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5 – Central and East Downtown Core Secondary Plan

Section 1: Introduction and Structure

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

The planning area includes the areas shown on Schedule B – Designation Plan.

This document contains policies (Sections 2 and 3) which apply across the entire secondary planning area. Section 4 contains additional policies, specific to each character area, as shown on Schedule A – Character Areas.

Section 2: Designations

2.1 Local Neighbourhood

1) Local Neighbourhoods are primarily residential. They may include small-scale commercial and institutional uses that are meant primarily to support local residents' everyday needs, as per Section 6.3 - Neighbourhoods, of Volume 1 of the Official Plan.

2.2 Local Mixed-Use

2) Non-residential uses will be restricted to small-scale commercial uses. Uses such as restaurants, retail stores and retail food stores, more appropriately located on Corridors, as designated on Schedule B1 – Downtown Core Transect of the Official Plan, will not be permitted, except within landmark buildings, as described in Subsection 4.4.9, of this secondary plan.

3) Permitted non-residential uses shall be restricted to the first two floors and the basement and will not occupy more than half of the gross floor area of the building.

2.3 Downtown Mixed-Use

Downtown Mixed-Use areas will provide uses and infrastructure which support the Downtown Core Transect's role as the main hub of the National Capital Region's activity. These areas require an intense mix of uses, including residential, major employment and retail.

4) Development will provide active uses along the entire ground floor frontage.

- a) Uses which do not contribute activity and animation to the public realm should be located away from the building's frontage. Examples include offices; and
- b) Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street. Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design. The width of garage and loading dock doors, and associated curb cut, shall be kept to the strict minimum. Curb returns leading to garage and loading doors are not permitted; any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety. Signage will require vehicles to yield to pedestrians on the sidewalk.

2.4 Corridors

- 5) Corridors will be consistent with Section 6.2 – Corridors, of Volume 1 of the Official Plan.

2.5 Parks and Passive Open Space

- 6) Parks will be consistent with Volume 1 of the Official Plan.

2.6 Institutional

- 7) Areas designated as Institutional indicate places where such uses exist and will continue to be permitted.

Section 3: General Policies

3.1 Built Form

Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity.

- 1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:
 - a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.
 - b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
 - c) Lower floor articulation with a high degree of transparency and functional permeability.



- d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
 - e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.
 - f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.
 - g) The inclusion of art in the public realm where possible.
 - h) Buildings must front onto all their adjacent streets.
 - i) Vehicular facilities must minimize all visual and functional impacts on the public realm.
 - j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.
 - k) Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.
- 2) Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.
- 3) Further to Section 3.1 - Built Form, Policy 2), continuous at-grade retail and commercial frontages with public access from the street will be provided along the entirety of Rideau Street, Bank Street and Elgin Street (north of McLeod Street). Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along mainstreet frontages.
- 4) Where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage. These setbacks will constitute a seamless extension of the street's pedestrian realm. If provided in the form of colonnades or cantilevers, the minimum height of such spaces is two storeys. Weather protection features will ensure a maximum visibility for storefronts and a minimal footprint on the ground. Such features should not be required above residential units or where it conflicts with

heritage considerations. Refer to the Downtown Moves: Transforming Ottawa's Streets, study Section 3.2.12.

- 5) Much of the Central and East Downtown Core is located within the Design Priority Area identified in 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.

3.2 Public Realm

Active recreation facilities are a priority in the Central and East Downtown Core. In addition to maintaining, increasing, expanding and enhancing existing facilities, the City will provide facilities for future recreation needs.

- 6) Planning studies, local plans and the planning rationale, provided with planning applications, will consider the increased pressure on parks and recreation facilities as a result of population growth from development.
- 7) An Urban Parks Strategy and Parks and Recreation Facilities Master Plan, existing community design plans and area-specific policies in this secondary plan can guide the location of investments, in addition to the parks identified in the specific policies in Section 4 - Character Area Policies, of this secondary plan. The City may pursue the acquisition and creation of the new parks in addition to the parks identified without amendment to this secondary plan.
- 8) Changes in the population and its composition will be considered for new and existing park amenities.
- 9) In the Central and East Downtown Core, the preference is for land for new parks. If no suitable land is available, the departments responsible for planning and recreation should leverage lifecycle and cash-in-lieu of parkland to create improved parks, community recreation facilities and meeting spaces.
- 10) The following strategies are uniquely relevant to the Central and East Downtown Core:
 - a) Consider city-owned properties, including those being considered for disposal, as a location to build a new park. Parking facilities are a notable example; and
 - b) Identify and consider public rights of way, vehicular lanes, underused road segments and other vehicular spaces as opportunities for park space. They do not comprise part of parkland dedication unless the process to convert the right of way to a park is undertaken (street closing application); and
 - c) The City will prohibit the creation of surface parking lots on newly vacant lands and instead require that such lands be appropriately landscaped, publicly accessible areas for the interim period between demolition and redevelopment.

3.3 Mobility

The City will prioritize sustainable modes (pedestrians, cycling, transit), making them the most convenient and comfortable way of accessing the Central and East Downtown Core and moving within it. The pedestrian experience is essential to lively street life and a liveable urban environment. This will be reflected in the allocation of space in rights of way, infrastructure, development and other relevant initiatives. The presence of motor vehicle traffic and its related infrastructure will be reduced in order to support these objectives. The City should support further initiatives which advance a modal shift towards sustainable modes (for example: bikeshare, slow streets, traffic calming) and regularly monitor its progress.

3.3.1 Rights of way

- 11) Streets will be designed to prioritize the safety, convenience and comfort of pedestrians, followed by cycling and transit. Where motor vehicle traffic is permitted it will not be prioritized and its presence should be minimized.
 - a) As much right of way space as possible should be allocated to sustainable modes and public realm facilities; and
 - b) Vehicular lanes and facilities will be built to the most compressed standard.
- 12) The City will prioritize limiting or removing motor vehicle traffic and infrastructure where it risks adversely impacting the safety, comfort or convenience of pedestrians, cycling or transit use, or where transit operations are adversely affected by excessive private vehicle traffic.
- 13) The City will ensure that vehicular speeds are compatible with the Downtown Core Transect's objectives of prioritizing safe and convenient pedestrian and cycling movement and fostering a lively street life. To be compliant with these policies, the City will set posted speeds on as many streets as possible to or below 30 kilometres per hour. Lower speeds should be considered in locations with especially high pedestrian and/or cycling traffic. The maximum speed should be reinforced through right of way design at the time of reconstruction as well as with interim traffic-calming measures.
- 14) Right of way widening consistent with right of way protections will be used for the purposes of improving the streetscape and addressing the needs of pedestrians and/or cyclists. Examples include widened sidewalks, bicycle parking, street trees and parkettes. This space will not be used to expand motor vehicle infrastructure. Corner sight triangles will no longer be required, unless it is demonstrated that it is impossible to achieve the satisfactory placement of signal or other infrastructure in a way that maintains pedestrian flow on the sidewalk. Wall-mounted infrastructure placement based on agreements with abutting landowners should be considered as preferable to the taking of land.

3.3.2 Development

- 15) The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:
 - a) At time of redevelopment, collaborating with private owners and other stakeholders to add protected bicycle parking in existing facilities. An example may include the conversion of motor vehicle parking spaces.
 - b) Requiring publicly accessible protected facilities in new development and/or public facilities.
 - c) Actively identifying opportunities for the construction of protected bicycle parking facilities.
- 16) The City will consider undertaking an inventory of existing public motor vehicle and bicycle parking spaces and their current utilization. As the area evolves, the City should monitor changes to public parking supply and demand. Pricing for on-street and public parking will be reviewed regularly to respond to demand and to support the shift towards sustainable modes.
- 17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.
 - a) Vehicular access, parking and loading infrastructure shall not be permitted from Corridors. Existing accesses will be removed at time of development. Exceptions may be made if a lot both fronts no other streets and has no alternative vehicular access. In that case, the dimensions of the access shall be kept to an absolute minimum and shall minimize their visibility from the public realm.
 - b) Further to Section 3.3 Mobility, Policy 17) a), exceptions are not permitted on Bank Street, Sparks Street, Rideau Street and Elgin Street, where such infrastructure does not already exist. No new private approaches shall be permitted on those streets.
- 18) Development will minimize the provision of motor vehicle parking. Alternatives should be prioritized over increases in the parking supply. Examples of alternatives include the sharing of existing facilities within walking distance and various transportation demand management strategies. Zoning By-laws should review the maximum limit on parking spaces to support the City's Transportation Master Plan's modal targets for the area.
- 19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they

currently exist, the City will require their removal at the time of redevelopment or change of use.

- 20) The City may require publicly accessible pedestrian routes through large development parcels to enhance connectivity for active modes, especially around rapid transit stations and mid-block locations. Existing and future mid-block routes should be supported by mid-block street crossing facilities for pedestrians. Above- or below-grade pedway alternatives are generally discouraged.

3.4 Heritage

- 21) The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the *Ontario Heritage Act*, the Federal Heritage Buildings Review Office, or listed on the City's Heritage Register. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.
- 22) Development on properties designated under Part V of the *Ontario Heritage Act*, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemberg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod and Sweetland Avenue. Heritage applications will be required for any development on properties located within a Heritage Conservation District.
- 23) A heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of:
 - a) A property containing an individually designated heritage building (Part IV of the *Ontario Heritage Act*); and/or
 - b) A heritage conservation district (Part V of the *Ontario Heritage Act*); and/or
 - c) A provincial or federal heritage property; and/or
 - d) National Historic Site; and/or
 - e) Rideau Canal UNESCO World Heritage Site; and/or
 - f) A property listed on the Heritage Register
- 24) The City shall update the Centretown Heritage Conservation District Plan according to the requirements of the *Ontario Heritage Act*, with the following considerations:

- a) The diversity of buildings within the existing Centretown Heritage Conservation District (CHCD) and the objective of the Official Plan to accommodate population growth and new, contemporary buildings within the CHCD and shall develop appropriate infill guidelines; and
 - b) More comprehensive descriptions and guidelines for individual buildings and streetscapes; and
 - c) Architectural guidelines for new buildings and additions to existing buildings; and
 - d) Modifications to the current boundaries of the CHCD as deemed appropriate by the study findings.
- 25) The City shall pursue appropriate designations of undesignated heritage buildings and areas.

3.5 Urban Design

- 26) All development within areas identified as Design Priority Areas on Schedule C7A of the Official Plan will be subject to Design Review by the City's Urban Design Review Panel, including the process and exemptions identified for the panel.
- 27) Official Plan Amendments, Zoning By-law Amendments, and Site Plan Control applications associated with mid-rise, high-rise, and high-rise 41+ buildings within the boundaries of the Secondary Plan will be reviewed by the Urban Design Review Panel until the completion of an updated UDRP Terms of Reference which may provide more specific guidance on the role of the Panel in this area.

Section 4: Character Area Policies

These policies add to the general secondary plan policies with greater local detail. They should be read along with the general policies. Near the limit between two or more areas, it may be necessary to take the policies of the neighbouring areas into consideration in order to ensure an appropriate transition between them.

4.1 Upper Town

4.1.1 Character Area

This subsection applies to the Upper Town area as shown on Schedule A - Character Areas. It is generally bounded by Lyon Street, Sparks Street, Bay Street, Wellington Street, Commissioner Street and Albert Street. It excludes those parcels covered by the Parliament and Confederation Boulevard Special District.

4.1.2 Mobility

- 1) The City will reflect the Central and East Downtown Core's priority placed on sustainable mobility, notably by providing a movement system from the bottom to the top of the cliff at Bronson Park, in collaboration with the National Capital Commission,



enabling easy movement for pedestrians and cyclists from LeBreton Flats to Upper Town. An example is a public elevator.

4.2 Escarpment

4.2.1 Community Design Plan

This subsection implements the necessary components of the Escarpment Area District Plan Community Design Plan (CDP). The Escarpment Area District Plan CDP includes detailed land-use descriptions and design guidelines that contain additional detail and guidance for development and its evaluation. This subsection is to be read in conjunction with the Escarpment Area District Plan CDP.

4.2.2 Character Area

This subsection applies to the Escarpment area as shown on Schedule A - Character Areas. It is generally bounded by Booth Street, the Aqueduct, Commissioner Street, Albert Street, Bay Street, Laurier Avenue, Bronson Avenue and Slater and Albert Streets.

4.2.3 Land Use and Built Form

- 2) Development in the Escarpment Area will reflect the design principles laid out in the Escarpment Area District Plan CDP. Development should:
 - a) Be designed according to the principles of point towers with podiums and sufficient separation between towers, no less than 20 metres; and
 - b) Provide increased setbacks (minimum of three metres) from the surrounding sidewalks for the purposes of public realm improvements.

4.2.4 Public Realm

- 3) The City will provide new parks, as described within the Escarpment Area District Plan CDP. The City will:
 - a) Acquire the necessary lands for the creation of a new park of 0.8 hectares on the western portion of the block bounded by Bronson Avenue, Slater Street, Bay Street and Laurier Avenue, as described in Section 5 of the Escarpment Area District Plan CDP. The inclusion of the uses and facilities proposed in the Escarpment Area District Plan CDP should be considered in the design of the park; and
 - b) Improve recreational amenities within Escarpment Park (Bronson Park), located at 506 Commissioner Street.
- 4) Develop park amenities at 84 Bronson Avenue, owned by the National Capital Commission. Refer to policies in the Escarpment Area District Plan CDP.



4.2.5 Mobility

- 5) The City will reflect the Central and East Downtown Core's policy of sustainable mobility priority in the Escarpment area, notably by:
 - a) Acquiring the necessary lands for the creation of a mid-block pedestrian mews running north-south from Albert Street to Laurier Avenue at the mid-block between Bronson Avenue and Bay Street, as described in Section 5 of the Escarpment Area District Plan CDP. The mews will facilitate pedestrian and cycling movement through the district and provide a front-door address for the western edge of the new residential infill development. Between Slater Street and Laurier Avenue, the mews will define the eastern edge of the central park and provide access, as well as a transition to, the new residential development. Once completed, the mews shall be dedicated to the City as a public right of way. It will not be dedicated as parkland; and
 - b) Providing streetscape improvements to prioritize pedestrian and cycling movements at key intersections such as Albert and Slater Streets at Bronson Avenue.

4.3 Core

4.3.1 Character Area

This subsection applies to the Core area as shown on Schedule A - Character Areas. It is generally bounded by Sparks, Elgin, Lisgar, Metcalfe, Gloucester and Lyon Streets. It excludes those parcels covered by the Rideau Canal Special District and the Parliament and Confederation Boulevard Special Districts

4.3.2 Land Use and Built Form

- 6) The Core area is intended to be the principal focal point of activity in the city and within the metropolitan downtown core. Development will:
 - a) Be designed to maximize the activity on, accessible to and visible from the public realm; and
 - b) Provide continuous active frontages and active uses along all streets.

4.3.3 Public Realm

- 7) The City should require the inclusion of parkland in new developments as referenced in the Downtown Ottawa Urban Design Strategy and an Urban Parks Strategy. The City will identify potential locations for new parks and endeavour to acquire them for that purpose.

4.3.4 Mobility

8) The City will require a minimum sidewalk width of 3 metres along all streets, as per the Downtown Moves: Transforming Ottawa's Streets study. This may be increased without amendment.

4.4 Centretown

4.4.1 Character Area

This subsection applies to the Centretown area as shown on Schedule A - Character Areas. It is generally bounded to the north by Gloucester Street and Lisgar Street, to the east by the Rideau Canal, to the south by the Queensway and to the west by Bronson Avenue.

4.4.2 Purpose and Structure of this Subsection

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

Paragraphs 4.4.3 Vision and 4.4.4 Principles and Objectives, of this secondary plan lay the foundation for Centretown, with a vision statement and set of overarching principles. Paragraph 4.4.4 Principles and Objectives, of this secondary plan also identifies Centretown's general objectives under each principle. Centretown's policies pertaining to mobility, the public realm, heritage, housing, land use and site development can be found in paragraphs 4.4.5 to 4.4.9 of this secondary plan. This subsection concludes with policies intended to provide Interpretation (paragraph 4.4.10) and guide its implementation (paragraph 4.4.11).

In considering and preparing proposals for new development and other physical improvements in Centretown, including public projects, proponents should review all paragraphs of this subsection, the general policies within this secondary plan, in addition to the Centretown CDP and applicable policies in Volume 1 of the Official Plan.

4.4.3 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 and a strong sense of community, remarkable heritage assets and the ever-improving quality of the built environment. Centretown continues to be one of Ottawa's most diverse and vibrant mixed-use community.

Architecturally, Centretown has become a showcase of creative and beautiful design. Heritage buildings are celebrated features of the community, carefully preserved and

creatively re-used and frequently incorporated into new development. At the same time, new buildings of all shapes and sizes, responding to neighbourhoods and the downtown context, have been constructed. The resulting eclecticism reinforces Centretown's identity as a place that values its past and embraces its future.

More space for walking and cycling has turned busy roads into people places that stitch the different parts of the community together. Calm streets, greener streetscapes and unique parks have also improved the overall image of Centretown. Heritage streetscapes and individual buildings have been maintained and enhanced.

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 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 Streets. Somerset Village has expanded and Gladstone Avenue has become a destination for creative businesses, fuelled 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 complete downtown community that optimizes its central location. There is a wide range of housing options, including affordable housing. Most residents don't rely on their own car for transportation, walking, cycling or taking transit to work. Everything needed for a high-quality urban living, including parks, schools, shops, services and cultural attractions, is a short stroll away.

4.4.4 Principles and Objectives

The following seven core principles flow from the vision for Centretown and provide the foundation for this Character Area. They recognize that Centretown is not only one of Ottawa's oldest established communities with many significant built heritage resources, but is also an area of the city that will continue to evolve to accommodate more residents and businesses.

The following principles reinforce each other, and none is more important than any other. They establish overarching goals for Centretown, and each provides the basis for the more specific objectives

1. Maintain and respect the character of Centretown's neighbourhoods

The 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, and new development should be compatible as viewed from the public realm.

Gentle intensification is planned in these areas, and new development, adaptive re-use or modifications to existing buildings should reinforce the established heritage character.

The centre of Centretown, roughly between Kent and Elgin Streets and between Lisgar and Argyle Streets is the Centretown Heritage Conservation District. This District includes the historic mainstreets of Bank Street and Elgin Street, and the Museum of Nature. It is a dynamic, mixed-use area with an eclectic character. As this area continues to evolve, conserving cultural heritage value will be essential.

Objectives:

- Protect buildings of cultural heritage value, heritage streetscapes and areas
- Rehabilitate, conserve and re-use buildings with heritage value
- Ensure compatibility with the character of neighbourhoods and mainstreets
- Preserve irreplaceable, valued architectural styles

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 low-rise neighbourhoods may experience a sensitive level of infill growth as a result of small-scale, low-rise redevelopment, secondary suites and converted houses, for example.

Objectives:

- Achieve a minimum intensification target of 10,000 new residents
- Target larger intensification projects where they will have minimal adverse impacts on low-rise neighbourhoods. The low-rise neighbourhoods are generally located east of Elgin Street and west of Kent Street (including properties located south of James Street to the west of Bank Street)
- Ensure that intensification in Heritage Conservation Districts (HCD) is consistent with the HCD study and applicable HCD plan

- Ensure utilities and municipal services are adequate to support the intensification target
- Provide adequate educational, recreational, social and cultural facilities and programming for all residents

3. Accommodate a diverse population

Centretown is one of Ottawa's most diverse communities socially and culturally. It is a downtown neighbourhood, 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. Centretown should continue to accommodate a culturally diverse, dynamic community in an inclusive urban environment

Objectives:

- Ensure new housing provides a range of dwelling types and sizes, including units suitable for families with children
- Provide housing which meets the needs of disabled persons, senior citizens, single parent families and other groups with special needs
- Maintain an adequate supply of affordable housing
- Strengthen the protection of existing rental housing
- Provide adequate educational, recreational, social and cultural facilities and programming for all residents
- Promote equity and inclusion by recognizing, protecting and honouring sites of cultural heritage value associated with Centretown's diverse historical experiences, including those associated with the LGBTQ2, Indigenous, and visible minority communities

4. Reinforce and promote commercial activity

Bank Street and Elgin Street are successful neighbourhood Mainstreets. Somerset Village is a restaurant destination and small commercial enterprises now occupy many of the historic houses south of Somerset Street and on either side of Bank Street. Encouraging commercial investment that respects the heritage character of the area will help ensure that Bank and Elgin Streets, as well as secondary mainstreets, like Somerset and Gladstone will thrive. The rehabilitation of heritage buildings will ensure their long-term viability. A thriving commercial environment in Centretown comprising retail, small-service businesses and professional offices supports population and employment growth in broader downtown Ottawa.

Objectives:



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

5. Enhance the public realm

Centretown has lively corridors and a few distinctive parks, 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 public parks and other public open space. As Centretown's population grows, ages and becomes more culturally diverse, the pressures on parkland and community facilities 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 and the creation of new public squares and gathering places. 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:

- Increase the overall supply of parkland in Centretown
- Improve the quality and functionality of existing parks
- Establish new urban plazas, public spaces, and privately-owned public spaces
- Improve the pedestrian comfort and image of primary streets
- Establish Metcalfe Street as a premier civic boulevard and National Capital entryway
- Protect and preserve existing trees and other desirable vegetation
- Plant new trees in public parks and rights of way
- Establish new community and cultural facilities to serve the needs of residents and complement existing cultural amenities

6. Prioritize and improve walking, cycling and transit use

With its grid pattern of streets and mix of uses, Centretown is generally a walkable community that is well served by public transit. Nevertheless, the priority placed on



vehicular traffic on Kent, O'Connor and Metcalfe Streets 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 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:

- Reduce and regulate the use of cars
- Provide additional amenities for sustainable modes on Centretown's corridors and other key streets
- Ensure high quality pedestrian and cycling infrastructure is provided as part of any major roadway improvement projects
- Expand the network of pedestrian pathways and cycling facilities in Centretown and improve connections to adjacent neighbourhoods
- Create arterial streets that prioritize sustainable modes, particularly pedestrians
- Improve public transit service as warranted
- Minimize traffic flow and speed on residential streets and mitigate their impacts
- Expand car-share and bike-share programs and facilities

7. Promote design excellence

The cherished historic character of Centretown is testimony to the value of design excellence. As the community grows and evolves, it should maintain and celebrate its 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 including 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:

- Ensure all new development is well designed and built with high quality, long lasting materials



- Ensure new development in established neighbourhoods respects and complements the existing character of the area
- Steadily increase the number of buildings that meet high standards for energy efficiency, environmental design and green buildings generally (ex., LEED rated buildings)
- Steadily increase the number of projects recognized by professional design organizations for excellence
- 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
- Respect the heritage character of Heritage Conservation Districts and other areas with built heritage resources. Development will respect the guidelines in Section 6.5 of the Centretown CDP

4.4.5 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 flow through Centretown will remain low with some areas experiencing congestion, particularly at peak times. Nevertheless, it is a goal of this subsection to reduce automobile use, speed, their impacts on the neighbourhood and create an environment that is even more conducive to using alternatives to the automobile. This subsection encourages a program of complete streets for Centretown. The policies in this subsection 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 4.4.6 Public Realm, of this secondary plan.

Public Transportation

- 9) 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.
- 10) 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.

Cycling and Walking

- 11) 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.

- 12) The City shall identify and implement opportunities for protected 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.
- 13) The City shall be guided by the Centretown CDP and the policies in Sub section 4.4.6 for Streetscapes, of this secondary plan, 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 Centretown CDP.

Street Network

- 14) 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.
- 15) 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 sustainable modes, 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.

4.4.6 Public Realm

The public realm of Centretown includes its streets, back lanes, pathways, parks and 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 liveable community as well as to the success of its businesses.

The policies in this subsection focus on maintaining and improving key elements of Centretown's existing public realm and adding new ones. Equally important, the Centretown CDP and the policies below support a strategy of upgrading existing parks, greening Centretown's key streets and securing high-quality parks through



redevelopment. In addition, the policies in sub section 4.4.5 Mobility, of this secondary plan, emphasize the importance of improved connections for pedestrians and cyclists within the community and to surrounding areas with park and recreational amenities.

Any future development of 436 MacLaren Street, 444 MacLaren Street, and 359 Kent Street with a high-rise building will include a minimum of 525 square metres of the lot area as a privately-owned public space. Approval of a site plan for such development will be required. (By-law 2024-52)

Parks and Privately-Owned Public Spaces (POPS)

- 16) The City shall implement an ongoing program of park improvements in Centretown, guided by Section 5 – Greening Centretown, in the Centretown CDP.
- 17) Priorities for park or POPS are to be considered as part of planning applications along Metcalfe Street.
- 18) Priorities for improvements within existing parks include Jack Purcell Park, Dundonald Park, McNabb Park, St. Luke’s Park and Minto Park.
- 19) The City shall pursue the acquisition and creation of new parks, POPS and other public spaces conceptually identified on Schedule B - Designation Plan and Schedule E - Greening Centretown and described in the Centretown CDP. The acquisition and/or programming of these areas will require working cooperatively with public agencies and private landowners. In addition to the parks identified on Schedule E - Greening Centretown the City may acquire other lands for parkland without amendment to this secondary plan. Designated heritage buildings will not be demolished when creating new parks.
- 20) Any future development of 265 Catherine Street within the height limit of the zoning in place on January 23rd, 2014 will include a minimum of 25 per cent of the lot area as a POPS. Approval of a site plan for such development will be required and the community will be consulted by the City during this process.
- 21) 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 senior centres and outdoor recreation spaces, such as skateboard courts and basketball courts.
- 22) To complement existing and new parks, the City shall use the development approval process to secure the provision of new parks and POPS at strategic locations throughout Centretown. Generally, small parks and POPS shall be located at intersections, although mid-block locations will also be considered. The location and design of small parks and POPS shall be guided by the Centretown CDP.



- 23) 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 park; and
 - b) Re-landscaping of the park, using its distinctive historic plan as an inspiration, with an emphasis on the west lawn, to a significantly higher standard as per the 2003 Public Works-Government Services Canada study; and
 - c) Special streetscape treatment for the Metcalfe Street and McLeod Street intersection to create a public gathering space at the front entrance to the museum; and
 - d) Reconstruction of Metcalfe Street as a civic boulevard, including street trees, special paving, lighting, coordinated street furniture and traffic calming measures; and
 - e) Opportunities for an improved alternative scenic access system from the Queensway and Elgin Street to the Queen Elizabeth Driveway.
- 24) 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.

Community Services

- 25) 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, licensed childcare centres, information and referral services, and any other service which is best delivered at the neighbourhood level.

Streetscapes

- 26) 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:
- a) Elgin Street; and
 - b) Catherine Street; and
 - c) Metcalfe Street; and
 - d) O'Connor Street; and
 - e) Somerset Street; and



f) Gladstone Avenue; and

g) Lyon Street.

27) 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.

28) 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 downtown, 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 City's Underground Wiring Policy.

4.4.7 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 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 and consistent with existing heritage plans and policies.

29) 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.

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

4.4.8 Housing

The population of Centretown is expected to rise in the decades ahead, and a key objective of this Character Area subsection 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 4.2 - Housing, of Volume 1 of the Official Plan, support this objective, focusing specifically on the issue of affordable housing.

Affordable and Assisted Housing

31) The City shall include the provision of affordable housing units and the conservation and replacement of rental housing as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits. A Centretown Affordable Housing Fund shall

be created and funded as per Policy 15), Section 11 of Volume 1 of the Official Plan and Development Charges Reserve Fund contributions.

- 32) The City shall work with private developers to introduce home ownership programs to create affordable condominium units.
- 33) 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 subsection.

Protection of Rental Housing

- 34) 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.
- 35) Notwithstanding Section 4.2.3 of the Official Plan, properties designated under Part IV of the *Ontario Heritage Act* and Category 1 and 2 properties designated under Part V of the *Ontario Heritage Act* shall not be exempted from the rental conversion policy.

4.4.9 Land Use and Site Development

The policies of this Character Area subsection address how land can be used and developed and relate to Schedule B - Designation Plan and Schedule C - 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 Centretown Character Areas, identified on Annex 1 - Centretown Character Areas, of this secondary plan and described in detail in the Centretown CDP, are very important to the continued evolution of Centretown. The Centretown Neighbourhood 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 planned for sensitive physical change. The Centretown North 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 Centretown South 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 Centretown Central Character Area is the most complex of the Centretown 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 Centretown Character Area. They are linked to Schedule B - Designation Plan and Schedule C - Maximum Building Heights.

In the case of the properties municipally addressed as 436 MacLaren Street, 444 MacLaren Street, and 359 Kent Street, any high-rise building development on the site shall be considered as a Landmark Building and is only permitted in accordance with the zoning provisions of the GM[2922] S490-h zone, By-law No. 2024-53, or as amended.

Centretown Neighbourhood Character Areas

- 36) The predominant designation in the Neighbourhood Character Area is Local Neighbourhood, as identified on Schedule B - Designation Plan.
- 37) In Minor Corridors identified in Volume 1 of the Official Plan, denser low-rise forms are permitted. Small-scale, neighbourhood-oriented commercial uses are also permitted on properties fronting these streets.
- 38) New development in the Local Neighbourhood designation of the Neighbourhood Character Area shall be compatible 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, except for the interior low-rise neighbourhood areas in the Golden Triangle east of Elgin Street where the maximum height shall be 11 metres, as identified on Schedule C - Maximum Building Heights.

Centretown North Character Area

- 39) The predominant land use designation in the North Character Area is Local Neighbourhood, as identified on Schedule B - Designation Plan. 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 R4 and R5 zoned areas.
- 40) Buildings on Corridors in this Character Area 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.

- 41) Buildings of varying heights shall be encouraged in the North Character Area. The maximum heights, identified on Schedule C – Maximum Building Heights, are intended to achieve a transition to the mid-rise and low-rise areas to the south. Proposals for development in the North Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. These guidelines, together with other applicable Council approved design guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown. The guidelines are meant to be general and may not apply equally in all circumstances. The site context may inform the application of, and the emphasis on, the various guidelines.

Centretown South Character Area

- 42) The predominant designation in the South Character Area is Corridor, as identified on Schedule B - Designation Plan. 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 travellers, commuters and Centretown residents.
- 43) Buildings of varying heights shall be encouraged in the South Character Area. The maximum heights, identified on Schedule C - Maximum Building Heights, are intended to achieve a transition to the mid-rise and low-rise areas to the north. Proposals for development in the South Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. These guidelines, together with other applicable Council approved Design Guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown. The guidelines are meant to be general and may not apply equally in all circumstances. The site context may inform the application of, and the emphasis on, the various guidelines.

Centretown Central Character Area

- 44) Consistent with the eclectic nature of the Central Character Area, it comprises several land use designations, as identified on Schedule B - Designation Plan, including the following mixed-use designations:
- a) Corridor – For Elgin Street and Bank Street this applies to the properties subject to Mainstreet Corridor policies as identified in Section 6.2 - Corridors, of Volume 1 of the Official Plan. In these areas, 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. On-site parking is discouraged. If provided, will be located at the rear of buildings or underground.
- b) Corridor – Other than Elgin Street and Bank Street this applies to the properties subject to Minor Corridor policies as identified in Section 6.2 - Corridors, of Volume 1 of the Official Plan. Commercial uses in heritage houses and at the base of apartment and office buildings are permitted and encouraged. Notwithstanding the presence of commercial uses on Somerset Street, it should maintain a generally residential form, 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) Local Mixed-Use – This applies to portions of the Centretown 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 small-scale commercial uses such as personal services, medical facilities, offices and small-scale institutional uses, such as licensed childcare centres. Uses such as restaurants, retail stores and retail food stores, more appropriately located on a Corridor, will not be permitted, except within landmark buildings. Permitted non-residential 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, with the exception of those existing buildings containing legally established non-residential uses existing at the date of adoption of the Official Plan. The expansion of legally established non-residential uses shall be subject to appropriate limits. The Local Mixed-Use designation also permits low-rise residential buildings and apartment buildings that do not contain non-residential uses.
- 45) The Centretown Central Character Area also includes properties designated Local Neighbourhood, where the permitted uses shall be restricted to low-rise forms.
- 46) A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area. Schedule C - Maximum Building Heights identifies maximum heights of up to nine storeys as permitted. Where a building greater than six storeys is proposed adjacent to a property where the maximum height is four storeys or adjacent to built heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Buildings shall be restricted to five storeys along Elgin Street.
- 47) Proposals for development in the Centretown Central Character Area shall be guided by the Built Form Guidelines in the Centretown CDP. The guidelines are meant to be general and may not apply equally in all circumstances. The site context of the provision of a public benefit may inform the application of, and the

- emphasis on, the various guidelines. Where a high-rise building is introduced in the Centretown Central Character Area, provisions described in Section 4.4.9.3, Policy 43) and Section 4.4.9.4, Policy 46) of this subsection shall apply.
- 48) Notwithstanding the maximum building heights identified on Schedule C – Maximum Building Heights, the lands legally described as Lots 12 and 13 (West O’Connor Street) and Part of Lot 43 (North Gilmour Street) on Registered Plan 15558 shall be subject to a maximum building height of six storeys. Furthermore, notwithstanding Policy 45), the development of a midrise apartment dwelling shall be permitted on the portion of such lands designated Local Neighbourhood, being Part of Lot 43 on Registered Plan 15558.
- 49) Despite Policy 46) above, the property at 100 Argyle Avenue is permitted a maximum building height of 10 storeys pursuant to Section 37 of the *Planning Act* where one or more community benefits are secured through and agreement with the City which will be provided at the time of development.
- 49A) Despite Policy 46) above, the property at 311 Somerset Street West and 234-236 O’Connor Street is permitted a maximum building height of eighteen (18) storeys pursuant to Section 37 of the *Planning Act* where one or more community benefits are secured through and agreement with the City which will be provided at the time of development. (By-law 2023-238)

General Policies

- 50) 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 B - Designation Plan identifies Public/Institutional Areas, where such uses exist and will continue to be permitted.
- 51) Schedule B - Designation Plan and Schedule E - Greening Centretown identifies the locations of existing parks and potential locations for future parks. Parks and other public open spaces shall also be permitted in all other land use areas. A range of community, cultural and recreational facilities are permitted in parks and open spaces.
- 52) The implementing zoning by-law shall establish appropriate maximum building heights within the ranges shown on Schedule C - Maximum Building Heights. These maximum building heights are intended to help ensure compatibility between existing buildings and new development and between areas of different building heights, which together with other applicable zoning provisions ensure new development achieves an appropriate built form transition to adjacent areas of lower height.

- 53) 267 O'Connor Street is a significant site strategically located along O'Connor Street amongst sites developed with buildings of various character and height within the Local Mixed-Use designation of the Centretown Central Character Area. Given its location, context, size and current development conditions comprising a single use non-residential building with extensive surface parking and having frontage on three public streets, redevelopment of the site is encouraged. Such development could make a significant contribution to improving the Centretown Central Character Area and O'Connor Street, and to significantly improving the area's public realm. Such development is encouraged to include the provision of a park, a key objective of this subsection for this part of Centretown. The determination of the nature and form of development that is consistent with the opportunity and potential exhibited by the site shall be determined through a site-specific re-zoning process and be subject to a specialized design review process within the framework of the City's Urban Design Review Panel. Accordingly, to provide for flexibility in determining an appropriate development, and recognizing the varied context of the site where buildings of various styles and heights are located, the final building height that may be determined through the site specific rezoning will be permitted to exceed the nine storey height limit identified on Schedule C - Maximum Building Heights, while providing for an appropriate building height and mass in order to create a positive street relationship as well as ensure compatibility with surrounding properties, provided an appropriate publicly accessible private open space is included. Any proposal for a building height that would be permitted within the framework of the Landmark Building policies of this subsection will be subject to the policies set out for Landmark Buildings. Notwithstanding Subsection 4.4, Policy 42) c), small retail, cafes and restaurants will be permitted on the first two floors and basement.
- 54) Where the existing maximum building heights in the Zoning By-law are lower than those shown on Schedule C - Maximum Building Heights, any increase in height and/or density deemed suitable by the City through a rezoning process will be subject to Policy 15), Section 11 of Volume 1 of the Official Plan.
- 55) As a mixed-use, downtown 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 combine iconic architecture, extraordinary site design and a unique civic or national function to create a distinctive place that invites visitors to experience its qualities. Both the building and its landscape should be appreciated as much for their beauty as for their utility. While Landmark Buildings must respect the form and character of their surroundings, 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 built form policies of this subsection, including the height limits on Schedule C - Maximum Building Heights, where high-rise and mid-rise buildings are permitted in the Centretown North, Central and South Character Areas, the City may permit Landmark Buildings that do not conform to the built form policies and height limits but only under very specific circumstances as described below.

Landmark Buildings shall:

- a) Only be permitted on large corner lots with frontage on three streets, except in the Centretown South Character Area, where frontage on two streets is required; and
- b) Not be permitted in Local Neighbourhood or Corridor designations; and
- c) Notwithstanding the provisions of (b) above, proposals for the development of potential Landmark buildings will continue to be considered on any lots where they would have been considered on October 26, 2021. These lots are those designated “Corridor” in the following locations:
 - i) The west side of Kent Street between Lisgar Street and Somerset Street, excluding lots whose front lot line is on Somerset Street;
 - ii) Either side of Kent Street between Somerset Street and James Street, excluding lots whose front lot line is on Somerset Street;
 - iii) Either side of Gladstone Avenue between Bank Street and O’Connor Street, excluding lots whose front lot line is on Bank Street, but including all lots whose front lot line is on O’Connor Street;
 - iv) The south side of Gladstone Avenue between O’Connor Street and Elgin Street, excluding lots whose front lot line is on Elgin Street;
 - v) Lots whose front lot line is on Catherine Street;
 - vi) Either side of Metcalfe Street between Somerset Street and Waverley Street West, excluding lots whose front lot line is on Somerset Street;
 - vii) Either side of Metcalfe Street between Gladstone Avenue and Catherine Street, excluding lands designated as “Institutional”.
- d) In the Local 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; and
- e) Provide and deliver a significant, publicly accessible and publicly owned park 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 of 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; and
- f) 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; and
 - g) Conform to the built form policies of this Plan applicable to tall buildings (Subsection 4.4 Policy 44) and Section 4.4 Policy 48)) where the landmark includes tall building element for residential uses incorporated into the design of a landmark building and only with respect to such uses; and
 - h) Not require the demolition of a designated heritage building and shall respect the cultural heritage value of the site and its setting through the retention of its significant heritage resources; and
 - i) Demonstrate leadership and advances in sustainable design and energy efficiency; and
 - j) 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; and
 - k) Be subject to the provisions as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits, and as per Section 4.4, Policy 54) of this secondary plan, with the public open space or institution taken into account when determining the appropriate community benefit under Policy 15), Section 11 of Volume 1 of the Official Plan; and
 - l) 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; and
 - m) Not exceed a height of 27 storeys.

This provision is not intended to introduce tall buildings that are out of scale with their planned surroundings without a specific review and analysis of the impacts and implications. The specific context of the location of the proposal will form part of this review and be taken into account when determining building massing, building heights and the relationship of the project features to the streets.

Prior to considering a proposal for a Landmark Building in Centretown, a formal and rigorous application and review process that includes public consultation shall be developed for consideration by the appropriate standing committee of Council and shall be adopted by Council.

56) 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 to 6.4 of the Centretown CDP.

4.4.10 Interpretation

57) This subsection establishes broad principles to guide future development in Centretown. Schedule B - Designation Plan is intended to illustrate certain aspects of this subsection 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.

58) Annex 1 - Centretown Character Areas, of this secondary plan is provided for information only and is not part of the secondary plan.

59) Where the policies of this subsection conflict with those of Volume 1 of the Official Plan, the policies of this secondary plan shall prevail.

4.4.11 Implementation

The policies of this subsection 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 the Official Plan, describes the principal tools and actions the City intends to use to implement the objectives and policies of this subsection.

General

60) This subsection 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 as per Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits
- 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

61) 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 this subsection, the City of Ottawa will initiate discussions with these authorities with the objective of reaching an agreement on a desirable course of action.

Future Initiatives

62) As identified in the policies of this subsection, 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 subsection:

- a) Zoning By-Law amendments consistent with the land use and built form policies of the subsection; and
- b) One-way to two-way conversion study for Metcalfe Street, followed by similar studies for Lyon Street, O'Connor Street and Kent Street; and
- c) Safe crossings project; and
- d) Metcalfe gateway and Canadian Nature Museum block restoration plan (with the National Capital Commission); and
- e) Public parking inventory, utilization study and strategy; and
- f) Jack Purcell Park improvement plan; and
- g) Review and update of the Centretown Heritage Conservation District Study; and
- h) Open space acquisition plan.

4.5 Uptown Rideau

4.5.1 Introduction

The purpose of this subsection is to provide detailed area-based policy direction to guide both public and private development within the planning area of Uptown Rideau over the next 20 years.

This subsection is prepared as a statutory planning tool to implement the Uptown Rideau Street Community Design Plan (CDP). Uptown Rideau is designated Mainstreet Corridor in the Official Plan and a target area for intensification. The Uptown Rideau Street CDP and this subsection provide an updated vision for the area and set out policies on matters related to land use, built form and public realm to guide and manage the anticipated growth and change.

This subsection is to be read and interpreted in conjunction with the Uptown Rideau Street CDP as City Council's policy direction for all municipal actions, including public works, site plan control, Zoning By-law amendment, and Committee of Adjustment



applications in the Uptown Rideau area. The various sections in this subsection are closely linked and are not meant to be read in isolation. Proponents should review all sections of this subsection in addition to the applicable policies in Sections 2 and 3 of this secondary plan, , and Volume 1 of the Official Plan, when considering and preparing proposals for new public and private development.

4.5.2 Character Area

This subsection applies to the Uptown Rideau area as shown on Schedule A - Character Areas. It applies to properties generally located along Rideau Street between King Edward Avenue and the Rideau River.

4.5.3 Vision

The following vision statement describes the future state of Uptown Rideau when policies of the Uptown Rideau Street CDP and this subsection are fulfilled:

Uptown Rideau is a vibrant downtown mainstreet and an entryway to the City's Downtown area and Parliament Hill. It is a gathering place between two established and diverse neighbourhoods, being Lowertown and Sandy Hill, and a safe and inviting place for people of all ages to live, shop, work and relax. It is generally a street of mid-rise buildings with continuous active storefronts, shops, restaurants and cafés at the street level and places for people to live and work above. Occasionally, taller buildings rise above human-scaled podiums, transitioning in height towards Downtown Rideau and adding visual interest to the skyline. The buildings that line the street are a mix of historic and contemporary buildings, the latter achieving sensitivity to established neighbourhoods, strong contributions to the pedestrian realm and a high-level of architectural excellence befitting of a premiere street in the National Capital. The public realm and rights of way of Uptown Rideau prioritize pedestrians, cyclists and transit users over motorists. A network of pedestrian and cyclist connections and crossings make it a safe and comfortable place to move through and small, accessible, parks encourage people to stay a while, relax and observe all the street has to offer.

4.5.4 Core Principles and Key Directions

This subsection establishes the following four core principles and key directions to guide public and private developments.

1. Establish a vibrant, successful mainstreet that is part of Ottawa's downtown and one of the entryways to the downtown area and Parliament Hill.

Directions:

- Provide a mix of uses along Rideau Street to serve local residents, employees, businesses and visitors
- Provide more opportunities for people to live and work on Rideau Street through intensification

- Integrate built heritage resources into new development
- Promote high-quality design to ensure the overall quality of the built environment, including the buildings and the public realm, is suitable for an entryway to the Downtown area and Parliament Hill

2. Locate new buildings and taller buildings strategically and with transition to the surrounding neighbourhoods.

Directions:

- Require new buildings to be designed to frame Rideau Street and reflect the scale of the Street
- Require the massing and design of all new buildings to relate to the human scale and make a positive contribution to the pedestrian environment
- Ensure that all new buildings provide transitions to the surrounding neighbourhoods and mitigate shadow and wind impacts
- Require that high-rise buildings be located strategically in accordance with the conditions set out in this secondary plan, where impacts on established neighbourhoods can be mitigated and the design of the high-rise buildings can contribute positively to the skyline of the City
- Ensure that the operational needs of new developments are planned to minimize the impacts on the Uptown Rideau Street CDP area and neighbouring communities

3. Improve the existing mobility network, prioritizing pedestrian, cyclist and transit users and create an inviting environment.

Directions:

- Prioritize and improve the pedestrian and cycling connections to and through the area
- Improve way-finding signage for cyclists to the designated cycling routes in the area
- Ensure a generous provision of pedestrian realm along Rideau Street including wide sidewalks and buildings setbacks at strategic locations

4. Enhance and connect the park network.

Directions:

- Provide for on-site public parkland as a part of the redevelopment of larger sites
- Provide for privately owned, publicly accessible spaces as a condition for density redistribution for new development that seeks alternative built form design
- Ensure that new parkland and privately-owned public spaces be designed to be welcoming, accessible, safe and comfortable to diverse populations



- Improve existing parks, open spaces, and other components of the public realm with additional seating and improved landscaping
- Improve connections between all parts of the public realm network for pedestrians and cyclists
- Ensure that the redevelopment of properties, especially larger sites, contributes to the greening of the public realm

4.5.5 Land Use and Built Form

Uptown Rideau is designated as Mainstreet in the Official Plan and this designation supports a wide range of uses. This subsection provides detailed delineation of land-use designations and clear directions on built form design within the planning area. This subsection appreciates the dynamics of this Mainstreet and recognizes the considerably varied physical and contextual conditions of different properties. The built form approach of this subsection is to establish consistent mid-rise building heights and density while allowing for the exploration of alternative built form under specific conditions without increasing the density. Design principles are also provided as general guidance for different built forms.

Land Use

Three designations are found within the planning area including Corridor, Local Neighbourhood, and Parks as shown on Schedule B - Designation Plan.

- Uses permitted in Section 6.2 – Corridors, of Volume 1 of the Official Plan, are permitted on properties designated Corridors in this subsection.
- A range of residential uses are permitted on lands designated Local Neighbourhood.
- The Park designation refers to Besserer Park located at the east end of Rideau Street.

Heights and Density

This subsection envisions Uptown Rideau as a street of generally mid-rise buildings and establishes baseline heights. This subsection also recognizes implications of the development density for built form design and establishes maximum Floor Space Indexes (FSI) as an indicator of the development density. The baseline building heights and maximum FSI established in this subsection are generally greater than the heights and FSI allowances under the current Zoning By-law. Council may grant such baseline building heights and density provisions through amendment to the Zoning By-law sought after by individual proponents.

- 63) Baseline building heights are shown on Schedule C - Maximum Building Heights. Council may approve additional heights as exceptions through the mechanism of

density redistribution as detailed in the policies of this subsection for Density Redistribution.

- 64) The maximum FSI is shown on Schedule C - Maximum Building Heights.
- 65) This subsection supports a maximum FSI of 6.0 on two sites identified on Schedule C - Maximum Building Heights. These sites are a minimum 4,000 square metres in size, are of regular shape and abut at least two public streets. The size, shape and location of these two sites allow these properties to absorb more density while meeting the built form and public realm design objectives of this subsection. Development on these two sites must accommodate all required parking, loading, and service areas within the building envelope. Vehicular circulation for the development should be internal to the site and must be managed to minimize the impacts on the adjacent properties and municipal right of way.
- 66) Proponents who seek to achieve higher baseline building heights and greater maximum density shall demonstrate that the objectives of this subsection and other relevant plans, including the policies found in this subsection for Built Form Principles, are achieved and relevant policies and guidelines are followed, including the execution of an agreement pursuant to Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits .

Density Redistribution

This subsection appreciates the varied physical and historical conditions of the properties within the Uptown Rideau area, including the presence and allowance of high-rise buildings on certain properties, and recognizes the potential opportunities offered by buildings taller than the baseline building heights described in this subsection for Heights and Density.

- 67) Council may approve a built form design that deviates from the maximum building height provision described in the Heights and Density section of this subsection and as shown on Schedule C - Maximum Building Heights, provided all of the following conditions are met as prerequisite requirements:
 - a) The lot is a minimum of 2000 square metres in size; and
 - b) The lot must abut at least two public realms (with the exception of a privately-owned public space as per Subection 4.5, Policy 65) e); and
 - c) The proposed development does not exceed the maximum FSI established by this subsection as detailed on Schedule C - Maximum Building Heights; and
 - d) The proposed development does not exceed the maximum height allowance established by this subsection, as detailed on Schedule D - Uptown Rideau On-Site Density Redistribution; and

- e) The proposed development provides a minimum 200 square metres of privately-owned publicly accessible space that meets the design guidelines found in Subsection 4.5.6. for Privately-Owned Public Spaces, of this secondary plan; and
 - f) The proposed development achieves the principles found in this subsection for Built Form Principles.
- 68) To protect the established characteristics and pattern of existing residential areas within and adjacent to the planning area, this subsection identifies properties that are not appropriate for density redistribution based on circumstances and context of the lots, as shown on Schedule D - Uptown Rideau On-Site Density Redistribution.

Built Form Policies

The built form design in the area should follow the guidelines found in the Uptown Rideau Street CDP and other applicable policies and guidelines. Derived from the Uptown Rideau Street CDP built form guidelines, the following key principles address the most significant aspects in built form design in the area:

Creating a positive ground floor experience

- 69) Locate appropriate uses at the ground floor to achieve an active building frontage along the public realm.
- 70) Locate parking, utility rooms, garbage rooms, etc. at the rear of the building where possible.
- 71) Regardless of use, the ground floor should be designed to achieve a great degree of transparency and to animate the public realm through the incorporation of elements such as pedestrian entrances, windows, porches and façade articulations.
- 72) Except for Rideau Street, building setbacks should be consistent with the existing pattern on the street and generally be setback 3 metres from the street right of way to allow for landscaping and tree planting.
- 73) Development along the north side of Besserer Street must provide generous landscaping and a continuous tree canopy.

Mid-rise Development

- 74) Mid-rise development should generally take the base-middle-top approach in built form design.
 - a) The base of the building should relate to and animate the sidewalk and the pedestrian realm; and
 - b) The middle portion of the building should relate to the adjacent buildings to form a continuous street wall; and



- c) The top of the building should be articulated to break up building mass and allow sky-view, sunlight and transition towards the abutting properties.
- 75) Building massing and elevation(s) along the public realm should enhance the character of the public realm, avoid the canyon effect and minimize visual and microclimate impacts.
- 76) Where a mid-rise building fronts onto two streets, the corner should be given prominence and special treatment/articulation.
- 77) Provide reasonable mid-block conditions between different buildings to ensure liveability, privacy, access to sunlight and cross ventilation.
 - a) Generally, the separation between two buildings with residential units facing each other should be at least 15 metres; and
 - b) Generally, the rear yard setbacks should be at least 7.5 metres; and .
 - c) Generally, the interior side yard setback in the portion of a development parcel that abuts the rear yard of a residential use should be at least 7.5 metres; and
 - d) The provision of an interior courtyard is encouraged on larger development lots; and
 - e) The upper floors of the building should incorporate setbacks.

High-rise Development

- 78) High-rise development must be well-proportioned, integrated with its surroundings and should generally take the podium and tower approach in built form design.
- 79) The podium should animate the pedestrian realm, form a continuous street wall and relate to the adjacent buildings in massing, height and architectural rhythm.
- 80) The maximum podium height should be six storeys and the built form principles found in this subsection for Mid-rise Development should apply to the design of the podium.
- 81) The tower should setback from the podium faces and should be articulated to break up building mass and allow sky-view, sunlight and transition towards the abutting properties.
- 82) The maximum floor plate for a tower containing primarily residential uses should be 750 square metres.
- 83) The maximum floor plate for a tower containing non-residential uses should be 2,000 square metres.
- 84) Where the proposed floor plate for a tower is greater than what is specified above. the proponent shall demonstrate that the objectives stated in Section 4.6 - Urban Design, of Volume 1 of the Official Plan are met.



- 85) Generally, the minimum separation distance between towers should be 23 metres and the towers should be set back by a minimum of 11.5 metres from the rear and the side property lines to achieve the minimum separation.
- 86) The top portion of a tower or the last few storeys should contribute to the city skyline through a varied articulation or special architectural treatment.
- 87) Mechanical penthouses should be architecturally integrated in a manner which is consistent with the overall character of the tower.

4.5.6 Public Realm

Uptown Rideau is a people place. The public realm in the Uptown Rideau area includes streets, publicly accessible pathways and lanes, parks, privately-owned public spaces (POPS) and watercourses. While the completion of the Rideau Street Reconstruction project has greatly improved the quality of the public realm along Rideau Street, this subsection recognizes the need for the provision of additional parks to further enhance the public realm network to support the envisioned future growth. This subsection emphasizes the provision of small parks and POPS along Rideau Street.

Public Parks

This subsection encourages the provision of new parks within the planning area and the enhancement of the existing parks in the vicinity identified in the Uptown Rideau Street CDP.

- 88) Development on a lot that is of 4,000 square meters or greater will be required to provide a public park on site to be held under the ownership of the City.
 - a) The land area of the public park should be equivalent to 10 per cent of the total area of the development lot.
 - b) Notwithstanding Section 4.5, Policy 90)a), in cases where the land area of the required public park is smaller than 10 per cent of the total area of the development lot, a cash contribution in-lieu of the balance will be required.
- 89) Lands accepted as public parkland shall be a single contiguous parcel, have frontage on at least one public street, must have sidewalks across the frontage(s) and should be regular in shape.
- 90) Development on a lot abutting a park must ensure that the construction, maintenance and access to the buildings does not infringe on the park through building setbacks or other means. To achieve the above objectives detailed conditions such as building setbacks from the park, site design and maintenance standards shall be specified in the site-specific Zoning By-law amendment and/or the site plan agreement following the policies found in the Uptown Rideau Street CDP.

- 91) The design of the parks should follow the guidelines found in the Uptown Rideau Street CDP and other applicable policies and guidelines to allow for intense use, to serve multiple overlapping functions and a diverse population and to support year-round activities.
- 92) Development lots that are smaller than 4,000 square metres shall provide cash-in-lieu of parkland in accordance with the Parkland Dedication By-law, and Council may direct the portion of the cash-in-lieu of parkland that is distributed to the Ward account towards supporting the expansion and improvements to the existing public parks in the vicinity of Uptown Rideau identified in the Uptown Rideau Street CDP as a primary purpose.

Privately-Owned Public Spaces (POPS)

This subsection requires the provision of Privately-Owned Public Spaces (POPS) by any developments that seek opportunities for density redistribution as provided for in Subsection 4.5.5 for Density Redistribution as a prerequisite condition.

- 93) A POPS shall be a welcoming place for the public and designed and constructed to follow the criteria found in the Uptown Rideau Street CDP and other applicable policies and guidelines.

4.5.7 Implementation

The policies of this subsection provide a framework for the future development in the Uptown Rideau area. The success of these policies depends on effective implementation. These policies reinforce and augment the implementation policies contained in Volume 1 of the Official Plan and the rest of this secondary plan and describes the tools and actions the City intends to use to implement the objectives and policies of this subsection.

Holding Provisions for Zoning Amendment Applications

- 94) Council will introduce a holding provision upon considering all Zoning By-law amendment applications that seek density redistribution as detailed in Section 4.5.5 for Density Redistribution. The removal of the holding provision will not be considered by Council until the policies set out in this subsection are implemented and met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development Department including the following:
 - a) Approval of a site plan control application, including the execution of an agreement pursuant to Section 41 of the *Planning Act*, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department, that will require the implementation of all policies of this secondary plan, and fulfilling obligations specified in the relevant policies and by-laws; and

- b) Execution of an agreement pursuant to Policy 15), Section 11 of Volume 1 of the Official Plan for community benefits, to the satisfaction of the General Manager of the Planning, Infrastructure and Economic Development Department where such an agreement is required in accordance with Policy 15), Section 11 of Volume 1 of the Official Plan.

Mobility Initiatives

- 95) The City shall prioritize and undertake initiatives identified in the Uptown Rideau Street CDP to improve mobility for pedestrians and cyclists in the area, including the following:
 - a) Improving conditions of the existing cul-de-sacs and pedestrian crossings identified in the Uptown Rideau Street CDP to ensure a safe, convenient and comfortable walking environment; and
 - b) Improving the signage system to facilitate better wayfinding for cycling in the area.

4.6 Downtown Rideau

4.6.1 Character Area

This subsection applies to the Downtown Rideau area as shown on Schedule A - Character Areas. It is generally bounded by George Street, King Edward Avenue, Besserer Street, Waller Street, Laurier Avenue and Colonel By Dr. It excludes those parcels covered by the Rideau Canal and ByWard Market Special Districts. The area also includes parcels adjacent to both sides of Waller Street.

4.6.2 Land Use and Built Form

Downtown Rideau is intended to be a focal point of activity in the metropolitan region. Development should support an active, pedestrian-oriented street life through its uses and form.

- 96) Future development on the Rideau Centre site will ensure:
 - a) The optimization of the use of the public realm on the roof; and
 - b) The provision of improved pedestrian access to and across Colonel By Drive; and
 - c) The restoration of the relationship to the adjacent streets and the Rideau Canal by reversing the internal orientation of retail and other uses to create active frontages; and
 - d) The avoidance of blank walls.
- 97) Development should ensure an appropriate building profile transition to the cluster of heritage buildings in the vicinity of Daly Avenue and Nicholas Street and enhance the visibility of these heritage assets. The City should consider the Heritage Asset Protection recommendations from the Downtown Ottawa Urban Design Strategy.

4.6.3 Mobility

- 98) The City will reflect the priority placed on sustainable modes in the Downtown Rideau area, notably through:
- a) Ensuring priority for sustainable modes on Rideau Street, particularly pedestrians; and
 - b) Maintaining and enhancing public pedestrian links to and through the Rideau Centre including the building that contains the Hudson's Bay department store, along the interior walkway that replaced Freiman Street after 1982; and
 - c) Providing traffic calming, comfortable pedestrian and cycling infrastructure and public realm improvements for intersections around the Nicholas Street / Laurier Avenue East and Mackenzie King Bridge / Waller Street intersections; and
 - d) Reintroducing a traffic-calmed pedestrian and cycling grid in the Nicholas Street /Laurier Avenue East / Mackenzie King Bridge / Waller Street / Rideau Street area, including frequent pedestrian and cycling crossings of Nicholas Street, Laurier Avenue East and Waller Street; and
 - e) Maintaining and creating comfortable and convenient pedestrian links towards the ByWard Market, the Core and the University of Ottawa; and
 - f) Removing through traffic as appropriate alternative routes become available.

4.7 Sandy Hill

4.7.1 Character Area

This subsection applies to the Sandy Hill area as shown on Schedule A - Character Areas. It is generally bounded by Besserer Street to the north, the Rideau River to the east, Mann Avenue to the south and King Edward Avenue to the west. It also encompasses Sandy Hill West between Waller Street, Stewart Street, Cumberland Street, Laurier Avenue, King Edward Avenue and Besserer Street. It excludes any lots adjacent to Waller Street and Besserer Street which are in the Downtown Rideau Area.

In establishing heritage designations in Sandy Hill, the following will be considered:

- The location of individual designated buildings and heritage districts generally corresponds to the intention to preserve as much of the existing neighbourhood built fabric as possible, with areas of change located on the periphery of the community;
- In addition to preservation of the existing physical structure of the neighbourhood, the intention is to strengthen the neighbourhood's place identity. The existing historic structures, with their special associations and architectural character, identify Sandy Hill as a unique neighbourhood and contribute to its sense of place and community;



- Preservation of heritage structures, now primarily residential, corresponds to the intention of maintaining Sandy Hill as a downtown neighbourhood.

4.7.2 General Objectives

- To preserve and enhance Sandy Hill as an attractive residential neighbourhood, especially for family living.
- To provide for a broad range of socio-economic groups.
- To accept a modest increase in population, primarily as a way of housing some of the growth in the Central Area labour force.
- To maintain and coordinate both the local functions of Sandy Hill (primarily as a residential neighbourhood) and the functions that serve a wider area (e.g., the mainstreet mixed-use area along Rideau Street and the University of Ottawa)

4.7.3 Land Use and Built Form

Local Neighbourhood

- 99) Preserve and enhance a stock of good housing.
- 100) Distinguish among types of new housing on the basis of scale, and to locate the different types in areas appropriate to them.
- 101) Provide a wide variety of housing, including accommodation for low-income people, the elderly, the handicapped and others with special needs.
- 102) Permit uses that complement the residential ones in type and intensity.
- 103) A mix of institutional, commercial and residential uses that serve both the University and the adjacent residential community will be permitted at 261, 265, 271, 275, and 281 Laurier Avenue East and 400 Friel Street.
- 104) The lands municipally known as 315 Chapel Street shall be recognized as a Design Priority Area, and a mix of community and commercial uses that serve the Sandy Hill community will be permitted on the site.

Commercial Uses

- 105) For 2 Robinson Avenue / 320 Lees Avenue, development must incorporate space dedicated for a community amenity / use within the ground floor and near the City park at the corner of Lees Avenue and Chapel Crescent. Any Site Plan approval shall secure these details through conditions of approval.
- Commercial Uses
- 106) Provide for small-scale shopping areas that serve the immediate residential sector and to have them distributed generally throughout Sandy Hill.

- 107) Locate commercial uses serving a wider market in areas where they will be readily accessible and will least affect the residential environment.
- 108) Laurier Avenue East is designated as a Minor Corridor in Volume 1 of the Official Plan. A mix of institutional, small-scale commercial and residential uses that serve both the University and the adjacent residential community will be permitted along this Avenue. The City will support the efforts by the National Capital Commission and the local community to establish a Prime Ministers' Row theme on this street.
- 109) Somerset Street East is designated as a Minor Corridor in the Official Plan. Micro-retail and small-scale, locally-oriented commercial uses that serve the needs of the immediate vicinity will be permitted along this street.
- 110) Permit and encourage small commercial uses on Ring Lane.

Institutional

- 111) Permit orderly development of the University of Ottawa, and to encourage useful links between the University and the adjacent community, a mix of institutional, commercial and residential uses that will serve both the University and the adjacent residential community will be permitted to locate along both sides of King Edward Avenue between Laurier Avenue East and Templeton Street, and between Cumberland Street and King Edward Avenue between Wilbrod Street and Laurier Avenue East.

Parks and Public Realm

- 112) Maintain, improve and where desirable, add new parks and privately-owned public space.
- 113) Seek to create new public space by using vacant lots and street closings, incorporating new parks and privately-owned public space within new developments, etc.
- 114) The City will investigate the provision of new park or privately-owned public space as part of redevelopment of 174 and 200 Wilbrod Street. The two parcels shall coordinate to provide a combined public park as part of their developments regardless of the timing of each redevelopment.

4.7.4 Mobility

- 115) Provide a transportation system that combines good access by active modes with minimal adverse effects from motorized modes on the physical and social environment.
- 116) Prioritize public transportation and bicycle and pedestrian movements over motor vehicles. In particular, the City will:

- a) Provide frequent and comfortable pedestrian and cycling crossings of Waller Street, King Edward Avenue and Laurier Avenue East; and
 - b) Implement traffic calming on Cumberland Street to reinforce its role as a main pedestrian and cycling link between Rideau Street and the University of Ottawa. The City should consider preparing a streetscaping plan to address paving, lighting, public realm amenities, street trees and landscaping and reducing through traffic; and
 - c) Enhance Ring Lane as a pedestrian link.
- 117) Direct motor vehicle through traffic around rather than into the neighbourhood using various traffic-calming measures and filtered permeability.
- 118) In future planning, land use should be the initial determinant of transportation needs. The latter should then be used to set any necessary limits on the provision of parking in light of motor vehicle impacts on existing streets.
- 119) The City will undertake targeted strategies to implement the Downtown Ottawa Urban Design Strategy. This includes the King Edward South Beautification, a streetscaping plan for King Edward Avenue (as part of a larger streetscaping plan extending from Rideau Street to Mann Avenue) including street tree planting, lighting, improved sidewalks, public art, street furniture, traffic calming and landscaping.

4.7.5 Servicing and Infrastructure

- 120) Provide adequate physical and social services (e.g., sewer systems and recreation guidance) and, in the case of new development, to provide them concurrently with population growth.

4.7.6 Site Development

- 121) Ensure that the scale, form, proportion and spatial arrangement of new development cause minimal intrusion on the sunlight, air and aspect enjoyed by existing adjacent development. Wherever possible, such new development shall contribute to the overall physical environment.
- 122) To ensure that new development shall provide for internal and external on-site amenity areas.
- 123) Enhance development with landscaping, especially for parking and loading areas and as a buffer between dissimilar land uses.
- 124) Ensure that new infill development along the eastern side of King Edward Avenue is of a scale that transitions down from the larger university buildings to the smaller residential buildings of Sandy Hill.

- 125) Ensure that any development west of King Edward Avenue respects its low-profile heritage character, contributes to a sense of human scale, and provides an appropriate transition to individual heritage buildings and to surrounding areas. In particular, Council shall:
- a) permit high-rise development on the north side of Besserer Street which provides transition to the node of high-profile development permitted along Rideau Street;
 - b) permit high-rise development on the south side of Besserer Street that is lower than on the north side of Besserer Street, to establish an appropriate building profile transition to the predominantly low-rise heritage area to the south; and
 - c) on streets to the south of Besserer Street, ensure predominantly low-rise development which respects, and is sensitive to, nearby heritage buildings and creates a building profile transition;
- 126) Ensure that new development between Waller Street and the north side of the University respects the scale and character of the historic university core and the scale of Laurier Avenue.
- 127) Upon redevelopment of the parcel known municipally as 200 Wilbrod Street (the former St. Joseph's Elementary School), the City will seek to obtain a POPS or park on part of the property.

4.7.7 Public Participation

- 128) Provide for the continuing involvement of the public in the development of Sandy Hill.

4.7.8 Building Heights

- 129) Within the Sandy Hill Character Area, any maximum building heights permitted in the Zoning By-law that exceed the heights indicated on Schedule B as of the date of adoption of this Secondary Plan will continue to apply. Any increases beyond these maximum heights will require an Official Plan Amendment.

4.7.9 Heritage

- 130) New buildings, alterations or additions to existing buildings shall comply with the Sandy Hill Cultural Heritage Character Area Guidelines or the relevant Heritage Conservation District Plan.

4.8 Lees Station

This subsection accompanies the 2014 Transit-Oriented Development (TOD) Plan for the Lees Station TOD. This subsection is meant to reflect its principles and objectives. The TOD Plan is a Council-approved guideline document, similar in status to a Community Design Plan.



4.8.1 Character Area

This subsection applies to the Lees Station area as shown on Schedule A - Character Areas. It is generally bounded by Mann Avenue, the Alta Vista Transportation Corridor and the Rideau River.

4.8.2 Land Use and Built Form

131) The City will:

- a) Direct development density and building height towards the immediate vicinity of the Lees O-Train station; and
- b) Direct major non-residential uses towards the Lees O-Train station; and
- c) Maintain the low- and mid-rise character of Robinson Village.

132) The City will permit community uses on the Sandy Hill Arena Lands. These include a community centre, community garden, day care, emergency service, library, municipal service centre, park, recreational and athletic facility, and/or sports arena.

133) Active Frontages will be required along:

- a) Lees Avenue between Mann Avenue and Robinson Avenue; and
- b) Lees Avenue and any future streets segments directly adjacent to the Lees O-Train station.

4.8.3 Public Realm

134) Parks and City recreation facilities will be acquired through the development process. Developers will be required to combine smaller parcels of land through a number of developments to create neighbourhood parks.

135) The Passive Open Space corridor along the shoreline of the Rideau River at Lees Campus will be considered as University Passive Open Space which will remain in the ownership of the University of Ottawa. These lands will be publicly accessible. The provisions of the City's Official Plan and the Greenspace Master Plan shall continue to apply, and the pathway must be built and maintained at least to City standard.

4.8.4 Mobility

136) The City will pursue the construction of the pedestrian and cycling bridges as described in the TOD Plans. They should be designed to separate bicycle and pedestrian traffic in order to accommodate current and future growth in traffic. The City may require the bridges as part of the development of nearby sites. The bridges include:

- a) An overpass over Highway 417 between Chapel Street and Lees O-Train station; and
 - b) A bridge over the Rideau River between the Lees University campus and Hurdman Station.
- 137) The City will prioritize the comfort and convenience of walking and cycling, notably at they Key Pedestrian Crossings as identified in the TOD Plan. In addition to permanent infrastructure, the City will consider interim improvements and traffic calming along Lees Avenue, Mann Avenue and King Edward Avenue. Interim and permanent improvements include:
- a) Dedicated, separated and all-seasons infrastructure with separate spaces for bicycles and pedestrians:
 - i) Along the entire length of Lees Avenue, connecting to the multi-use pathway adjacent to the O-Train right of way; and
 - ii) Along the north and west banks of the Rideau River; and
 - iii) Along the north side of Highway 417; and
 - iv) Over Highway 417 parallel to Nicholas Street; and
 - v) Between Mann Avenue and Colonel By Drive; and
 - vi) Along Greenfield Avenue.
 - b) Pedestrian priority (including reduced crossing distances and horizontal and vertical deflection) at:
 - i) Mann Avenue at King Edward Avenue, with special considerations to improve pedestrian comfort under the O-Train and Nicholas Street overpasses; and
 - ii) Lees Avenue at the northbound Highway 417 off-ramp; and
 - iii) Lees Avenue and Robinson Avenue; and
 - iv) Lees Avenue and Chapel Street; and
 - v) Lees Avenue at the Lees Station; and
 - vi) Mann Avenue in front of the Minto Sports Complex; and
 - vii) Mann Avenue at the future multi-use pathway east of Russell Avenue; and
 - viii) Mann Avenue at Chapel Street.
 - c) The narrowing and rationalization of vehicular lanes in order to redistribute the space to active modes, street trees and public realm improvements along the length of Lees Avenue, particularly between Mann Avenue and Robinson Avenue.

Schedules

Schedule A – Character Areas

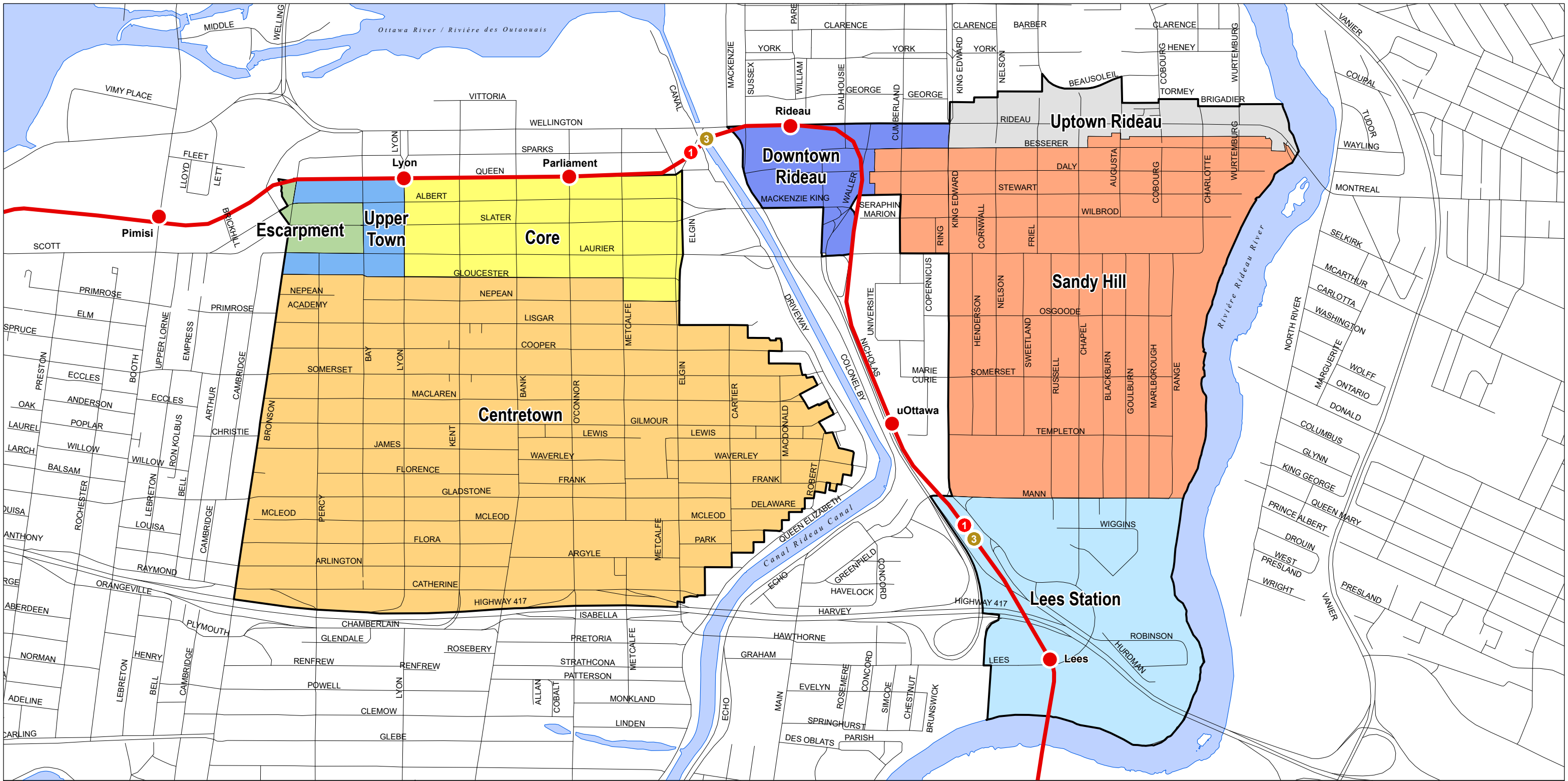
Schedule B – Designation Plan

Schedule C – Maximum Building Heights

Schedule D – Uptown Rideau On-site Density Redistribution

Schedule E – Greening Centretown

Annex 1 – Centretown Character Areas



**Central and East Downtown Core /
Centre-ville et centre-est**



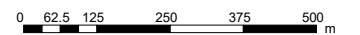
SECONDARY PLAN - VOLUME 2
Schedule A - Character Areas
 PLAN SECONDAIRE - VOLUME 2
Annexe A - Zones de caractère

Secondary Plan Boundary /
Limites du plan secondaire

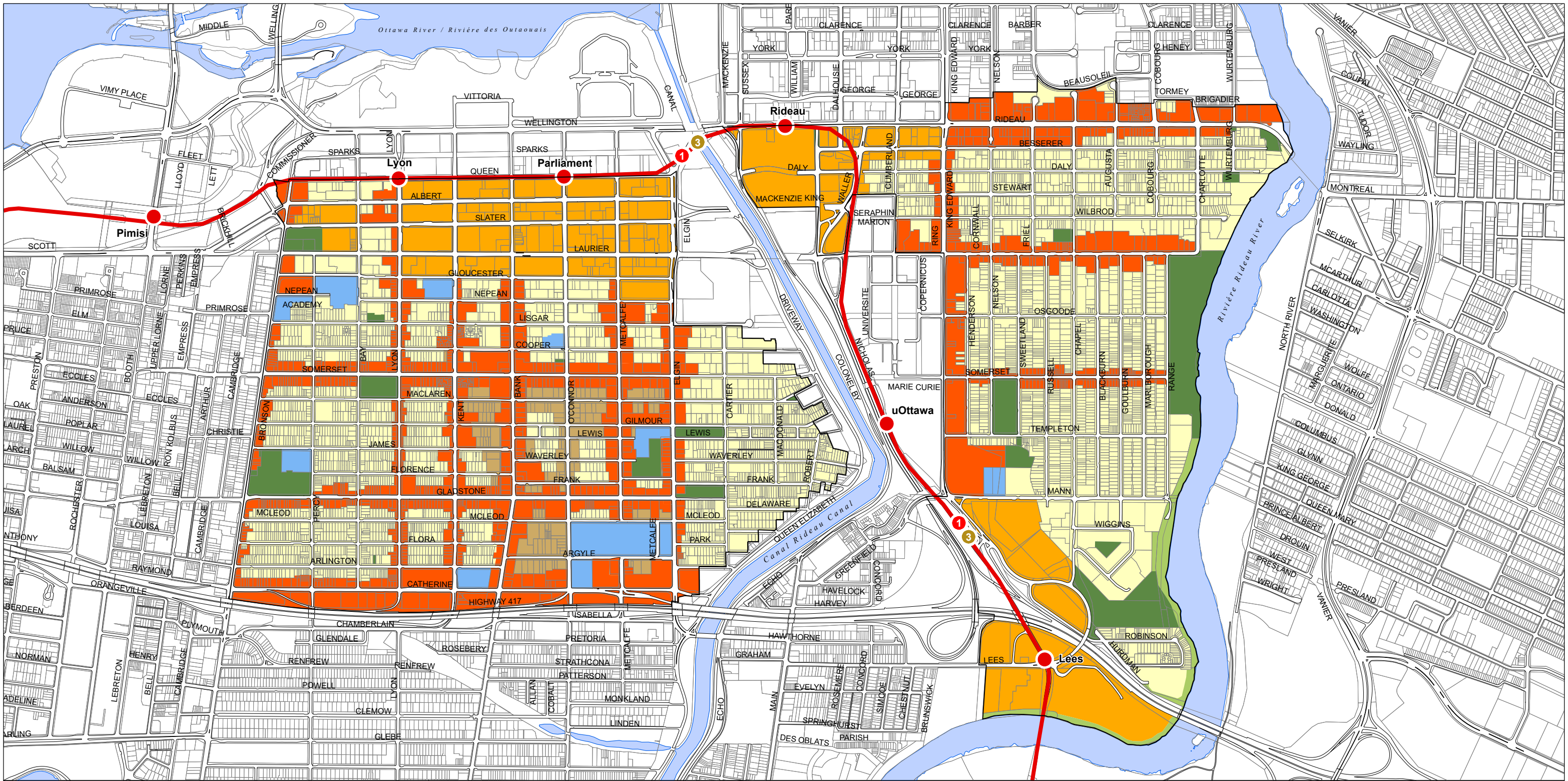
O-Train

O-Train Lines / Lignes de l'O-Train

Consolidation and Amendments /
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,
 Géospatial Analytics, Technology and Solutions
 Services de la planification, de l'infrastructure et du développement économique,
 Analyse géospatiale, technologie et solutions



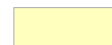






**Central and East Downtown Core /
Centre-ville et centre-est**






SECONDARY PLAN - VOLUME 2
Schedule B - Designation Plan

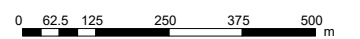
PLAN SECONDAIRE - VOLUME 2
Annexe B - Plan de désignation

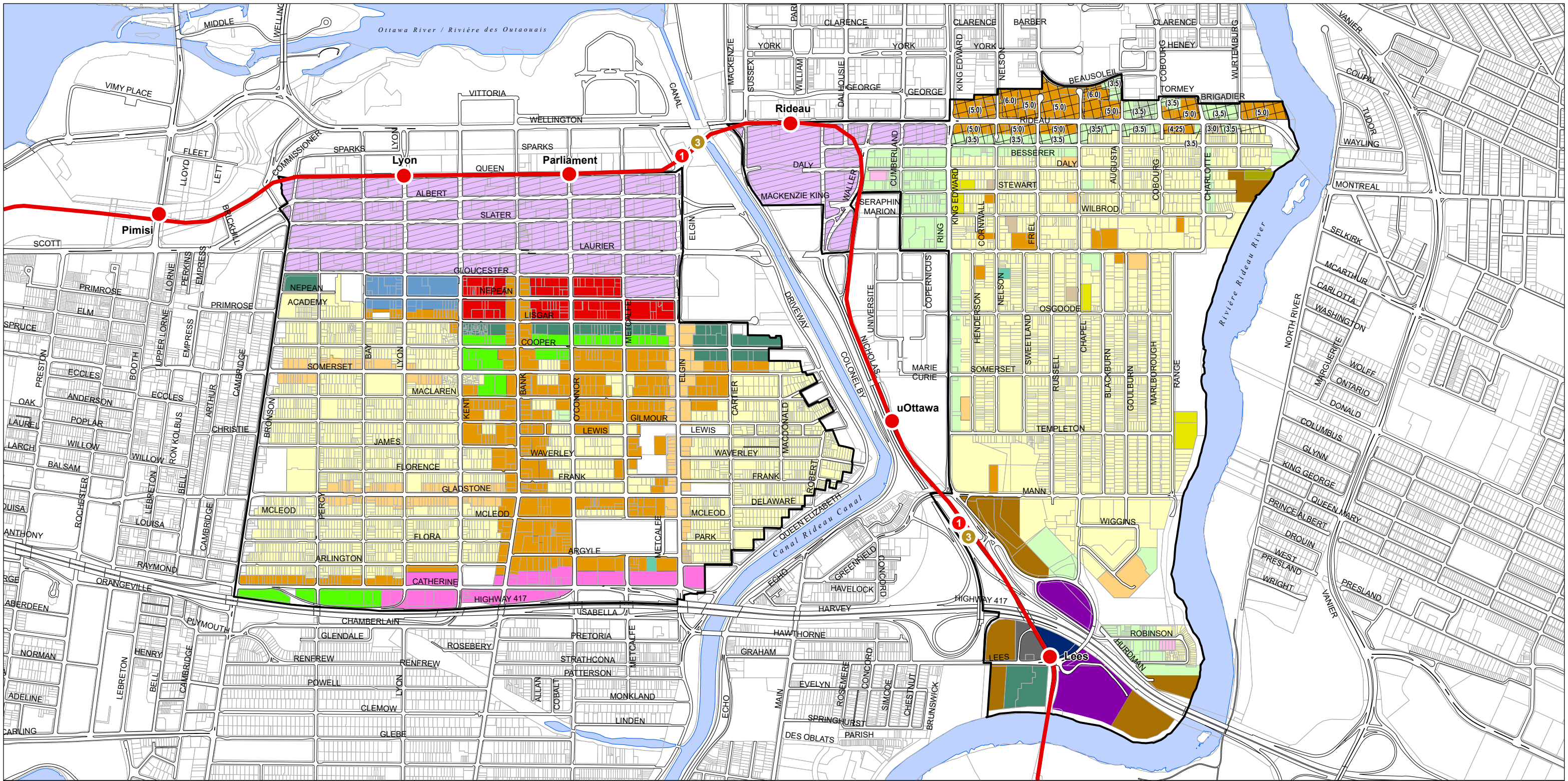
DESIGNATION / DÉSIGNATION

- | | |
|---|---|
|  Local Neighbourhood / Zone locale – quartier |  Institutional / Institutionnel |
|  Corridor / Couloir |  Park / Parc |
|  Downtown Mixed-Use / Zone centre-ville - usage mixte |  Passive Open Space / Espace vert passif |
|  Local Mixed-Use / Zone locale - usage mixte | |

- | |
|---|
|  Secondary Plan Boundary /
Limites du plan secondaire |
|  O-Train |
|  O-Train Lines / Lignes de l'O-Train |

Consolidation and Amendments /
Consolidation et amendements





Central and East Downtown Core / Centre-ville et centre-est



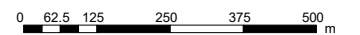
SECONDARY PLAN - VOLUME 2
Schedule C -
Maximum Building Heights

PLAN SECONDAIRE - VOLUME 2
Annexe C -
Hauteurs maximales des immeubles

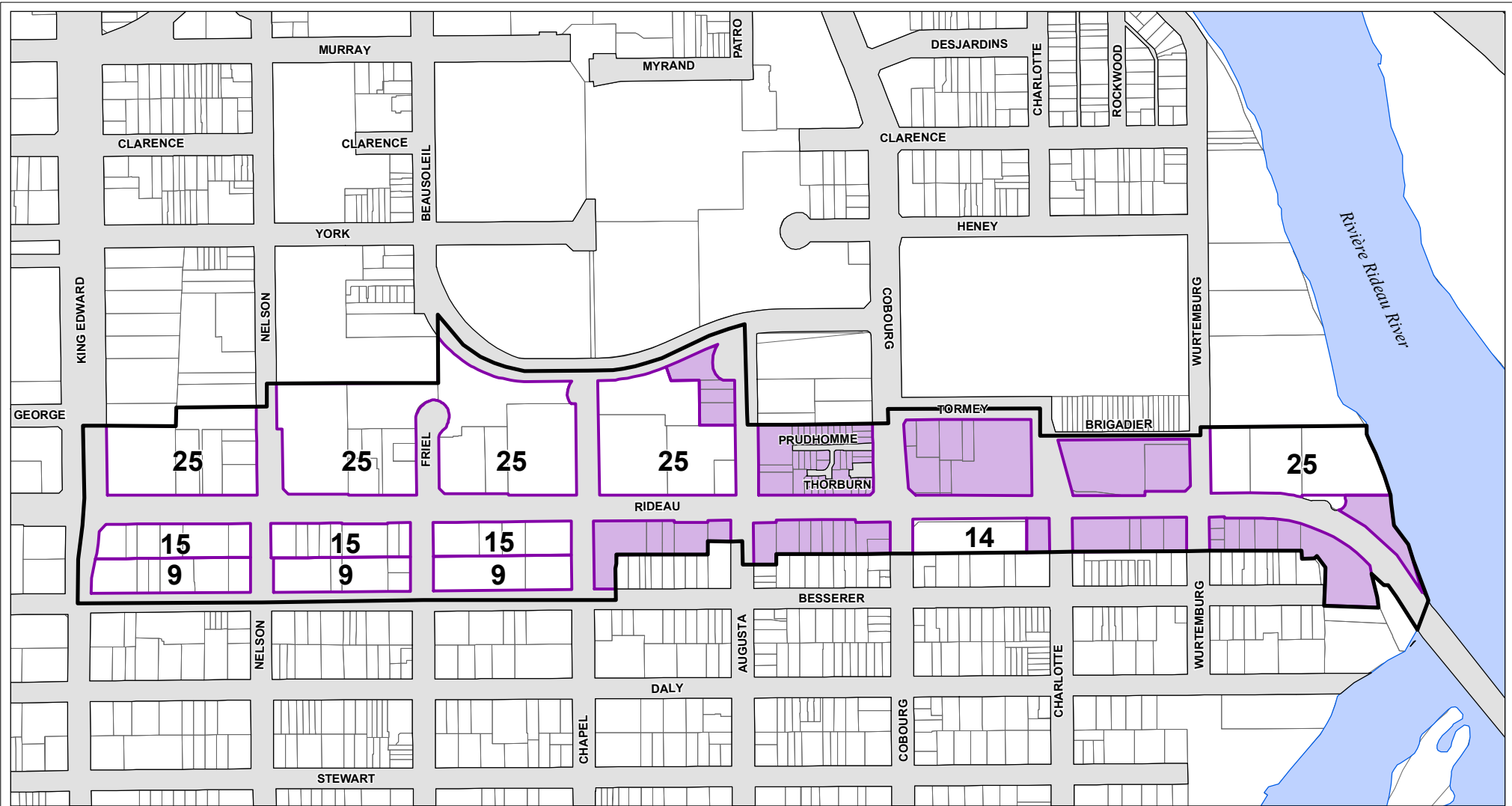
MAXIMUM NUMBER OF STOREYS / NOMBRE D'ÉTAGES MAXIMAL

	4 storeys / 4 étages		16 storeys / 16 étages		Angular Height Plane
	5 storeys / 5 étages		18 storeys / 18 étages		Baseline Heights Area
	6 storeys / 6 étages		20 storeys / 20 étages	(5.0)	Floor Space Index / Indice de la surface de plancher
	7 storeys / 7 étages		21 storeys / 21 étages		Secondary Plan Boundary / Limites du plan secondaire
	8 storeys / 8 étages		25 storeys / 25 étages		Light Rail Transit (LRT) / Transport en commun par train léger (TCTL)
	9 storeys / 9 étages		27 storeys / 27 étages		O-Train Lines / Lignes O-Train
	10 storeys / 10 étages		30 storeys / 30 étages		
	12 storeys / 12 étages		35 storeys / 35 étages		
	14 storeys / 14 étages		45 storeys / 45 étages		

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**Central and East
Downtown Core /
Centre-ville Est et Centre**



Uptown Rideau Character Area Boundary/
Zone de caractère du secteur est de la rue Rideau



Areas not appropriate for on-site density redistribution /
Les zones non appropriées pour le répartition de la densité sur les lieux



Maximum building heights after density redistribution /
Hauteur de bâtiment maximale après la répartition de la densité

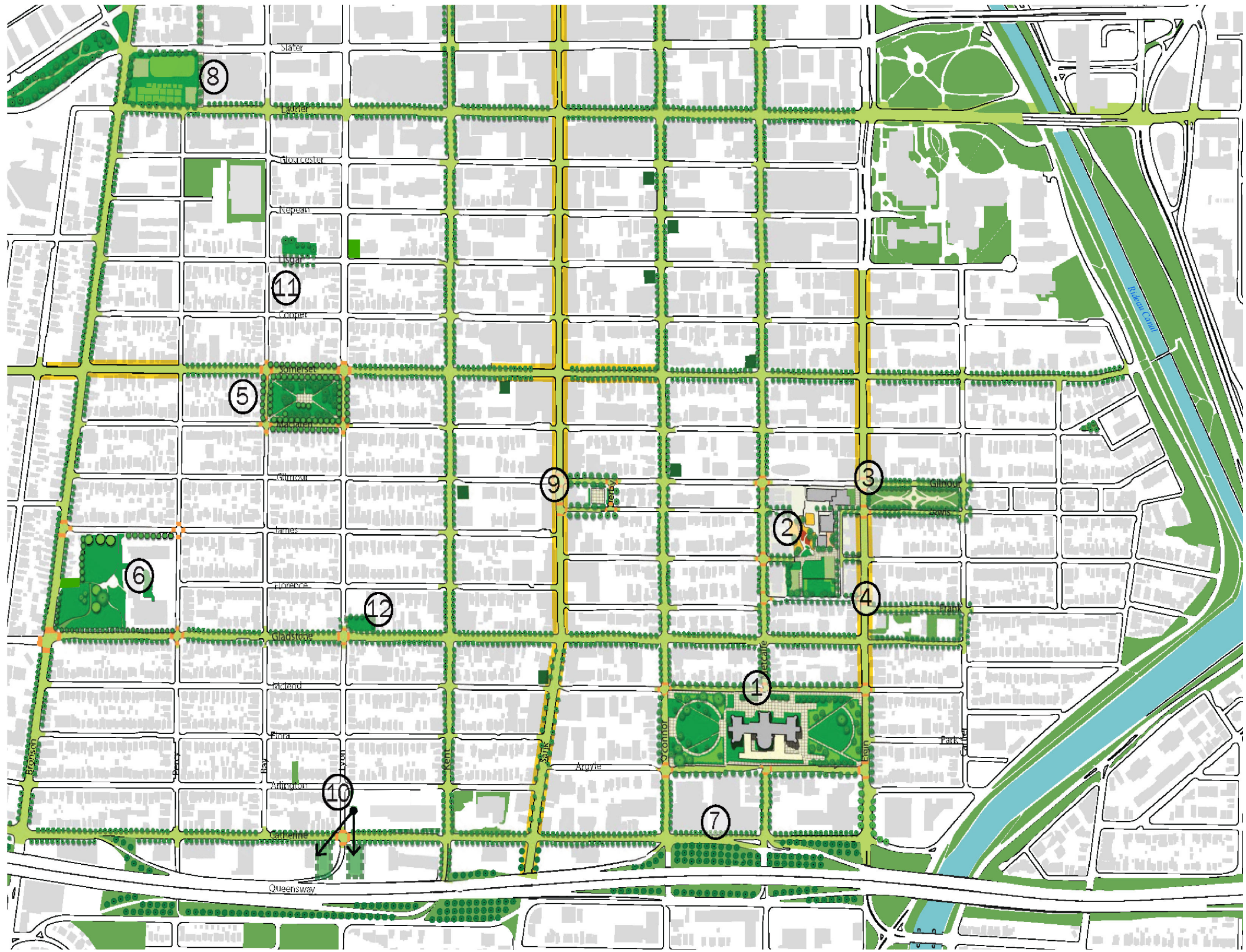
SECONDARY PLAN - Volume 2
**Schedule D - Uptown Rideau -
On-site Density Redistribution**

PLAN SECONDAIRE - Volume 2
**Annexe D - Secteur est de la rue Rideau -
Répartition de la densité sur les lieux**

**Note: The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.
** Remarque: La hauteur maximum indiqué sur ce calendrier indique la hauteur max autorisée dans chaque zone de caractère identifiés dans ce plan. Il est pas une condition que de plein droit applicable à chaque propriété unique. Elle ne concerne que les propriétés où le répartition de la densité peut jugées appropriées en conformité avec les conditions établies dans ce plan.



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SECONDARY PLAN - Volume 2
Schedule E - Greening Centretown

PLAN SECONDAIRE - Volume 2
Annexe E - Écologiser le centre-ville

REPAIR AND UPGRADE / RÉFECTION ET EMBELLISSEMENTS

- 1 Museum of Nature Open Space / Espace vert du Musée de la nature
- 2 Jack Purcell Park / Parc Jack-Purcell
- 3 Minto Park / Parc Minto
- 4 St. Luke's Park / Parc St. Luke's
- 5 Dundonald Park / Parc Dundonald
- 6 McNabb Park / Parc McNabb

NEW PARKS & OPEN SPACES / NOUVEAUX PARCS ET ESPACES VERTS

- 7 Catherine Linear Landscape / Aménagement paysager linéaire de la rue Catherine
- 8 Upper Town Commons / Biens communaux de la Haute-Ville
- 9 Derby Lane Square / Place de la ruelle Derby
- 10 Catherine Park / Parc Catherine
- 11 Lisgar Parkette (Hydro Land) / Mini-parc Lisgar (couloir de transport d'électricité)
- 12 Gladstone Park (Hydro Land) / Parc Gladstone (couloir de transport d'électricité)

SMALL OPEN SPACES / PETITS ESPACES OUVERTS

Illustrative location only / Emplacement illustratif seulement

— Main Street / Rue principale

●●●●● Priority Streetscape Improvement / Amélioration du paysage de rue prioritaire

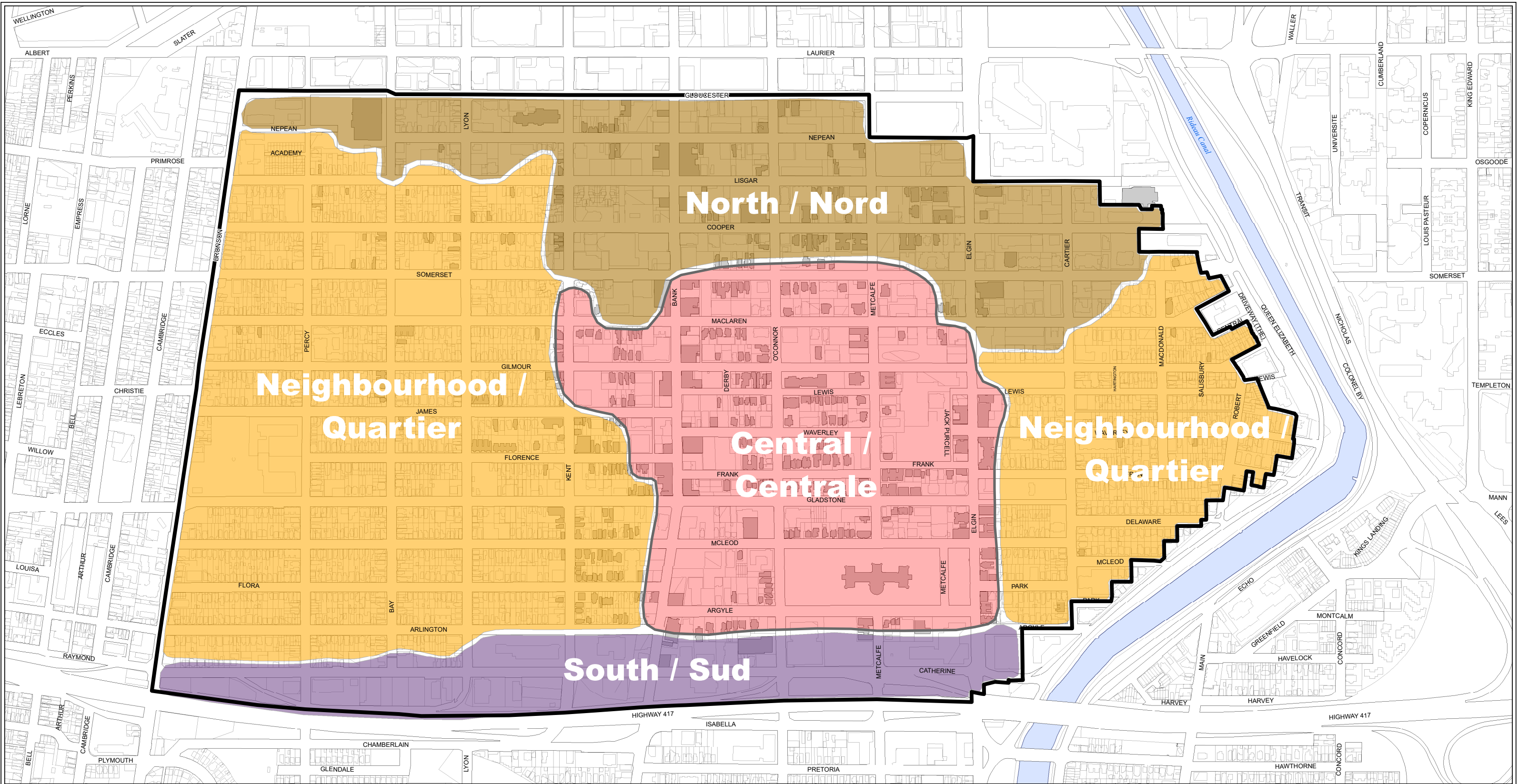
■ Possible Small Open Space Location / Lieu possible d'un petit espace vert

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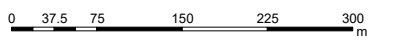
**Central and East Downtown Core /
Centre-ville Est et Centre**



CHARACTER AREAS / ZONES DE CARACTÈRE

- North / Nord
- Neighbourhood / Quartier
- Central / Centrale
- South / Sud
- CENTRETOWN / CENTRE-VILLE

SECONDARY PLAN - Volume 2
Annex 1 - Centretown Character Areas
 PLAN SECONDAIRE - Volume 2
Appendice 1 - Zones de caractère - Centre-ville



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