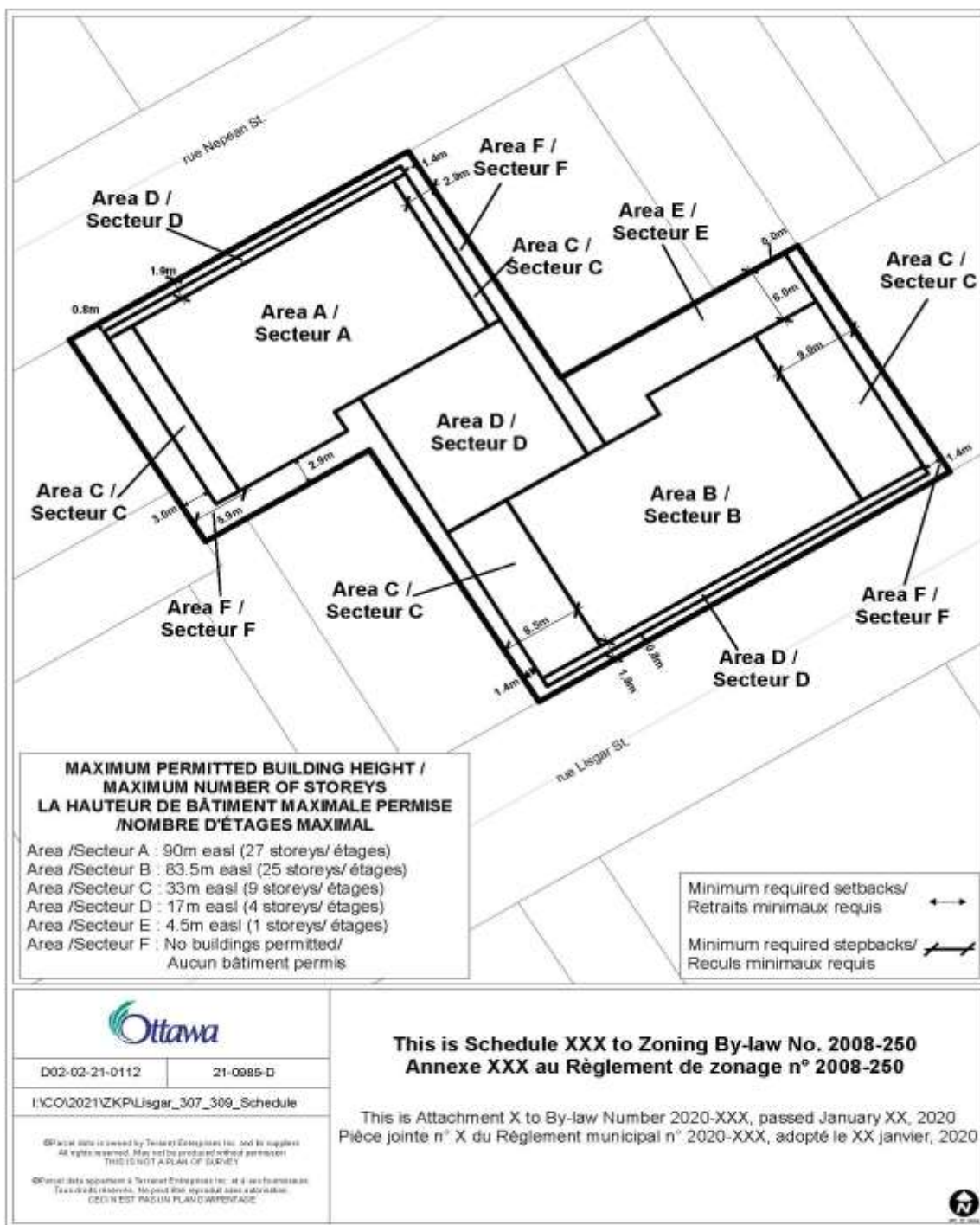
The City shall require that the Owner of the lands at 307 and 309 Lisgar Street to enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development Department, to secure the public benefits noted below. The agreement will comprise a combination of public benefits including works to be completed by the applicant, and monies that would be paid to the City. The total value of the monies to be secured being \$753,296.00 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

(a) The specific benefits to be secured and provided are:

- \$500,000.00 – Ward 14 Affordable Housing Fund; and
- \$253,296.00 – Public Realm / Environmental Improvements on Metcalfe Street

- (b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.
- (c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

Document 4 - **REVISED** - Proposed Zoning Schedule (revised per Motion N° PLC 2021-47/4)



Document 5 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. During the entire application review approximately 14 individuals/groups provided comments. Of the comments received five requested to remain notified of the project. The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

1. Concerns were raised with respect to the proposed height of the buildings and their potential shadowing impacts.

Response:

The proposed towers are consistent with the permitted heights of the Centretown Secondary Plan which allows up to 27 storeys. The application has not requested any additional height. With respect to shadowing impacts, the proposed tower positions have been off-set to reduce the building mass along either frontage, along with a tower floor plate of approximately 650 square meters.

2. Concerns were raised with respect to parking impacts caused by the development.

Response:

The proposal is not seeking any relief from the applicable by-law provisions with respect to required resident and visitor parking. The project is providing 242 spaces for resident and visitor parking below grade whereas the by-law requires 212 spaces for residents and 30 spaces for visitors. A parking garage may only operate for the public where spaces are in excess to the minimum by-law requirements.

Document 6 – Proposed Building Perspectives



Document 7 – Urban Design Review Panel Meeting Minutes

176 NEPEAN STREET and 293-307 LISGAR AVENUE | Formal Review | Zoning By-law Amendment and Site Plan Control Application | Richcraft Group; Graziani and Corazza Architects; Fotenn Planning + Design

John Stewart has declared a conflict of interest and has recused himself from commenting on this file.

Summary

- The Panel thanked the proponent for incorporating many of the recommendations made by the Panel during the previous review. The Panel also commended the proponent for a high-quality design and noted that the materiality on the podium and tower works well. The increased height of the mid-block connection is a grand urban gesture.

Architectural Expression

- The Panel appreciates the changes made to the tower façades, which are elegant and straightforward. The current proposal, however, does create the illusion of a broad façade. Maintaining some structured rhythm of the current proposal on one half of each tower and introducing some playfulness of the previous proposal on the other half could mitigate their perceived broadness.
- An alternative option could take the form of interruptions to the balcony lines by creating breaks at 4-5 storey increments bringing a subtle articulation.
- The Panel believes that the gradient of the opaque vertical elements on the side elevations works well. The Panel suggests exploring a simplified option of strong clean vertical bands rather than ones that jog. This could be achieved through the use of continuous pre-cast and spandrel panels.
- The Panel appreciates the simple fold expression but recommends further exploration of the top of each tower to create a distinct expression for each.
- Using dark brick on the podium creates a strong contextual expression. The Panel suggests exploring a red-coloured brick to relate to the neighbourhood context.

Public Realm

- The Panel appreciates the woonerf as it blends nicely with the streetscape, and the

integration of colourful bollards, floor patterns and planters is considered a positive gesture.

- The Panel cautions that there is a risk of cars taking over and utilizing the woonerf as parking spaces. The proponent should explore subtle moves to "armour" the area to prevent cars from claiming the space.
- Explore how to maximize access to natural light into the woonerf for periods of time where there is less access to natural light.
- The proponent should consult with the City to determine the viability of removing the parking north of the site to expand the public realm.

Sustainability

- Consider integrating sustainability into the development to improve the liveability of units by introducing green roofs, green walls and treatment of planters.

Document 8 – Proposed Site Plan

