



260 MacLaren Street, Ottawa

Planning Rationale - Revision 1
Zoning By-law Amendment + Site Plan Control
Revised - September 9, 2026



Prepared for Claridge Homes

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1.0

Application Overview

Fotenn Planning + Design (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to prepare the Planning Rationale in support of a Zoning By-law Amendment application to permit a 6-storey mid-rise apartment building at 260 MacLaren Street in the Centretown neighbourhood of the City of Ottawa.

1.1 Application Summary

Zoning By-law Amendment and Site Plan Control applications were historically approved to permit a seven (7) storey building on the subject property. The Zoning By-law Amendment presently proposed would serve to decrease the minimum vehicle parking space rates (residential) and to permit bicycle spaces to be in the landscaped area. This application will result in a subsequent revision to the in-progress Site Plan Control Extension application.

1.2 Application History

In June 2011, Fotenn issued a Planning Rationale in support of a Zoning By-law Amendment application relating to the subject property. The purpose of that application was to establish a planning framework to permit a mid-rise apartment building, increase the maximum permitted height, and reduce the minimum required interior side yard setbacks for a nine- (9) storey apartment building of 27.2 metres. This application was later revised to construct a seven- (7) storey building with a maximum height of 22 metres.

The Zoning By-law Amendment (D02-02-10-0098) to facilitate the redevelopment of the subject property, rezoned the lands from “Residential Fourth Density, Subzone T, Urban Exception 479” – R4T[479] to “Residential Fifth Density”, permitting the compact and transit-oriented development proceeded to Committee and was heard on June 14, 2011. The Zoning By-law Amendment included a special exception zone and a height suffix to define the permitted building envelope. Since the 2011 submission, an application for Site Plan Control for the subject property was submitted and Draft Approved. An application to extend the Site Plan Control was submitted in 2024.

1.3 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps have been or will be undertaken, in accordance with the Policy and the Planning Act notification requirements.

- / **Pre-Consultation Meeting**
 - A Pre-Consultation meeting with City Staff and the property owner was held in August 2025 for the Zoning By-law Amendment and Site Plan Control extension applications.
- / **Notification to Ward Councillor, Councillor Ariel Troster**
 - The Ward Councillor will be notified by the City of Ottawa’s internal process once the application is received.
- / **Community “Head Up” to local registered Community Associations**
 - A notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / **Planning and Housing Committee Meeting Advertisement and Report Mail-out to Public**
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / **Statutory Public Meeting for Zoning By-law Amendment – Planning and Housing Committee**
 - The statutory public meeting will be held at the City of Ottawa Planning and Housing Committee.

Subject Property and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 260 MacLaren Street, is located on the south side of MacLaren Street, mid-block between O'Connor Street and Metcalfe Street in the Centretown neighbourhood of the City of Ottawa (Ward 14 – Somerset). The subject property is a square-shaped lot with a total lot area of 1189.58 m². The subject property has approximately 35.91 metres of frontage on MacLaren Street.

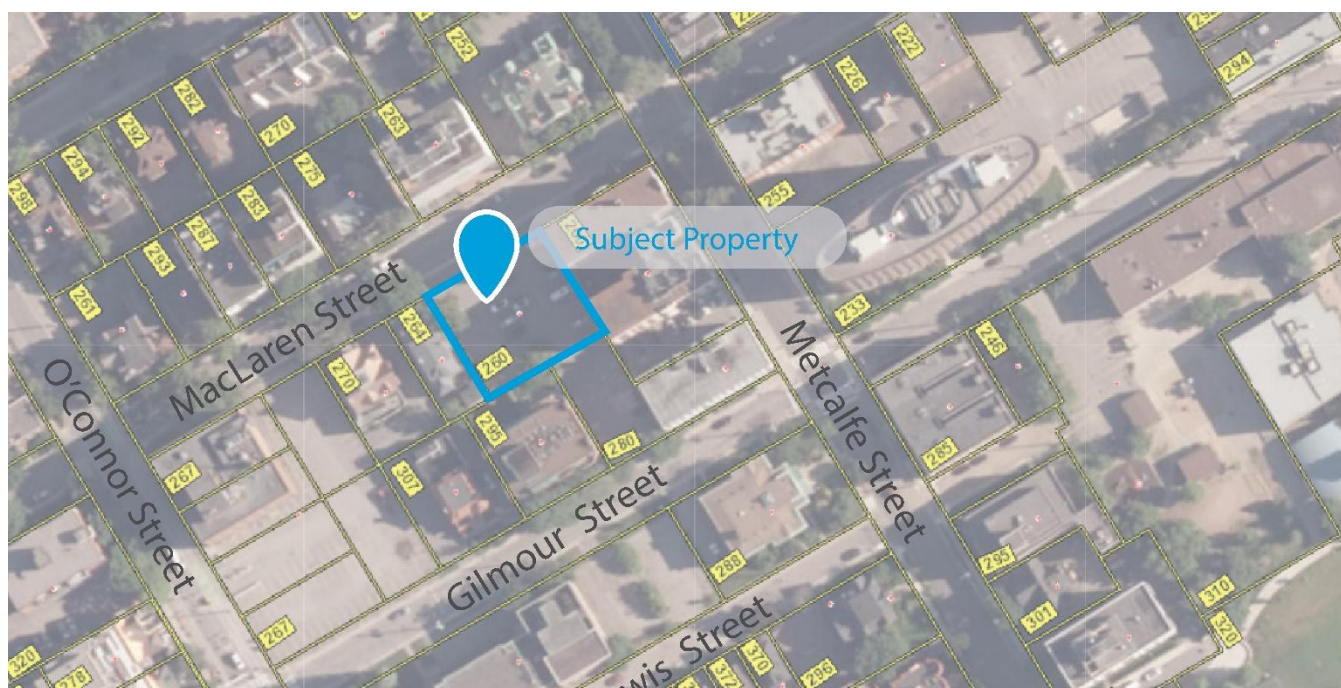


Figure 1: Boundaries of the subject property

The subject property currently accommodates a 50-space, commercial, surface parking lot operated by Indigo Neo. Existing access to the subject property is from MacLaren Street. MacLaren Street is a local road which runs one-way along the frontage of this property in a westerly direction from Elgin Street to its terminus at Bronson Avenue.

2.2 Surrounding Area

The subject property is in an area generally characterized by the broader Centretown community which is a large and diverse urban neighbourhood with predominantly mid-rise, residential developments located just south of the City's downtown core. It is in proximity to the east-west Line 1 LRT line, the Central Business District, City Hall, the Parliament Buildings, and many other key institutions, employment and commercial opportunities.

- / **North:** On the north side of MacLaren Street, opposite the subject property, is a 12-storey apartment building. To the east and west of that building are former private residences which are now occupied by the Laurentian Leadership Centre and the National Association of Friendship Centres respectively. The property at 275 MacLaren Street is designated under Part 4 of the *Ontario Heritage Act* along with 252 Metcalfe Street. The latter, at the northeast corner of the block is known as the John R. Booth House is a National Historic Site. Further west along the north side of MacLaren Street is a 9-storey apartment

building and a 6-storey apartment building. The tenure of these units are a mix of rental and condominium ownership.

- / **East:** Immediately east of the subject property is the Mayfair, a 7-storey, apartment, condominium building which fronts onto Metcalfe Street. Metcalfe Street is a one-way arterial providing access from Highway 417 northwards to the Central Business District, the World Exchange Plaza, and Parliament Hill. The area is characterized by low-to-high rise apartment buildings and office buildings (some with ground floor retail), places of worship, and former residential buildings now occupied by commercial establishments, embassies, high commissions, and associations.
- / **South:** Immediately south of the subject property is an adjacent 24-space commercial surface parking lot accessible from Gilmour Street. On the east side of this parking lot, at the northwest corner of Metcalfe and Gilmour Streets, is a 5-storey office building with a restaurant on the ground floor. Further east, at the northeast corner of Metcalfe and Gilmour Streets, is the 12-storey Public Service Alliance of Canada building.
- / **West:** Two 2.5-storey, brick, residences, now used for office purposes are located immediately west of the subject property. Further west, at the corner of MacLaren and O'Connor Streets, is the 6-storey Capital Sport and Medicine Centre.

2.3 Road Network

The subject property fronts directly onto MacLaren Street, a one-way westerly direction Local Road between O'Connor Street, a one-way southerly Arterial Road and Metcalfe Street, a one-way northerly direction Arterial Road, as identified on Schedule C5 of the Official Plan (Figure 2).

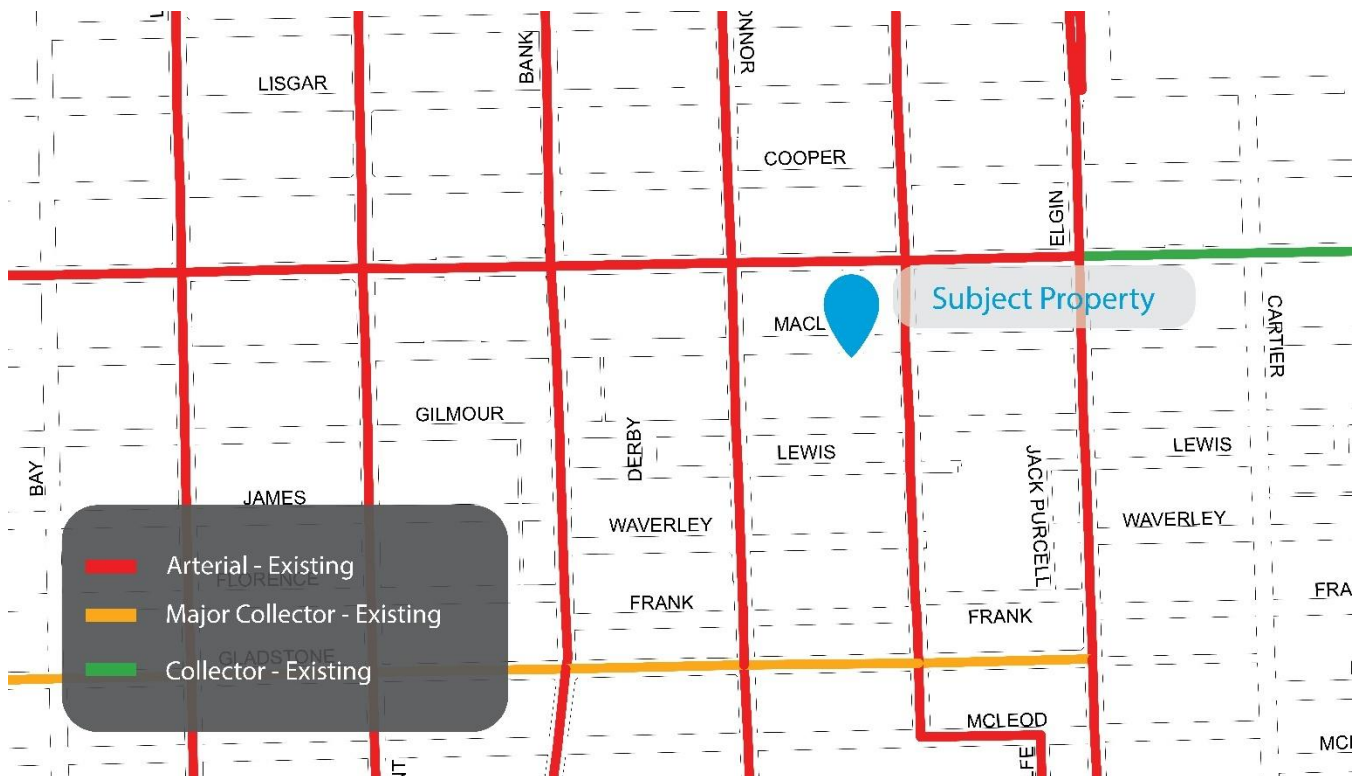


Figure 2: Schedule C5 - Downtown Core Road Network, City of Ottawa Official Plan

2.4 Transit Network

The subject property is located within approximately 1 kilometre of the Parliament and Campus LRT Stations and approximately 1.5 kilometres of the Rideau LRT Station as identified on Schedule C2 of the Official Plan (Figure 3).

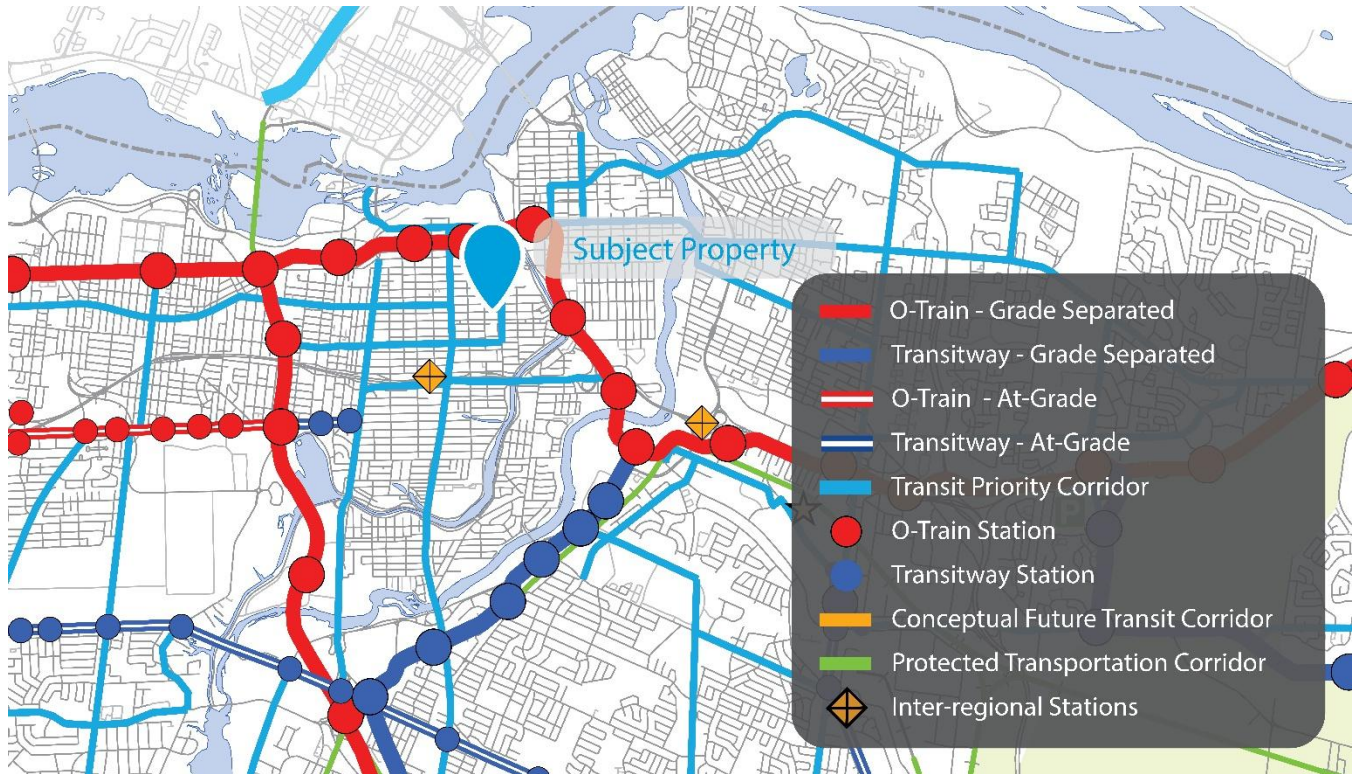


Figure 3: Schedule C2 - Transit Network Ultimate, City of Ottawa Official Plan

2.5 Active Transit Network

While the subject property does not abut a Major Pathway identified on Schedule C3 of the Official Plan (Figure 4), there are components of the Active Transportation Network within proximity. The Rideau Canal Western Pathway, a major pathway is located approximately 1 kilometre east of the property extending north and south the Queen Elizabeth Driveway. This major pathway provides connectivity to both the urban and rural major pathways within the City.

O'Connor Street, east of the subject property is identified as a Crosstown Bikeway in Part 1 of Transportation Master Plan approved in April 2023. It provides protected, access along a major road corridor, connecting other cross-town bikeways and major multi-use pathways to neighbourhood bikeways and feeder routes.

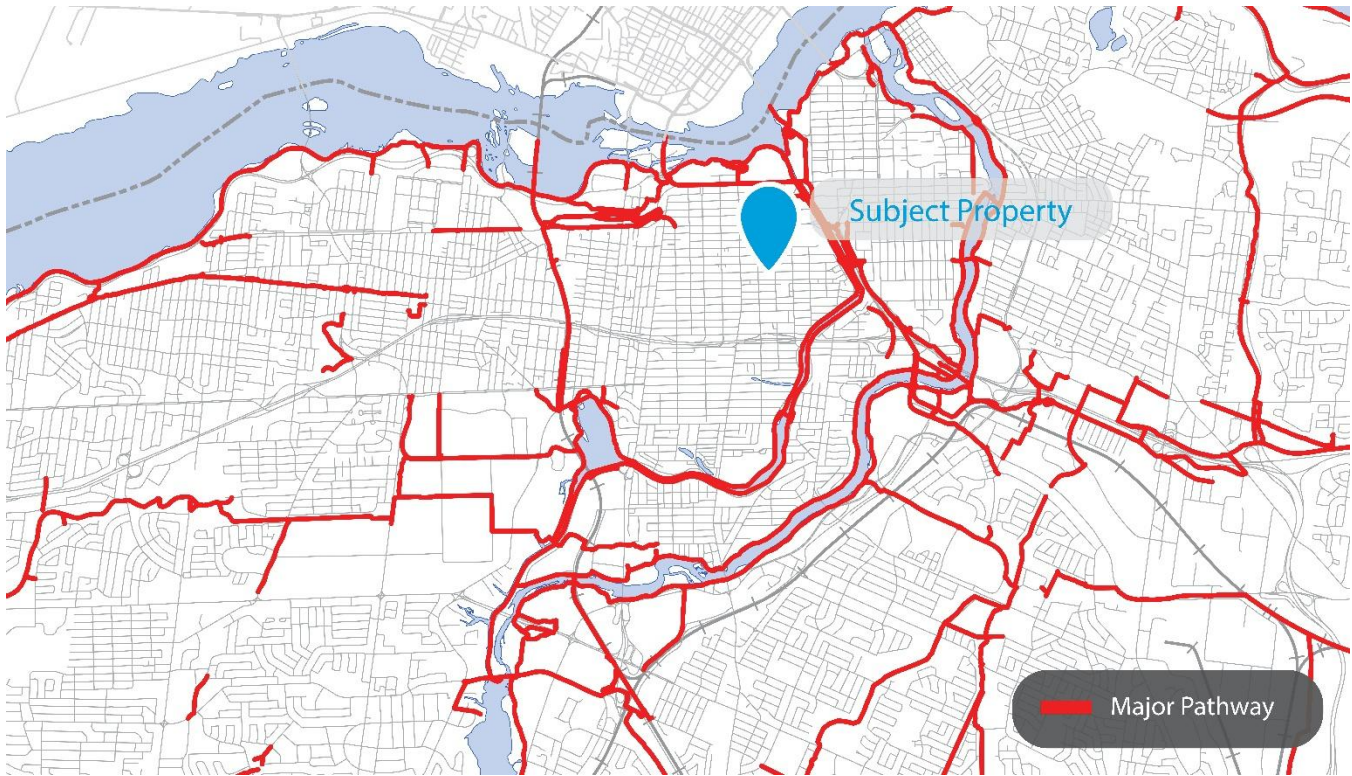


Figure 4: Schedule C3 - Active Transportation Network, City of Ottawa Official Plan

2.6 Neighbourhood Amenities

The subject property is located in proximity to a broad range of community amenities and services. The City's Central Business District further north serves as a major employment hub, including numerous federal government and private sector, tenant-occupied office buildings. In addition to being in close proximity to employment, the property is also located close to the following amenities;

- / City of Ottawa transit priority corridors along Somerset Street, Elgin Street, and Bank Street;
- / Jack Purcell Park and Minto Park;
- / St. Luke's Child Care Centre and Wellington Child Care Centre;
- / Client Services Centre at the City of Ottawa;
- / Ottawa Public Library – Main;
- / Rideau Centre;
- / Public open spaces associated within the Ottawa City Hall, the Rideau Canal, the University of Ottawa campus and Parliament Hill;
- / Elgin Street Public School and Lisgar Collegiate Institute;
- / Canadian Museum of Nature; and
- / National Arts Centre.

3.0 Proposed Development

3.1 Development Overview

The current zoning, as approved in June 2012, was originally implemented to;

- / add 'mid-high rise apartment building' as a permitted use;
- / increase the maximum permitted height;
- / reduce the minimum required interior side yard setback; and'
- / address some general provisions.

The zoning amendment was to facilitate the development of a 7-storey apartment building.

Currently, Claridge Homes is proposing to develop the subject property with a 6-storey mid-rise, residential, apartment building. A total of 46 dwelling units is proposed including studio and two-bedroom units which range from a size from approximately 65 m² to 76 m².

Vehicle parking is proposed at-grade to the rear of the building, accessed via a driveway on the northeast corner from MacLaren Street. A total of 12 resident parking (including one accessible space) and 3 visitor spaces are proposed. A total of 23 outdoor bicycle spaces is proposed.

The development includes 289 m² of amenity space, including outdoor communal space and a 2nd floor terrace.

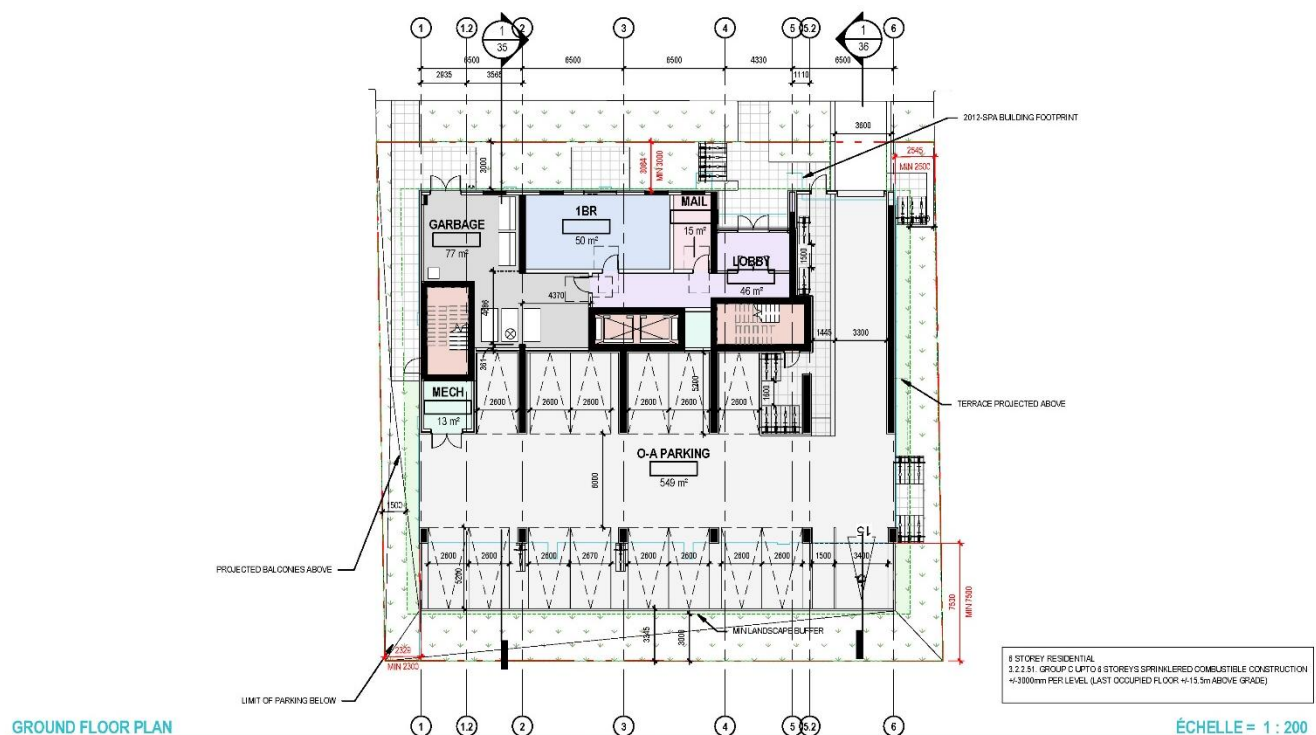


Figure 5: Ground floor plan of the proposed development

4.0

Policy and Regulatory Framework

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS), issued under Section 3 of the Planning Act came into effect on October 20, 2024, replacing the Provincial Policy Statement that came into effect on May 1, 2020. It provides policy direction on matters of provincial interest related to land use and development. The *Planning Act* requires that decisions affecting planning matters “be consistent with” policy statements issued under the *Act*.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land uses, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
 - b. Permitting and facilitation: All housing options required to meet social, health, economic and well-being requirements of current and future residents including additional needs housing and needs arising from demographic changes and employment opportunities; and
 2. All types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3
 - c. Promoting densities for new housing which efficiently use lands, resources, infrastructure and public service facilities, and support the use of active transportation; and
 - d. Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development directs new housing development to a location where appropriate levels of infrastructure and public service facilities are readily available, and its density will make efficient use of the subject property and add housing supply which can support the nearby transit services.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

Policy 2 - Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. Efficiently use land and resources;
- b. Optimize existing and planned infrastructure and public service facilities;
- c. Support active transportation;
- d. Are transit-supportive, as appropriate; and
- e. Are freight-supportive.

The proposed development is situated in an existing community with public service facilities and established infrastructure. The subject property is in an ideal location with convenient access to existing public transit as well as a variety of nearby amenities and uses.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Area

Policy 2 – To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned

- a. To accommodate significant population and employment growth;
- b. As focal areas for education, commercial, recreational, and cultural uses;
- c. To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d. To support affordable, accessible, and equitable housing.

The proposed development is an intensification of the subject property, located in a strategic growth area of the city where services are readily available, accommodating housing on the property which possesses convenient access to public transit, nearby amenities and employment opportunities.

4.6 Cultural Heritage and Archaeology

Policy 3 - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.

The proposed development will consider its location within the Centretown and Minto Park Heritage Conservation District. The final design will be informed by the findings and recommendations of a Heritage Impact Assessment.

The proposed development is consistent with the policies of the PPS (2024).

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan received approval from the Minister of Municipal Affairs and Housing on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.2.1 Strategic Direction

The Official Plan proposes five (5) broad policy directions that are the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions, referred to as “big moves” include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of the trips in the City will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

The proposed development supports the “Big Moves” by representing growth by intensification of an underutilized parcel of land relative to the transportation infrastructure, supporting sustainable mobility options including a robust pedestrian and cyclist network nearby, and promoting a well-integrated built form and efficient land use.

4.2.2 Cross Cutting Issues

The Official Plan establishes cross-cutting issues, some of which require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross-cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan.

Section 2.2.1 refers to the intensification and diversifying housing options, providing policy direction for intensification within the City of Ottawa. It is identified that residential growth be directed toward Hubs, Corridors, and surrounding Neighbourhoods, where daily and weekly needs can be accessed within a short walk, and accommodate larger households within building typologies that increase densities on existing lots.

Section 2.2.2 establishes policies intended to support Ottawa's economic growth by attracting talent, focusing employment in strategic areas. Integrating land uses, supporting key sectors like education and health, and protecting spaces for business, logistics, and rural development.

Section 2.2.3 described energy and climate change providing policy direction for the migration and adaptation to climate change. The Official Plan aims to achieve the development of a compact and connected city where higher density development is encouraged in areas close to transit and within walking distance of a wide range of services. A compact urban built form with a mix of land uses and housing options is encourages, to ensure both energy efficiency and sustainable patterns of development over the long term.

Section 2.2.4, Healthy and Inclusive Communities, provides policy direction to promote healthy, inclusive, and resilient communities by encouraging 15-minute neighbourhoods, accessible design for all ages, and sustainable development. It recognizes that the built environment plays a key role in addressing public health challenges, supporting well-being, and building resilience to climate and social stressors.

Section 2.2.5, Gender Equity, provides policy direction to embed gender and racial equity into all aspects of planning by recognizing how intersecting identities affect access to housing, mobility, and amenities. It aims to eliminate systemic barriers through inclusive engagement and tools that assess equity at every stage of the planning process improving quality of life for all residents.

Section 2.2.6, Culture, provides policy direction integrating culture into land use planning to foster identity, inclusion, and well-being. It supports creating cultural spaces, promoting the arts in placemaking, reinforcing local identity through design, and growing the creative economy to enhance livability and attract talent.

The proposed development will result in residential intensification that is supportive of the above cross cutting issues. The proposed development results in residential intensification in a desirable neighbourhood with adequate service and transit infrastructure. Future development will result in a compact development supported by multiple modes of transportation. The proposed development will result in residential intensification that is supportive of Ottawa's economic growth, in proximity to a robust transit network. The proposed development will result in new housing stock that meets sustainability and accessibility design standards and will support the growth of Ottawa's population by contributing to the range of housing options in the downtown area.

4.2.3 Downtown Core Transect

The Official Plan divides the City into six (6) concentric policy areas called Transects. Section 5 of the Official Plan describes transects as representing a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). The

subject property is within the Downtown Core Transect policy area as identified on Schedule A of the Official Plan.

The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The policies of the Downtown Core Transect outline growth strategies for existing established neighbourhoods as well as with greater potential for intensification, including hubs and corridors.

The applicable policies of Section 5.1 for the proposed development area are outlined as follows:

- / Policy 4 of Section 5.1.1 - The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.
- / Policy 5 of Section 5.1.1 - To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:
 - a. Reducing the urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
 - d. On-site stormwater management to mitigate increased imperviousness; and
 - e. Alignment with other climate adaptation policies and procedures identified in this Plan.
- / Policy 3 of Section 5.1.2 - Motor vehicle parking in the Downtown Core shall be managed as follows:
 - a. Motor vehicle parking shall not be required in new development, other than visitor parking for largescale residential development;
 - b. Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
 - c. When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.
- / Policy 1 of Section 5.1.5 – Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:
 - a. Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;

The proposed development is consistent with the Downtown Core Transect policies of the Official Plan. The proposed development is a six (6) storey, mid-rise residential development and includes a mix of unit typologies and sizes contributing to a range of housing options to serve a variety of household types and individuals not forming part of a household. Open air parking is proposed at-grade and has been designed to provide such parking in the rear of the property, screened from the public realm. The contemplated Draft New Zoning By-law proposes maximum parking space rates and a minimum visitor parking requirement that are compliant with the proposed development. The proximity to LRT, transit corridor, and the major pathway facilitates modal flexibility for visitors and residents.

4.2.4 Neighbourhood Designation

The subject property is designated “Neighbourhood” with the Evolving Neighbourhood Overlay on Schedule B1 – Downtown Core Transect of the Official Plan (Figure 6). Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

The applicable policies of Section 6.3 for the proposed development are outlined as follows:

- / Policy 2 of Section 6.3.1 – Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - Where existing zoning or secondary plans allow for greater building heights;
- / Policy 4 of Section 6.3.1 – The Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
 - Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- / Policy 5 of Section 6.3.2 – The Zoning By-law will distribute permitted densities in the Neighbourhood by:
 - Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid transit-stations, Corridors and major neighbourhood amenities.

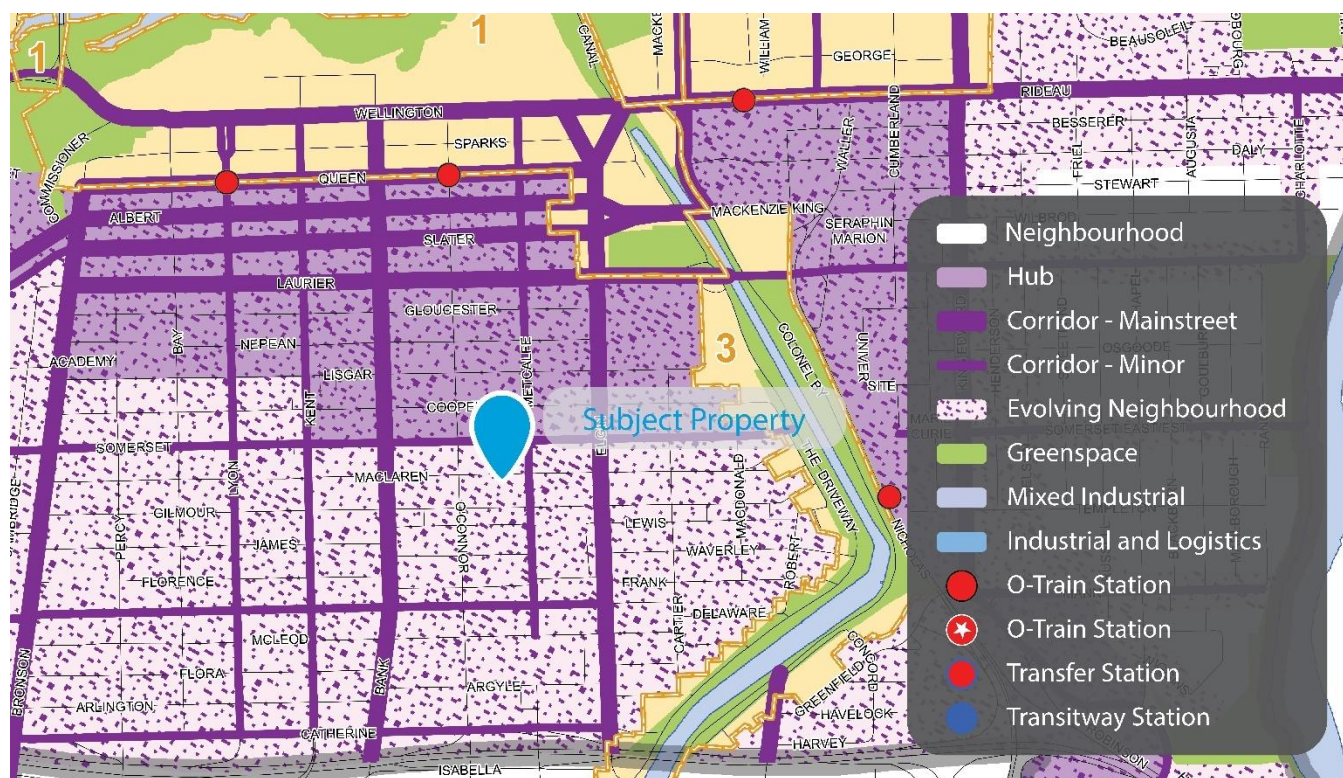


Figure 6: Schedule B1 - Downtown Core Transect, City of Ottawa Official Plan

The proposed development is consistent with the Neighbourhood policies of the Official Plan. Through a previous Zoning By-law Amendment application, increased heights were established for the subject property that align with direction of the Secondary Plan. The proposed development has been designed in keeping with the established permitted building heights, and surrounding buildings.

4.2.5 Evolving Neighbourhood Overlay

The City has established overlays which provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that are otherwise not included in the designation section of the Official Plan. The Evolving Neighbourhood Overlay is applied to areas in close proximity to Hubs and Corridors to signal gradual evolution over time that will see a change in character to support intensification,

including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

The applicable policies of Section 5.6.1 for the proposed development area outlined as follows:

- / Policy 1 of Section 5.6.1 – The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:
 - Guidance for a gradual change in character based on proximity to Hubs and Corridors,
 - Allowance for new building forms and typologies, such as missing middle housing;
 - Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
 - Direction to govern the evaluation of development.
- / Policy 5 of Section 5.6.1 – Where a property within an overlay is identified as a heritage resource or is within a Heritage Conservation District, the relevant heritage policies continue to apply.

The proposed development respects the direction of the Evolving Neighbourhood Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the existing heritage character of the area, including its proximity to surrounding buildings, and nearby transportation modes.

4.2.6 Cultural Heritage

Policies regarding conservation of cultural heritage resources is found in Section 4.5 of the Official Plan. As protecting these elements is integral to City's planning and decision-making, new development should consider cultural heritage resources. The subject property is within the Centretown and Minto Park Heritage Conservation District and near Designated heritage properties and therefore the following policies are applicable:

- / Policy 1 of Section 4.5.2 - When reviewing development applications affecting lands and properties on, or adjacent to a designated property, the City will ensure that the proposal is compatible by respecting and conserving the cultural heritage value and attributes of the heritage property, streetscape or Heritage Conservation District as defined by the associated designation bylaw or Heritage Conservation District Plan and having regard for the Standards and Guidelines for the Conservation of Historic Places in Canada.
- / Policy 2 of Section 4.5.2 - Where development or an application under the *Ontario Heritage Act* is proposed on, adjacent to, across the street from or within 30 metres of a protected heritage property, the City will require a Heritage Impact Assessment, if there is potential to adversely impact the heritage resource. The HIA will be completed according to the Council approved guidelines for HIAs, as amended from time to time.
- / Policy 3 of Section 4.5.2 - Heritage designation is, in part, intended to ensure contextually appropriate development and is not intended to discourage intensification or limit housing choice. Elements of the built form, including height, scale and massing, of such development shall ensure that the defined cultural heritage value and attributes of the property or HCD will be conserved, while balancing the intensification objectives outlined throughout this Plan.

- / Policy 8 of Section 4.5.2 - To assist with the objective of conserving the city's cultural heritage, the Zoning By-law may provide appropriate development standards for properties containing, or adjacent to designated cultural heritage resources.

The proposed development considers its location within an area recognized for cultural heritage significance. It is understood that a Heritage Impact Assessment will be required to support the future development on the subject property. The findings and recommendations of which will ensure contextually appropriate development that still promotes intensification and housing choice. The subject property is subject to Section 60 of the City of Ottawa Comprehensive Zoning By-law 2008-250 which applies a heritage overlay. Further discussion on the applicability of this overlay can be found in Section 4.6 of this Planning Rationale.

4.2.7 Urban Design

Section 4.6 of the Official Plan establishes urban design policies, outlining its role in supporting the City's objectives such as building healthy 15- minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses. The following policies including:

- / Policy 3 of Section 4.6.5 - Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed site layout would frame the public realm along MacLaren with a building that reflects the desired urban format of development. The setbacks are proportionate with the surrounding context; support tree planting and the residential entrances face the street. The future Site Plan Control process will clarify the exact location of servicing and amenities with the intention for these spaces to be internalized to the building.

- / Policy 2 of 4.6.6 - Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Through the previously approved Zoning By-law Amendment, transition measures such as setbacks and stepbacks were implemented in Exception 1855. The proposed development complies to these setbacks, particularly as it relates to the mid-rise portion of the proposed development.

- / Policy 4 of 4.6.6 - Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential
 - Provide protection from heat, wind, extreme weather, noise and air pollution; and
 - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposed development includes outdoor amenity areas. In addition to the shared amenity areas, private balconies are proposed on the property. The mix of private and communal amenity spaces offers a range of options for future residents and accommodate the needs of all age groups.

- / Policy 7 of Section 4.6.6 - Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - Frame the street block and provide mid-block connections to break up large blocks;
 - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or planned context;
 - Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
 - Provide sufficient setbacks and step backs to:
 - i. Provide landscaping and adequate space for tree planting;
 - ii. Avoid a street canyon effect; and
 - iii. Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development is for a mid-rise residential built form. The development maintains the setback on the street and proposes areas of soft and hard landscaping in the front yard. The scale of the proposed development is generally proportionate to the width of the right of way. The proposed site design and massing reflect the surrounding community and incorporate appropriate transition to the surrounding areas.

4.3 Central and Eastern Downtown Core Secondary Plan and Community Design Plan

The subject property is within the Central and Eastern Downtown Core Secondary Plan and Centretown Community Design Plan. The two plans provide 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.

In the Secondary Plan the subject property falls under the 'Centretown Character Area' on Schedule A (Figure 7) and is designated as 'Local Mixed-Use' on Schedule B – Designation Plan (Figure 8). Furthermore, the subject property is permitted up to 9-storeys under Schedule C – Maximum Building Heights (Figure 9).

The CDP envisions Centretown as continuing to be an attractive and liveable urban community, based on principles outlined in the City of Ottawa Official Plan, with a wide mix of uses including employment neighbourhood services and facilities, range of housing types and choices, excellent transit service and well designed, compact and inclusive development that will enhance the area's diversity and vibrancy.

Per the Secondary Plan and CDP, the subject property is located within the Centretown Central Character Area. The Central Character Area is the core of Centretown and accommodates an assortment of uses. With a number of vacant and underutilized properties, parking lots, and aging buildings that lack heritage value, this area 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.

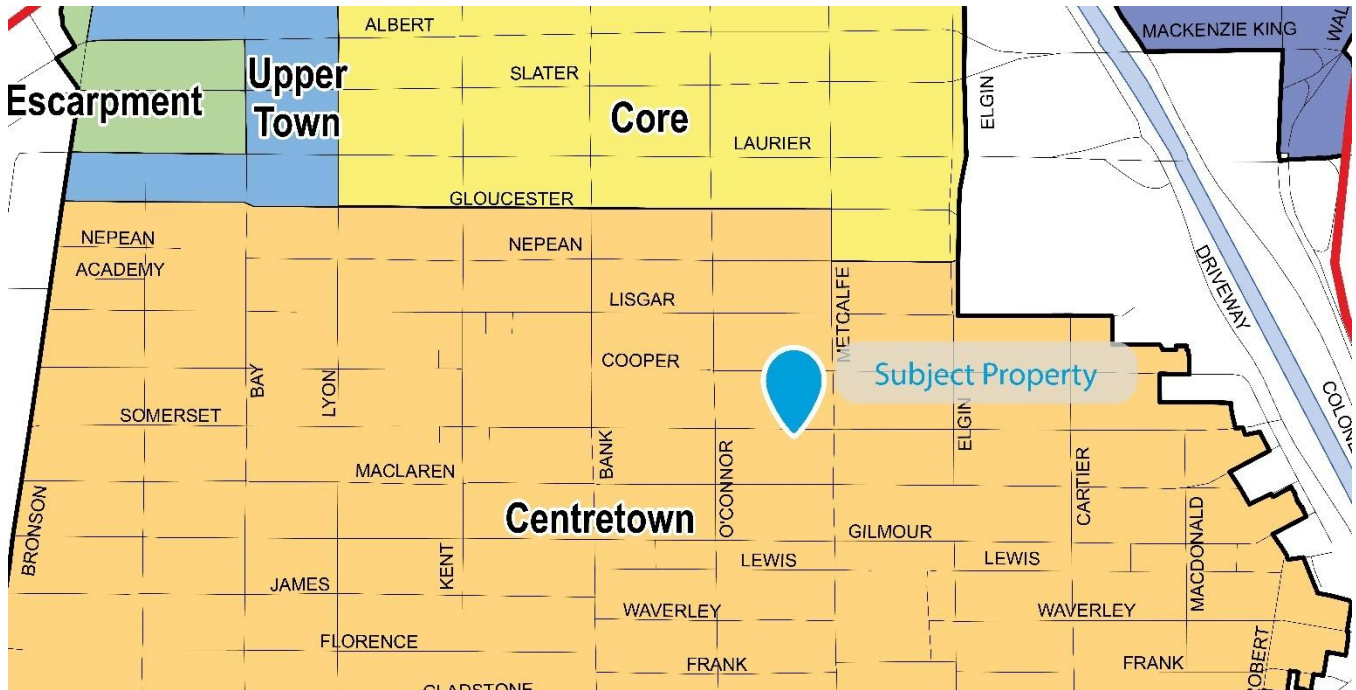


Figure 7: Schedule A - Character Areas, Central and East Downtown Core Secondary Plan

The Centretown Central Character Area includes several land use designations. Schedule B of the Secondary Plan identifies the subject property as “Local Mixed Use”. The CDP envisions these areas as including generally low to mid-rise residential, small scale office, minor retail, open spaces, institutional and public uses. Residential uses are intended to be the predominant use within this designation.

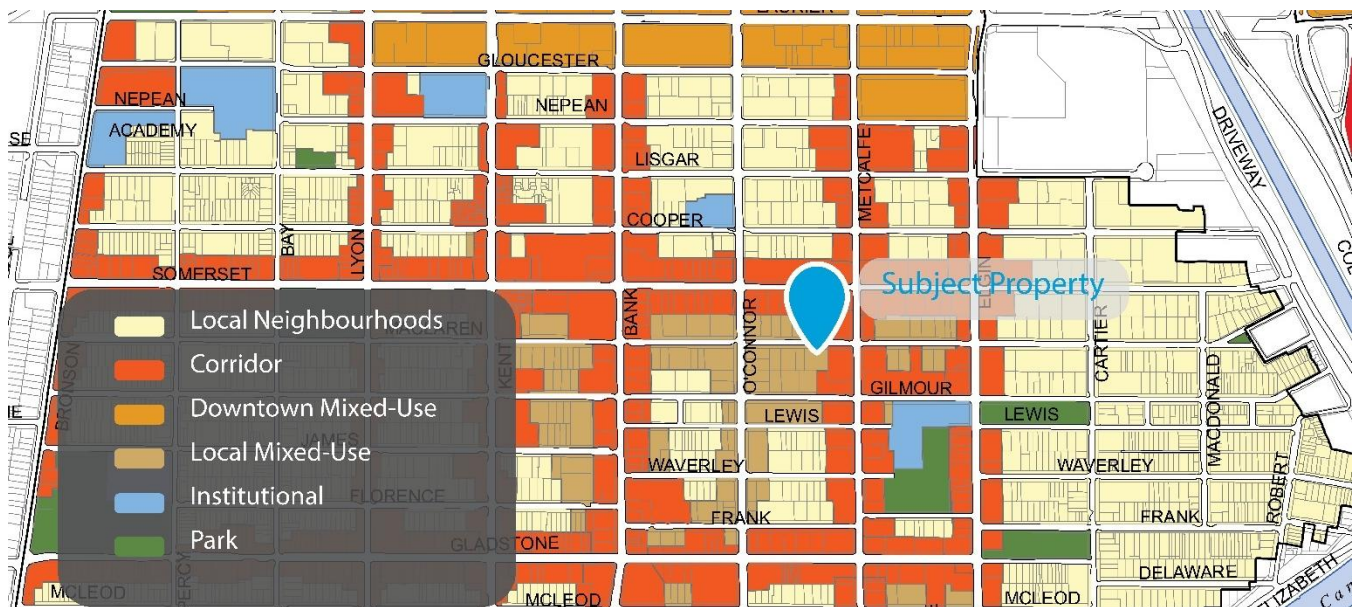


Figure 8: Schedule B - Designation Plan, Central and East Downtown Core Secondary Plan

The applicable policies of Section 4.4.9 for the proposed development area outlined as follows:

- / Policy 44) 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.
- / Policy 46) - A variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area. Schedule C – Maximum Building Heights identified maximum heights 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 heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition.

The proposed development is for a six- (6) storey mid-rise residential building fronting MacLaren Street. Abutting properties have a planned context of nine- (9) so the proposed height of this development will assist in appropriate height transitions in the neighbourhood and adjacent heritage buildings.

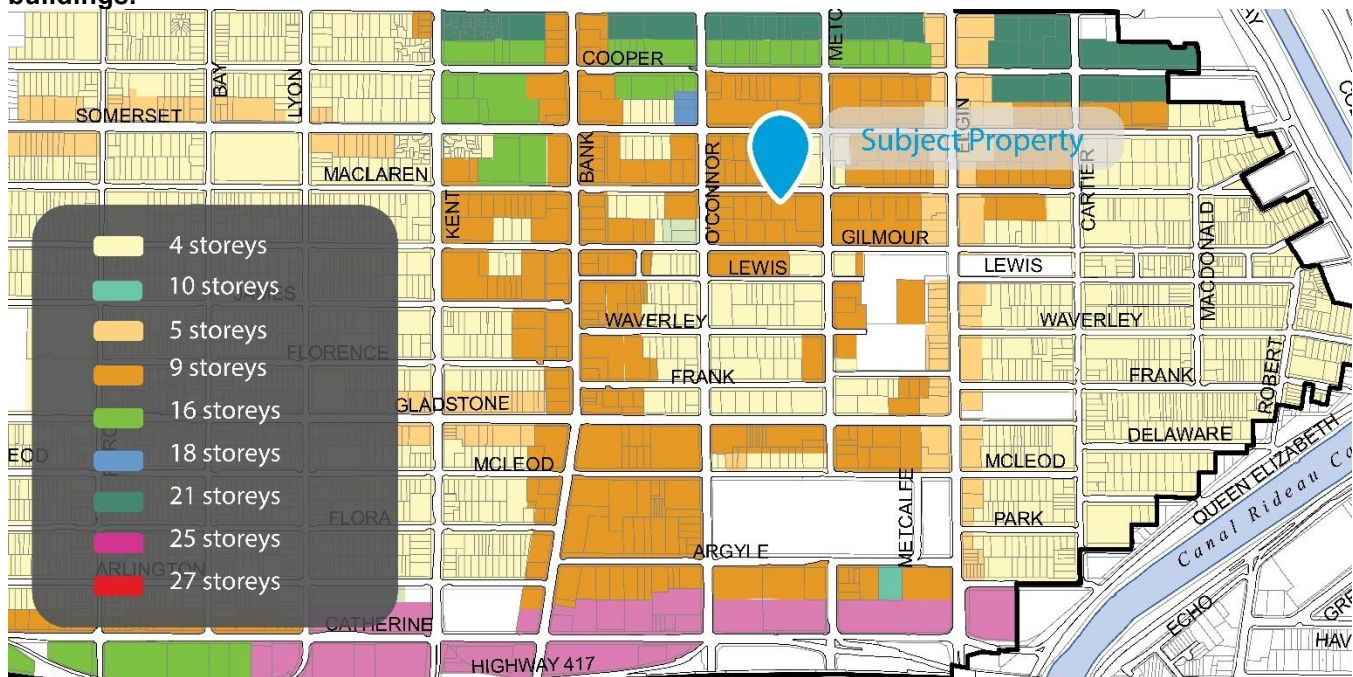


Figure 9: Schedule C - Maximum Building Heights, Central and East Downtown Core Secondary Plan

General Policies

Section 3.1 speaks to the built-form policies, noting that development will contribute to an active street life and pedestrian convenience through its design, function and activity. The policies are as follows:

- / Policy 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. Vehicular facilities must minimize all visual and functional impacts on the public realm.
- / Policy 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.

The proposed site layout would frame the public realm along MacLaren Street with a building that reflects the desired urban format of development. Perimeter landscaping and attractive building edges contribute to a comfortable public realm.

Section 3.2 establishes active recreation facilities as a priority for the Central and East Downtown Core. The applicable policies are as follows:

- / 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.

It is anticipated that the parkland requirement will be addressed through cash-in-lieu of parkland dedication, consistent with the City's Parkland Dedication By-law (2022-280). Please refer to Section 4.5 of this Rationale for further details on the approach to parkland dedication.

Section 3.3 outlines the City's priority for sustainable modes of transportation. The following policies are applicable to the site:

- / Policy 15 of Section 3.3.2 - 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:
 - f. Requiring publicly accessible protected facilities in new development and/or public facilities.
- / Policy 18 of Section 3.3.2 - 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.

The proposed development would provide all meaningful parking supply at-grade at the rear of the property. The proposed development provides a total of 23 bicycle parking spaces, meeting the minimum required in the Zoning By-law. All vehicle parking and bicycle parking spaces will be provided at-grade, with some of these facilities sheltered from the weather.

4.4 Centretown and Minto Park Heritage Conservation District Plan

The Centretown and Minto Park Heritage Conservation District Plan was adopted by City Council in June 2022 and provides guidance on the conservation of the Centretown and Minto Park Heritage Conservation Districts' cultural heritage value, ensuring that the character of the community persists as development proceeds where appropriate. The proposed development meets the following policies and guidelines, among others:

9.0 - New Construction

- / New Construction shall contribute to and not detract from the heritage character of the area. The proposed development has been designed to blend in and be compatible with the neighbouring properties of heritage character.
- / The design of new buildings must respect and be sensitive to the HCD's cultural heritage and attributes. The podium of the mid-rise building has been designed to respect the scale, proportion, and character of the HCD's cultural heritage value through appropriate setbacks and anticipated material palettes.

9.1 New Houses and Apartment Buildings

- / The proposed development is compatible with the HCD, positioning the building within the established policy framework for the subject property.
- / Minimal parking is proposed and located at the rear of the property.

9.3 New Construction: Mid and High Rise Buildings

- / The proposed mid-rise building carefully considers the adjacent low-rise contributing property to the west, introducing a stepback as well as through the architectural treatment above the 2nd storey podium.
- / The proposed mid-rise building is located on a lot of sufficient size, providing adequate transition from the surrounding properties.
- / The podium of the mid-rise building is appropriately dimensioned considering the adjacent low-rise buildings to the east.
- / The proposed development provides a human scale

The proposed development adheres to the Centretown and Minto Park Heritage Conservation District Plan. Through the Site Plan process the proposed development will be refined to ensure contextual design, providing appropriate considerations for the surrounding heritage character. The design is supported by the findings and recommendations of the Heritage Impact Assessment prepared by EVOQ Architecture.

The purpose of the HIA was to review the policies of the Centretown Heritage Conservation District (HCD) and adjacent heritage resources, identify any impact the development may have on them, and consider mitigation options and strategies if necessary. Accordingly, while the proposed development is located within the Centretown HCD it is considered a non-contributing property. The HIA found that the proposed development is compatible with the existing heritage context and has no negative impact on the surrounding cultural heritage resources. Additionally, the design of the proposed development complies with policies of the Centretown HCD. As such, no alternatives or mitigation measures are required.

A Heritage Permit under the *Ontario Heritage Act*, is required for the project and will be submitted and reviewed concurrently with the other planning applications.

4.5 Parkland Dedication By-law (2022-280)

The proposed development contains a total of 46 residential units. In accordance with the City of Ottawa's Parkland Dedication By-law (2022-280), the required parkland conveyance for mid-rise buildings is calculated at a rate of 1 hectare per 600 dwelling units, with a maximum dedication not to exceed 10% of the gross land area. Based on this rate, the proposal would generate a maximum parkland requirement of approximately 0.07 hectares ($46 / 600 = 0.07$ ha) which would max out at 10% of the property's total area of 1,189m², equalling approximately 119 m² of parkland dedication. The City of Ottawa's Parkland First policy generally directs that the city will prioritize parkland over cash-in-lieu of land (CILP), however, the policy states that when development or redevelopment sites generate less than 400m² of parkland, the City will generally take CILP.

Given the property's location, size constraints, and urban context, the dedication of land for new municipal parkland is not feasible. Therefore, the applicant anticipates that the parkland requirement will be addressed through cash-in-lieu of parkland dedication. This approach is consistent with the City's practice for infill projects in built-up urban areas, where land availability is limited and cash contributions can be more effectively used to enhance or expand nearby existing park facilities.

4.6 Comprehensive Zoning By-law 2008-250

The subject property is zoned Residential Fifth Density, Subzone B, Urban Exception 1855, Height Limit 22 metres – R5B[1855] H(22) in the City of Ottawa's Comprehensive Zoning By-law (2008-250).

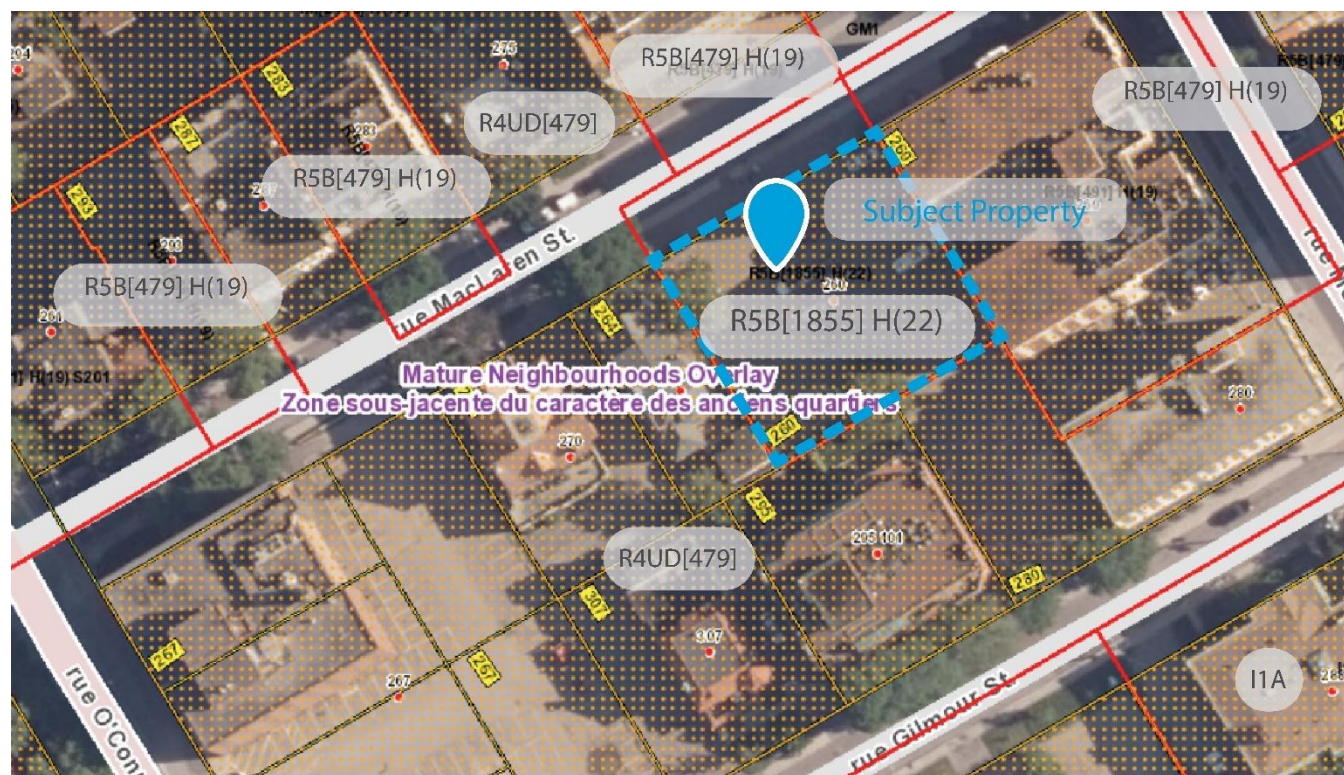


Figure 10: Excerpt of Zoning Map

The property is subject to Exception 1855 and a Height Suffix of 22 metres, as result of the previous Zoning By-law Amendment to establish a mid-rise apartment building. Exception 1855 contains site-specific provisions including:

- / Despite Table 65, Row 3, Column II, ornamental elements may project up to 1.2 metres into a required yard
- / Despite Table 65, Row 4, a canopy may project as close as 0 metres to a lot line
- / minimum westerly interior side yard setback: 2.3 m
- / minimum easterly interior side yard setback for an apartment dwelling mid-high rise:
 - a. 2.5 metres for the first 15 metres from the front lot line; and
 - b. for the remainder:
 - 2.5 metres for the first two storeys above grade; and,
 - 7.8 metres above the second storey
- / maximum number of storeys: seven
- / minimum width of a driveway providing access to an underground parking garage: 4.45 m
- / minimum width of an aisle providing access to a parking space in an underground parking garage: 6 m

The subject property is affected by Section 60 of the Zoning By-law 2008-250, applying a heritage overlay to the site. The purpose of this overlay is to encourage the retention of existing heritage buildings by offering zoning incentives to reuse the buildings, and to limit the size and location of additions to preserve the heritage character of the original building. As the subject site is currently vacant the provisions of Section 60 do not apply.

It is the intention of this application to receive an amendment to address parking provisions and required front yard soft landscaping area. More specifically, to reduce the required residential and visitor parking space rate in accordance with the proposed New Zoning By-law and reduce the minimum front yard soft landscaping requirement by 5 percent to 35%. The remainder of the provisions of the zoning remain unchanged as is summarized in Table 1 below.

Table 1: Zoning Compliance Table

Zoning Provisions	By-law Requirement	Proposed	Compliant (Y/N)
Principal Land Use(s)	Apartment dwelling, mid-rise; high-rise; low-rise Stacked Three Unit Duplex Detached Linked-detached Semi-detached Townhouse	Apartment dwelling, mid-rise	Y
Lot Width	22.5 metres	35.78 metres	Y
Lot Area	675 square metres	1189.6 square metres	Y
Front Yard Set Back	3 metres	3.08 metres	Y
Interior Side Yard Setback Exception 1855	West: 2.3 metres East: / 2.5 metres for the first 15 metres from the front lot line; and / For the remainder:	West: 2.3 metres East: / 2.55 on the first 2 storeys / 8.18 metres above the second storey	Y

Zoning Provisions	By-law Requirement	Proposed	Compliant (Y/N)
	– 2.5 metres for the first two storeys; and – 7.8 metres above the second storey		
Rear Yard Setback	25% of the lot depth to a maximum of 7.5 metres	7.54 metres	Y
Building Height Exception 1855; Height Suffix	22 metres; 7 storeys	19.4 metres, 6 storeys	Y
Amenity Space Section 137	6 square metres / dwelling unit (270 m²); 50% of which must be communal (135 m²)	Total Provided: 299 m ² Communal Space: 299 m ²	Y
Projections into Required Yards Section 65; Exception 1855	/ Despite Table 65, Row 3, Column II, ornamental elements may project up to 1.2 metres into a required yard / Despite Table 65, Row 4, a canopy may project as close as 0 metres to a lot line	N/A	
Required Parking Spaces Section 101 and 103 – Area X	0.5 / dwelling unit, less the first 12 units (17 spaces)	13 spaces	N
Visitor Parking spaces Section 102	0.1 / dwelling unit (3 spaces)	3 spaces	Y
Size of Space Section 105 and 106	Standard Size: 2.6 x 5.2 m	2.6 x 5.2 metres	Y
	Accessible Space (Type A): 3.4 m wide	3.4 metres wide	
Driveway Width Section 107	Maximum double-traffic lane providing access to less than 20 spaces: 3.6 metres	3.3 metres	Y
Aisle Width Section 107	For parking spaces angled at between 56 and 90 degrees: 6.0 metres	6.0 metres	Y
Location of Parking Section 109	No vehicle parking is permitted in a required and provided front yard	Parking is proposed in the rear of the property	Y
Landscaped Area for Parking Lots Section 110	Minimum 15%	29.6%	Y

Zoning Provisions	By-law Requirement		Proposed	Compliant (Y/N)
Landscape Buffer for Parking Lots Section 110	Not abutting a street (10 to 100 spaces)	1.5 metres	3 metres	Y
Bicycle Parking Rates Section 111	0.5 / dwelling unit (23 spaces)		23 spaces	Y
Size of Bicycle Spaces Table 111B	Horizontal	0.6 x 1.8 m	0.6 x 1.8 metres	Y
Location of Bicycle Parking Spaces Section 111	The greater of either a maximum of 50% of the required spaces or 15 is permitted in a landscaped area 15 spaces apply		23 in the landscaped area	N

4.6.1 City of Ottawa New Comprehensive Zoning By-law (2026-50)

The City undertook the preparation of a new Zoning By-law that implemented the City's Official Plan which was approved in November 2022. The final approval of the new Zoning By-law was March 11, 2026.

The Draft New Zoning By-law proposed to remove all minimum parking requirements, while maximum parking space for properties within 600 metres of rapid transit provisions have been carried forward. The maximum parking space rates for dwelling units in Area A (Downtown Core) is 1 space per dwelling unit.

As per Section 110 states that Zoning By-law Amendment and Site Plan Control applications deemed complete prior to the adoption of the new Zoning By-law will be permitted to use Zoning By-law 2008-250 for five (5) years after the date of enactment of the New By-law.

The subject property has been rezoned Neighbourhood 5, Subzone B, Urban Exception 1855, Maximum Building Height of 23 metres – N5B[1855] H(23). The Neighbourhood Zone permits a full range of housing options, with the Neighbourhood 5 zone regulating density and maximum building heights for mid-rise buildings. As this application was submitted prior to the coming into effect of the new Zoning By-law 2026-50, the proposed development seeks to comply with the provisions of Zoning By-law 2008-250, while implementing, where possible, the direction of the new Zoning By-law 2026-50.

4.6.2 Proposed Zoning By-law Amendment

A Zoning By-law Amendment to 2008-250 is required to;

1. Reduce the minimum vehicle parking rate, as follows:
 - Despite Section 101, 12 residential vehicular parking spaces is required for 46 dwelling units.
Requirement = 17 residential vehicular parking spaces

Given the timing of this Zoning By-law Amendment application and the consideration of the new Zoning By-law by City Council the reductions in parking align with the direction of the Official Plan. The elimination of minimum parking space ratios city-wide allows developments to move to a choice-based approach when it comes to providing parking for residents. Considering the market, the form and function of the proposed development the 12 residential vehicular parking spaces is appropriate for a site in proximity to transit and within an established 15-minute community.

2. Permit the provision of bicycle parking spaces located in the landscaped area beyond the maximum permitted in, as follows:

- Despite Section 111, 23 bicycle parking spaces are permitted to be in a landscaped area.
Requirement – A maximum of the greater of 50% of the required spaces or 15 spaces is permitted in a landscaped area (15 spaces apply)

The proposed development includes 23 bicycle parking spaces, the minimum required in the Zoning By-law. However, relief is required to permit the proposed location of these bicycle parking spaces in the landscaped area. All bicycle spaces will be provided at-grade and are in convenient and accessible locations, majority of the spaces near the main and secondary entrances. Additionally, some of the proposed spaces are located on the interior of the property and are protected from weather elements, albeit located in the landscaped area of the parking lot.

5.0 Conclusions

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It is our professional opinion that the proposed Zoning By-law Amendment, Site Plan Control Extension and Heritage Permit applications for 260 MacLaren represents good planning and is in the public interest for the following reasons:

- / The proposed development is **consistent with the Provincial Planning Statement (2024)**, introducing additional housing options on an underutilized parcel of land within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged.
- / The proposed development **conforms to the City of Ottawa Official Plan** policies. The proposed development is an appropriate form of intensification introducing mid-rise, residential development that is compatible with the abutting uses and contributes to providing a range of housing options within the area.
- / The proposed development **conforms to the policies and guidelines of the Central and Eastern Downtown Core Secondary Plan and Community Design**.
- / **The Centretown and Minto Park Heritage District Plan policies and guidelines** inform the design, proposing a mid-rise residential development that respects the heritage and character of the nearby contributing properties.
- / The proposed development **generally complies with the general intent of the Comprehensive Zoning By-law**. The requested amendments are appropriate and will not create undue adverse impacts on the community or surrounding properties.

Sincerely,



Ashleigh-Ann Moyo
Planner



Lisa Dalla Rosa, MBA RPP MCIP
Associate, Planning